

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 13-OCT-2017 TIME: 0530 HOURS

2. OPERATOR: Medco Energi US LLC

REPRESENTATIVE:
TELEPHONE:

CONTRACTOR:
REPRESENTATIVE:
TELEPHONE:

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

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT: 8. OPERATION:

4. LEASE: G04909

AREA: MP LATITUDE: 29.295469
BLOCK: 64 LONGITUDE: -89.039684

5. PLATFORM: 20
RIG NAME:

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

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

9. CAUSE:

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

- 10. WATER DEPTH: 40 FT.
- 11. DISTANCE FROM SHORE: 7 MI.
- 12. WIND DIRECTION: **ENE**
SPEED: 7 M.P.H.
- 13. CURRENT DIRECTION:
SPEED: M.P.H.
- 14. SEA STATE: 2 FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

For Public Release

Investigation Findings: On 13 October 2017 at 0530, an allision occurred while en route to the Main Pass 69-E (a W&T Caisson, Lease OCS-G 00372) platform with four Superior Wireline operators and one W&T Operator onboard. The Motor Vessel (M/V) Sea Service 1 struck the Medco Energi US LLC Main Pass (MP) 64 #20 (Lease OCS-G 04909) unmanned caisson single jacket platform. The platform well was shut-in at the time of the incident. The weather conditions at the time of the incident were 1/8 mile visibility, seas 1-2 foot light chop, winds at 6.5 ENE. There were no injuries onboard the M/V or the caisson.

While the M/V Sea Service 1 was en route to the Main Pass 69-E platform, the captain turned his radar on to see the cluster of caisson platforms in the MP 64-A field. By the time the captain looked up, he saw a blinking light (Navaid lights) off the port bow side of the M/V approximately 30 feet from the caisson. The captain then swung the M/V hard to the starboard side to try avoiding an allision with the caisson platform. The M/V captain stated that the M/V reacted slowly due to the current pushing the M/V toward the caisson platform. The port bow of the M/V then allided with the boat landing on the caisson, severely damaging the M/V, putting a two-foot slice in the #1 fresh water tank approximately 5 foot above the sea water line. The M/V damaged the boat landing, deck grating, and bracing access ladder from the waterline.

The M/V captain immediately shut down to inspect the damage caused by the allision. After the captain and crew onboard assessed the damage, they decided to go to a nearby facility. The crew onboard then traveled to the Medco Energi (MP 64-AQ) main facility (which was the nearest facility) so that the crew onboard could be safely evacuated from the M/V and inspect the damages. The crew was then transferred by crane utilizing the personnel basket onto Medco's field boat (M/V Jacob C) so they could continue on to their destination (MP 69-E).

The M/V captain called the base and notified the USCG of the incident that just occurred. The captain also documented the damage by taking photos of the boat landing when it occurred; and when reaching the main facility, photos of the M/V were taken as well. Medco Energi was notified of the damages to the facility, and they sent a team to obtain an estimated cost of the repairs to be made.

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

- Lack of situational awareness - M/V captain failed to turn his radar on to see the cluster of caisson platforms in the MP 64-A field.

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

- The weather conditions of a "1/8 mile visibility" contributed to the captain's ability to clearly see the surrounding caisson platforms causing the M/V to hit the caisson platform.

20. LIST THE ADDITIONAL INFORMATION:

The BSEE investigation team was not able to conduct an on-site investigation due to weather. However a flyover was conducted at a later date to ensure repairs were made.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Damages to boat landing, deck grating,
bracing access ladder from the waterline.

The M/V had caused damages to boat landing,
deck grating, bracing access ladder from
the waterline.

ESTIMATED AMOUNT (TOTAL): **\$40,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

Pierre Lanoix

OCS REPORT:

30. DISTRICT SUPERVISOR:

David J. Trocquet, Sr.

27. OPERATOR REPORT ON FILE:

APPROVED

DATE: **20-FEB-2018**