

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

2. OPERATOR:

Chevron U.S.A. Inc.

REPRESENTATIVE: **George, Noel**

TELEPHONE: **(504) 592-6542**

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:

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)

LTA (>3 days) 1

RW/JT (1-3 days)

RW/JT (>3 days)

Other Injury

FATALITY

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

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

STRUCTURAL DAMAGE

CRANE

OTHER LIFTING DEVICE

DAMAGED/DISABLED SAFETY SYS.

INCIDENT >\$25K

H2S/15MIN./20PPM

REQUIRED MUSTER

SHUTDOWN FROM GAS RELEASE

OTHER

6. OPERATION:

PRODUCTION

DRILLING

WORKOVER

COMPLETION

HELICOPTER

MOTOR VESSEL

PIPELINE SEGMENT NO.

OTHER

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:

21. PROPERTY DAMAGED:

Boat leg.

NATURE OF DAMAGE:

Impacted barge.

ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE 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 /

OCS REPORT:

30. DISTRICT SUPERVISOR:

Troy Trosclair

APPROVED

DATE: **19-OCT-2007**