

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: 12-OCT-2012 TIME: 0700 HOURS

2. OPERATOR: Noble Energy, Inc.  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR: Ensco Offshore Co.  
REPRESENTATIVE:  
TELEPHONE:

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

4. LEASE: G28022  
AREA: MC LATITUDE:  
BLOCK: 698 LONGITUDE:

5. PLATFORM:  
RIG NAME: ENSCO 8501

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

6. OPERATION:  
 STRUCTURAL DAMAGE  
 CRANE  
 OTHER LIFTING DEVICE  
 DAMAGED/DISABLED SAFETY SYS.  
 INCIDENT >\$25K  
 H2S/15MIN./20PPM  
 REQUIRED MUSTER  
 SHUTDOWN FROM GAS RELEASE  
 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: 7223 FT.

10. DISTANCE FROM SHORE: 70 MI.

11. WIND DIRECTION: E  
SPEED: 8 M.P.H.

12. CURRENT DIRECTION: SE  
SPEED: 9 M.P.H.

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

Crane crew was in the process of changing out the port side 4" fuel take on hose. The hose was hoisted up slowly with the crane so the Roustabout, Injured Person (IP), could remove the shipping wrap. With 75' of the 150' hose off the deck, the Klaw coupling (a designed weak link) unexpectedly released causing the hose to fall and strike the IP on his hard hat and right shoulder. The Banksman observed the hose falling and pulled the IP from under the hose while the hose continued to descend. As a precautionary measure the IP was immobilized with C-collar and spine board then transported to the hospital. After evaluation, the IP sustained a concussion and bruising to his shoulder and right arm.

The investigation revealed that:

The Klaw coupling failed under what should have been a normal load.

Due to corrosion, one of the break studs failed on the threaded part rather than at the designed weak point.

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

The Klaw coupling failed under what should have been a normal load.

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

Due to corrosion, one of the break studs failed on the threaded part rather than at the designed weak point.

20. LIST THE ADDITIONAL INFORMATION:

- 1) The Klaw coupling is a designed weak link in the hose. While taking on fuel between two vessels it allows the hose to safely separate in the event one vessel were to lose control and drift from the other. This coupling is equipped with two check valves connected by three break studs. Each break stud is designed to separate at 1498.8 pounds.
- 2) Per Ensco policy the break studs are required to be replaced every six months. The work order for changing the break studs was closed on 5/25/2012.
- 3) In order to reduce personnel exposure Ensco is looking into having the shipping wrap removed prior to the hose being sent offshore.
- 4) Ensco distributed a safety bulletin requiring all rigs to inspect their couplings for signs of damage or corrosion. Also if the protective wrap must be removed offshore, it must be done with the hose laid across the deck rather than suspended from the crane.
- 5) Ensco implemented using a secondary cable that will be attached under the Klaw coupling to prevent the hose from falling in the event of future coupling failure.
- 6) Weight of the hose per foot is 4.5 LBS. Total estimated weight under the Klaw coupling 337 LBS.

21. PROPERTY DAMAGED:

N/A -

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

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

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

15-OCT-2012

26. ONSITE TEAM MEMBERS: -

Lance Benedietto / Joe Sonnier /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: 19-MAR-2014

### INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER \_\_\_\_\_

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE: 3 YEARS

EMPLOYED BY:

# INJURY/FATALITY/WITNESS ATTACHMENT

BUSINESS ADDRESS:

CITY:

STATE: -

ZIP CODE: