

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

1. OCCURRED  
 DATE: **03-APR-2008** TIME: **1630** HOURS

2. OPERATOR: **Stone Energy Corporation**  
 REPRESENTATIVE: **Corbett Lebouef**  
 TELEPHONE: **(337) 521-0213**  
 CONTRACTOR: **HERCULES OFFSHORE DRILLING**  
 REPRESENTATIVE: **Jim Kieth**  
 TELEPHONE: **(713) 350-8362**

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

4. LEASE: **G01238**  
 AREA: **PL** LATITUDE:  
 BLOCK: **23** LONGITUDE:

5. PLATFORM: **C**  
 RIG NAME: **HERCULES 203**

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.  
 OTHER

8. CAUSE:

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

9. WATER DEPTH: **61** FT.

10. DISTANCE FROM SHORE: **15** MI.

11. WIND DIRECTION: **SW**  
 SPEED: M.P.H.

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On April 4, 2008 the Hercules 203 Jack-up Rig was in the process of moving alongside Platform C in South Pelto Block 23. As the rig moved in close one of the legs made contact with the Gulf floor. The rig then collided with the platform. The damage to the rig and platform was minimal. The platform contacted the rig at it's wind wall which is at the back of the rig floor. The platform sustained damage at the north east corner of at the sump tank area. The rig, when it made contact, was close enough to skid the rotary over the well and meet the close tolerances required to have safe distances between the platform flare boomdeck and the rig.

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

At the time of the collision at least one of the legs was in contact with the Gulf floor, thereby reducing maneuverability. The probable cause of this accident is simple pilot error. The chance for an occasional contact between a platform and a rig is always present in moving these large vessels in very close quarters.

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

20. LIST THE ADDITIONAL INFORMATION:

The following is a detailed damage listing:

The wind wall on the rig sustained minor damage. The corner of the sump tank deck penetrated the wind wall creating a gash approximately 14" long and 2" wide. The sump tank deck on the platform is an add-on structure that is suspended from the main deck. It sustained minor structural damage. Some suspension posts and hand rails were bent. Grating transition strips between the main platform and the sump tank deck were bent and popped up out of place. A flange on the top of one of the two flame arrestors was sheared off.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

**Both the Rig and platform sustained minor Collision Damage damages. Damages are listed in the Additional Information Section, Block 20.**

ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**Due to 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:

26. ONSITE TEAM MEMBERS:

**Brad Hunter /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Bryan Domangue**

APPROVED

DATE: **23-MAY-2008**

# COLLISION ATTACHMENT

1. STRUCTURE MANNED: **YES**
2. OPERATING NAVIGATIONAL AIDS: **YES**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **Hercules 203**
5. OWNER OF VESSEL: **Hercules Offshore**
6. TYPE OF VESSEL: **Jack-up Rig**
7. MASTER OF VESSEL:
8. PILOT OF VESSEL: **Note: Tugs moved Rig**
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: **\$2,000**