

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: 21-JAN-2019 TIME: 0645 HOURS

2. OPERATOR: GOM Shelf LLC

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR:
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: G01673

AREA: MP LATITUDE: 29.257434
BLOCK: 296 LONGITUDE: -88.660752

5. PLATFORM: C
RIG NAME:

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

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 Medical

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

9. CAUSE:

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

10. WATER DEPTH: 220 FT.

11. DISTANCE FROM SHORE: 21 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:

17. INVESTIGATION FINDINGS:

INCIDENT SUMMARY:

On January 21, 2019, an injury occurred at Main Pass (MP) 296 C, Lease OCS-G 01673, operated by GOM Shelf LLC, during a vessel cleaning operation. An Acadian Contractors Construction crew was removing studs on the manway for a Surge Tank when a wrench struck the contractor in the mouth. GOM Shelf medically evacuated the Injured Person (IP) to shore, where he received stitches and treatment for a cracked tooth. On January 22, 2019, the physician released the IP to return to regular full duty.

SEQUENCE OF EVENTS:

At 6:00 am on January 21, 2019, platform personnel held a pre-job safety meeting and a JSA prior to beginning the task of preparing vessels for internal steam cleaning and pressure washing. Personnel began removing the 20 studs on the manway opening for the ABJ-1400 Oil Run Surge Tank. The task required two (2) personnel. At 6:45 am, the crew was on the second to last stud when the (secondary) backup wrench came off and struck the rigger in the mouth, busting his lip and cracking his tooth.

GOM Shelf immediately evacuated the IP to Gulf Regional Medical Center in Abbeville, Louisiana where the medical staff administered medical treatment (4 stitches to lower lip) and a tooth replacement procedure. The physician released the IP to return to full duty on January 22, 2019. However, he did not return to MP 296 C, but was reassigned to Acadian's on-land shop.

There was a safety stand down to discuss the incident with all personnel. The Bureau of Safety and Environmental Enforcement (BSEE) received notification of the incident, and GOM Shelf later submitted the incident into eWell. The scheduled vessel cleaning operation restarted and was completed without further incident. An operator representative ordered a newly designed tool for securing the nut and stud; however, the tool did not arrive until after the task was completed.

BSEE INVESTIGATION:

On January 28, 2019, the BSEE Investigator arrived on location. The BSEE Investigator requested and reviewed all JSA's, P&ID's, LOTO's, and permits for confined space entry and hot work. BSEE interviewed the relief Ultimate Work Authority (UWA) person and the job foreman. Investigators took photos of the incident location (Oil Run Surge Tank) as well as the other vessels listed as cleaned. Prior to going on location, the Investigator contacted the GOM Shelf Safety Coordinator and requested and received all incident reports and available documents concerning the injury.

The investigation found that the overall work scope included the removal and replacement of five (5) manway covers and several bolted access covers. The construction team removed and replaced over 150 studs and nuts using the traditional hand-held hammers and hammer wrenches. However, several studs were accessible with the use of a pneumatic impact wrench.

GOM Shelf identified an alternative tool, a Hammer Tight Slugging Wrench Retainer, which allows personnel to tighten and loosen studs using a hammer wrench with no second person involved. GOM Shelf ordered and received the new tool after the tasks were completed, and will be using it on a trial basis.

Conclusion:

During the BSEE investigation, it was determined that the contractor did not have the (secondary) backup hammer wrench adequately secured or held in position as not to allow it to slip or bounce off once impacted with the hammer. The crew did not use Best

Available Safety Technology (BAST).

BSEE Recommendations:

No recommendations.

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

- **Equipment Failure - Inadequate/Improper tools or equipment used: The failure to provide a safer method to remove the bolts prior to starting the task. There are tools designed to attach to the stud and nut that secures the backup hammer wrench, which eliminates the need for a second person holding it.**

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

- **None**

20. LIST THE ADDITIONAL INFORMATION:

- **None**

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Office of Incident Investigation.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

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

26. INVESTIGATION TEAM MEMBERS:

Gerald Taylor Production AI Specialist

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

27. OPERATOR REPORT ON FILE:

APPROVED

DATE:

05-JUN-2019