

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT  
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 07-MAY-2021 TIME: 1700 HOURS

2. OPERATOR: Talos Energy Offshore LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: ISLAND OPERATORS CO. INC.

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K **Material cost and installation**
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:

8. OPERATION:

4. LEASE: G05599

AREA: ST LATITUDE:

BLOCK: 100 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: A

RIG NAME:

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER \_\_\_\_\_

POLLUTION

FIRE

EXPLOSION

LWC  HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 56 FT.

11. DISTANCE FROM SHORE: 25 MI.

12. WIND DIRECTION:  
SPEED: M.P.H.

13. CURRENT DIRECTION:  
SPEED: M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

COLLISION  HISTORIC  >\$25K  <=\$25K

On May 7, 2021 at 17:00 hours, on South Timbalier (ST) Block 100, the crane's boom control lever got stuck in the upright position while production operators were attempting to backload the boat. This caused the boom to pull up into the boom stops causing significant damage. After the crane incident, the crane was permanently placed Out of Service. The facility is unmanned and shut in with all wells Temporary Abandoned and vessels blind flanged or open to the atmosphere.

While attempting to latch onto a load near the crane, the crane operator boomed up. Once the boom was in position, the crane operator let go of the boom lever. Shortly after, he noticed that the crane boom was still coming up. The crane operator panicked and attempted to reverse the control lever with no success. Once the boom contacted the boom stops, the operator kicked the boom lever forward causing the boom to stop. Once the crane stopped, it was noticed that the boom was bent. While attempting to place the boom back into cradle the lever stuck again, nevertheless, the operator was able to return the boom safely to the cradle.

After the crane incident, Talos Energy contracted Sparrows to conduct a mechanical evaluation of the crane. According to the Sparrows report, several causes most likely contributed to the incident. The control valve and linkage between the control lever and valve were found to be heavily corroded. The High Angle Kick Out (HAKO) system failed. The HAKO was found to have a bent actuation valve and heavy corrosion. The Emergency Shut Down (ESD) failed to shut down crane when pulled.

BSEE Houma District investigation found that the last annual inspection was completed in October 2020. Annual inspection report shows that the HAKO did not work during inspection and was replaced on October 22, 2020. The Crane is considered low usage, therefore an annual inspection is the only required inspection. Prior to this incident, Talos Energy's Crane Pre-Use Inspection Form did not mention the HAKO so it was not tested before use. Since the incident occurred, Talos Energy has updated their Pre-Use Inspection Form to show HAKO.

## 18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

High angle kick out failed to work properly. Emergency Shut down failed to shut down crane.

## 19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

External corrosion on control lever for boom.

## 20. LIST THE ADDITIONAL INFORMATION:

n/a

## 21. PROPERTY DAMAGED:

## NATURE OF DAMAGE:

Boom; Other damage is unknown since the crane was not repaired and was placed Out of Service indefinitely

Bent Boom

ESTIMATED AMOUNT (TOTAL):

## 22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

BSEE Houma District Office has no recommendations to OII at this time.

## 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

## 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

**25-MAY-2021**

26. INVESTIGATION TEAM MEMBERS:

**Zan Sine / Bruce Crabtree /**

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR: **Amy**

**Pellegrin**

APPROVED

DATE:

**18-AUG-2021**