

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: 06-MAY-2019 TIME: 1935 HOURS

2. OPERATOR: Walter Oil & Gas Corporation

CONTRACTOR: Enterprise Offshore Drilling

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING elevators
- 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:

4. LEASE: G32771

AREA: HI LATITUDE:  
BLOCK: A 469 LONGITUDE:

5. PLATFORM:

RIG NAME: ENTERPRISE 263

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)
  - Other Injury 1 IP sent home-crew change
- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

8. OPERATION:

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

9. CAUSE:

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

- 10. WATER DEPTH: 205 FT.
- 11. DISTANCE FROM SHORE: 76 MI.
- 12. WIND DIRECTION: SE  
SPEED: 16 M.P.H.
- 13. CURRENT DIRECTION: SE  
SPEED: M.P.H.
- 14. SEA STATE: 6 FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

## 17. INVESTIGATION FINDINGS:

At approximately 19:35 hours on 6 May 2019, Walter Oil and Gas Corporation had a hand injury incident onboard the Enterprise 263 jack-up drilling rig while conducting drilling operations at High Island Block A 469. While the Enterprise 263 Drill Crew was installing four-inch elevators onto the bails, one of the Floor Hands was injured.

The Injured Person (IP) was attempting to remove the nut and bolt from one side of the elevator ears. Poor weather conditions, sea state, and rig elevation caused the rig to sway. When the rig swayed, the elevators rolled out of the bails and fell to the rig floor injuring his left thumb. The IP was evacuated to an emergency clinic in Cameron, Louisiana for further evaluation and treatment.

On May 6, 2019, the Drill Crew on the Enterprise 263 was installing the four-inch elevators onto the bails suspended by the topdrive. The drill crew lowered the elevators by air hoist and placed the elevator's ears into the bail openings. While the elevator rested in the bail openings, the crew removed the air hoist cable. While the Injured Person (IP) was removing a nut and bolt from the bottom part of the elevators ears, the rig swayed which allowed the elevators to roll out of the bails and fall to the rig floor. As the elevators rolled out of the bails, they pinched the left thumb and the area between the left thumb and finger causing a skin laceration.

BSEE Investigators reviewed all of the submitted documents, photos, witness statements, etc. During the course of the investigation, BSEE Investigators discovered the following facts:

1. The Job Safety Analysis (JSA) utilized for the job task does not mention the task of installing the elevators onto the bails. However, the JSA does mention the following as hazards; poor weather conditions, motion, poor communication, pinch points, and smashing hands on bells. The mitigation steps listed on the JSA included; good communication, good hand and body placement, and paying attention to pinch points.
2. The proper Personal Protective Equipment (PPE)(Enterprise Policy)to be worn during the job task included the following: hardhat, safety glasses, steel-toed boots, hearing protection, and impact gloves. At the time of the incident, the IP was not wearing impact gloves but regular black dot gloves.
3. The air-hoist cable lifted the elevators. The crew placed the bails inside the elevator ears and then crew disconnected the air hoist cable from the elevators. With the air hoist disconnected from the bails, the rig swayed due to poor weather conditions and sea state. This caused the bails to move and the elevators to roll out of the bails. Personnel did not utilize Stop Work Authority (SWA) and evaluate placing the elevators on the rig floor after identifying "motion" as a hazard to performing the job task.

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

Prior to performing the task, the Operator failed to ensure a Risk Assessment was conducted to mitigate the hazards of rig sway due to rig elevation and poor weather condition.

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

1. The Operator failed to ensure Drill Crew personnel identified and modified the JSA to mitigate the hazards of poor weather conditions and rig elevation. This allowed substantial sway of the rig causing the bails to spread and the elevators to roll out and fall to the rig floor injuring the IP's left thumb and finger.

2. The Operator failed to ensure Drill Crew personnel utilized Stop Work Authority (SWA) prior to or during the task.
3. Elevators were suspended above the drill floor and not laying on the drill floor to eliminate movement.
4. The IP was not wearing the proper impact gloves (as identified in the JSA) while performing the task.
5. The IP had improper hand placement on the elevators at the time of the incident.

20. LIST THE ADDITIONAL INFORMATION:

On 24-JUN-2019, the Injured Person had a follow-up appointment with a Physician and was returned to Full Duty.

21. PROPERTY DAMAGED: **None**                      NATURE OF DAMAGE: **None**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

**No recommendations at this time.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**None**

25. DATE OF ONSITE INVESTIGATION:

**14-MAY-2019**

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION  
PANEL FORMED:      **NO**

26. INVESTIGATION TEAM MEMBERS:

**James Holmes doing report / Perry Brady  
/ Casey Conklin /**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Stephen Martinez**

27. OPERATOR REPORT ON FILE:

APPROVED

DATE:                      **22-JUL-2019**