

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-JUN-2014** TIME: **1025** HOURS

2. OPERATOR: **McMoRan Oil & Gas 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: **G02696**

AREA: **HI** LATITUDE:

BLOCK: **A 531** LONGITUDE:

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

5. PLATFORM: **A**

RIG NAME:

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

8. CAUSE:

7. TYPE:

HISTORIC INJURY

- REQUIRED EVACUATION 1
- LTA (1-3 days) 1
- 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

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

9. WATER DEPTH: **200** FT.

10. DISTANCE FROM SHORE: **77** MI.

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

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

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS:-

On 06-Jun-2014 an employee of Infinity Valve under contract by McMoRan was tasked with swapping out a Pressure Safety Valve (PSV). This job involved removing the mounting bolts by mechanical cutting. The PSV mounting bolts were in a small work space so a grinder with a cutting wheel was used instead of a reciprocating saw. The use of a grinder was not discussed in the Before Job Safety Analysis (BJSA). Additional safety devices, namely a limited torque clutch assembly on the grinder and cut resistant gloves, were not used. The McMoRan accident investigation stated that the small space had limited visibility and that the contract employee was not comfortable using the grinder, but did not use Stop Work Authority in an effort to complete the job quicker. The positioning of the wheel in the small work space was such that the wheel was placed in a bind, causing the grinder to kick back and shatter the cutting wheel. The blade made contact with the back of the contract employee's left hand below the ring finger causing a 4 inch laceration. The Injured Person (IP) received first aid on site and was evacuated for medical treatment. IP received 30 stitches and is expected to make a full recovery. The bolt removal was completed with a hack saw.

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

The accident was caused when the grinder cutting wheel was put in a bind while being used in a small work space. The grinder kicked back and shattered the cutting wheel, causing a 4 inch laceration to the back of the IP's left hand.

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

A grinder was an inappropriate tool to use in a confined area with limited visibility. It was used as a substitute for a reciprocating saw and was not discussed in the Before Job Safety Analysis (BJSA). The McMoRan accident investigation stated that the IP was not comfortable using the grinder, but used it in an effort to complete the job quicker. Stop Work Authority should have been utilized. A grinder with a Limited Torque Clutch Assembly may have avoided a kickback after being placed in a bind. The IP was wearing work gloves but not cut resistant gloves.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

none

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECCURRANCE NARRATIVE:

none

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

07-JUN-2014

26. ONSITE TEAM MEMBERS:

Michael Hankamer /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: **29-JUL-2014**