

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: 17-OCT-2020 TIME: 0445 HOURS

2. OPERATOR: Cox Operating, L.L.C.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K >25000
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER Allision

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

8. OPERATION:

4. LEASE: G02940

AREA: SP LATITUDE: 28.84389378
BLOCK: 57 LONGITUDE: -89.39659466

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

5. PLATFORM: B
RIG NAME:

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

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION 5

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

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

- POLLUTION
- FIRE
- EXPLOSION

- LWC
- HISTORIC BLOWOUT
 - UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

- 10. WATER DEPTH: 194 FT.
- 11. DISTANCE FROM SHORE: 5 MI.
- 12. WIND DIRECTION:
SPEED: M.P.H.
- 13. CURRENT DIRECTION:
SPEED: M.P.H.
- 14. SEA STATE: FT.
- 15. PICTURES TAKEN:
- 16. STATEMENT TAKEN:

COLLISION HISTORIC >\$25K <=\$25K

INCIDENT SUMMARY:

On 17 October 2020 at 0445 hours, an allision occurred at the manned SP 57-B platform owned and operated by Cox Operating L.L.C (Cox). An oil tanker ship drifted into the northwest leg of the platform causing an estimated 1.5 million dollars in damage to the platform's leg, boat landing, sump deck, and stairs located on the north side of the platform. Five production operators were on board the facility at the time of the allision and none sustained any injuries. No pollution or gas leaks occurred from the incident. All five operators were safely transported by the field helicopter to a nearby Cox facility. The United States Coast Guard (USCG) conducted a separate investigation into the events that took place with the ship prior to the allision.

SEQUENCE OF EVENTS:

According to Cox, on the morning of 17 October 2020, a Cox contracted field boat captain overheard a New Orleans river boat captain telling the ship captain on the radio that the ship was anchored too close to the SP 57-B platform. When the ship pulled anchor, the ship started drifting towards the SP 57-B platform.

The Cox Operating field boat contacted via radio, the SP 57-B platform where five operators were sleeping onboard. The Lead Operator of the facility was awoken by a radio call from the field boat. The field boat captain warned the Lead Operator that a ship was drifting about 50 yards towards the north side of the platform and warned that the ship was within striking distance. The Lead Operator got dressed to see what was happening and was knocked to the floor as the ship allided with the platform. He then quickly ran to the nearest Emergency Shut-down station (ESD) to shut in the platform. With little warning, all the other operators onboard had been awakened when the platform started shaking and alarms sounded.

The operators stated that the platform shook violently and items fell everywhere. Some of the operators donned their life jackets and exited the living quarters unaware that a ship had allided with the platform. The operators began their assessment of the platform for damages and leaks. They found that the ship struck the northwest leg, boat landing, sump deck, and stairs on the north side of the platform. The operators did not find any gas leaks or pollution during their assessment. The USCG was contacted the by the lead operator, reporting the ship striking the platform. He then contacted the Field Foreman at Main Pass 73-A to report an allision to SP 57-B. Cox Operating contacted BSEE New Orleans District to report an allision at SP 57-B and the operators were to abandon the platform. After the allision occurred, the ship tried to move away from the location; however, the USCG ordered them to anchor safely near the incident site to investigate.

The operators assessed the stairways to the boat landing and determined that it was unsafe to continue down the stairs. The only boat landing is located on the side where the ship struck the platform. The operators contacted the USCG and Cox to inform them that they were unable to safely go down the stairs to the boat landing. Later that morning, the operators were safely transported by the field helicopter to Cox Operating nearby South Pass 77-A platform.

On 17 October 2020, Cox Operating engineering staff and 3rd party structural engineers boarded the platform to perform a Level I, II, and III survey to develop a plan to move forward. In addition, a safe boarding plan was submitted and approved by the New Orleans District so that more assessment could be performed.

BSEE INVESTIGATION:

On 17 October 2020, a Bureau of Safety and Environmental Enforcement (BSEE) Accident Investigator (AI) from the New Orleans District (NOD) along with a BSEE Regional Office of Incident Investigations (OII) Senior Incident Investigator and an Office of Structural and Technical Support (OSTS) Structure Engineer began a joint investigation of the allision that caused catastrophic damage to the platform. The USCG will conduct a separate investigation into the cause of the ship anchoring too close and drifting into the platform.

The SP 57-B platform has 20 wells in completed status and 13 are active. The wells are in the south side legs of the platform. The platform produces an estimated 1,800 barrels of oil per day. The platform structure is in a mudslide area near a ship channel where vessels frequently pass.

The BSEE investigators obtained the following: witness statements, navigational lights and foghorn reports, Personnel on Board (POB) documentation, photos, structural documentation, and documentation indicating that all safety system devices functioned properly when the ESD was activated.

The USCG conducted a separate investigation into the cause of the ship anchoring too close and drifting into the platform.

On 18 October 2020, NOD inspectors conducted a flyover of the platform to take photos. There were no signs of pollution or leaks at the time of the flyover.

BSEE requested Cox to conduct a structure analysis to determine if the platform was safe to board for regulatory maintenance and monitoring.

CONCLUSION:

The navigational lights and foghorn on the platform have been maintained and were in operational order during the time of the incident. The allision was not due to any platform related error. The platform's operator and safety system responded in accordance with the regulations.

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

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Platform

ESTIMATED AMOUNT (TOTAL): **\$1,500,000**

22. RECOMMENDATIONS TO PREVENT RECURRANCE 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:

For Public Release

26. INVESTIGATION TEAM MEMBERS:

**Pierre Lanoix (OII Investigator) /
Nathan Bradley (Accident Investigator)
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29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

27. OPERATOR REPORT ON FILE:

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

14-JUN-2021