

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-MAY-2016 TIME: 0930 HOURS

2. OPERATOR: LLOG Exploration Offshore, L.L.C.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: Seadrill Limited

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G33764

AREA: MC LATITUDE:

BLOCK: 895 LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM:

RIG NAME: SEADRILL WEST NEPTUNE

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

8. CAUSE:

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

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

- 9. WATER DEPTH: 3682 FT.
- 10. DISTANCE FROM SHORE: 52 MI.
- 11. WIND DIRECTION: WNW  
SPEED: 17 M.P.H.
- 12. CURRENT DIRECTION: NNE  
SPEED: 2 M.P.H.
- 13. SEA STATE: 4 FT.

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

The following incident occurred onboard the Drillship Seadrill West Neptune on 5-May-2016 at approximately 09:30-hrs. The incident occurred after a successful crane lift had been performed. The Injured Person (I.P.) is a rig roustabout and the incident occurred on the pipe skate deck aft of the rig floor. The injury (right arm) required an evacuation of the I.P. from the facility. After further medical evaluation, surgery was required to repair the Ulna bone in the right arm.

The crane crew consisted of an Assistant Crane Operator (ACO) and two Roustabouts. A lift of a TIW valve from the rig floor to the sub-sea set back area had just been completed. Prior to conducting the lift the ACO noticed that one of the guide arms at the end of the crane boom was stuck at a 90-degree angle. (Each guide arm weighs approximately 300-lbs.). The ACO decided to proceed with the lift without notifying any supervisors concerning this issue. The ACO then positioned the crane boom over the handrail of the port riser skate bridge area. This was done in order for the roustabout (I.P.) to access the stuck guide arm. NOTE: Seadrill has a policy in place for all crane and lifting operations to be hands free. After instruction from the ACO the I.P. reached up with his left hand and touched the guide arm causing it to break loose. Witness statements state that as the guide arm was coming down the I.P. attempted to stop the guide arm with his right hand/arm from colliding with the handrail. At this time the I.P.'s arm was caught between the guide arm and the handrail causing the injury.

Witness interviews have stated that this guide arm had become stuck on at least three previous occasions, although no written records or reports were available.

No former risk assessment as per Seadrill Directive was performed prior to this task being conducted.

This was also the I.P.'s first hitch on this rig and was directed to perform a task that he had never previously performed.

Two of the three personnel involved in the operation were new to their positions.

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

Human error. (Poor hand/arm placement).

Lack of experience by personnel involved.

No tools were used to aid the crew in freeing-up the Guide Arm. (Seadrill's Hands Free Policy).

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

The decision to perform the freeing of the Guide Arm was made by the ACO who had never performed this task previously.

The I.P. placed himself directly in the line of fire by manually handling the Guide Arm.





# INJURY/FATALITY/WITNESS ATTACHMENT

*For Public Release*

<input type="checkbox"/>	OPERATOR REPRESENTATIVE	<input type="checkbox"/>	INJURY
<input checked="" type="checkbox"/>	CONTRACTOR REPRESENTATIVE	<input type="checkbox"/>	FATALITY
<input type="checkbox"/>	OTHER _____	<input checked="" type="checkbox"/>	WITNESS

NAME:

HOME ADDRESS:

CITY:

STATE:

WORK PHONE:

TOTAL OFFSHORE EXPERIENCE:

YEARS

EMPLOYED BY: **Seadrill Limited / 20814**

BUSINESS ADDRESS: **11210 Equity Drive, Suite 150**

CITY: **Houston**

STATE: **TX**

ZIP CODE: **77041**

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<input checked="" type="checkbox"/>	CONTRACTOR REPRESENTATIVE	<input type="checkbox"/>	FATALITY
<input type="checkbox"/>	OTHER _____	<input type="checkbox"/>	WITNESS

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