

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: **06-AUG-2013** TIME: **1925** HOURS

2. OPERATOR: **Energy XXI GOM, 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: **00031**

AREA: **GI** LATITUDE: **29.101448**

BLOCK: **22** LONGITUDE: **-89.97855**

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

5. PLATFORM: **L-CMP-VALVE**

RIG NAME:

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 **Complacency**

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

9. WATER DEPTH: **55** FT.
10. DISTANCE FROM SHORE: **8** MI.
11. WIND DIRECTION: **SE**
SPEED: **12** M.P.H.
12. CURRENT DIRECTION:
SPEED: M.P.H.
13. SEA STATE: FT.

17. INVESTIGATION FINDINGS:

During construction operations, a FABCON Rigger was caught between a muffler and a handrail scaffold when the muffler suddenly rolled as the butterfly valve was being lifted by the crane. The Injured Person (IP) was flown to Terrebone General where he was examined and released after the CAT scan showed only a hairline fracture of his Scapula (shoulder blade). -

The investigation revealed: -

- 1) Employee complacency. -
- 2) Employee was not aware of the surroundings and was not paying attention to the task at hand. -
- 3) The employee placed himself in a potential pinch point. -
- 4) There were only two 3/8" bolts holding the muffler stack to the stand instead of the four (4) required. -
- 5) There were slip braces in place instead of welding or bolted bracing to support the muffler stack. -
- 6) The Crane used was on a the Liftboat Ram X. Seas or movement possibly contributed to the force exerted on the butterfly valve mounting bolts. -

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

- 1) Employee complacency. -
- 2) Employee was not aware of the surroundings and was not paying attention to the task at hand. -
- 3) The employee placed himself in a potential pinch point. -

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

- 1) There were only two 3/8" bolts holding the muffler stack to the stand instead of the four (4) required. -
- 2) There were slip braces in place instead of welding or bolted bracing to support the muffler stack. -
- 3) The Crane used was on a the Liftboat Ram X. Seas or movement possibly contributed to the force exerted on the butterfly valve mounting bolts. -

20. LIST THE ADDITIONAL INFORMATION:

- 1) The Liftboat Ram X was located next to GI 22 Compressor Platform. -
- 2) The crane operation was a blind lift utilizing radio communications, signalmen and riggers. -
- 3) The FABCON construction crew previously had replaced two similar butterfly valves on two other compressors (#5 and #7) without incident. -
- 4) Liftboats are under U.S. Coast Guard jurisdiction. No crane form submitted. -

21. PROPERTY DAMAGED:

Scaffold Legs

NATURE OF DAMAGE:

Bent

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Agency.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 (W) removing butterfly valve in an unsafe manner.

25. DATE OF ONSITE INVESTIGATION:

21-AUG-2013

26. ONSITE TEAM MEMBERS:

Gerald Taylor / Greg Johnston Jr. /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

10-FEB-2014

INJURY/FATALITY/WITNESS ATTACHMENT

<input type="checkbox"/>	OPERATOR REPRESENTATIVE	<input checked="" type="checkbox"/>	INJURY
<input checked="" type="checkbox"/>	CONTRACTOR REPRESENTATIVE	<input type="checkbox"/>	FATALITY
<input type="checkbox"/>	OTHER _____	<input type="checkbox"/>	WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE: 0 YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

<input type="checkbox"/>	OPERATOR REPRESENTATIVE	<input type="checkbox"/>	INJURY
<input checked="" type="checkbox"/>	CONTRACTOR REPRESENTATIVE	<input type="checkbox"/>	FATALITY
<input type="checkbox"/>	OTHER _____	<input checked="" type="checkbox"/>	WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE: 3 YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME :

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