

UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **30-JUL-2006** TIME: **1445** HOURS

2. OPERATOR:

Apache Corporation

REPRESENTATIVE: **Gary Wetzel**

TELEPHONE: **(337) 344-3050**

CONTRACTOR:

REPRESENTATIVE: **Chris Ruester**

TELEPHONE: **(985) 868-3927**

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
ON SITE AT TIME OF INCIDENT:

4. LEASE:

G03998

AREA: **SS** LATITUDE:

BLOCK: **182** LONGITUDE:

5. PLATFORM:

B

RIG NAME:

6. ACTIVITY:

EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

7. TYPE:

HISTORIC INJURY

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

Other Injury

FATALITY

POLLUTION

FIRE

EXPLOSION

LWC

HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION

HISTORIC

>\$25K

<=\$25K

STRUCTURAL DAMAGE

CRANE

OTHER LIFTING DEVICE

DAMAGED/DISABLED SAFETY SYS.

INCIDENT >\$25K

H2S/15MIN./20PPM

REQUIRED MUSTER

SHUTDOWN FROM GAS RELEASE

OTHER

6. OPERATION:

PRODUCTION

DRILLING

WORKOVER

COMPLETION

HELICOPTER

MOTOR VESSEL

PIPELINE SEGMENT NO. **7897**

OTHER **Preparing for Pipeline
removal**

8. CAUSE:

EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER _____

9. WATER DEPTH: **70** FT.

10. DISTANCE FROM SHORE: **77** MI.

11. WIND DIRECTION: **SW**

SPEED: **9** M.P.H.

12. CURRENT DIRECTION: **ESE**

SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

An incident occurred on July 30, 2006, involving a barge colliding with the "B" production platform located in Ship Shoal Block 182, OCS-G 03998. The barge, Crossmar 14, was being towed by the M/V Miss Jessica using the number 1 anchor cable as the towline and was tending off the port bow (left forward section of the barge). As the barge approached the predetermined anchor locations, northwest of the platform, the number 3 anchor was released and was tending off the starboard stern (right aft side of barge). The M/V Miss Jessica continued forward speed at approximately 4 knots according to the tug captain. Slack was payed out on the number 3 anchor to a distance deemed necessary to stop the vessel. The brake was set to stop the vessel's forward momentum, at which time the number 1 anchor was set by the tug. As the cables became taut, the barge pivoted (due to being anchored on opposite corners on the bow and stern) and struck the B-6 well conductor in two locations. The collision caused the conductor to bend inward and split the weld seam at the point of contact with the barge's helideck. The anchor bolster of the barge made contact with the structures horizontal support beam approximately 3 feet above the waterline leaving an indentation. Also, there was a lack of a Safe Work Plan and no lookout.

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

1. The vessel was brought in too close to the platform and did not allow for a safety zone in case of human error or mechanical failure.
2. Human error in judgment along with a lack of a documented safe work plan or process is considered to be the root cause of the incident.

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

1. The anchoring operation was deemed by the vessel crew to be routine in nature and not done differently than in the past.
2. The barge was solely under control of the No.3 winch wire. (Starboard stern)
3. The Barge Superintendent stated when involved in this evolution, there is normally a bow lookout with radio communications, but none was assigned at that time.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
1. Ship Shoal 182 B OCS-G 03998, Well B 6 conductor. 1. The conductor for Well B-6 sustained a kink approximately 20 feet below the wellhead and bent a crossmember near the splash zone of the platform.
 2. Barge Crossmar 14. 2. Minimum damage to the heliport and skirting.

ESTIMATED AMOUNT (TOTAL): \$100,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:
- Due the specific nature of this incident, the Houma District has no recommendations to report to the regional office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

31-JUL-2006

26. ONSITE TEAM MEMBERS:

Julie King /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 12-SEP-2006

COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**
2. OPERATING NAVIGATIONAL AIDS: **YES**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **Crossmar 14**
5. OWNER OF VESSEL: **Cross Services**
6. TYPE OF VESSEL: **Barge**
7. MASTER OF VESSEL: **Ron Chiasson**
8. PILOT OF VESSEL:
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: **\$3,000**