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

1. OCCURRED

DATE: 11-APR-2005   TIME: 0355 HOURS

2. OPERATOR: Energy Partners, Ltd.

REPRESENTATIVE: Steve Ledet

TELEPHONE: (504) 799-4838

3. LEASE: G24954

AREA: ST   LATITUDE: 28.936327

BLOCK: 41   LONGITUDE: -90.1656063

4. PLATFORM: D

5. ACTIVITY: [square] EXPLORATION(POE)   [X] DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE: [square] FIRE

[X] COLLISION

INJURY NO. 0

FATALITY NO. 0

7. OPERATION: [square] WORKOVER

[X] MOTOR VESSEL

8. CAUSE: [X] EQUIPMENT FAILURE

HUMAN ERROR

EXTERNAL DAMAGE

SLIP/TRIP/FALL

WEATHER RELATED

LEAK

UPSET H2O TREATING

OVERBOARD DRILLING FLUID

OTHER ____________________________

9. WATER DEPTH: 69 FT.

10. DISTANCE FROM SHORE: 13 MI.

11. WIND DIRECTION: N

SPEED: 46 M.P.H.

12. CURRENT DIRECTION: NNW

SPEED: 3 M.P.H.

13. SEA STATE: 8 FT.

14. DISTANCE FROM SHORE: 13 MI.

15. WIND DIRECTION: N

SPEED: 46 M.P.H.

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

Steve Ledet

CITY: New Orleans   STATE: LA

TELEPHONE: (504) 799-4838

CONTRACTOR: Energy Partners, Ltd.

17. DISTANCE FROM SHORE: 13 MI.

18. WIND DIRECTION: N

SPEED: 46 M.P.H.

19. CURRENT DIRECTION: NNW

SPEED: 3 M.P.H.

20. SEA STATE: 8 FT.

21. DISTANCE FROM SHORE: 13 MI.

22. WIND DIRECTION: N

SPEED: 46 M.P.H.

23. CURRENT DIRECTION: NNW

SPEED: 3 M.P.H.

24. SEA STATE: 8 FT.

25. DISTANCE FROM SHORE: 13 MI.

26. WIND DIRECTION: N

SPEED: 46 M.P.H.

27. CURRENT DIRECTION: NNW

SPEED: 3 M.P.H.

28. SEA STATE: 8 FT.

29. DISTANCE FROM SHORE: 13 MI.

30. WIND DIRECTION: N

SPEED: 46 M.P.H.

31. CURRENT DIRECTION: NNW

SPEED: 3 M.P.H.

32. SEA STATE: 8 FT.
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A motor vessel ran into the caisson during the night. The collision knocked off the nav-aid package and it was later found on the sea floor. Energy Partners Ltd. (EPL) stated that the nav-aids were working prior to the collision. After the collision, the caisson was leaning approximately 3.5 degrees from vertical. EPL has submitted a plan to the regional office to repair the caisson.

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

The boat skipper failed to see the caisson in time to avert the collision. Radar should have detected the caisson before the collision.

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

n/a

20. LIST THE ADDITIONAL INFORMATION:

n/a
21. PROPERTY DAMAGED:  
The structure and navigation aid package  

NATURE OF DAMAGE:  
The navigation aid package was dislodged from the structure and was found on the seafloor next to the platform. An engineering survey was performed and the structure was leaning 3-1/2 degrees from vertical.

ESTIMATED AMOUNT (TOTAL): $700,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:  
Due to the specific nature of this incident, the Houma District has nothing to recommend to the Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:  
none

25. DATE OF ONSITE INVESTIGATION: 

26. ONSITE TEAM MEMBERS:  
Amy Gresham / 

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:  
Michael J. Saucier

APPROVED
DATE: 31-MAY-2005
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<tbody>
<tr>
<td>1. STRUCTURE MANNED:</td>
<td>NO</td>
</tr>
<tr>
<td>2. OPERATING NAVIGATIONAL AIDS:</td>
<td>YES</td>
</tr>
<tr>
<td>3. FAIRWAY LOCATION CONTRIBUTING FACTOR:</td>
<td>NO</td>
</tr>
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<td>4. NAME OF VESSEL:</td>
<td>M/V C-Legend</td>
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<td>5. OWNER OF VESSEL:</td>
<td>Edison Chouest</td>
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<td>6. TYPE OF VESSEL:</td>
<td>Offshore Supply Vessel</td>
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<td>7. MASTER OF VESSEL:</td>
<td>Ellis Mead</td>
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<td>8. PILOT OF VESSEL:</td>
<td>Ellis Mead</td>
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<tr>
<td>9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL:</td>
<td>$60,000</td>
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