

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

1. OCCURRED

DATE: **15-NOV-2007** TIME: **0530** HOURS

2. OPERATOR:

Chevron U.S.A. Inc.

REPRESENTATIVE: **George, Noel**

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

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

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

6. OPERATION:

4. LEASE:

G02185

AREA: **SP** LATITUDE:

BLOCK: **78** LONGITUDE:

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

5. PLATFORM:

RIG NAME:

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION
(DOCD/POD)

8. CAUSE:

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

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

- 9. WATER DEPTH: FT.
- 10. DISTANCE FROM SHORE: 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 November 15, 2007, at 0530 hours, a crew member was injured while the Motor Vessel (MV) Pope John Paul II was maneuvering and tying-up to Lease OCS-G 2185, South Pass (SP) 78 A Platform. The Injured Person (IP) suffered fractures in both hands and legs when the rope used to tie-up the MV snapped striking both his hands and legs. The IP recovery time is expected to be greater than two months.

Sequence of Events:

The MV Pope John Paul II was trying to tie up to a Marathon platform. After the IP tied the boat up the boat captain tried moving the boat forward to take up the slack out of the rope. The IP tried to stop the captain thinking he was going to fast. The IP thought the captain did not see him because of all the equipment on deck. Before the IP could think about his position the rope snapped in two striking the IP on both legs and hand. Nabors safety coordinator flew with IP to hospital.

Update 1: 11/19/07 - Injured person went through surgery. He did have fractures in both legs and both hands. He was eating regular food and talking. IP currently in ICU and is to be upgraded.

Update 2: 12/4/07 - The injured party will possibly need recovery greater than 2 months.

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

Human Error:

Lack of communications between crew member and Captain of boat.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

None

NATURE OF DAMAGE:

None

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The New Orleans Distrist makes no recommendation to MMS.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

No onsite investigation. /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Troy Trosclair

APPROVED

DATE: **28-MAR-2008**