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

1. OCCURRED
   DATE: 01-OCT-2007  TIME: 1205  HOURS
   STRUCUTRAL DAMAGE
   CRANE
   OTHER LIFTING DEVICE
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Chevron U.S.A. Inc.
   REPRESENTATIVE: George, Noel
   TELEPHONE: (504) 592-6542
   CONTRACTOR:
   REPRESENTATIVE: Key, James
   TELEPHONE: (985) 637-9122
   CONTRACTOR
   REPRESENTATIVE: Key, James
   TELEPHONE: (985) 637-9122

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

4. LEASE: G04903
   AREA: MP  LATITUDE: 30
   BLOCK: 30  LONGITUDE:

5. PLATFORM: A
   RIG NAME:

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

7. TYPE:
   HISTORIC INJURY
   ◼ REQUIRED EVACUATION 1
   ◼ LTA (1-3 days) 1
   ◼ LTA (>3 days)
   ◼ RW/JT (1-3 days)
   ◼ RW/JT (>3 days)
   ◼ Other Injury
   LWC
   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION
   HISTORIC
   >$25K
   <=$25K

8. CAUSE:
   EQUIPMENT FAILURE
   ◼ HUMAN ERROR
   ◼ EXTERNAL DAMAGE
   ◼ SLIP/TRIP/FALL
   ◼ WEATHER RELATED
   ◼ LEAK
   ◼ UPSET H2O TREATING
   ◼ OVERBOARD DRILLING FLUID
   ◼ OTHER

9. WATER DEPTH: 40 FT.

10. DISTANCE FROM SHORE: 20 MI.

11. WIND DIRECTION:
    SPEED: M.P.H.

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

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

On October 1, 2007, at approximately 12:00, on location at Chevron's, OCS-G 4903, Main Pass 30 A Platform, a deckhand was injured while transferring a load from the Jack-up barge Mahi Mahi (Hercules) to the Workboat Beverly F (Seacor), as a result of human error. Injured person (IP) required surgery to the major tendon of his right leg.

Sequence of Events:
At around noon on October 1, 2007, a load was being taken off the Jack-up barge working at Chevron's MP 30A Platform. The Workboat Beverly F (Seacor) impacted the leg of the jack up barge Mahi Mahi (Hercules). The skipper, with load still on deck, put the boat into reverse. This ended up pinning a deck hand between the load and the wheel house. The deckhand was flown in for evaluation.

Note from Seacor's Safety Manager: Individual has a tear of a major tendon in his right leg which will require surgical intervention, possibly as early 10-3-07. He is not fit for duty at this time.

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

Human Error:
1) The pilot should have had the boat under control so it would not have hit the leg of the jack up barge.
2) The employee should not have been standing near the load that was about to be lifted from the boat.

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

1) Workboat not under control.
2) Employee not following safety procedures by standing between the load and the wheelhouse.

20. LIST THE ADDITIONAL INFORMATION:
    NATURE OF DAMAGE: Impacted barge.

ESTIMATED AMOUNT (TOTAL): $25,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
    The New Orleans District makes no recommendations to MMS.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT:

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:
    No Onsite Investigation /

30. DISTRICT SUPERVISOR: Troy Trosclair

APPROVED
DATE: 19-OCT-2007