

UNITED STATES DEPARTMENT OF THE INTERIOR  
MINERALS MANAGEMENT SERVICE  
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 11-SEP-2009 TIME: 1100 HOURS

2. OPERATOR: ATP Oil & Gas Corporation

REPRESENTATIVE: Cleland, Betsy

TELEPHONE: (713) 403-7017

CONTRACTOR: Diamond Offshore

REPRESENTATIVE: Scott Rodger

TELEPHONE: (713) 422-4376

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

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

6. OPERATION:

4. LEASE: G09789

AREA: MC LATITUDE:

BLOCK: 173 LONGITUDE:

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

5. PLATFORM:

RIG NAME: DIAMOND OCEAN CONFIDENCE

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

8. CAUSE:

7. TYPE:

HISTORIC INJURY

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

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: 6387 FT.

- LWC  HISTORIC BLOWOUT
- UNDERGROUND
  - SURFACE
  - DEVERTER
  - SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: 81 MI.

11. WIND DIRECTION: ESE  
SPEED: 15 M.P.H.

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

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

13. SEA STATE: 5 FT.

17. INVESTIGATION FINDINGS:

On 11 September 2008 at approximately 1100 hours, a contract employee was injured when a riser torque wrench that he was attempting to recover fell striking him on his right hand. It was determined that improper rigging procedures caused the incident. Due to the size and shape of the wrench and the tight clearance between the riser and diverter housing, the wrench was tied at an angle and left suspended. The angle of the suspended torque wrench caused the 1/2" lifting eye to be side loaded, thus decreasing the load rating of the eye bolt to 25% at 90 degrees or 30% at 45 degrees. Failure of the eye bolt resulted in the wrench falling and striking the Injured Person (IP). The IP suffered a 1 inch laceration in the webbing between the thumb and index finger. First Aid was administered on the rig prior to the IP being evacuated to shore for medical treatment. The IP had surgery on his hand and was released from the hospital on 15 September 2009.

Sequence of Events:

- 1) The crew loosened the termination joint bolts from the BOP stack.
- 2) An air hoist was used to retrieve the torque wrench through the diverter housing.
- 3) After the wrench entered the diverter housing, the rigging (eyebolt) failed allowing the wrench, weighing 275 lbs, to fall approximately 3 feet striking the IP on the right hand that was placed on the riser flange bolt to maintain his balance.

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

Improper rigging procedures from side loading of the torque wrench resulted in failure of the eye bolt and the wrench falling to strike the IP on the right hand. Failure of the eye bolt resulted from the load rating of the eye bolt being decreased to 25% at 90 degrees or 30% at 45 degrees.

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

- 1) Lack of control of the lifting operation since the Job Safety Analysis (JSA) did not detail how to recover the wrench from the Moonpool.
- 2) Hand placement of the IP.
- 3) Size and shape of the riser wrench resulting in a tight clearance through the diverter housing.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**None**

NATURE OF DAMAGE:

**None**

ESTIMATED AMOUNT (TOTAL):

**\$**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

**21-SEP-2009**

26. ONSITE TEAM MEMBERS:

**Mike Hutchinson / Darryl P.  
Williams /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David J. Trocquet**

APPROVED

DATE: **01-APR-2010**

# INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER \_\_\_\_\_

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE: YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE: