

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT  
PACIFIC OCS REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 09-JUN-2011 TIME: 1230 HOURS

2. OPERATOR: Pacific Operators Offshore, LLC  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

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

4. LEASE: P00166  
AREA: LA LATITUDE:  
BLOCK: 6660 LONGITUDE:

5. PLATFORM: HOGAN  
RIG NAME:

6. ACTIVITY:  EXPLORATION (POE)  
 DEVELOPMENT/PRODUCTION  
(DOC/D/POD)

7. TYPE:

HISTORIC INJURY

- REQUIRED EVACUATION
- LTA (1-3 days)
- LTA (>3 days)
- RW/JT (1-3 days)
- RW/JT (>3 days)
- Other Injury

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER CRANE/NO INJURIES

6. OPERATION:

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

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER EXCESSIVE WT ON WHIP LINE

9. WATER DEPTH: 150 FT.

10. DISTANCE FROM SHORE: 4 MI.

11. WIND DIRECTION: NW  
SPEED: 10 M.P.H.

12. CURRENT DIRECTION: W  
SPEED: 1 M.P.H.

13. SEA STATE: FT.

14. PICTURES TAKEN: YES

15. STATEMENT TAKEN: YES

17. INVESTIGATION FINDINGS:

// While (crane operator) was offloading bundles of 2 7/8" tubing from the M/V Aces Wild using the north crane, the whip or fast line parted & dropped 2 bundles (est. 40 to 50' joints) into the ocean. Note: No injuries. He had previously lifted 2 bundles from the vessel (1 bundle at a time) successfully. On the 3rd lift, he decided to lift 2 bundles at once. Onshore pier personnel indicated the bundles weighed 5000 Lbs apiece.

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

The cause of the incident: (Whip line parted) & (Anti 2 block safety devise failed).

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

- 1) Human error (Failed to follow load chart).
- 2) Excessive weight on whip line.
- 3) Anti 2 block (Safety Device) failed.

20. LIST THE ADDITIONAL INFORMATION:

He had previously lifted 2 bundles from the vessel (1 bundle at a time) successfully. On the 3rd lift, he decided to lift 2 bundles at once. Onshore pier personnel indicated the bundles weighed 5000 Lbs apiece when loaded onto the M/V Aces Wild.

21. PROPERTY DAMAGED:

- 1) Crane Whip Line.
- 2) Headache Ball
- 3) Slings.
- 4) Anti 2 block assembly
- 5) Aux. Tip Sheave Guard.
- 6) 2 bundles of 2 7/8 tubing.

NATURE OF DAMAGE:

Whip line parted, Ball, Slings, Anti 2 Block Assembly, Bundles of Tubing lost overboard & Aux. Tip Sheave damaged.

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

- 1) Adhere to load chart limitations as req'd in API RP 2D.
- 2) Maintain & test safety devices (Anti 2 block assembly) as req'd in API RP 2D.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

As per API RP 2D 3.2.1c, the crane operator should verify that the hook load is within the crane's applicable onboard or offboard rated load at the radius at which the load is to be lifted. Furthermore as per appendix B.3.2.1c "hook load is defined as the load being lifted plus the weight of the slings & rigging. Hook load may or may not include the weight of the hook block & wire rope. This may be determined from the crane's load rating chart. Examples of ways to determine load weight are: Weight indicators, scales, & shore base weighing. After inspection of the load chart, it was determined that at 80° the dynamic load restriction was 8,666 Lbs. Shore base personnel (Carpinteria Pier) stated that the weight was 5,000

Lbs per bundle. The lift in question was 2 bundles.

As per API RP 2D C.4.1.2b, monthly inspections # 13 states check boom hoist limit & anti-two block devices for proper operation. Care should be exercised to prevent damage to crane components. (Note) Operator has not identified this check on their monthly crane inspections.

The following INC's are applicable in this incident:

- a) I-102 Proper crane operating procedures. 3.2.1c (if after recovery, the weight is determined to exceed 8,666 Lbs.)
- b) I-116 (W) anti-two block (2) Operator has no documentation to confirm that he has records of inspecting the controlover-ride or proximity warning device monthly as specified in API RP 2D, monthly inspections item # 13.

25. DATE OF ONSITE INVESTIGATION:

09-JUN-2011

26. ONSITE TEAM MEMBERS:

Bobby Fuller /

28. ACCIDENT CLASSIFICATION:

MINOR

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Phil Schroeder

27. OPERATOR REPORT ON FILE: NO

APPROVED

DATE: 15-JUN-2011

