

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: 19-NOV-2022 TIME: 0430 HOURS

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

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

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

4. LEASE: 00016

AREA: WD LATITUDE:

BLOCK: 31 LONGITUDE:

5. PLATFORM: E-DRL

RIG NAME:

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

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

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

9. CAUSE:

- 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: 50 FT.

11. DISTANCE FROM SHORE: 8 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 19 November 2022, an allision occurred at West Delta (WD) 31 Platform "E-DRL", Lease OCS 00016, a production platform owned and operated by Cox Operating, L.L.C. (Cox). Field motor vessel (M/V) Jacob Gerald was transporting personnel back to WD 31 E when it allided into the platform. A production operator (PO) aboard the M/V at the time of the incident reported having soreness in his back and was taken to an onshore medical facility for further evaluation. The platform remained accessible, and no pollution or damage to safety systems occurred.

SEQUENCE OF EVENTS:

On 19 November 2022 at approximately 0400 hours, M/V Jacob Gerald picked up a passenger from the nearby WD 30 platform and began an on-course heading to WD 31 E. The trip was to take about 30 minutes at the M/V's cruising speed of 8 knots. At approximately 0430 hours, M/V Jacob Gerald allided into the WD-31 E structure, causing damage to several structural members. A (PO) aboard the M/V at the time of the allision reported having soreness in his back and was transported to onshore medical facility for further evaluation. The PO was released back to full duty without restrictions and the injury was classified as a first aid case. The platform was shut in and the area of the production deck, above where the damage occurred from the allision, was barricaded off to prevent anyone from entering.

Cox commissioned M&H engineering and consulting firm to survey the damage. M&H performed a structure model analysis of the structure with 15 support members removed and various combinations of main deck live load and wave height applied. It was determined by M&H that the platform was safe to man as long as the maximum wave height was below 20 feet. Cox submitted a Safe Boarding plan and the third party engineering survey to the Bureau of Safety and Environmental Enforcement (BSEE) on 8 December 2022. The platform will continue to operate under the approved Safe Operations Plan until repairs can be made. Total cost of repairs remains unknown at this time but are not thought to exceed the BSEE \$25K reporting threshold.

BSEE INVESTIGATION:

On 19 November 2022 at approximately 1000 hours, BSEE received notification from Cox that an allision occurred at their WD 31 E facility and that one person was transported to an onshore medical facility for an evaluation.

On 19 November 2022 at 1237 hours, BSEE received photographs of the damage sustained from the vessel striking the platform.

On 19 November 2022 at 1326, after reviewing the pictures provided, BSEE requested Cox shut in the facility until a professional engineer could evaluate the damage and determine if the platform's structure was fit for service. BSEE also recommended that personnel refrain from entering that particular structure where the damage occurred.

On 22 November 2022, BSEE accompanied the United States Coast Guard (USCG) arriving at WD 31 E and conducted an onsite investigation. During the investigation, BSEE took photographs of the damaged area and reviewed platform documents and reports. BSEE did not find any evidence suggesting the platform was a contributor to the vessels allision into the platform.

On 8 December 2022, Cox submitted the Safe Boarding Plan and Engineering survey to BSEE. BSEE concurred with the Safe Boarding Plan and Engineering Survey.

On 16 December 2022, the USCG provided details from interviews of the captain that was

at the helm, at the time of incident, as well as other crew members on board. Automatic Identification System (AIS) data obtained by the USCG showing the vessel's transit and speed was shared with BSEE. According to information received from the USCG, the captain dozed off sometime before impact. The AIS data shows the vessel going from 8.6 knots to 1.7 knots at 0434 hours, but the exact speed the vessel was traveling at the moment of impact is unknown.

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

- **Human Performance Error - Inattention to task/Fatigue: Captain fell asleep at the helm.**

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

WD 31 E-DRL

Bent and/or damaged structural members

ESTIMATED AMOUNT (TOTAL):

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:

22-NOV-2022

28. ACCIDENT CLASSIFICATION:

For Public Release

26. Investigation Team Members/Panel Members:

**Nathan Bradley (BSEE Accident
Investigator) / Brian Wilson (BSEE
Inspector) / Jason Ritter (BSEE
Inspector) / Lt. Andrew Goetz (USCG) /**

27. OPERATOR REPORT ON FILE:

29. ACCIDENT INVESTIGATION PANEL
FORMED:NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

11-FEB-2023