

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: 07-JAN-2021 TIME: 0206 HOURS

2. OPERATOR: Arena Offshore, LP

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K Est. minimum 1.5 MM
- 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: G05052

AREA: SP LATITUDE:

BLOCK: 83 LONGITUDE:

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

5. PLATFORM: A

RIG NAME:

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

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: 467 FT.

11. DISTANCE FROM SHORE: 13 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 January 7, 2021 at approximately 0200 hours, a Chinese Bulk Carrier Cargo ship named "Ocean Princess" collided with South Pass (SP) 83 A platform Lease OCS-G 5052 owned and operated by Arena Offshore LP (Arena). The estimated damage cost to the facility was greater than 1.5 million dollars. The platform was unmanned and Out of Service (OOS) at the time of the incident. No injuries or pollution occurred.

**SEQUENCE OF EVENTS:**

On January 7, 2021, at approximately 0640 hours, the United States Coast Guard (USCG) notified Arena that a ship made contact with the SP 83-A platform.

**BSEE INVESTIGATION:**

On January 7, 2021, at 0700 hours, the USCG notified the Bureau of Safety and Environmental Enforcement (BSEE) of the incident.

On January 7, 2021, at 0830 and 0900 hours, a BSEE inspector flew over the area and took pictures of the platform and the "Ocean Princess" bulk carrier ship.

The BSEE Accident Investigator (AI) received pictures taken by the BSEE Inspector's overflight. The BSEE AI reached out to the Investigating Officer of the USCG and the National Transportation Safety Board (NTSB) Safety Investigator assigned to this allision. The USCG and NTSB reported that on the night of January 6, 2021 the vessel was drifting in intermittent light to heavy rain when it drifted too close to a safety fairway. The vessel was turning when it ran into SP 83 A. The USCG is investigating the causes of the ship allision.

The BSEE AI obtained quarterly inspection reports from Arena confirming that the Nav-Aids and Foghorn were in working order during the time of incident. Arena's damage assessment on January 7, 2021 noted damage to landings and stairways, structural damage on the North, East, and South sides of the platform, and the vent boom located on the North side was missing. Further damage that may have occurred on the lower levels of the platform could not be assessed at the time due to damaged stairways.

**CONCLUSIONS:**

The navigational lights and foghorn on the platform were in operational order during the time of the incident. The allision was not found to be caused by a platform related error.

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

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

20. LIST THE ADDITIONAL INFORMATION:

**See joint report from USCG and NTSB.**

21. PROPERTY DAMAGED: NATURE OF DAMAGE:

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:

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

26. INVESTIGATION TEAM MEMBERS:

OCS REPORT:

**Nathan Bradley /**

30. DISTRICT SUPERVISOR:

27. OPERATOR REPORT ON FILE:

**David Trocquet**

APPROVED

DATE: **17-JUN-2021**