

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-MAY-2013** TIME: **1345** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**  
REPRESENTATIVE:  
TELEPHONE:  
CONTRACTOR:  
REPRESENTATIVE:  
TELEPHONE:

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

4. LEASE: **G02076**  
AREA: **VR** LATITUDE:  
BLOCK: **214** LONGITUDE:

5. PLATFORM: **A**  
RIG NAME:

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

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

FATALITY  
 POLLUTION  
 FIRE  
 EXPLOSION

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

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

8. CAUSE:  
 PRODUCTION  
 DRILLING  
 WORKOVER  
 COMPLETION  
 HELICOPTER  
 MOTOR VESSEL  
 PIPELINE SEGMENT NO.  
 OTHER **API#177054011100 Well A-14**

9. WATER DEPTH: **127** FT.

10. DISTANCE FROM SHORE: **57** MI.

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

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

13. SEA STATE: FT.

17. INVESTIGATION FINDINGS:-

On May 12, 2013, Quality Energy Services was on location at VR-214 for Chevron U.S.A. INC. conducting Permanent Abandonment (PA) work on multiple wells. At approximately 07:00 a Job Safety Analysis (JSA) meeting was conducted for Electric-line (E-line) and Slick-line (S-line) work. In the JSA under mitigations to minimize/eliminate hazards the JSA states "Use crane to move/assemble lubricators if feasible. Lift with legs/keeping back straight. Keep hands and fingers from between lubricator/rigging/deck/equipment". While using the E-line lubricator on the A14 well some of the PA crew assembled the S-line lubricator in anticipation of rigging it up on the next well to be serviced. The S-line lubricator was twenty seven feet long and weighed approximately three hundred and ninety pounds and was placed on stands in the work area.

When the PA crew was finished using the E-line lubricator on the A14 well it became apparent that the S-line lubricator needed to be moved approximately two feet to make room to lay the E-line lubricator down in the work area. At 13:45 a member of the PA crew attempted to move the S-line lubricator by hand. The sheave on the S-line lubricator snagged on the work deck and rolled the S-line lubricator up out of the cradle on the top of the stand. While the PA crew was holding onto the lubricator the Injured Person (IP) attempted to help place the lubricator back onto the stand. The PA crew member was unable to support the weight of the S-line lubricator and dropped it from a height of approximately twelve inches above the work deck onto the IP's foot. The IP was removed from the work area and transported inland to see a physician, the diagnosis was a fractured foot.

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

A PA crew member attempted to move the S-line lubricator which was twenty seven feet long and weighed approximately 390 pounds without the help of another crew member or the aid of a mechanical lifting device.

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

In the JSA under mitigations to minimize/eliminate hazards for moving/assembling the lubricators, the JSA did not recognize the hazards of moving the lubricator by hand.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:  
**The Lake Charles District Office has no recommendations.**
23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**
24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
25. DATE OF ONSITE INVESTIGATION:  
**15-MAY-2013**
26. ONSITE TEAM MEMBERS:  
**Klumpp, Mitchell /**
29. ACCIDENT INVESTIGATION  
PANEL FORMED: **NO**
- OCS REPORT:
30. DISTRICT SUPERVISOR:  
**Williamson, Larry**

APPROVED  
DATE: **11-JUL-2013**

# 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:

BUSINESS ADDRESS:

CITY:

STATE:

ZIP CODE:

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 CONTRACTOR REPRESENTATIVE  FATALITY  
 OTHER \_\_\_\_\_  WITNESS

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# INJURY/FATALITY/WITNESS ATTACHMENT

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