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: 13-OCT-2017 TIME: 0530 HOURS
   X STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING
   DAMAGED/DISABLED SAFETY SYS.
   X INCIDENT >$25K Caisson
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Medco Energi US LLC
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR:
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: G04909
   AREA: MP
   LATITUDE: 29.295469
   BLOCK: 64
   LONGITUDE: -89.039684

5. PLATFORM: 20
   RIG NAME:

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

7. TYPE:
   X HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   X FATALITY
   POLLUTION
   FIRE
   EXPLOSION
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   X OTHER Structural Damage

8. OPERATION:
   PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER

9. CAUSE:
   EQUIPMENT FAILURE
   X HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   X OTHER Structural Damage

10. WATER DEPTH: 40 FT.

11. DISTANCE FROM SHORE: 7 MI.

12. WIND DIRECTION: ENE
   SPEED: 7 M.P.H.

13. CURRENT DIRECTION:
   SPEED: M.P.H.

14. SEA STATE: 2 FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

MMS - FORM 2010
EV2010R

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20-FEB-2018
17. INVESTIGATION FINDINGS:

Investigation Findings: On 13 October 2017 at 0530, an allision occurred while en route to the Main Pass 69-E (a W&T Caisson, Lease OCS-G 00372) platform with four Superior Wireline operators and one W&T Operator onboard. The Motor Vessel (M/V) Sea Service 1 struck the Medco Energi US LLC Main Pass (MP) 64 #20 (Lease OCS-G 04909) unmanned caisson single jacket platform. The platform well was shut-in at the time of the incident. The weather conditions at the time of the incident were 1/8 mile visibility, seas 1-2 foot light chop, winds at 6.5 ENE. There were no injuries onboard the M/V or the caisson.

While the M/V Sea Service 1 was en route to the Main Pass 69-E platform, the captain turned his radar on to see the cluster of caisson platforms in the MP 64-A field. By the time the captain looked up, he saw a blinking light (Navaid lights) off the port bow side of the M/V approximately 30 feet from the caisson. The captain then swung the M/V hard to the starboard side to try avoiding an allision with the caisson platform. The M/V captain stated that the M/V reacted slowly due to the current pushing the M/V toward the caisson platform. The port bow of the M/V then allided with the boat landing on the caisson, severely damaging the M/V, putting a two-foot slice in the #1 fresh water tank approximately 5 foot above the sea water line. The M/V damaged the boat landing, deck grating, and bracing access ladder from the waterline.

The M/V captain immediately shut down to inspect the damage caused by the allision. After the captain and crew onboard assessed the damage, they decided to go to a nearby facility. The crew onboard then traveled to the Medco Energi (MP 64-AQ) main facility (which was the nearest facility) so that the crew onboard could be safely evacuated from the M/V and inspect the damages. The crew was then transferred by crane utilizing the personnel basket onto Medco’s field boat (M/V Jacob C) so they could continue on to their destination (MP 69-E).

The M/V captain called the base and notified the USCG of the incident that just occurred. The captain also documented the damage by taking photos of the boat landing when it occurred; and when reaching the main facility, photos of the M/V were taken as well. Medco Energi was notified of the damages to the facility, and they sent a team to obtain an estimated cost of the repairs to be made.

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

• Lack of situational awareness - M/V captain failed to turn his radar on to see the cluster of caisson platforms in the MP 64-A field.

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

• The weather conditions of a "1/8 mile visibility" contributed to the captain’s ability to clearly see the surrounding caisson platforms causing the M/V to hit the caisson platform.
20. LIST THE ADDITIONAL INFORMATION:

The BSEE investigation team was not able to conduct an on-site investigation due to weather. However a flyover was conducted at a later date to ensure repairs were made.

21. PROPERTY DAMAGED:

Damages to boat landing, deck grating, bracing access ladder from the waterline.

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: 26. INVESTIGATION TEAM MEMBERS:

Pierre Lanoix

27. OPERATOR REPORT ON FILE:

APPROVED DATE: 20-FEB-2018

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David J. Trocquet, Sr.