

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: 13-JUN-2012 TIME: 1430 HOURS

2. OPERATOR: **Peregrine Oil & Gas, LP**
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

4. LEASE: **G05953**
AREA: **PN** LATITUDE:
BLOCK: **969** LONGITUDE:

5. PLATFORM: **JA**
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

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: 180 FT.

10. DISTANCE FROM SHORE: 26 MI.

11. WIND DIRECTION: **SE**
SPEED: 12 M.P.H.

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

13. SEA STATE: 6 FT.

17. INVESTIGATION FINDINGS:

During backloading of a 3750# air compressor to workboat, UIF %eckhand attempted to retrieve tagline, got shirt caught on metal scrap in junk basket, and was impacted in chest by suspended compressor's skid when boat heaved upward. 5IF Injured larty (IP) recieved 2 broken ribs, B broken wrist, and B punctured lung. 5IF deckhand was giving hand signals to crane operator. Crane load was not moving at time of accident. Impact was witnessed by deckhand holding other tagline.

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

Upward movement (heave) of boat from 4-6ft seas while also compensating for current.

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

Material in junk basket was not adequately secured. Suspended load was too low. Lack of escape routes on boat deck, or workboat space was too crowded. Workboat captain had obscured view of worksite. Crane had a short boom and boat had jumpdeck that both limited workable area. IP chose inappropriate route to tagline, or no available safe route to tagline existed.

20. LIST THE ADDITIONAL INFORMATION:

Compressor was first object loaded onto boat after personnel basket, other objects are from PN 975. Witness statements collected by operator representative who was also crane operator. IP discharged 6-20-12 after tube removed, wrist to take 7-14 weeks to heal.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

No property damage, only injuries to IP

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

21-JUN-2012

26. ONSITE TEAM MEMBERS:

Aaron Campbell /

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE: **18-OCT-2012**