

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: 12-JUL-2018 TIME: 2215 HOURS

2. OPERATOR: Shell Offshore Inc.

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR: TRANSOCEAN OIL INC.

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: G17565

AREA: AC LATITUDE:
BLOCK: 857 LONGITUDE:

5. PLATFORM:

RIG NAME: T.O. DEEPWATER THALASSA

6. ACTIVITY:

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

7. TYPE:

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

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

9. CAUSE:

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

- 10. WATER DEPTH: 8426 FT.
- 11. DISTANCE FROM SHORE: 308 MI.
- 12. WIND DIRECTION: N
SPEED: 4 M.P.H.
- 13. CURRENT DIRECTION: NE
SPEED: 2 M.P.H.
- 14. SEA STATE: 2 FT.

17. INVESTIGATION FINDINGS:

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On 18-JUL-2018, approximately 1630 hours, a Subsea Engineer onboard the Transocean Drillship Thalassa, was utilizing a tagline to help guide a load down to the deck in the Subsea POD shop. While pulling on the tagline, the Injured Person(IP) heard a pop and felt pain in the right knee.

A verbal risk assessment prompt card was done by personnel involved in the job task prior to the crane lowering the load.

The Subsea Engineer pulled to hard on the tagline while attempting to guide the load which caused him to injure himself.

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

Even though a verbal risk assessment prompt card was utilized, the operational task was not performed safely. If the Subsea Engineer would have utilized the tagline to guide the load and not excessively pull on the tagline, this injury would have been avoided.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT: **None**

20. LIST THE ADDITIONAL INFORMATION:

An actual onsite investigation was not done in this case. Communicated by phone and email with lessee.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lake Jackson District has no recommendations for the Office of Incident Investigations.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

26. INVESTIGATION TEAM MEMBERS:

James Holmes /

29. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED **15-AUG-2018**

Date:

