

UNITED STATES DEPARTMENT OF THE INTERIOR  
 MINERALS MANAGEMENT SERVICE  
 GULF OF MEXICO REGION  
**ACCIDENT INVESTIGATION REPORT**

1. OCCURRED

DATE: **01-MAR-2009** TIME: **1200** HOURS

2. OPERATOR: **LLOG Exploration Offshore, Inc.**

REPRESENTATIVE: **Weydert, Brian**

TELEPHONE: **(504) 833-7700**

CONTRACTOR: **HERCULES OFFSHORE DRILLING**

REPRESENTATIVE: **Webster Young**

TELEPHONE: **(337) 457-8588**

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

4. LEASE: **G31435**

AREA: **MP** LATITUDE: **29.55450317**  
 BLOCK: **107** LONGITUDE: **-88.68709047**

5. PLATFORM: **D**  
RIG NAME: **HERCULES 204**

6. ACTIVITY:  EXPLORATION (POE)  
 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

- LWC  HISTORIC BLOWOUT
- UNDERGROUND
  - SURFACE
  - DEVERTER
  - SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

6. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- 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: **63** FT.

10. DISTANCE FROM SHORE: **18** MI.

11. WIND DIRECTION: **N**  
SPEED: **40** M.P.H.

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

13. SEA STATE: **10** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On March 1, 2009, at approximately 1145 hours, on the Hercules 204 located at LLOG Exploration Offshore, Inc.'s Lease OCS-G 31435, Main Pass Block 107, rig floorhands were attempting to break three joints of tubing (one stand) and lay the tubing on the casing deck. The stand of tubing was in the mouse hole, and one joint was broken and laid down. The rig personnel decided prior to starting the job, that 36 inch pipe wrenches would be used to break the tubing, in lieu of the hydraulic tongs that were available on the floor for this specific job. Rig personnel were using the hydraulic tong that was located on the rig floor as a stop to support the back-up 36 inch pipe wrench. The hydraulic tong was not connected to the tugger and was sitting in the up right position. When pressure was applied against the tong, the tong fell over. The hanging cylinder for the tong was connected to the top of the tong and rested downward towards the deck with a four part shackle connected on the end with a cotton pin. When the tong fell over, the cylinder resting from the top lifted upward and the shackle on the end of the cylinder, with the cotton pin, struck the Injured Person (IP) in the face, resulting in a 1 ½" laceration to his left cheek. The IP was treated by the medic and was evacuated for medical treatment, where he received stitches and was given a full release to return to work.

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

Human Error:

- 1) Rig personnel used an unstable hydraulic tong as a back-up stop for a 36 inch wrench while breaking tubing.
- 2) Rig personnel used 36 inch wrenches to break the tubing when the correct tongs for the job were available on the rig floor.

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

- 1) There was no Job Safety Analysis (JSA) performed. Rig personnel only had a verbal safety meeting prior to job.
- 2) There was poor job planning, since numerous safer options were available in lieu of a back-up wrench; e.g., chain, rig-up tongs, etc.
- 3) Rig personnel failed to use Stop Work Authority (SWA)
- 4) Rig personnel should have considered that the height of the tong as compared to the width of the tong, would make the tong top heavy and not suitable to have back-up force applied to it.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**None**

NATURE OF DAMAGE:

**None**

ESTIMATED AMOUNT (TOTAL):

**\$**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The MMS New Orleans District makes no recommendations to the MMS Regional Office of Safety Management (OSM).**

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

**There may be a possible violation due to using the hydraulic tong as a stop for the back-up wrench. This was a short cut in lieu of rigging up the proper hydraulic tong or properly connecting a chain or cable for supporting the back-up wrench.**

25. DATE OF ONSITE INVESTIGATION:

**02-MAR-2009**

26. ONSITE TEAM MEMBERS:

**Peter Botros / Justin Josey /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

APPROVED

DATE: **24-JUN-2009**

# INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER Floorhand

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER Floorhand

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

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CITY:

STATE:

ZIP CODE:

OPERATOR REPRESENTATIVE

CONTRACTOR REPRESENTATIVE

OTHER Floorhand \_\_\_\_\_

INJURY

FATALITY

WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE: 10

YEARS

EMPLOYED BY:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

# INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER \_\_\_\_\_

WITNESS

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