

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: 18-JUL-2014 TIME: 1140 HOURS

2. OPERATOR: Energy Resource Technology GOM, In  
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: G15563  
AREA: GC LATITUDE:  
BLOCK: 237 LONGITUDE: -

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

5. PLATFORM:  
RIG NAME: ENSCO 8502

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) 1 -  
 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: 1940 FT.  
10. DISTANCE FROM SHORE: 108 MI.  
11. WIND DIRECTION: SE -  
SPEED: 17 M.P.H.  
12. CURRENT DIRECTION:  
SPEED: M.P.H.  
13. SEA STATE: 6 FT.

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

On July 18, 2014, at approximately 1140 hours, an accident occurred onboard the Ensco 8502. The accident left an employee with a fractured and partially amputated finger.

The accident occurred while the Ensco 8502 was drilling a developmental well for Energy Resource Technology in Green Canyon 237. The Injured Party (IP), a Baker Hughes employee, was assisting the Crane Operator in transferring chemicals from a tote tank to a storage tank located in the cement room. A JSA was done before the crew began operation but failed to include the hazards associated with the weather conditions. The tote tank was hoisted up by the crane and placed on the outside of the handrail so that the chemical could be gravity fed into the storage tank. The IP hooked up a 2 inch camlock hose from the tote tank, which was suspended in air, to the storage tank connection located on the deck. After hooking the hose to the deck connection, the IP placed his left hand onto the handrail to raise himself up. Due to the rough seas, the tank swayed and struck the ring finger of the IP's left hand.

IP was examined by the medic onboard the rig and then sent to an inland medical facility for further evaluation. IP was sent to Occupational Medical Services in Houma, Louisiana, where he was diagnosed with a fracture and partial amputation of finger. Employee was placed on restricted duty the following day and returned to full unrestricted duty on August 5, 2014.

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

1) Poor Body Placement: Employee failed to recognize the risk of placing his hand in an area that left him vulnerable to danger.

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

1) Poor Weather Conditions: Although the weather conditions were not terrible, the sea state at the time of the accident was enough to cause the ship to sway. The tank therefore swayed and was unable to be controlled by the Crane Operator.

2) Although a JSA was done prior to starting the job, employees failed to address the hazards associated with the weather conditions at the time of the operations.

## 20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

**N/A -**

NATURE OF DAMAGE:

**N/A**

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ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**Houma District has no recommendations for BSEE at this time.**

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**N/A**

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS: -

**James Richard /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan Domangue**

APPROVED

DATE: **11-DEC-2014**