

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT  
PACIFIC OCS REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 12-DEC-2008 TIME: 0750 HOURS

2. OPERATOR: DCOR, L.L.C.

REPRESENTATIVE:  
TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:  
TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER 1 INJURY/EVAC'D

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

6. OPERATION:

4. LEASE: P00216

AREA: LA LATITUDE:  
BLOCK: 6862 LONGITUDE:

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

5. PLATFORM: GILDA

RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
  - REQUIRED EVACUATION 1
  - LTA (1-3 days)
  - LTA (>3 days) 1
  - RW/JT (1-3 days)
  - RW/JT (>3 days)
  - Other Injury

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: 205 FT.  
10. DISTANCE FROM SHORE: 9 MI.

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

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

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

13. SEA STATE: FT.

14. PICTURES TAKEN: NO

15. STATEMENT TAKEN: NO

17. INVESTIGATION FINDINGS:

Contract employee ( ) removed the hatch cover to well slot 65, and fell approximately 23 feet through well slot, landing on a well head, and coming to rest on the lower well bay. Employee sustained multiple injuries from the fall to his chest and multiple lacerations to his face and forehead. He was hospitalized for several days and released. He is expected to return to work in his prior position.

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

Employee picked up the wrong hatch cover - there were 2 hatch covers in the area, one with no hole under it, and the other covering a hole. Thinking it was the spare, he picked up the cover and stepped forward into the hole he inadvertently opened.

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

Rig crew had finished on a well, and witnesses described the crew as in a hurry to finish clean up prior to days off.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Handling of hatch covers, per DCOR procedures, requires 2 people. This will be discussed with all crew during daily safety meetings.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 issued 12/15/08.

25. DATE OF ONSITE INVESTIGATION:

13-DEC-2008

28. ACCIDENT CLASSIFICATION:

MINOR

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

Louis Fernandez /

30. DISTRICT SUPERVISOR:

Phillip R Schroeder

27. OPERATOR REPORT ON FILE: YES

APPROVED

DATE:

15-JAN-2009

