

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-SEP-2012** TIME: **2030** HOURS

2. OPERATOR: **Apache Corporation**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Spartan Offshore Drilling, LLC**

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: **G02832**

AREA: **WC** LATITUDE:

BLOCK: **205** LONGITUDE:

5. PLATFORM:

RIG NAME: **SPARTAN 208**

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 **Air Tugger Cable**
 DAMAGED/DISABLED SAFETY SYS.
 INCIDENT >\$25K
 H2S/15MIN./20PPM
 REQUIRED MUSTER
 SHUTDOWN FROM GAS RELEASE
 OTHER **Injury to Fingers**

6. OPERATION:

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

8. CAUSE:

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

9. WATER DEPTH: **53** FT.

10. DISTANCE FROM SHORE: **34** MI.

11. WIND DIRECTION: **S**
SPEED: **10** M.P.H.

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

13. SEA STATE: **3** FT.

17. INVESTIGATION FINDINGS:

On September 5, 2012, the Spartan 208 was on location at WC 205 for Mariner Energy operated by Apache Corporation conducting Permanent Abandonment (PA) work on the A2 well. At 20:00 hours, a Job Safety Analysis (JSA) and a Working from Heights Checklist was completed to change the Sala block in the derrick. However, the JSA did not mention the hazards of pinch points and moving parts in the work area of the Sala block. The injured party (IP) was hoisted to the location of the Sala block by the Driller using the man rider hoist. The riding belt that the IP was wearing restricted his access to the Sala block. The IP used his secondary lanyard from his safety harness to tie off to the derrick then dismounted from the riding belt to stand on the derrick for access to the Sala block. The Driller then proceeded to the drill floor hoist #2. This location restricted his line of sight with the IP and radio communications were established to complete the job. The IP attached rigging equipment on the Sala block for an anchoring point to attach the #2 hoist for lowering the Sala block. The IP radioed the driller to raise the #2 hoist hook to his location. The IP placed his hand on the moving cable from #2 hoist in an attempt to guide the cable up the derrick. The cable started moving faster than the IP anticipated, pulling his hand in the snatch block and crushing his index, middle, and ring fingers on his right hand. The IP removed his hand from the snatch block and radioed to the Driller that he needed medical attention. The IP attached his harness to the riding belt and was lowered to the drill floor and evacuated for medical treatment.

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

Human error by the IP. The IP placed his hand on a moving cable.

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

1. The line of sight between the Driller (Hoist Operator) and the IP was blocked requiring radio communication to be used for signaling.
2. The JSA did not mention the hazards of pinch points and moving parts in the work area of the Sala block.

20. LIST THE ADDITIONAL INFORMATION:

1. The IP was certified as a qualified rigger March 2, 2012 as per API-RP-2D. 6th Edition.
2. The IP attends all safety meeting before each shift.
3. The IP has five year's offshore experience.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

N/A

N/A

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Charles District has no recommendations to make to the Regional Office of Safety Management.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

06-SEP-2012

26. ONSITE TEAM MEMBERS:

**Wayne Meaux / Larry Miller /
Mitchell Klumpp /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Larry Williamson

APPROVED

DATE: **20-DEC-2012**

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 :

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 :

