ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED
   DATE: 12-SEP-2013  TIME: 1500 HOURS

2. OPERATOR: LLOG Exploration Offshore, L.L.C.
   REPRESENTATIVE: 
   TELEPHONE: 
   CONTRACTOR: 
   REPRESENTATIVE: 
   TELEPHONE: 

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

4. LEASE: G33178
   AREA: MC  LATITUDE: 
   BLOCK: 816  LONGITUDE: 

5. PLATFORM:
   RIG NAME: ENSCO 8502

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

7. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION 1
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   FATALITY
   POLLUTION
   FIRE
   EXPLOSION
   H2S / 15MIN / 20PPM
  REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

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

9. WATER DEPTH: 5537 FT.

10. DISTANCE FROM SHORE: 85 MI.

11. WIND DIRECTION: SSE
    SPEED: 12 M.P.H.

12. CURRENT DIRECTION: SSE
    SPEED: 1 M.P.H.

13. SEA STATE: FT.
On 12 Sept 2013, Offshore Energy Services (OES) Casing Services was running 9.875" liner on the Ensco 8502 for LLOG Exploration Offshore LLC's, MC 816, Well 001, Lease OCS-G 33178. During this operation an employee of OES Casing Services was injured and required medical evacuation.

At approximately 1500 hours while running the 9.875" liner, one side of the flush mount slips had to be removed to allow enough clearance for the liner slip joint to pass through the rotary. Once the slip joint was through the rotary, the Injured Person (IP), OES Supervisor, and Rig Hands attempted to reinstall the slip half with the rigs hoist line. While lowering the slip half back into place, it became wedged in the rotary and tilted to one side. At this time the IP attempted to reposition the slip half by pulling the hoist cable and kicking the slip half. When the slip half came free it smashed the IP's foot between the rotary and the slip half. The Hoist Operator then lifted the slip half to free the IP's foot. The IP was sent to the Rig Medic and it was determined to medevac the IP in for further medical care.

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

1) The IP used poor body positioning by using his foot to reposition the slip half.
2) Proper tool for the task at hand was not utilized.

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

1) The slip half tilted to one side as it was being re-installed.

20. LIST THE ADDITIONAL INFORMATION:

1) The estimated weight of the slip half is 1500 lbs.
2) The JOB Safety Analysis (JSA) reviewed prior to the start of the job addressed the hazard of dropping the slips on feet and instructed personnel to keep feet clear.
21. PROPERTY DAMAGED: N/A

22. RECOMMENDATIONS TO PREVENT RECURRANCE 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:
   16-SEP-2013

26. ONSITE TEAM MEMBERS:
   Michael Sonnier / Lance Benedetto

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
    David Trocquet

APPROVED DATE: 18-MAR-2014

INJURY/FATALITY/WITNESS ATTACHMENT

- OPERATOR REPRESENTATIVE
- CONTRACTOR REPRESENTATIVE
- OTHER

INJURY
FATALITY
WITNESS

NAME: -
HOME ADDRESS: -
CITY: - STATE: -
WORK PHONE: - TOTAL OFFSHORE EXPERIENCE: YEARS -
EMPLOYED BY: -