

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: 08-NOV-2022 TIME: 0645 HOURS

2. OPERATOR: Cantium, LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: Quality Production Management

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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:

8. OPERATION:

4. LEASE: 00375

AREA: MP LATITUDE:

BLOCK: 42 LONGITUDE:

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

5. PLATFORM: D

RIG NAME:

6. ACTIVITY:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

REQUIRED EVACUATION

OPERATOR

CONTRACTOR

0

1

LTA (1-3 days)

LTA (>3 days)

0

1

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: 35 FT.

11. DISTANCE FROM SHORE: 9 MI.

12. WIND DIRECTION: NE
SPEED: 15 M.P.H.

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

14. SEA STATE: 5 FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

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

17. INVESTIGATION FINDINGS:

INCIDENT SUMMARY:

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On 8 November 2022 at 0645 hours, at Main Pass (MP) 42 Delta (D), OCS 00375, a Lost Time Accident occurred involving a Quality Production Management (QPM) contract operator. The contract operator was assisting the platform Crane Operator (CO) with the offloading of a chemical transporter from the field boat to the platform. The Injured Personnel (IP) is expected to be unavailable for work for two to three months. Cantium, LLC (Cantium) is listed as the owner/operator of the MP 42 DLM complex.

SEQUENCE OF EVENTS:

On Tuesday morning, 8 November 2022, the Cantium CO and the QPM Rigger began offloading a 500 gallon chemical transporter off the back deck of the Motor Vessel (MV) Ms. Dee, and positioning it on the top deck of MP 42 D platform. As the CO lowered the transporter down to the platform deck, and with the IP holding the tag line in his left hand, the transporter suddenly swung towards the IP. The IP placed his left hand on the transporter attempting to stop the pendulum swinging motion of the transporter, but it contacted the stationary transporter on the deck. The IP's hand was smashed between the foot of the transporter that was just taken off the field boat and the top portion of the stationary transporter.

According to witness statements, the IP lost consciousness and his condition deteriorated quickly. The IP was provided first aid and once he gained his strength, he was escorted to the helipad for evacuation. Once onshore, the IP was driven to the Plaquemine's Medical Center in Port Sulphur, LA for medical treatment and diagnosis.

BSEE INVESTIGATION:

On 8 November 2022, the Bureau of Safety and Environmental Enforcement (BSEE) was notified of the Lost Time Accident.

On 14 November 2022, a BSEE New Orleans District (NOD) Inspector arrived on location requesting and gathering information, documents, and witness statements. Photographs of the incident area were taken.

The BSEE Accident Investigator (AI) reviewed the incident in the BSEE eWell reporting system as well as reviewed the documents gathered by the BSEE Inspector. The AI arrived on MP 42 D on 23 November 2022. The AI met and discussed the incident with Cantium's Health Safety and Environment (HSE) Coordinator and Field Foreman. The AI inquired if the platform workers had access to Cantium's policies regarding crane operations. The HSE Coordinator said, "All employees have access to 'Share Point' online that provides all of Cantium's policies including crane operations policies. Also, all employees are required to access their policies upon hiring." Rigging policies required the use of tag line(s) but not the use of push/pull poles. Hands on the load are permitted once the load comes within reach provided the use of impact gloves are used.

BSEE's AI interviewed platform personnel. According to these interviews with platform personnel, BSEE also found that the IP was hired on 4 January 2022, to perform work on MP 41 B platform and not MP 42 D. Therefore, the IP was new to the facility. Interviews also revealed this IP did not normally assist in crane operations. The IP had only been on the job for 10 months. At the time of the incident, he had volunteered to rig for the crane operator, as the routine rigger was on vacation. The IP, although he was qualified as a rigger, was not familiar with all the precautions necessary to position the transporter among the other transporters on deck. The IP's

normal duties were on MP 41 B platform a few miles away. The AI determined that the casual factor in this injury was poor hand placement. However, a contributing factor was the IP's lack of experience.

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BSEE found that the IP was wearing impact gloves per Cantium's policy. BSEE found the impact resistant gloves may have prevented a more severe injury.

CONCLUSION:

BSEE has determined a lack of experience and poor hand placement resulted in the injury. However, impact resistant gloves saved the IP's hand from a more severe injury.

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

Human Performance Error: Improper hand placement - The IP did not avoid a pinch point when he placed his left hand on the transporter as it was being lowered in place by the platform crane.

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

Human Performance Error: Inexperience doing the task related to the incident. The IP was not familiar with the precautions for crane operations in the chemical transporters designated area of the platform.

20. LIST THE ADDITIONAL INFORMATION:

MP 42 D Platform is part of a three-platform complex: MP 42 D-L-M, that are joined together by catwalks. All chemical transporters or tote tanks are stored on "D" platform in a designated area near the platform crane.

(ITEM 25:) DATES OF ONSITE INVESTIGATION:

- November 14, 2022 - BSEE Inspector
- November 23, 2022 - BSEE Accident Investigator

BSEE NOD recommendation to Cantium to prevent a recurrence:

Provide additional guidance and/or supervision to employees when performing duties or tasks for the first time.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

N/A

N/A

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District has no recommendations for the Office of

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

23-NOV-2023

28. ACCIDENT CLASSIFICATION:

26. Investigation Team Members/Panel Members:

Gerald Taylor / Terrance Hayes /

29. ACCIDENT INVESTIGATION PANEL FORMED:

NO

27. OPERATOR REPORT ON FILE:

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

08-MAR-2023