UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

L.	OCCURRED	
	DATE:	STRUCTURAL DAMAGE
	05-MAY-2016 TIME: 0930 HOURS	CRANE
,		OTHER LIFTING DEVICE
۷.	OPERATOR: LLOG Exploration Offshore, L.L.C.	DAMAGED/DISABLED SAFETY SYS.
	REPRESENTATIVE: TELEPHONE:	INCIDENT >\$25K
	CONTRACTOR: Seadrill Limited	H2S/15MIN./20PPM
	REPRESENTATIVE:	REQUIRED MUSTER
	TELEPHONE:	SHUTDOWN FROM GAS RELEASE
	I ELLEF HONE .	OTHER
3.	OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:	6. OPERATION:
		☐ PRODUCTION
		x DRILLING
1 .	LEASE: G33764	WORKOVER
	AREA: MC LATITUDE:	COMPLETION
	BLOCK: 895 LONGITUDE:	HELICOPTER
		MOTOR VESSEL
5.	PLATFORM:	PIPELINE SEGMENT NO.
	RIG NAME: SEADRILL WEST NEPTUNE	☐ OTHER
5.	ACTIVITY: X EXPLORATION(POE)	8. CAUSE:
	DEVELOPMENT/PRODUCTION	
	(DOCD/POD)	EQUIPMENT FAILURE X HUMAN ERROR
7.	TYPE:	EXTERNAL DAMAGE
	HISTORIC INJURY	SLIP/TRIP/FALL
	x REQUIRED EVACUATION 1	WEATHER RELATED
	LTA (1-3 days)	LEAK
	x LTA (>3 days 1	UPSET H2O TREATING
	RW/JT (1-3 days)	OVERBOARD DRILLING FLUID
	RW/JT (>3 days)	OTHER
	Other Injury	9. WATER DEPTH: 3682 FT.
	T FATALITY	9. WAIER DEPIH: 3002 F1.
	POLLUTION	10 DIGENMOR EDOM GHODE: FO MI
	FIRE	10. DISTANCE FROM SHORE: 52 MI.
	EXPLOSION	44
	INC DISTRIBUTE DI OMOSTE	11. WIND DIRECTION: WNW
	LWC HISTORIC BLOWOUT	SPEED: 17 M.P.H.
	UNDERGROUND	
	SURFACE	12. CURRENT DIRECTION: NNE
	DEVERTER SURFACE EQUIPMENT FAILURE OR PROCEDURES	SPEED: 2 M.P.H.
	COLLISION HISTORIC >\$25K <=\$25K	13. SEA STATE: 4 FT.

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EV2010R

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.

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No supervision was present at the immediate job site.

20.	LIST	THE	TAMOTTTOMAL	INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None None

ESTIMATED AMOUNT (TOTAL):

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22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Office of Incident Investigation.

- 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES
- 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

G-110 (C) 250.107 (A) At the time Incident Investigation was conducted it was determined the Lessee did not perform all operations in a safe and workmanlike manner.

This resulted in an injury (Right Arm) requiring the I.P. to be evacuated from the facility.

25. DATE OF ONSITE INVESTIGATION:

10-MAY-2016

26. ONSITE TEAM MEMBERS:

Earl Roy /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

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INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESE CONTRACTOR REPRE OTHER		INJURY FATALITY WITNESS	
	TOTAL (drill Limited / 208: 11210 Equity Drive, Houston 77041		YEARS
	SENTATIVE		YEARS

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INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESE CONTRACTOR REPRE OTHER		INJURY FATALITY WITNESS				
NAME: HOME ADDRESS: CITY: WORK PHONE:	TOTAL C	STATE: OFFSHORE EXPERIENCE:	YEARS			
EMPLOYED BY: Sead	drill Limited / 2081	14				
BUSINESS ADDRESS:	11210 Equity Drive,	Suite 150				
CITY:	Houston	STATE: TX				
ZIP CODE:	77041					
OPERATOR REPRESE	NTATIVE	x INJURY				
X CONTRACTOR REPRE	SENTATIVE	FATALITY				
OTHER		WITNESS				
NAME:						
HOME ADDRESS:						
CITY:		STATE:				
WORK PHONE:	TOTAL C	OFFSHORE EXPERIENCE:	YEARS			
EMPLOYED BY: Sead	EMPLOYED BY: Seadrill Limited / 20814					
BUSINESS ADDRESS:	11210 Equity Drive,	Suite 150				
CITY:	Houston	STATE: TX				
ZIP CODE:	77041					

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