

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: **04-AUG-2015** TIME: **0645** HOURS

2. OPERATOR: **MC Offshore Petroleum, LLC**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- 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:

6. OPERATION:

4. LEASE:

AREA: **HI** LATITUDE:  
BLOCK: **160** LONGITUDE:

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

5. PLATFORM: **JA**

RIG NAME: **\* LIFT BOAT (L.J. #2)**

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

8. CAUSE:

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

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

9. WATER DEPTH: **49** FT.
10. DISTANCE FROM SHORE: **25** MI.
11. WIND DIRECTION: **S**  
SPEED: **5** M.P.H.
12. CURRENT DIRECTION: **S**  
SPEED: **1** M.P.H.
13. SEA STATE: **0** FT.

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

On August 4, 2015, at HI 160JA a bundle (5 joints bound with rope) of 7 5/8 inch casing was being moved by the liftboat crane from the well bay area to the deck of the liftboat. The load was lowered approximately 1 to 3 feet off the deck. The Injured Person (IP) assisting with moving and laying down the casing bundle, let go of the tag line and moved from the port to starboard side of the load in an attempt to settle the load from swaying. The previous bundle of casing was set on 2X4 boards laying on the deck. Once the bundle stopped swinging, the signal man called for the load to be lowered. As the weight of the bundle was set down, the bundles shifted, causing a joint of casing to roll onto the IP's left foot/ ankle. Other crew personnel had to assist in removing IP's foot from under the casing. IP's foot was noted to have bruising and discoloration. IP was transported by Acadian Air Ambulance to Lafayette General Hospital for further evaluation and treatment. IP was released the same day with no injuries.

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

IP released the tag line and placed his hands on the load. The IP's body position was too close to the load.

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

Inadequate cribbing  
Failure to properly secure the load.  
Stop Work Authority was not utilized by other personnel when IP released the tag line and placed his hands on the load.

20. LIST THE ADDITIONAL INFORMATION:

Non-adherence to rules/ standards.  
Continue to reiterate the importance of utilizing tag lines and/ or push poles when working with suspended loads.

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The District has no recommendations to the Regional office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

While laying down 7 5/8" casing, lessee failed to ensure personnel were utilizing adequate slings to keep casing bundles tightly secured.

Lessee failed to ensure Stop Work Authority (SWA) was utilized by personnel when IP released the tag line and placed his hands on the casing being lowered to the deck.

Personnel failed to properly position themselves while the bundle of casing was lowered to the deck.

Lessee failed to ensure adequate supports were in place prior to placing the bundles on the deck.

25. DATE OF ONSITE INVESTIGATION:

04-AUG-2015

**For Public Release**

26. ONSITE TEAM MEMBERS:

James Holmes / George Timoh /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: 29-SEP-2015