

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: **27-JUN-2022** TIME: **1200** HOURS

2. OPERATOR: **W & T Offshore, Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **DHD Offshore Services**

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: **G02353**

AREA: **HI** LATITUDE:

BLOCK: **110** LONGITUDE:

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

5. PLATFORM: **A**

RIG NAME:

6. ACTIVITY:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

OPERATOR

CONTRACTOR

0

1

0

1

- 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: **45** FT.

11. DISTANCE FROM SHORE: **18** MI.

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

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

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

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

17. INVESTIGATION FINDINGS:

For Public Release

On 27 June 2022, at 4:19 P.M., W&T Offshore, Inc. (W&T) reported an incident that occurred at High Island (HI) Area Block 110 Lease G-02353, where an injury occurred on a material barge (MB) operated by McDonough Marine Services, during platform removal operations. The DHD Offshore Services (DHD) welder, the injured person (IP), was welding the HI 110 platform jacket to the MB deck when a slab of mud from the platform leg released and dropped onto the IP's right leg causing multiple fractures.

Timeline

On 27 June 2022, at 11:15 A.M. W&T was conducting platform removal operations on the HI 110 platform. The Derrick Barge Swing Thompson, operated by Turnkey Offshore Project Services, lifted the platform's jacket out of the water and positioned it on the McDonough MB for transport. Upon completion of the lift, the IP attempted to secure the platform's jacket to the MB. At approximately 12:15 P.M., while the IP was kneeling on the MB deck, welding the support beams for the platform's jacket to the MB deck, an estimated 2-foot by 4-foot by 3-inch slab of mud stuck to the platform's jacket (leg) fell approximately 4-foot landing on the IP's right leg and ankle. The IP was evacuated and diagnosed with fractures in in the right leg which required surgery to repair.

Investigation

On-site investigation was not conducted due to weather restrictions, no heliport on either barge and the MB departing the location on 27 June 2022 at 10:40 P.M. The Lake Jackson Accident Investigator (AI) requested Job Safety Analysis (JSA), Work Scopes, Procedures, Work Permits, weather conditions, photographs of the incident area and Witness Statements. The AI found that the IP had 30 years of experience as an offshore welder and been employed with DHD since 2015. It was also found during the incident the IP was wearing his required personal protective equipment. W&T stated they did not have a written procedure to remove debris from the platform's jacket. The AI found that falling debris from the platform's jacket was not identified in the JSA. W&T released an internal alert to all of their decommissioning activities identifying the potential dropped object hazard. W&T estimated that the weight of the slab of mud was 78 pounds. Due to the severity and injury to the IP, the AI believes it may have been much heavier and this incident could have been more severe.

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

Management Systems -W&T failed to ensure work area was safe for welding operations

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

Management Systems- Inadequate hazard analysis, dropped objects from the platform's jacket were not identified as a hazard in the JSA.

20. LIST THE ADDITIONAL INFORMATION:

None

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

BSEE Lake Jackson District recommends the Office of Safety Management consider issuing a Safety Alert regarding the incident.

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

For Public Release

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Violation 30 CFR 250.107

G-112 Does the Lessee provide for the safety of all personnel and take all necessary precautions to correct and remove any hazardous oil and gas accumulation or other health, safety, and fire hazards?

On 27 June 2022, Lessee failed to provide for the safety of all personnel and take all necessary precautions to correct and remove any hazards. Lessee failed to identify the debris on the jacket as a hazard. The debris fell causing injury to personnel.

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

Perry Brady /

PANEL FORMED: **NO**

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE:

18-AUG-2022