

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: 07-JUN-2015 TIME: 0840 HOURS

2. OPERATOR:

Arena Offshore, LP

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: Offshore Specialty Fabricators,

REPRESENTATIVE:

TELEPHONE:

- 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: 00457

AREA: ST LATITUDE:

BLOCK: 131 LONGITUDE:

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

5. PLATFORM: K

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: 152 FT.
10. DISTANCE FROM SHORE: MI.
11. WIND DIRECTION:
SPEED: M.P.H.
12. CURRENT DIRECTION: S
SPEED: M.P.H.
13. SEA STATE: FT.

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

Derrick barge William Kallop had just completed installation of Arena Offshore's South Timbalier (ST) 131 K platform. Kallop was in the process of recovering its anchors to relocate to ST 151 for a second structure installation, and after picking up anchors, tugboat Offshore King lost control of the barge. The derrick barge then drifted into adjacent Chevron platform complex ST 130D (specifically the D-CP Compressor platform), thereby damaging the riser guard and 12-inch beam below the cellar deck.

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

- Lack of communication between tugboat Offshore King and the platform
- Loss of control by tugboat Offshore King
- Strong current

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

- Riser guard for 22-inch abandoned pipeline
- Stairway and landing to main deck
- Beams on main deck
- Corner where E-W and N-S intersect

NATURE OF DAMAGE:

- Deck and beams need to be rebuilt.
- NE corner of the E-W edge beam was damaged over 20 feet in length.
- The E-W and N-S edge beam deflected inward 12 inches.
- The vertical diagonal that braces the E-W beam must be replaced.

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Houma District has no recommendations for the Gulf of Mexico Regional Office.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Arena Offshore failed to follow their Emergency Evacuation Plan.

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION
PANEL FORMED: ~~NO~~

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OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan Domangue

APPROVED

DATE: **07-DEC-2015**

COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**

2. OPERATING NAVIGATIONAL AIDS: **NO**

3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**

4. NAME OF VESSEL: **William Kallop**

5. OWNER OF VESSEL:

6. TYPE OF VESSEL: **Derrick Barge**

7. MASTER OF VESSEL:

8. PILOT OF VESSEL:

9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: