

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: **07-OCT-2019** TIME: **1110** HOURS

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

2. OPERATOR: **Arena Offshore, LP**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Dynamic Industries, Inc.**

REPRESENTATIVE:

TELEPHONE:

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

8. OPERATION:

4. LEASE: **G01241**

AREA: **ST** LATITUDE:

BLOCK: **52** LONGITUDE:

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

5. PLATFORM: **A**

RIG NAME:

6. ACTIVITY:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

OPERATOR

CONTRACTOR

1

1

- 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: **61** FT.

11. DISTANCE FROM SHORE: **13** 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

17. INVESTIGATION FINDINGS:

At approximately 1110 hours on October 7, 2019, an incident occurred at South Timbalier Block 52 Platform A, lease number OCS-G01241. The Operator on record is Arena Offshore, LP.

Upon completing work on the lower level of ST 52 A facility. Personnel started to relocate equipment to the Liftboat Raimy Eymard. During the second transfer of two air hoisting work baskets (commonly known as spiders) from the boat landing of the platform to the deck of the liftboat, a paint crew member injured his right hand while performing rigging operations. Personnel used the liftboat crane to lift both baskets (side by side) simultaneously. The baskets contained 9 sections of hoses with an estimated total weight of 706 pounds. The outreach of the platform deck above was approximately 30 feet from where the baskets were located on the boat landing and prevented the liftboat auxiliary load block from being centered over the baskets. The Injured Person (IP) wrapped the tag line around the top rung of the guardrail to attempt to control the swing of the load when lifted. As the IP was feeding slack to the tag line during the lift, his right hand was caught between the guardrail and the tag line causing fractures to his index, middle, and pinky fingers on his right hand.

A BSEE Inspector arrived on location to investigate the incident on October 13, 2019 after being notified of the injured person. The Inspector gathered witness statements and took pictures of the work site. The IP's statement was written in Spanish and had to be translated by an interpreter on the platform during the investigation. The interpreter wrote the translation in English, then signed and dated it. The Inspector took pictures of the boat landing, upper deck, and air hoisting work baskets from the Liftboat Raimy Eymard.

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

The auxiliary load block was not centered above the load.
The IP's hand position when holding the tag line
The weight of the load.

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

The JSA (Job Safety Analysis) did not include the process used to lift the baskets.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

None

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

13-OCT-2019

28. ACCIDENT CLASSIFICATION:

For Public Release

26. INVESTIGATION TEAM MEMBERS:

Andrew Gros /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR: **Amy**

Pellegrin

APPROVED

DATE:

03-MAR-2020