

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: **23-NOV-2020** TIME: **0700** HOURS

2. OPERATOR: **Shell Offshore Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Transocean Offshore**

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- 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:

8. OPERATION:

4. LEASE: **G26253**

AREA: **MC** LATITUDE:

BLOCK: **392** LONGITUDE:

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

5. PLATFORM:

RIG NAME: **T.O. DEEPWATER PROTEUS**

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

OPERATOR

CONTRACTOR

0

1

0

1

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

POLLUTION

FIRE

EXPLOSION

LWC  HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: **7257** FT.

11. DISTANCE FROM SHORE: **152** MI.

12. WIND DIRECTION: **NE**  
SPEED: **21** M.P.H.

13. CURRENT DIRECTION: **ENE**  
SPEED: **1** M.P.H.

14. SEA STATE: **6** FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

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

## INCIDENT SUMMARY:

On November 23, 2020 at approximately 07:30 hours, Shell Offshore INC. (Shell) had an injury on the Transocean Deepwater Proteus drillship at Mississippi Canyon 392 during drilling operations. The injured person (IP) was evacuated to Aims Clinic in Houma, LA. At 13:59 hours November 23, 2020, Shell reported the incident to the Bureau of Safety and Environmental Enforcement (BSEE) New Orleans District (NOD).

## SEQUENCE OF EVENTS:

Two subsea personnel attempted to fit a Choke and Kill test cap on a gooseneck located on the Well Test Deck. The workers were able to position the cap onto the gooseneck, but unable to fully engage it. The subsea personnel called a time-out for safety and to formulate a plan to use a "Come Along" hoist to assist in engaging the cap into position. One of the subsea personnel placed his hands on the deck to reposition himself. The test cap came loose from the gooseneck due to the come-along chain shifting as tension increased. The test cap, which weighed 91 lbs, fell 2 ft to the deck and struck the worker's right thumb. The IP's right thumb was protected with an impact-resistant glove. The IP received first-aid treatment before the shore-based physician directed the IP be sent ashore for further evaluation. The doctor's evaluation revealed a (distal) thumb fracture requiring surgical repair.

## BSEE INVESTIGATION:

The BSEE incident investigation consisted of communicating with the Company and HSE representatives on location. BSEE requested daily reports, pictures, witness statements, work permits, and procedures.

## CONCLUSIONS:

The BSEE investigation determined the probable cause to be the use of an incorrect Choke and Kill test cap and the subsea personnel should have contacted the Transocean supervisor when it was discovered the cap didn't fit. The investigation also determined that the personnel did not identify the safest means to lift and secure the test cap while trying to engage it into to the gooseneck (by not utilizing lifting aids and staying out of the line of fire for potential drops).

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

1) Incorrect test cap was used to fit on the mud boost gooseneck; and 2) the possibility for the cap to drop was not adequately considered.

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

- Transocean Supervisor was not contacted when plans changed and personnel decided to use a come-along to assist in engaging the cap in position.

## 20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

N/A

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE NOD office makes no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION  
PANEL FORMED: NO

26. INVESTIGATION TEAM MEMBERS:

OCS REPORT:

Frank Musacchia /

30. DISTRICT SUPERVISOR:

27. OPERATOR REPORT ON FILE:

David Trocquet

APPROVED

DATE: 28-MAY-2021