

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

1. OCCURRED

DATE: **01-MAR-2008** TIME: **0310** HOURS

2. OPERATOR: **Mariner Energy, Inc.**

REPRESENTATIVE: **Jack Leezy**

TELEPHONE: **(337) 265-2603**

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: **G17958**

AREA: **EI** LATITUDE:

BLOCK: **43** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER **Derrick barge under tow**

5. PLATFORM: **CAIS.#1**

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

9. WATER DEPTH: **15** FT.
 10. DISTANCE FROM SHORE: **10** MI.

- LWC HISTORIC BLOWOUT
 UNDERGROUND
 SURFACE
 DEVERTER
 SURFACE EQUIPMENT FAILURE OR PROCEDURES

11. WIND DIRECTION: **SE**
 SPEED: **10** M.P.H.
 12. CURRENT DIRECTION:
 SPEED: M.P.H.

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

At approximately 0310 hours on March 1, 2008 a 400 foot derrick barge "Swing Thompson" was being towed by the M/V Vega while en-route to the Eugene Island Block 11 area. While on course the barge struck Mariners Eugene Island 43 caisson well No.1 resulting in minor damage to the structure.

The initial damage was discovered by Mariner Energy, Inc. personnel during a weekly routine visit to the caisson well. Mariner Energy, Inc. believes that the incident may have occurred between visits conducted on March 7, 2008 and March 17, 2008.

Mariner Energy, Inc.'s initial assessment of the structure revealed that the damage is minor. After further assessment the facility has been placed off limits to all personnel for safety reasons.

The single well caisson prior to and at the time of the incident had been shut in for three years due to limited production. The subsurface safety valve (SSSV) had been rendered inoperable and is being utilized as a pump through type tubing plug. The flowline from the well had been disconnected and placed out of service. The flowline and departing pipeline are blind flanged and have been flushed and filled with inhibited sea water on March 6, 2006. All aids to navigation were inspected immediately upon the discovery of the damage and were reported to be operational. Mariner Energy has no plans to repair the caisson well at this time but do plan to decommission and remove the structure sometime this year.

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

Failure by the M/V crew to monitor the onboard radar/navigational system while passing by the single well caisson during the night time hours. Due to the length of the tow the crew misjudged the barges distance from the caisson well.

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

It is undetermined whether or not weather or night time conditions may have been a factor or if the aids to navigation for thr caisson well were operating properly.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
1. Diagonal support braces well deck 1. Missing
2. Boat landing 2. Bent & damaged
3. Upper deck support leg & heliport 3. Damaged & bent

ESTIMATED AMOUNT (TOTAL): \$2,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

MMS Lafayette District has no recommendations

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

01-MAR-2008

26. ONSITE TEAM MEMBERS:

Jason A. Abshire / Tom Basey /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott Smith

APPROVED

DATE: **09-MAY-2008**