

UNITED STATES DEPARTMENT OF THE INTERIOR
 BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
 GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **02-AUG-2022** TIME: **1130** HOURS

2. OPERATOR: **Cox Operating, L.L.C.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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:

8. OPERATION:

4. LEASE: **00310**

AREA: **SM** LATITUDE:

BLOCK: **237** LONGITUDE:

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

5. PLATFORM: **177**

RIG NAME:

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days) **1**

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

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

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

10. WATER DEPTH: **17** FT.

11. DISTANCE FROM SHORE: **11** MI.

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

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

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

On 2 August 2022, at approximately 1130 hours, an injury occurred on Cox Operating (Cox) L.L.C.'s OCS-G00310 South Marsh Island (SM) 237 #177 Facility. A Cox Operating electrician was injured (IE Injured Employee) while attempting to swing from the motor vessel (M/V) Doug II to a satellite platform. The IE did not return to work until he received a diagnosis from a specialist. Following the diagnoses, the IE was placed on restricted work. This incident was listed as an LTA greater than three days. The employee was evacuated to an onshore medical facility.

On 2 August 2022, the IE was attempting to board the SM 237 #177 to do maintenance on the nav-aids. The IE was standing on the back deck of the M/V Doug II. The boat captain was attempting to back up to SM 237 #177 to allow the IE to swing from the boat to the SM 237 #177 facility. The IE grabbed the swing rope and placed his left foot on the tire on back of the M/V. As the tires came in contact with the platform, the IE's left foot slipped between the tires and the boat. The IE's toes were bent back prior to his foot being released. The IE felt discomfort and experienced minor swelling around the left ankle. The IE was transported by helicopter to an onshore medical facility for additional treatment. The IE suffered a fractured left foot and was given a boot to wear for 4 weeks, The IE was released to light duty on September 12, 2022.

On 2 August 2022, the Bureau of Safety & Environmental Enforcement (BSEE) Lafayette District (LD) Accident Investigator (AI) received a phone call notification of an incident with injury occurring on Cox's SM 237 #177 Facility. The AI requested additional information pertaining to the incident such as JSAs, Operating Practices and other relevant documents from Cox.

On 4 August 2022, Cox emailed photos of the boat landing at SM 237 #177 and the back of the M/V. Cox also emailed an incident report, the JSA for the day of the incident, the IE's statement and an email stating the diagnoses. It was later verified that the IE's personnel transfer training was not overdue.

The M/V Doug II is the field boat designated for the SM 236 field which includes the SM 237 #177 platform. There are 5 tires lined up on the back of the M/V that are used as a bumper to prevent damage when backing up to the structure. The tires are connected by chains and shackled to the back of the M/V. As the M/V comes in contact with the platform, the tires tend to shift due to the force. The IE placed his foot on one of the five tires as the tires were shifting. At the time of the incident the weather conditions were calm which would reduce the risk of an incident when attempting to use the swing rope. When the sea conditions are calm, it also allows the back of the M/V and the boat landing to be close to the same height when attempting to swing.

BSEE found that the probable cause of the injury was a failure to recognize the hazard regarding bad foot placement when the IE placed his left foot on the tire prior to swinging to the platform.

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

Human Performance Error- Improper foot placement: The IE failed to observe the hazard of placing his foot on the tires while preparing to swing from the M/V.

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

N/A

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

NA

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE Lafayette District office makes no recommendations to the Regional Office of Incident Investigations (OII).

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

NA

25. DATE OF ONSITE INVESTIGATION:

05-AUG-2022

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

26. INVESTIGATION TEAM MEMBERS:

Wade Guillotte Received Data/Created Report /

30. DISTRICT SUPERVISOR: **Mark**

Malbrue

27. OPERATOR REPORT ON FILE:

APPROVED

DATE:

13-OCT-2022