

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: **02-OCT-2019** TIME: **0955** HOURS

2. OPERATOR: **Panther Operating Company, LLC**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

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: **G02366**

AREA: **HI**

BLOCK: **A 474**

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO. **4879**
- OTHER **Unloading parts basket-Pigging**

5. PLATFORM: **A**

RIG NAME:

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

1

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

DIVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: **173** FT.

11. DISTANCE FROM SHORE: _____ MI.

12. WIND DIRECTION: **NE**
 SPEED: **5** M.P.H.

13. CURRENT DIRECTION: **NE**
 SPEED: _____ M.P.H.

14. SEA STATE: _____ FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

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

At 0955 hours on 2 October 2019, Panther Operating Company LLC. had a crane lifting incident that resulted in an injury onboard the High Island A 474 A facility while preparing for future pigging operations. The incident involved an individual who sustained an upper arm injury while manually lifting items out of a 4'x 4' x 3' basket. At the time of the incident, the basket was suspended by the crane approximately two to three feet off the deck. A crew helicopter transported the Injured Person (IP) to a shore based medical facility. A physician evaluated and diagnosed the IP with a bicep tendon tear which required surgery. At 1050 hours on 2 October 2019, 3C Midstream reported the incident to the Bureau of Safety and Environmental Enforcement (BSEE) Lake Jackson District.

On 2 October 2019, two Pipeline Technicians (PT) and a pipeline Operations Manager (OM) arrived at the HI A 474 A facility by helicopter. After arrival to the platform, the three personnel signed in, created and discussed the Safe Work Permit (SWP) and Behavioral Job Safety Analysis (BJSA). Pipeline personnel proceeded to off-load equipment for future pigging operations. The two PT's went back up to the helideck to remove equipment from the helicopter and place in a 4'x4'x3' metal basket for staging on another deck. The OM, working as a Rigger with the Crane Operator, went to the production deck to land the basket in the staging area. The production deck was cluttered with other baskets, bottle racks and equipment, which left no room for the basket being lowered from the helideck. The Crane Operator landed the basket with half of it resting on top of another basket, and half over the deck resting up against a nitrous oxide bottle rack. The top of the basket was approximately chest high to the PT's. In this final position, the crane still suspended the basket in the air. The three personnel proceeded to unload the equipment from the suspended basket. One of the two PT's reached over the top edge of the basket to retrieve items and pass them backwards to employees behind him. While attempting to lift out a one-inch high pressure hose from the basket the PT felt a "pop" in his upper right arm. The PT immediately notified the Manager. Personnel on the facility escorted the injured PT to the platform Medic for evaluation and treatment. A crew helicopter transported the Injured Person (IP) to a shore based medical facility. A physician evaluated and diagnosed the IP with a bicep tendon tear which required surgery.

BSEE Inspectors were on location conducting a Well Ops inspection at the time of the incident.

After notification of the incident by personnel onboard, BSEE Inspectors conducted an onsite investigation.

During the post incident investigation, BSEE Inspectors discovered the McMoRan Behavioral Job Safety Analysis (BJSA) did not show a Pre-lift plan was completed or any discussion of Stop Work Authority, and there were several items not identified as part of the pre-job assessment on the BJSA. In particular, (mechanical lifting, crane operations and hoisting of tools/materials, straining, overextending).

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

1. The work area was too congested to land the 4'x4'x3' basket directly onto the deck.
2. The McMoRan Behavioral Job Safety Analysis (BJSA) did not show a Pre-lift plan was completed or any discussion of Stop Work Authority.
3. Several items were not identified as part of the pre-job assessment on the BJSA. In particular, (mechanical lifting, crane operations and hoisting of tools/materials, straining, overextending).

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

1. The work area was too congested to land the 4'x4'x3' basket directly onto the deck.
2. The McMoRan Behavioral Job Safety Analysis (BJSA) did not show a Pre-lift plan was completed or any discussion of Stop Work Authority.
3. Several items were not identified as part of the pre-job assessment on the BJSA. In particular, (mechanical lifting, crane operations and hoisting of tools/materials, straining, overextending).

20. LIST THE ADDITIONAL INFORMATION: **None**

21. PROPERTY DAMAGED: **None** NATURE OF DAMAGE: **None**

22. RECOMMENDATIONS TO PREVENT RECCURANCE NARRATIVE:

The Lake Jackson District does not have any recommendations at this time.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE: **None**

25. DATE OF ONSITE INVESTIGATION:

02-OCT-2019

26. INVESTIGATION TEAM MEMBERS:

**James Holmes typed the report / Perry
Brady / Casey Conklin /**

27. OPERATOR REPORT ON FILE: **YES**

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE:

02-DEC-2019