

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **27-SEP-2024** TIME: **0200** HOURS

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

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

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Harvey Gulf International Marin**

REPRESENTATIVE:

TELEPHONE:

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR

ON SITE AT TIME OF INCIDENT:

8. OPERATION:

- | | |
|---|---|
| <input type="checkbox"/> PRODUCTION | <input type="checkbox"/> TEMP ABAND |
| <input checked="" type="checkbox"/> DRILLING | <input type="checkbox"/> PERM ABAND |
| <input type="checkbox"/> WORKOVER | <input type="checkbox"/> DECOM PIPELINE |
| <input type="checkbox"/> COMPLETION | <input type="checkbox"/> DECOM FACILITY |
| <input type="checkbox"/> HELICOPTER | <input type="checkbox"/> SITE CLEARANCE |
| <input type="checkbox"/> MOTOR VESSEL | |
| <input type="checkbox"/> PIPELINE SEGMENT NO. | |
| <input type="checkbox"/> OTHER | |

4. LEASE: **G36103**

AREA: **AC** LATITUDE:

BLOCK: **337** LONGITUDE:

5. PLATFORM:

RIG NAME: **NOBLE VALIANT**

6. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION (DOCD/POD)

DECOMMISSIONING

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

9. CAUSE:

- 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

COLLISION

HISTORIC

>\$25K

<=\$25K

10. WATER DEPTH: **4428** FT.

11. DISTANCE FROM SHORE: _____ MI.

12. WIND DIRECTION:

SPEED: _____ M.P.H.

13. CURRENT DIRECTION:

SPEED: _____ M.P.H.

14. SEA STATE: _____ FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

On 27 September 2024, located on Lease OCS-G-36103, Alaminos Canyon Block 337, working in support of LLOG Exploration Offshore, L.L.C. and the Noble Valiant drillship, an injury occurred on the M/V Harvey Freedom support vessel when a Deckhand injured his leg requiring evacuation. The Injured Party (IP) was first evacuated to the Noble Valiant drillship where he was examined by the Medic, and after consultation with onshore medical personnel, the IP was evacuated to shore for further evaluation.

During equipment back-loading operations, a (50) foot basket was being offloaded from the Noble Valiant drillship to the deck of the M/V Harvey Freedom support vessel. The IP was positioned in the aft setback area of the support vessel attempting to steady the load with a tagline as it was landed on the starboard side of the support vessel. As the IP attempted to steady the basket which was about (2-3) feet off the deck, the support vessel rolled and the IP lost footing and injured their left leg requiring evacuation.

Investigation findings - Sea conditions were (2-3) feet with occasional swells of (5-7) feet. Winds were approximately (14) knots. According to witness statements, the IP was working with the required PPE from the safe setback area. As the (50) foot basket was being brought to the deck of the support vessel, the IP was trying to steady the basket with a tagline when the support vessel rolled causing the load to jerk the IP towards the load. Information gathered by BSEE Investigators determined the IP was getting in a brace position to take the kinetic energy when the IP's leg gave out. The support vessel's deck was wet but was clear of any other trip and slip hazards. IP's boots appeared to be in serviceable condition and have sufficient tread.

Investigator reviewed Noble Valiant JSA/toolbox talk, video of deck layout and sea conditions, witness statements, pictures, and investigation report. IP was not involved with the drillship's JSA but did complete the JSA for the back loading operations on the support vessel separately.

IP's injuries required surgery and resulted in more than 3-days lost time.

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

Human performance error. IP's body position and grip did not allow him to compensate for the rolling of the vessel while landing the load.

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

Environmental. The deck of the support vessel was wet which is common during back-loading operations.

20. LIST THE ADDITIONAL INFORMATION:

none

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

For Public Release

none

none

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

none

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

none

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

02-OCT-2024

26. Investigation Team Members/Panel Members:

29. ACCIDENT INVESTIGATION PANEL FORMED:

Dylan Mire / Kirby Calhoun /

NO

27. OPERATOR REPORT ON FILE:

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE:

20-NOV-2024