

UNITED STATES DEPARTMENT OF THE INTERIOR
 MINERALS MANAGEMENT SERVICE
 GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **07-MAY-2008** TIME: **1830** HOURS

2. OPERATOR:

GOM Shelf LLC

REPRESENTATIVE: **Garber, John**

TELEPHONE: **(337) 354-8000**

CONTRACTOR: **Pride Offshore**

REPRESENTATIVE: **Morvant, Lloyd**

TELEPHONE: **(713) 789-1400**

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

4. LEASE:

00127

AREA: **GI**

GI

LATITUDE:

BLOCK: **39**

39

LONGITUDE:

5. PLATFORM:

Q

RIG NAME:

6. ACTIVITY:

EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
 (DOCD/POD)

7. TYPE:

HISTORIC INJURY

REQUIRED EVACUATION

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

STRUCTURAL DAMAGE

CRANE

OTHER LIFTING DEVICE

DAMAGED/DISABLED SAFETY SYS.

INCIDENT >\$25K

H2S/15MIN./20PPM

REQUIRED MUSTER

SHUTDOWN FROM GAS RELEASE

OTHER

6. OPERATION:

PRODUCTION

DRILLING

WORKOVER

COMPLETION

HELICOPTER

MOTOR VESSEL

PIPELINE SEGMENT NO.

OTHER

8. CAUSE:

EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER

9. WATER DEPTH:

70 FT.

10. DISTANCE FROM SHORE:

15 MI.

11. WIND DIRECTION:

SPEED:

M.P.H.

12. CURRENT DIRECTION:

SPEED:

M.P.H.

13. SEA STATE:

FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On May 7, 2008 at 1830 hours on GOM Shelf LLC's Lease OCS-00127, Grand Isle (GI) Block 39, Platform Q, a Pride Offshore employee was injured when he was struck in the face by a cam-lock cap that he was attempting to remove from a barite hose. The Injured Person (IP) was evacuated by helicopter for medical attention and later diagnosed with a fractured cheek bone, chipped tooth, and damage to his nose and lips. The IP was released for restricted work duty.

Sequence of Events:

A Pride Offshore employee was in the process of transferring to the boat below a barite hose that was attached to a manifold and four P-tanks. Faulty valving on the P-tanks allowed pressure to enter the hose as the employee was attempting to remove the cap. As the employee unfastened one of the ears on the cam-lock fitting, the cap blew off striking him in the face (the cam-lock cap/fitting was pointed toward the employee's face instead of directed in a safe direction away from him). The employee was transported to the hospital by helicopter and diagnosed with a fractured cheek bone, chipped tooth, and damaged nose and lips. The employee is currently working light duty as a dispatcher.

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

Human Error

Failure to follow safe practices: Always make sure to check for possible trapped pressure from behind any device that is to be opened. Also, as a secondary measure, always point any device that could be released from trapped pressure in a safe direction away from personnel and deflecting equipment.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The New Orleans District makes no recommendations to MMS.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

No onsite investigation /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: **13-JUL-2008**