

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

1. OCCURRED

DATE: **16-JAN-2009** TIME: **1710** HOURS

2. OPERATOR: **Kerr-McGee Oil & Gas Corporation**
 REPRESENTATIVE: **Davidson, Judy**
 TELEPHONE: **(832) 636-8766**
 CONTRACTOR: **Diamond Offshore Drilling, Inc.**
 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: **G19028**
 AREA: **EB** LATITUDE:
 BLOCK: **599** LONGITUDE:

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

5. PLATFORM:
 RIG NAME: **DIAMOND OCEAN VALIANT**

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

8. CAUSE:

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

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

9. WATER DEPTH: **3241** FT.

10. DISTANCE FROM SHORE: **120** MI.

11. WIND DIRECTION: **NE**
 SPEED: **29** M.P.H.

12. CURRENT DIRECTION: **NE**
 SPEED: **2** M.P.H.

13. SEA STATE: **7** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

M/V C-Rover was tied up on the starboard side to the MODU Diamond Ocean (DO) Valiant while transferring liquid Synthetic Based Mud (SBM) to the Valiant via the rig's mud transfer hose. During transfer, C-Rover lost hydraulic power to the bow thruster. The mud transfer hose was released without problems, but while attempting to recover the rig stern line C-Rover began to drift into the DO Valiant. M/V C-Rover impacted the DO Valiant on the starboard aft side, contacting Valiant's columns #3 and #4. The rig stern line was found to be pulled too tight to remove and was subsequently cut. M/V C-Rover powers away without further incident. Approximately 30 minutes later, C-Rover reported a hull breach to the #4 tank which was empty at the the time of the incident.

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

Loss of hydraulic power on the Bow Thruster.

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

The Bow Thruster could not hold up into the current, wind and seas thus causing the vessel to drift into the rig. The vessel contacted the crane operator to disconnect the hoses and untie the vessel but he could not respond in time to prevent the vessel from drifting into the rig.

20. LIST THE ADDITIONAL INFORMATION:

Kerr-McGee stated vessel's will be moored on the leeward side of the rig. If not, the Master will monitor the weather and sea conditions to assure that it is safe to moor on the windward side. The vessel will be fitted to DP2 classification probably at the next dry docking.

21. PROPERTY DAMAGED:

M/V C-Rover

NATURE OF DAMAGE:

Hull Breach

ESTIMATED AMOUNT (TOTAL): **\$126,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The MMS Lake Jackson District makes no recommendations to the MMS Regional Office of Safety Management (OSM).

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

19-JAN-2009

26. ONSITE TEAM MEMBERS:

Craig Pohler /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: **20-APR-2008**