

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 13-OCT-2020 TIME: 0730 HOURS

2. OPERATOR: Cantium, LLC

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K Allision
- 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: G01372

AREA: BS LATITUDE: 29.423291  
BLOCK: 55 LONGITUDE: -89.027673

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER Shrimp Boat-Master Paul

5. PLATFORM: EB  
RIG NAME:

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

9. CAUSE:

7. TYPE:

INJURIES:

- HISTORIC INJURY
  - REQUIRED EVACUATION
  - LTA (1-3 days)
  - LTA (>3 days)
  - RW/JT (1-3 days)
  - RW/JT (>3 days)
  - FATALITY
  - Other Injury
- OPERATOR CONTRACTOR

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

- POLLUTION
- FIRE
- EXPLOSION

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

- 10. WATER DEPTH: 35 FT.
- 11. DISTANCE FROM SHORE: 7 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

## 17. INVESTIGATION FINDINGS:

### INCIDENT SUMMARY:

On 13 October 2020, at 0730 hrs, Breton Sound (BS) 55 EB Platform, was struck by the shrimp boat Master Paul. The fishing vessel contacted the upper deck of the platform with its outrigging (external trawl nets supports). There were no witnesses to the allision aside from the personnel on the boat. BS 55 EB is an unmanned, fixed leg, satellite platform operated by Cantium, LLC. There were no injuries or pollution associated with this allision. However, there was extensive damage to the platform totaling \$125,000.

### SEQUENCE OF EVENTS:

On 13 October 2020, during the morning hours at Main Pass (MP) 41 M, another Cantium operated facility, the production foreman looked out the window at the MP 41 field and noticed a trawling vessel next to BS 55 EB structure. With the use of binoculars, he noticed the vessel was listing towards the structure. At that point, he instructed the Motor Vessel (M/V) Ms Dee, standing by the MP 42 C structure, to travel to BS 55 EB to observe the situation. Once the Ms Dee arrived on location, they relayed over the radio "a shrimp boat has collided into the BS 55 EB Platform and there were some damages to the structure." Immediately, the production foreman instructed the Ms Dee to come back to pick up personnel and take them to that location. At 0800 hrs, the production foreman and 4 other personnel were picked up and taken to the incident sight. Upon arrival, it was observed that the starboard boom was broken and wrapped around the east leg of the structure with the block for the boom hung up in the west side of the upper structure. Based on the assessment of the damages to the upper structure, it was relayed to the lead operator at MP 42 M to remotely shut in and secure the only flowing well: EB-12 well. Due to the damages seen, they did not board the platform. The production foreman witnessed the SSV (Surface Safety Valve) shut on the well and the well remotely secured.

A few personnel were observed walking around the deck of the shrimp boat Master Paul and one person was observed out on the boom securing a rope to remove themselves from the structure. Cantium notified their office personnel and then notified the USCG of the situation via phone on the Ms Dee. The Cantium investigation team then departed for MP 42 D to download pictures and make phone calls. At 13:27 hrs, the production foreman, looking out the window from MP 42 M, observed that the shrimp boat Master Paul had freed the front starboard side of the vessel from the west side of the structure, but was still hung up on the east side. Later that afternoon, the shrimp boat Master Paul was no longer visible in the MP 41 Field. BSEE New Orleans District was notified and photos were forwarded via email.

### BSEE INVESTIGATION:

The incident was assigned to the BSEE New Orleans District Accident Investigator on 14 October 2020. Review of the incident report in eWell required additional information to be requested concerning the shrimp boat, its crew, witness statements, and estimated damages. The Cantium investigative team provided photos, statements, and a damage assessment of the facility. There were damages to the extended walkway, foghorn, one (1) Aids to Navigation (Nav-aid) light, and a davit support for the emergency swing rope. Cantium reported the assessed damage cost of \$125,000. The HSE Manager acknowledged that the Nav-aids were fully operational prior to the allision per the results from a previous inspection. BSEE requested and reviewed the prior Nav-aid inspection report. As a result of damages received to the affected Nav-aid light and foghorn, BSEE approved a variance for the installation of temporary Nav-aids. The shrimp boat was 86' long and owned by Mid Night Catcher LLC. The platform was returned

to production on 15 October 2020 at 1800 hrs as soon as construction was able to board the structure.

CONCLUSIONS:

According to Cantium personnel, the shrimp boat Master Paul is suspected of trawling near the location of BS 55 EB when the incident occurred. Cantium took the necessary safety precautions to not board the platform and remotely shut in all production on the platform.

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

Human Performance Error: The shrimp boat Master Paul operated by a captain and crew collided into the BS 55 EB platform.

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

n/a

20. LIST THE ADDITIONAL INFORMATION:

BS 55 EB has 4 wells located on the structure: EB-1 (sanded up), EB-2 (TA), EB-5 (S/I) and EB-12. However, only one well was flowing (EB-12) at the time of the allision.

It has not been determined when the shrimp boat Master Paul collided with the platform.

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

BS 55 EB Platform and the M/V Master Paul (shrimp boat)

Allison caused by the M/V Master Paul

ESTIMATED AMOUNT (TOTAL): \$125,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

n/a

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

n/a

25. DATE OF ONSITE INVESTIGATION:

26. INVESTIGATION TEAM MEMBERS:

**Gerald Taylor /**

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

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

OCS REPORT:

30. DISTRICT SUPERVISOR:

**David Trocquet**

APPROVED

DATE: **25-MAR-2021**