

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **12-AUG-2012** TIME: **0825** HOURS

2. OPERATOR: **Apache Corporation**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: **G03021**

AREA: **MU** LATITUDE:

BLOCK: **762** LONGITUDE:

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

5. PLATFORM: **A**

RIG NAME:

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 _____

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

9. WATER DEPTH: **150** FT.

10. DISTANCE FROM SHORE: **29** MI.

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

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

COLLISION HISTORIC >\$25K <=\$25K 13. SEA STATE: FT.

17. INVESTIGATION FINDINGS:

On 12 Aug 2012, work was being conducted at MU 762A to remove the platform. During this operation, a 190 lb. explosive charge was being lowered into the B-2 jacket leg. The charge was attached to a 1/2" polypropylene rope that was guided over the jacket leg by a barge-crane-line-hook. The rope was then routed through a pad eye on the jacket leg, and then wrapped around a handrail as a "holdback line" where it was manually lowered. Investigation revealed that the crane had an inoperable swing break.

As the charge was being lowered by the worker on the holdback line, it was being guided by the Injured Person (IP) who was not using a tagline. While the rope was being lowered, it broke in proximity to the pad eye- causing the charge to fall into the jacket leg. As the charge was falling, the rope was wrapped or became wrapped around the IP's left hand. He also attempted to stop the fall with his right hand causing his right hand to be pinned between the load and the interior of the jacket leg. The charge then fell down the jacket leg and was later safely recovered. The IP sustained a broken right wrist and a laceration to his right hand and left index finger.

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

Polypropylene rope broke.

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

- A. The explosive bundle was guided by hand without a tagline.
- B. The rope was wrapped/became wrapped around handler's left hand.
- C. The polypropylene rope was guided through a 4" interior diameter pad eye on the leg without a sheave and the rope went through the barge crane hook without a sheave.
- D. The barge crane swing break was inoperative, possibly leading to additional strain on the rope. The polypropylene rope may have broken due to the surge of the barge.

20. LIST THE ADDITIONAL INFORMATION:

- A. JSA states to watch for rope around sharp edges.
- B. The JSA includes the use of gloves, but none were worn.
- C. The job was finished with taglines, a sheave at the crane hook, and a snatch block in place of pad eye.
- D. Pad eyes should be considered unsafe to use to handle load lines.

21. PROPERTY DAMAGED:

Polypropylene rope

NATURE OF DAMAGE:

Rope seperated, rope would have only been used once.

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District makes no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 was issued for unsafe or unworkmanlike practices.

25. DATE OF ONSITE INVESTIGATION:

13-AUG-2012

26. ONSITE TEAM MEMBERS:

**Joseph Trevino III / Edward Keown /
Robert Carrillo /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE: **18-OCT-2012**

