

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: 05-JUN-2013 TIME: 1600 HOURS

2. OPERATOR: LLOG Exploration Offshore, L.L.C.
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR: Wood Group Production Services
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: G31435
AREA: MP LATITUDE: 29.54691907
BLOCK: 107 LONGITUDE: -88.69008591

5. PLATFORM: E
RIG NAME:

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 **Dropped**
Object/LiftboatStandby

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: 56 FT.

10. DISTANCE FROM SHORE: 30 MI.

11. WIND DIRECTION: SE
SPEED: 20 M.P.H.

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

13. SEA STATE: 8 FT.

17. INVESTIGATION FINDINGS: -

There was a secured gangway attached for the Liftboat Courtney Gabrielle to Main Pass (MP) 107E Platform at the production 40 foot level. The liftboat crew used the gangway to crew change by helicopter from the platform about 1:00 p.m. As wind and sea conditions increased the decision was made to disconnect from the platform and jack down. An Offshore Marine Contractor (OMC) personnel walked across the secured gangway on to the platform, removed the securing chain, then started back across the unsecured gangway, when sea conditions caused the liftboat to sway, pulling the gangway off the platform causing both it and the personnel to fall 40 feet into the Gulf. The individual swam to the boat landing and climbed out of the water. He was checked out on scene and then flown to Galliano, Louisiana and taken to the emergency room.

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

- 1) 6-8 feet seas and 20 mph winds caused the liftboat to sway away from the platform.
- 2) The gangway was not secured to the platform or attached to the liftboat's crane.

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

- 1) Personnel not following the approved procedures for removal of the gangway between the platform and the liftboat. -
- 2) Personnel crossing over an unsecured gangway. -

20. LIST THE ADDITIONAL INFORMATION:

- 1) The liftboat was on standby at MP 107E. It arrived on location on Tuesday, June 4th. An acid job had been scheduled but not in the startup phase at the time of the incident. -
- 2) Liftboat used the platform's heliport to crew change on June 5, 2013 at 1 p.m. Using the gangway to transfer personnel from liftboat to platform, up to the heliport. - The LLOG Area Foreman organized the flight arrangements. -
- 3) MP 107E is an unmanned platform. No LLOG personnel or representatives were on location at the time of the accident. No work activities were being performed on that location at that time. -
- 4) The liftboat personnel did not contact LLOG personnel on MP 107D concerning their need to unsecure and remove the gangway and jack down from MP 107E due to weather. Contact was made after the accident, requesting a flight for the injured man. -

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Gangway - 40ft long x 4ft wide x 4ft height.

Lost Overboard

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:

06-JUN-2013

26. ONSITE TEAM MEMBERS:

Gerald Taylor /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE: 19-MAR-2014

INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE

INJURY

CONTRACTOR REPRESENTATIVE

FATALITY

OTHER _____

WITNESS

NAME:

HOME ADDRESS:

INJURY/FATALITY/WITNESS ATTACHMENT

CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS
EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:

OPERATOR REPRESENTATIVE INJURY
 CONTRACTOR REPRESENTATIVE FATALITY
 OTHER _____ WITNESS

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