

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: **22-AUG-2013** TIME: **1545** HOURS

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

2. OPERATOR: **EPL Oil & Gas, Inc.**
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

6. OPERATION:

4. LEASE: **G01870**
AREA: **ST** LATITUDE:
BLOCK: **26** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER **P&A**

5. PLATFORM: **D-QTRS**
RIG NAME:

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

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION 1
- LTA (1-3 days)
- LTA (>3 days)
- RW/JT (1-3 days)
- RW/JT (>3 days) 1
- Other Injury

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

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

9. WATER DEPTH: **53** FT.
10. DISTANCE FROM SHORE: **7** MI.
11. WIND DIRECTION: **E**
SPEED: **1** M.P.H.
12. CURRENT DIRECTION: **E**
SPEED: **1** M.P.H.
13. SEA STATE: FT.

17. INVESTIGATION FINDINGS: -

On August 22, 2013, while in the process of performing abandonment operations on EPL's ST. 26-D platform, an employee had his left index finger smashed while attempting to install the Blowout Preventers (BOPs) to the top of the wellhead.

The crew had just moved onto location and was in the process of rigging up coiled tubing equipment in order to perform abandonment operations. The Injured Person (IP) was located on an elevated platform near the wellhead and was calling up instructions to the Flagger on the deck above. The Flagger would then signal the Crane Operator using hand signals to guide the BOP into place. The IP had inserted all twelve bolts into the bottom flange of the BOP and was trying to guide all of them into the flange on top of the wellhead. Although all of the proper Personal Protective Equipment (PPE) was being used, the operators Incident Report stated that the IP's gloves had been exposed to grease which had caused his hands to become slippery. As the Crane Operator lowered the BOP into place, the IP was trying to align the bolts and flanges with the use of his hands. As the bolts came into contact with the flange below, the bolts were slowly being forced upward as a result of not being aligned properly. The IP's left hand slipped causing his left index finger to slide near the top end of the bolt. The bolt continued to move upward jamming his finger between the bolt and the flange attached to the BOP.

After the accident occurred the facility held a safety stand down. On site first aid was provided to the IP and the decision was made to transport the IP onshore for further evaluation. Further medical evaluation revealed that the IP had sustained a fracture to his left index finger. IP was placed on restrictive duty for five days and then cleared to return to regular duties.

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

1. Poor Body Placement: Although Pinch Points were covered during the Job Safety Analysis, the employee failed to recognize that his finger was located in a hazardous area.

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

1. Operators Report stated that the employee's gloves had been exposed to oil and grease which caused them to be slippery. This could have contributed to the employee's hand sliding into a pinch point.-

2. The decision to try to align all twelve bolts into the flange at once instead of just a few at a time could have contributed to the accident.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

N/A -

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Houma District has no recommendations at this time

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS: -

James Richard /

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED

DATE: **17-MAR-2014**