

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: **08-JUL-2014** TIME: **2035** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Transocean Offshore -**

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- 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:

6. OPERATION:

4. LEASE: **G27698**

AREA: **KC** LATITUDE:

BLOCK: **10** LONGITUDE: -

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

5. PLATFORM:

RIG NAME: **T.O. DISCOVERER INDIA**

6. ACTIVITY:

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

8. CAUSE:

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

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 **1 medical eval. -**

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

9. WATER DEPTH: **3958** FT.

10. DISTANCE FROM SHORE: **218** MI.

11. WIND DIRECTION: **SE -**  
SPEED: **6** M.P.H.

12. CURRENT DIRECTION: **S**  
SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

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

Rig personnel were skidding a section of 13'4 X 6'L-shaped handrail/extension approximately 20' on Port Aft production deck when one of the legs caught a light pole causing handrail to stop. Injured Person (IP) was behind handrail pushing and was struck in the mouth by one of the legs chipping his front teeth.

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

- 1. Not focusing on position of the leg in reference to the light pole.
- 2. A verbal JSEA and Risk Assessment Prompt Card was done but rig personnel were not required to turn card into management so the job task could be assessed for hazards.
- 3. Not enough personnel to perform the job task.

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

- 1. No personnel used as a spotter while moving handrail extension.
- 2. No written JSEA.
- 3. No mechanical means utilized to perform job task.

20. LIST THE ADDITIONAL INFORMATION:

No additional information.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District has no recommendations to the Regional office for this event.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

08-JUL-2014

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

26. ONSITE TEAM MEMBERS:

OCS REPORT:

30. DISTRICT SUPERVISOR:

**John McCarroll**

APPROVED

DATE: **15-SEP-2014**