

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: 12-SEP-2013 TIME: 1500 HOURS

2. OPERATOR: LLOG Exploration Offshore, L.L.C.
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: G33178
AREA: MC LATITUDE:
BLOCK: 816 LONGITUDE:

5. PLATFORM:
RIG NAME: ENSCO 8502

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

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

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: 5537 FT.

10. DISTANCE FROM SHORE: 85 MI.

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

12. CURRENT DIRECTION: ESE
SPEED: 1 M.P.H.

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

On 12 Sept 2013, Offshore Energy Services (OES) Casing Services was running 9.875" liner on the Ensco 8502 for LLOG Exploration Offshore LLC's , MC 816, Well 001, Lease OCS-G 33178. During this operation an employee of OES Casing Services was injured and required medical evacuation.

At approximately 1500 hours while running the 9.875" liner, one side of the flush mount slips had to be removed to allow enough clearance for the liner slip joint to pass through the rotary. Once the slip joint was through the rotary, the Injured Person (IP), OES Supervisor, and Rig Hands attempted to reinstall the slip half with the rigs hoist line. While lowering the slip half back into place, it became wedged in the rotary and tilted to one side. At this time the IP attempted to reposition the slip half by pulling the hoist cable and kicking the slip half. When the slip half came free it smashed the IP's foot between the rotary and the slip half. The Hoist Operator then lifted the slip half to free the IP's foot. The IP was sent to the Rig Medic and it was determined to medevac the IP in for further medical care.

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

- 1) The IP used poor body positioning by using his foot to reposition the slip half.
- 2) Proper tool for the task at hand was not utilized.

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

- 1) The slip half tilted to one side as it was being re-installed.

20. LIST THE ADDITIONAL INFORMATION:

- 1) The estimated weight of the slip half is 1500 lbs.
- 2) The JOB Safety Analysis (JSA) reviewed prior to the start of the job addressed the hazard of dropping the slips on feet and instructed personnel to keep feet clear. -

21. PROPERTY DAMAGED:

N/A

NATURE OF DAMAGE:

n?A

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:

16-SEP-2013

26. ONSITE TEAM MEMBERS:

Michael Sonnier / Lance Benedietto /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: 18-MAR-2014

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

- INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

- OTHER _____

WITNESS

NAME: -

HOME ADDRESS: -

CITY: -

STATE: -

WORK PHONE: -

TOTAL OFFSHORE EXPERIENCE:

YEARS -

EMPLOYED BY: -

INJURY/FATALITY/WITNESS ATTACHMENT

BUSINESS ADDRESS:

CITY:

STATE: -

ZIP CODE: