

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: **28-FEB-2013** TIME: **0240** HOURS

2. OPERATOR: **BP Exploration & Production Inc.**  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

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

4. LEASE: **G15607**  
AREA: **GC** LATITUDE:  
BLOCK: **743** LONGITUDE:

5. PLATFORM:  
RIG NAME: **T.O. DEVELOPMENT DRILLER II**

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

7. TYPE:

HISTORIC INJURY  
 REQUIRED EVACUATION 1  
 LTA (1-3 days)  
 LTA (>3 days) 1  
 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

STRUCTURAL DAMAGE  
 CRANE  
 OTHER LIFTING DEVICE  
 DAMAGED/DISABLED SAFETY SYS.  
 INCIDENT >\$25K  
 H2S/15MIN./20PPM  
 REQUIRED MUSTER  
 SHUTDOWN FROM GAS RELEASE  
 OTHER

6. OPERATION:

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

8. CAUSE:

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

9. WATER DEPTH: FT.

10. DISTANCE FROM SHORE: MI.

11. WIND DIRECTION:  
SPEED: **16** M.P.H.

12. CURRENT DIRECTION:  
SPEED: M.P.H.

13. SEA STATE: **4** FT.

17. INVESTIGATION FINDINGS:

On February 28, 2013, at approximately 02:40 hours, the crew on the Developmental Driller II were in the process of breaking down stands of drill pipe into single joints and back loading them onto the boat. During the operation, the elevator on the drill floor struck a joint of pipe lying on the skate, forcing it out of position and ultimately striking two employees.

The task being performed was a joint effort between both the drill crew and the deck crew. Each crew was in charge of doing their own risk assessment for their specific job task. The drill crew was in charge of breaking down the stands of drill pipe, each containing four joints of pipe, into single joints and then placing them onto the skate. A skate is a piece of equipment that is used to move drill pipe out and away from the rig floor so that it can be more accessible to the crane and loaded or unloaded. Once six joints of drill pipe had been loaded onto the skate, the deck crew would take over the operation; repositioning the skate and preparing the bundle of drill pipe to be moved over onto the boat.

The drill crew had just finished disconnecting and laying down the last joint of the eleventh stand of drill pipe, leaving two joints on the skate, and was preparing to move on to the next stand when the request was made by the Skate Operator asking the deck crew to send up a bag of thread protectors to the drill floor. It was noted that the last joint of drill pipe that was laid down was protruding approximately six and a half feet past the edge of the skate towards the rig floor. While the drill crew was preparing the next stand, the Skate Operator tracked back the skate so that the crane would be able to set the bag of thread protectors down on it and use the skate to move the bag back to the rig floor. After the thread protectors were moved back to the rig floor, they were offloaded by two Roustabouts and the Banksman with the deck crew. After unloading the bag, the two Roustabouts headed back to their positions via the catwalk that runs along the side of the skate and the Banksman stayed back trying to adjust the sides of the bag to prevent them from flapping around in the wind. The drill crew had just finished disconnecting the first joint of drill pipe from the next stand and proceeded to set it down on the skate without noticing the protruding joint of drill pipe. As the Driller lowered the pipe, the elevator came into contact with the protruding joint of drill pipe on the skate, knocking it off of the skate and striking two employees as it fell to the rig floor and the catwalk. The Banksman received a glancing blow, which knocked him out of the way, and one of the Roustabouts was knocked to the catwalk with the drill pipe on top of him, though he was able to free himself and move to a safe area on an adjacent catwalk.

Immediately following the accident, the Medic and other appropriate personnel were notified. The area was secured to insure that it was safe for other employees. The Medic performed a quick examination of the injured parties at the scene of the accident and then both employees were brought to the rig infirmary to be evaluated. The Banksman was checked out and given an over the counter medication and the rest of the tour off. He was able to return to full duty the following day. The Roustabout was examined and the decision was made to send him in for further evaluation. The Roustabout was sent in via Medevac at approximately 06:40 hours.

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

Employees failed to recognize that a joint of drill pipe was protruding out passed the edge of the skate and underneath the elevators path before attempting to set down another joint.

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

-The catwalk and area surrounding the skate should have been cleared before attempting to set down drill pipe onto the skate. Crew failed to realize that personnel were still in the "Danger Zone" before proceeding with operations.

-Each crew did their own Written Risk Assessment instead of getting everyone involved with the operation together to discuss dangers and possible hazards.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Houma District has no recommendations 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:

17-MAY-2013

26. ONSITE TEAM MEMBERS:

Josh Ladner / James Richard /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE:

26-AUG-2013

## INJURY/FATALITY/WITNESS ATTACHMENT

# INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER \_\_\_\_\_

WITNESS

NAME :

HOME ADDRESS :

CITY :

STATE :

WORK PHONE :

TOTAL OFFSHORE EXPERIENCE :

YEARS

EMPLOYED BY :

BUSINESS ADDRESS :

CITY :

STATE :

ZIP CODE :