



## **Ocean Bounty – LTA Foot Incident: Issues from a Client’s Perspective**

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**Christian George – D&C Operations Manager**

## Summary of Incident

### Background – Activity prior to incident

- Completion Phase on 1st Angel well – Completion run, Tree down and tested. Rigging up and running riser ready for well clean-up.
- Completion riser had been previously run to land tree.
- Change of plan – riser racked back rather than laid out in singles
- Forward plan run LRP + EDP on riser then make up surface flow tree

### Immediately Prior to Incident

- 1 Stand riser run by day shift crew
- Shift change
- New crew started work in moon pool – on LRP + EDP
- Then went to drill floor to run 2nd stand of riser









## Issues from a Client's Perspective



Diamond Offshore led a detailed investigation into the incident. Root causes currently being addressed.

From Client perspective, 2 issues to share:

- Client Designed Equipment
- Medical Evacuation from Karratha

# 1. Client Designed / Procured / Fabricated Equipment



- Manufacturer of riser not aware of any additional hazard associated with equipment
- Risk assessment – could be improved: -Treated as a stand of collars by rig crew

# 1. Client Designed / Procured / Fabricated Equipment



Questions when sending new equipment offshore:

- What hazards are associated with this equipment?:
  - Has the manufacturer communicated any specific hazards (or special handling requirements)?
  - Is it an unusual size / shape / geometry?
  - Has this piece of equipment been used offshore before?
- Have these hazards been adequately communicated to the offshore team?

## 2. Medical Evacuation From Karratha

Time	Event	Observations
02:40	Stand of completions riser drops on IP's foot	
03:00	Bristow's commences mobilisation	
05:00	Helicopter arrives on rig	
05:20	Helicopter departs rig	
05:30	SASS notifies RFDS	No ETA as RFDS currently on another mercy flight

## 2. Medical Evacuation From Karratha

Time	Event	Observations
06:00	Helicopter arrives at Karratha	Helicopter Medivac good performance
08:15	Karratha Hospital advises that IP will not be able to travel on commercial flight	<ul style="list-style-type: none"> <li>▪ Karratha Hospital not equipped to deal with this type of trauma</li> <li>▪ Commercial flight requires medical clearance</li> <li>▪ Smaller airliners (typical of Karratha – Perth run) unable to deal with stretcher cases</li> </ul>
10:55	RFDS departs Karratha	
16:30	RFDS arrives at Perth	
16:45	IP arrives at St John of God Hospital, Murdoch	

## Conclusions from timeline

- IP from the Bounty got the best medical treatment and evacuation available
- Even if had got him to surgery immediately after the incident, the outcome would not have been different
- However, there are a number of scenarios where this speed of evacuation could have an impact on the outcome

## Time for a Change?

- Better medical facilities in Karratha / Broome?
- Faster medivac flight to Perth?
- Mobilise surgical team from Perth?
- Medivac to Port Hedland?

Woodside are working this (medical advisor Dr. Jeremijenko).

- Joint Industry cooperation?