

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: **28-MAR-2022** TIME: **0830** HOURS

2. OPERATOR: **W & T Offshore, Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Wood Group USA**

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: **G07760**

AREA: **SS** LATITUDE:

BLOCK: **300** LONGITUDE:

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

5. PLATFORM: **B**

RIG NAME:

6. ACTIVITY:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

REQUIRED EVACUATION

OPERATOR CONTRACTOR

LTA (1-3 days)

LTA (>3 days)

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

10. WATER DEPTH: **251** FT.

11. DISTANCE FROM SHORE: **56** 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:

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

On March 28, 2022, at approximately 0830 hours, an injury occurred on W&T Offshore Inc's (W&T) facility, Ship Shoal (SS) Block 300 Platform B.

Sequence of Events:

On March 28, 2022, the D-Operator, the injured party (IP), employed by Wood PLC was performing a general overview inspection of the platform. The IP noticed a leak coming from a ¾ inch thermowell plug located on the discharge line of a pipeline pump. The IP went to retrieve a wrench to attempt to tighten the thermowell plug to remedy the leak. While attempting to tighten the plug, it released and struck the IP in the lower abdomen. At approximately 0900, the Lead Operator called the Field Foreman on SS Block 214 Platform K informing him of the incident. The Field Foreman contacted the dispatcher to set up medivac flight for the IP.

BSEE Investigation:

On March 28, 2022, at approximately 1500 hours, W&T notified the Bureau of Safety and Environmental Enforcement (BSEE) of the injury. The initial report stated a contract operator was tightening a plug on a weld-o-let at which time the plug came loose and struck the operator in the stomach. The initial report further states "After about an hour he began not feeling well" so it was decided to send the operator in for evaluation. The contract operator arrived at the hospital later the same afternoon.

The BSEE Investigation team consisted of two BSEE Houma District Accident Investigators. On March 29, 2022, one BSEE Houma District Accident Investigator requested additional information and details on what happened from what was previously provided by W&T's initial report. This request included what the IP was doing at the time of the incident, job safety analysis (JSA) associated with work being done, photographic documentation of the injury, witness statements and documentation showing personnel on board the facility on the date of the incident. W&T responded on March 31, 2022. It was found that the IP was performing routine operations so no JSA was completed and that the IP had previously been working offshore as an operator for eight months prior to the incident with Wood PLC. The Investigation team did not immediately perform an initial on-site investigation due to determining it would be better to have the on-site performed when the personnel involved in the incident be on location. BSEE was later informed that the IP required surgery.

On April 20, 2022, one BSEE Houma District Accident Investigator conducted an on-site incident investigation on the incident. BSEE interviewed the A-Operator on what occurred, inspected the area where the incident occurred with the pipeline pump and the thermowell plug, and confirmed previous witness statements received on March 29, 2022 via eWell. The pressure transmitter for the pipe pressure was provided to BSEE. At the time the pump was off, it was found that there was approximately 550 psi on the discharge line. The Investigation team discovered after inspecting the equipment that there was no damage to the threading on the thermowell and piping.

A post investigation report provided by W&T revealed the IP, after being struck by thermowell, walked over and pulled the platform emergency shutdown. Another operator, the A-Operator, after hearing the alarm went to inspect what caused the alarm and found the IP bent over and covered with oil. The IP was found having a hard time breathing. During this time, the A-Operator went to the gaitronics to contact the Lead Operator to inform him of the IP's status. The lead operator went to the A-Operator to assist in moving the IP to the living quarters. With the help of the other two operators, the IP was able to make it to the living quarters. A medivac flight was requested but weather conditions delayed the flight for approximately 4-5 hours. Once the weather improved, the IP was transported to a hospital and underwent surgery for his injury.

BSEE determined after reviewing all of the documents and evidence from the

thermowell's threading with the pipeline pump, no damage was shown between the male and female ends of the thermowell or piping and that the incident occurred due to operator error. There was no job safety analysis in place at the time of the incident due to work being considered routine operations.

For Public Release

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

Loosened the Thermowell instead of Tightening

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

Inexpeirence of the IP

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

BSEE Houma District has no recomendations for the Office of Incident Investigations at this time.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

20-APR-2022

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

Bruce Crabtree /

PANEL FORMED: **NO**

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR: **Amy**

Pellegrin

APPROVED

DATE:

30-JUN-2022