

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: **09-APR-2014** TIME: **2030** HOURS

2. OPERATOR: **EnVen Energy Ventures, 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 **See below remarks**

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

6. OPERATION:

4. LEASE: **G13091**

AREA: **EW** LATITUDE:

BLOCK: **1003** LONGITUDE:

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

5. PLATFORM: **A-Prince TLP**

RIG NAME: **NABORS S.D. XIV**

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

8. CAUSE:

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

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION **2**
- LTA (1-3 days) **1**
- LTA (>3 days)
- RW/JT (1-3 days)
- RW/JT (>3 days)
- Other Injury

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

9. WATER DEPTH: **1500** FT.

10. DISTANCE FROM SHORE: **80** MI.

11. WIND DIRECTION: **N**
SPEED: **1** M.P.H.

12. CURRENT DIRECTION: **N**
SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

17. INVESTIGATION FINDINGS:-

On April 9, 2014, two Roustabouts on the Nabors Sundowner XIV were injured while the rig pumped barite from a supply boat to the rig's storage tanks. There were multiple storage tanks on the rig, and their job was to move the four inch rubber transfer hose from tank to tank after the pressure on the fill hose had been bled to zero pressure. After filling the first tank the Crane Operator instructed the work boat to blow down the fill hose to remove excess barite from the line. While doing so, one of the Roustabouts thought he heard someone say "they were shutting it down," and started to remove the hose, though no one told them to remove the hose at this point.

The hose was still under pressure and when the hose was disconnected, the hose blew off of the connection at the tank and struck one of them in the back of the neck and the other in the lower left leg. Both Roustabouts were medevac'd off the rig, and after a full examination at the hospital, the Physician issued a full medical release with return to work documents for both employees.

The two Roustabouts were supervised by the Crane Operator, who is in charge of all the rigs deck activities. The Crane Operator failed to properly supervise the roustabouts. The two Roustabouts lack of knowledge in the procedure of transferring barite from a vessel to the rigs tanks allowed them to disconnect the fill hose before it had been safely bled off. Communication was inadequate because the Roustabouts disconnected the hose without knowing for certain it was safe to do so, though they did have radios and were in contact with the boat. Also, a Job Safety Analysis (JSA) was not conducted for this procedure since it was considered routine work.

On April 10, 2014, BSEE Inspectors conducted an on-sight investigation of this incident and a G-110 Incident of Non-Compliance (INC) was issued for the failure to conduct operations in a safe and workmanlike manner.

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

*Lack of supervision of the two Roustabouts who did not understand the job they were assigned to complete.

*Poor communication allowed for the misunderstanding from the Roustabouts to disconnect the hose while it was still under pressure. -

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

*A JSA was not done because the transferring of barite was considered routine work.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

n/a

NATURE OF DAMAGE:

n/a -

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Houma District has no recommendations to make at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

A G-110 was issued as follows:

"On the night of 4/9/14 while attempting to transfer barite from a supply boat to a tank on the facility, the operator failed to follow safe work practices. This resulted in two employees being medically evacuated from the facility."

25. DATE OF ONSITE INVESTIGATION:

10-APR-2014

26. ONSITE TEAM MEMBERS:

**James Richard / Jeramie Liner /
Clint Campo /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE:

16-JUL-2014