

UNITED STATES DEPARTMENT OF THE INTERIOR
MINERALS MANAGEMENT SERVICE
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 02-SEP-2009 TIME: 0555 HOURS

2. OPERATOR: **McMoRan Oil & Gas LLC**
REPRESENTATIVE: **Brady Hebert**
TELEPHONE: (303) 583-1155
CONTRACTOR: **Danos & Curole Marine Contracto**
REPRESENTATIVE: **Roger LaGrange**
TELEPHONE: (337) 735-9132

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

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

6. OPERATION:

4. LEASE: **G02697**
AREA: **HI** LATITUDE:
BLOCK: **A 536** LONGITUDE:

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

5. PLATFORM: **C**
RIG NAME:

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

8. CAUSE:

7. TYPE:

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

- 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. WATER DEPTH: 200 FT.

10. DISTANCE FROM SHORE: 80 MI.

11. WIND DIRECTION: **E**
SPEED: 8 M.P.H.

12. CURRENT DIRECTION: **W**
SPEED: 2 M.P.H.

13. SEA STATE: 3 FT.

17. INVESTIGATION FINDINGS:

At 0515 hours on 2 September 2009, the Captain of the Motor Vessel (MV) Nick Skanki radioed ahead to the HI A-536-C announcing it's arrival with 45 minutes. Approximately 45 minutes later, the MV arrived on location from Freeport, heading south at cruising speed. The MV moved 60 feet past the west of the "C" platform at HI A-536 and then struck the "C-Aux-2" (flare boom) structure at cruising speed. The Lead Operator on the platform at HI A-536 witnessed the entire event and tried yelling at the boat to prevent the collision. The MV stuck the "C-Aux-2" structure and continued to push against the platform at cruising power (in gear). The witness saw a person on board the MV run from the main deck of the MV up to the wheel house and the MV was put into neutral gear. HI A-536 tried to call the MV radio for 15 minutes before the Captain responded, saying everyone was okay on the MV. The Captain said he was not in the wheel house but in the bathroom at the time of the collision.

MMS verified functionality of the NAV-Aid lights on 3 September 2009. A USCG investigation is pending.

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

No one was manning the helm, even though the Captain knew his arrival was near, based on the 45 minute-out call to HI A-536.

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

It remained dark at the time of the incident.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

"C-Aux-2" platform.

NATURE OF DAMAGE:

Structural damage to the "C-Aux-2" platform near the water line.

ESTIMATED AMOUNT (TOTAL): \$3,050,000

22. RECOMMENDATIONS TO PREVENT RECCURANCE NARRATIVE:

The MMS Lake Jackson District makes no recommendation to the MMS Regional Office of Safety Management (OSM).

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

03-SEP-2009

26. ONSITE TEAM MEMBERS:

Phillip Couvillion /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

John McCarroll

APPROVED

DATE: **05-NOV-2009**

COLLISION ATTACHMENT

1. STRUCTURE MANNED: **YES**
2. OPERATING NAVIGATIONAL AIDS: **YES**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **Nick Skansi (1125674)**
5. OWNER OF VESSEL: **Skansi Marine**
6. TYPE OF VESSEL: **Work Boat (Refueling platform)**
7. MASTER OF VESSEL:
8. PILOT OF VESSEL:
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: