

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: 22-JAN-2015 TIME: 1454 HOURS

2. OPERATOR: EPL Oil & Gas, Inc.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: -

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G14159

AREA: HI LATITUDE:

BLOCK: 154 LONGITUDE: -

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

5. PLATFORM: - B

RIG NAME:

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

8. CAUSE:

7. TYPE:

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

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

9. WATER DEPTH: 50 FT.
10. DISTANCE FROM SHORE: 17 MI.
11. WIND DIRECTION: N -  
SPEED: 29 M.P.H.
12. CURRENT DIRECTION:  
SPEED: M.P.H.
13. SEA STATE: 6 FT.

COLLISION  HISTORIC  >\$25K  <=\$25K

On 22-Jan-2015 at approximately 1454 hours a vessel collision occurred at Energy XXI's High Island (HI) 154 'B' RUE facility, OCS-G-14159. The incident was initially reported to the United States Coast Guard (USCG) by the vessel owner, MAERSK Line Limited. The USCG conducted the initial overflight of the platform on 22-Jan-2015 and no pollution was observed. The Bureau of Safety and Environmental Enforcement (BSEE) conducted an overflight of HI 154 'B' on 23-Jan-2015 to confirm there was no pollution.

The United States flagged Motor Vessel (M/V) MAERSK KENTUCKY (container ship) dropped anchor in the Fairway Anchorage area off Galveston, Texas on 22-Jan-2015 approximately .9 miles northeast of the HI 154 'B' facility. The container ship was awaiting dock availability to unload cargo at the Port of Houston.

The platform was shut in and unmanned at the time of the collision. The incident investigation determined that at the time of the collision the wells, surface equipment, and pipelines were in a condition which prevented a pollution event. The last annual production complete inspection by the Lake Jackson District was performed on 29-Oct-2014. The production inspection documented that the B001 well utilized 2 barriers of protection to secure the well. The surface controlled subsurface safety valve (SCSSV) was verified to be disconnected from supply pressure and closed. The surface safety valve (SSV) was verified to be closed. The B002 well was documented to be temporarily abandoned with two barriers of isolation as per 30 CFR 250.1721.

The United States Coast Guard (USCG) has jurisdiction over the M/V MAERSK KENTUCKY and their investigation is currently ongoing. Preliminary investigation findings by the USCG indicate that both human and environmental factors played a significant role in the collision. Supporting evidence indicates that the USCG issued a Broadcast Notice to Mariners advising that winds were forecast to shift from East to North and increase to possible gale force Thursday afternoon and into the night. USCG evidence suggests the Officer of Watch (OOW) failed to plot Latitude, Longitude, Radar, and Position readings at twenty minute intervals as directed by the Masters Standing Orders. The OOW failed to identify the container ship was dragging anchor in time to avoid the collision with HI 154 'B'. A statement by the ship's 2nd mate, who was OOW at the time of the incident, indicates the M/V MAERSK KENTUCKY's anchor failed to hold. Since the vessel's engines had been shut down approximately 30 minutes after the vessel anchored, the crew was unable to maneuver the vessel away from Energy XXI's HI 154 'B' platform prior to the collision. The M/V MAERSK KENTUCKY collided with HI 154 'B' on the Starboard (left) side of the container ship in the vicinity of Bay 38. The MAERSK KENTUCKY sustained minor damage to the ship's hull which did not restrict the vessel from operating. Several containers stowed above deck sustained damaged.

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

The OOW failed to maintain a proper Anchor Watch. He did not plot Latitude, Longitude, Radar, and Position reading at twenty minute intervals as directed by the Masters Standing Orders and he did not maintain a proper lookout.

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

The vessel's bridge team failed to monitor and adjust to changes in weather conditions as required. The USCG issued a Broadcast Notice to Mariners advising that winds were forecast to shift from East to North and increase to possible gale force Thursday afternoon and into the night. The M/V MAERSK KENTUCKY's anchor failed to hold and was dragged. The crew was unable to gain control of the vessel in time to maneuver away from Energy XXI's HI 154 'B' platform because the engines had been shut down. Engine start up normally takes 20 to 30 minutes.

20. LIST THE ADDITIONAL INFORMATION:

The M/V MAERSK KENTUCKY collided with HI 154 'B' on the Starboard (left) side of the container ship in the vicinity of Bay 38. The M/V MAERSK KENTUCKY sustained minor damage. Four containers stowed above deck at Bay 38 sustained damaged.  
Vessel Length - 958'  
Vessel Gross Tonnage - 50,698

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

The boat landing, caisson riser, various process vessels and associated piping, support beams, handrails, grating, and nav aids sustained significant damage.-  
Ship collided with platform.

ESTIMATED AMOUNT (TOTAL): \$4,000,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

23-JAN-2015

26. ONSITE TEAM MEMBERS:

Jacob Trevino / Mike Hankamer /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Stephen P. Martinez

APPROVED

DATE: 01-APR-2015

# **COLLISION ATTACHMENT**

1. STRUCTURE MANNED: **NO**
  
2. OPERATING NAVIGATIONAL AIDS: **YES**
  
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **YES**
  
4. NAME OF VESSEL: **MV MAERSK Kentucky**
  
5. OWNER OF VESSEL: **MAERSK Line Limited**
  
6. TYPE OF VESSEL: **Container**
  
7. MASTER OF VESSEL:
  
8. PILOT OF VESSEL: **N/A**
  
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: