

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-JUL-2014 TIME: 1940 HOURS

2. OPERATOR: BP Exploration & Production Inc.

REPRESENTATIVE:

TELEPHONE: -

CONTRACTOR: -

REPRESENTATIVE: -

TELEPHONE:

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

4. LEASE: G09866

AREA: MC LATITUDE: 28.215806 -  
BLOCK: 776 LONGITUDE: -88.558333 -

5. PLATFORM:

RIG NAME: SEADRILL WEST VELA

6. ACTIVITY:

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

7. TYPE:

HISTORIC INJURY -

REQUIRED EVACUATION 2 -  
 LTA (1-3 days)  
 LTA (>3 days) 2  
 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 Handling Sub  
 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 Unknown at this time

9. WATER DEPTH: 5638 FT.

10. DISTANCE FROM SHORE: 70 MI.

11. WIND DIRECTION: ENE -  
SPEED: 6 M.P.H.

12. CURRENT DIRECTION: SSW  
SPEED: 0 M.P.H.

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

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On 7 July 2014, at approximately 1940 hours an incident occurred that resulted in injuries to two Seadrill employees. The first injured employee (IE1) was sent to the hospital with lacerations to his elbow and bruising on the left side of his body. The second injured employee (IE2) was sent to the hospital with 2 fractured ribs and a lacerated spleen.

While performing workover operations, the drill crew had to pull the production tubing from the wellbore. The drill crew tripped in the well a tubing hanger mechanical recovery tool (THMRT). Once the THMRT was latched in the tubing hanger the drill crew started pulling the tubing out of the well. With the tubing hanger at the rotary table the THMRT had to be removed and a tubing hanger handling tool (THHT) installed. The FMC Technologies' procedures document shows that the onsite FMC Technologies Representative initialed each procedural step for the installation of the THHT in the tubing hanger. At the time of the investigation it is unknown whether the THHT failed due to a mechanical failure or whether the THHT was not installed properly. The entire assembly was passed from the main rotary to the auxiliary rotary so it could be transported to the main deck storage area. Using an air tugger, the drill crew landed the hanger on the pipe skate and began to tail the assembly out from the drill floor. When the assembly reached approximately a 35° angle the THHT separated from the tubing hanger. The hanger fell approximately 15' to the pipe skate and bounced from side to side on the skate. The tugger operator (IE2) was struck by the tubing hanger and another employee (IE1) on the opposite side of the skate fell to the deck to avoid the tubing hanger. At the time of the investigation it was unclear whether IE1 was struck by the tubing hanger or was injured as he fell. Both employees were sent to the hospital via medevac.

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

At the time of the investigation it is unknown whether the THHT failed or whether the THHT was installed improperly.

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

None at this time.

20. LIST THE ADDITIONAL INFORMATION:

- 1) The procedure for installing the THHT was on location and completed prior to lifting the tubing hanger with the THHT.
- 2) The THHT is owned by FMC Technologies. The on-site FMC Technologies representative told the BP representative that the THHT was installed and ready to lay out.
- 3) The tubing hanger weight is 2700 lbs.
- 4) The on-site FMC representative that verified the installation of the THHT has 14 years of experience running these tools.
- 5) The Operator is sending the THHT in for further evaluation and testing.

21. PROPERTY DAMAGED:

**None**

NATURE OF DAMAGE:

**None**

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

**The BSEE New Orleans District makes no recommendations to the Agency.**

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

**08-JUL-2014**

26. ONSITE TEAM MEMBERS:

**Sam Ibrahim / Nathan Ince / Michael  
"Joe" Sonnier /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

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### INJURY/FATALITY/WITNESS ATTACHMENT

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> OPERATOR REPRESENTATIVE | <input type="checkbox"/> INJURY             |
| <input type="checkbox"/> CONTRACTOR REPRESENTATIVE          | <input type="checkbox"/> FATALITY           |
| <input type="checkbox"/> OTHER _____                        | <input checked="" type="checkbox"/> WITNESS |

NAME:

HOME ADDRESS: **Subsea Specialist**

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY: **BP Exploration & Production Inc.**

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

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