

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 25-OCT-2012 TIME: 0900 HOURS

2. OPERATOR:

Arena Offshore, LP

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **ISLAND OPERATORS CO. INC.**

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: **G02111**

AREA: **EI** LATITUDE:

BLOCK: **314** LONGITUDE:

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

5. PLATFORM: **C**

RIG NAME:

6. ACTIVITY:

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

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER **Structural integrity failure**

7. TYPE:

HISTORIC INJURY

- REQUIRED EVACUATION 1
- LTA (1-3 days) 1
- 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

- 9. WATER DEPTH: 230 FT.
- 10. DISTANCE FROM SHORE: 71 MI.
- 11. WIND DIRECTION: **SE**
SPEED: 5 M.P.H.
- 12. CURRENT DIRECTION: **W**
SPEED: M.P.H.
- 13. SEA STATE: FT.

17. INVESTIGATION FINDINGS:

On 25 October 2012, at approximately 0905 hours, a Contract Operator (CO) was injured after retrieving an oil sample on the wellbay mezzanine deck. As he exited (descended) the stairwell from the wellhead mezzanine deck to the second deck level, the last step of the stairway collapsed and separated due to structural integrity failure, causing the CO to stumble and fall to the deck. At this time, he felt immediate severe pain in his right knee. He then went to the production office and reported the incident to the Person in Charge (PIC). The CO stated that the pain subsided and that he was able to walk, with a pronounced limp, on his own without assistance. The CO was flown into the airport at Abbeville, La., where he was met by an Island Operating Representative and taken to Gulf Regional Hospital and examined by medical personnel and released. Due to surgery on that knee last year, he was sent to his orthopedic surgeon for examination. He was released by his surgeon the same day.

Investigation revealed that the fiberglass supporting the step may have exceeded the manufacturer's 20 year life expectancy or that exposure to chemicals, platform vibration or weather may have deteriorated the fiberglass prematurely.

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

Structural integrity failure of the fiberglass support for the stairwell step.

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

Exposure to the elements, vibration, age of construction material (+/- 20 years).

20. LIST THE ADDITIONAL INFORMATION:

Arena has replaced the fiberglass supports with aluminum ones. They have installed diagonal braces as well as cross bracing on the main support beams at the top and bottom for added strength and installed j-bolts to fasten the stairwell to the metal grating. They have inspected other stairwells at this facility, as well as others platforms to verify that there are no issues with other installations.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

None

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lafayette District Office recommends to the BSEE Regional Office of safety Management (OSM) that a Safety Alert be issued due to the findings in this incident involving Fiberglass stairwells and Decking located on offshore facilities in the GOM region. Potential serious injury or death could be prevented if the manufactures installations and guidelines are adhered too. Aged and outdated fiberglass construction (20+ years) as well as possible exposure to chemical contamination which may cause deterioration.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

29-OCT-2012

26. ONSITE TEAM MEMBERS:

Raymond Johnson/Wade
Guillotte/Gerald Gonzales /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael Hebert

APPROVED

DATE: 26-NOV-2012

