

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

1. OCCURRED

DATE: **10-DEC-2007** TIME: **2330** HOURS

2. OPERATOR:

**Apache Corporation**

REPRESENTATIVE: **DAVID BROUSSARD**

TELEPHONE: **(337) 854-8000**

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 **TOPPLED PLATFORM**

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

6. OPERATION:

4. LEASE:

**00127**

AREA: **GI**

LATITUDE:

BLOCK: **39**

LONGITUDE:

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

5. PLATFORM:

**4**

RIG NAME:

6. ACTIVITY:

- 
- 

EXPLORATION(POE)

DEVELOPMENT/PRODUCTION (DOC/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
  - LTA (1-3 days)
  - LTA (>3 days)
  - RW/JT (1-3 days)
  - RW/JT (>3 days)
  - Other Injury
- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

- 9. WATER DEPTH: **19** FT.
- 10. DISTANCE FROM SHORE: **15** MI.
- 11. WIND DIRECTION:  
SPEED: M.P.H.
- 12. CURRENT DIRECTION:  
SPEED: M.P.H.
- 13. SEA STATE: FT.

- LWC  HISTORIC BLOWOUT
- UNDERGROUND
- SURFACE
- DEVERTER
- SURFACE EQUIPMENT FAILURE OR PROCEDURES
- COLLISION  HISTORIC  >\$25K  <=\$25K

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

Apache (GOM Shelf LLC) reported that their GI 39 #4 facility was submerged.

USCG has confirmed that the facility was struck (and subsequently toppled) by Hornbeck Offshore's Kate Misty Supply Boat at approximately 23:30 on 12/10/07. The boat company informed the USCG of the collision. The vessel was en route to the GSF High Island VIII (Working for LLOG) which was located in WD 67. The vessel has slight damage and there were no injuries to crew. The well is bent over at a 90 degree angle at approximately 18'BWL. There were no adverse weather/sea conditions.

The bubbling has ceased from the location on 12/11/07. The facility was producing 4.5 MMCFD with no condensate prior to the incident.

The casings and jacket were removed in January, 2008 to a depth of 18 feet, a new wellhead and control lines were installed, and the SCSSV was closed. A buoy was installed to mark the location.

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

**Pilot error.**

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**Well and boat.**

NATURE OF DAMAGE:

**Collision**

ESTIMATED AMOUNT (TOTAL):

**\$250,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The New Orleans Distrist makes no recommendations 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: **22-APR-2008**