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-MAY-2021  TIME: 1100 HOURS
   STRUCTURAL DAMAGE
   CRANE
   X OTHER LIFTING manual hand dolly
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: W & T Offshore, Inc.
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: Pelstar Machinal Services
   REPRESENTATIVE:
   TELEPHONE:
   DAMAGED/DISABLED SAFETY SYS.
   EXPLOSION
   OTHER TELEPHONE:

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPervisor
   8. OPERATION:
   ON SITE AT TIME OF INCIDENT:
   X PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER

4. LEASE: G13662
   AREA: MP
   LATITUDE:
   BLOCK: 283
   LONGITUDE:
   RIG NAME:

5. PLATFORM: A
   PIPELINE SEGMENT NO.
   OTHER

6. ACTIVITY:
   X EXPLORATION (POE)
   DEVELOPMENT/PRODUCTION (DOCD/POD)
   OTHER

7. TYPE:
   INJURIES:
   HISTORIC INJURY
   REQUIRED EVACUATION 0 1
   LTA (1-3 days)
   LTA (>3 days) 0 1
   RW/JT (1-3 days)
   RW/JT (>3 days)
   PATALITY
   Other Injury
   POLLUTION
   FIRE
   EXPLOSION
   LWC HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION
   HISTORIC
   >$25K
   <=$25K

8. OPERATION:
   X PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER

9. CAUSE:
   X EQUIPMENT FAILURE
   X HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

10. WATER DEPTH: 300 FT.

11. DISTANCE FROM SHORE: 46 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:

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EV2010R

20-SEP-2021
INCIDENT SUMMARY:

On 8 May 2021, at 1100 hours at Main Pass (MP) 283 A, Lease OCS-G 13662, a lifting incident with injury occurred. A crate slid off a dolly and the dolly’s handle landed on the injured person's (IP's) right foot just behind the steel toe. The injury resulted in a contusion to the right foot and restricted work greater than 3 days. MP 283 A is a manned production facility, and the operator on record is W&T Offshore, Inc.

SEQUENCE OF EVENTS:

On 8 May 2021, two personnel, the mechanic and the electrician were attempting to move 100-pound crate 30 feet across the deck grating with a hand dolly to load it into a cargo box. Due to its rectangular shape and size, the crate could not be balanced equally on the hand dolly. The team decided to place the dolly under one end of the crate while the other end of the crate would be supported and guided by the second person. As personnel pulled the crate across the deck, they encountered a 4 inch step-up, 2 feet from the opening of the cargo box. As one person pulled, and the other person pushed, the crate slid off the dolly and the IP (mechanic) lost his grip on the dolly’s handle and the handle impacted the IP’s right foot. The IP removed his boot and observed swelling. A cold pack was applied to reduce the swelling. A few minutes later, the IP went upstairs to the quarters to elevate his foot. The IP requested to go onshore and have the injury evaluated. The IP was evacuated onshore by helicopter for medical evaluation and treatment. The physician determined that the IP did not have any broken bones but did have a contusion and was placed on light duty for greater than 3 days.

BSEE INVESTIGATION:

The BSEE Accident Investigator (AI) collected the Personnel On Board List (POB) of 5, 2 witness statements, photos, and a Medical Release. The AI found a JSA was not utilized to identify potential hazards associated with the job task and the hand dolly was not equipped with a securing strap.

CONCLUSIONS:

BSEE found the probable cause of this incident to be a lack of proper equipment for the job. The hand dolly was not equipped with a securing strap which could have been used to secure the load during transport. BSEE also found a contributing cause to be that personnel did not document a risk assessment for the task as no JSA was performed.

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

Equipment Failure: Inadequate/improper tools or equipment used. The hand dolly was not equipped with a securing strap which could have been used to secure the load during transport.

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

Human Performance Error: Not following proper procedure. Personnel did not document a risk assessment for the task as no JSA was performed.
20. LIST THE ADDITIONAL INFORMATION: NA

21. PROPERTY DAMAGED: NA NATURE OF DAMAGE: NA

ESTIMATED AMOUNT (TOTAL): NA

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District has no recommendations for the Office of Incident Investigations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE: NA

25. DATE OF ONSITE INVESTIGATION: 11-MAY-2021

26. INVESTIGATION TEAM MEMBERS: Gerald Taylor - Accident Investigator /

27. OPERATOR REPORT ON FILE: APPROVED DATE: 14-SEP-2021

28. ACCIDENT CLASSIFICATION: NO

29. ACCIDENT INVESTIGATION PANEL FORMED: NO OCS REPORT:

30. DISTRICT SUPERVISOR: David Trocquet

DAVID TROCQUET