

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: **22-FEB-2014** TIME: **1630** HOURS

2. OPERATOR: **Exxon Mobil Corporation**
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: **G10380**
AREA: **AC** LATITUDE:
BLOCK: **25** LONGITUDE:

5. PLATFORM: **A-Hoover Spar**
RIG NAME:

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) 1
 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: **4825** FT.

10. DISTANCE FROM SHORE: **137** MI.

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

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

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

On 22-Fen-2014 an Exxon Mobil crew attempted to lower a hydraulic hose from the crane landing to the deck 38 feet below. Hydraulic hose was an 85 pound rubber hose with couplings which had just been replaced by the work crew. Injured Party (IP) had intended to tie the hydraulic hose coil with 1/2" rope and then lower the hose using the crane landing safety railing as a fulcrum. A Crew Member fed the coiled hose over the railing while IP held the 1/2" rope to control the decent. Once full weight of the the hydraulic hose went over railing the IP lost control of the rope, pulling his left hand into the railing, tearing the IP's skin at the base of the thumb. IP was sent in on a Medevac flight, Ip received stitches and was put on restricted work.

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

Accident was caused by using an improper technique to lower an 85 pound load from the crane landing.

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

The Injured Party (IP) was not aware of how much weight he could safely lower over the railing of the crane landing. IP did not have sufficient space between his left hand and the railing to allow time to let go should control be lost.

20. LIST THE ADDITIONAL INFORMATION:

Injured Party was wearing impact resistant gloves at the time of the accident. There was no onsite investigation by BSEE due to persistent poor weather.

21. PROPERTY DAMAGED:

none

NATURE OF DAMAGE:

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:

25. DATE OF ONSITE INVESTIGATION:

29. ACCIDENT INVESTIGATION
PANEL FORMED: - ^{NO}

OCS REPORT: -

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: 10-APR-2014