

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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: 29-MAR-2004 TIME: 0130 HOURS

2. OPERATOR: Walter Oil & Gas Corporation

REPRESENTATIVE:

TELEPHONE:

3. LEASE: G12037

AREA: ST LATITUDE:

BLOCK: 260 LONGITUDE:

4. PLATFORM: A

RIG NAME

5. ACTIVITY: EXPLORATION (POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 0

FATALITY NO. 0

POLLUTION

OTHER

7. OPERATION: PRODUCTION

DRILLING

WORKOVER

COMPLETION

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 Unknown

9. WATER DEPTH: 310 FT.

10. DISTANCE FROM SHORE: 45 MI.

11. WIND DIRECTION:

SPEED: 6 M.P.H.

12. CURRENT DIRECTION:

SPEED: M.P.H.

13. SEA STATE: 2 FT.

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

CITY: STATE:

TELEPHONE:

CONTRACTOR: ISLAND OPERATORS CO. INC.

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

CITY: STATE: LA

TELEPHONE:

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On 29 March 2004, at approximately 0130 hours, Walter's Oil and Gas Corporation's Platform A, at South Timbalier Block 260, was struck by an unknown vessel. An Emergency Shutdown Signal was recieved at the main structure. The field boat was then sent to Platform A and the damage was found. The platform was unmanned and no injuries or pollution has been reported. At the time of the collision, Walter Oil and Gas stated that the fog horn and the platform's navigational lights were operational. As of the writing of this report, the vessel operator has not come forth to calm the damage.

Damage to the structure is relatively minor, with most of the damage belonging to the platform's components. Visibility on the night of the incident was unlimited with seas running 1-2 feet. And there was a light breeze of 5 knots. The Coast Guard has been notified.

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

Since no vessel operator has come forth to claim responsibility for this accident, one can only speculate for the reason of the collision.

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

- North Leg of Platform
- Crane Pedestal
- Boat Landing
- Mics. Components

NATURE OF DAMAGE:

Collision Damage.

ESTIMATED AMOUNT (TOTAL): \$300,000

22. RECOMMENDATIONS TO PREVENT RECCURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to the Regional Office.

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:

Brad Hunter /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 28-MAY-2004

COLLISION ATTACHMENT

1. STRUCTURE MANNED: NO
2. OPERATING NAVIGATIONAL AIDS: YES
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: NO
4. NAME OF VESSEL: Unknown
5. OWNER OF VESSEL: Unknown
6. TYPE OF VESSEL: Unknown
7. MASTER OF VESSEL: Unknown
8. PILOT OF VESSEL: Unknown
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: