

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: 08-JUL-2014 TIME: 2035 HOURS

2. OPERATOR: Chevron U.S.A. Inc.
REPRESENTATIVE:
TELEPHONE:
CONTRACTOR: Transocean Offshore
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: G27698
AREA: KC LATITUDE:
BLOCK: 10 LONGITUDE:

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

5. PLATFORM:
RIG NAME: T.O. DISCOVERER INDIA

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

8. CAUSE:

7. TYPE:
 HISTORIC INJURY
 REQUIRED EVACUATION 1
 LTA (1-3 days)
 LTA (>3 days)
 RW/JT (1-3 days)
 RW/JT (>3 days)
 Other Injury 1 medical eval.

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

9. WATER DEPTH: 3958 FT.

10. DISTANCE FROM SHORE: 218 MI.

11. WIND DIRECTION: SE
SPEED: 6 M.P.H.

12. CURRENT DIRECTION: S
SPEED: 1 M.P.H.

13. SEA STATE: 1 FT.

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

17. INVESTIGATION FINDINGS:

Rig personnel were skidding a section of 13 feet 4 inch X 6 feet L-shaped handrail/extension approximately 20 feet on Port Aft production deck when one of the legs contacted a light pole causing the handrail to stop. Injured Person (IP) was behind handrail pushing and was struck in the mouth by one of the legs chipping his front teeth.

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

- 1. IP did not focus on position of the leg in reference to the light pole.
- 2. A verbal JSEA and Risk Assessment Prompt Card was done, but rig personnel were not required to turn card into management to allow the job task to be assessed for hazards.
- 3. There were not enough personnel to perform the job task safely.

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

- 1. No personnel used as a spotter while moving handrail extension.
- 2. No written JSEA.
- 3. No mechanical means utilized to perform job task.

20. LIST THE ADDITIONAL INFORMATION:

No additional information.

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The Lake Jackson District has no recommendations to the Regional office for this event.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

08-JUL-2014

26. ONSITE TEAM MEMBERS:

James Holmes /

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

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APPROVED

DATE: **15-SEP-2014**