

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

1. OCCURRED

DATE: **09-OCT-2006** TIME: **1830** HOURS

2. OPERATOR:

Chevron U.S.A. Inc.

REPRESENTATIVE: **Justin Matthews**

TELEPHONE: **(337) 344-0662**

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE:

00310

AREA: **SM** LATITUDE:

BLOCK: **236** LONGITUDE:

5. PLATFORM:

138

RIG NAME:

6. ACTIVITY:

EXPLORATION (POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

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

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 Leak

9. WATER DEPTH: **20** FT.

10. DISTANCE FROM SHORE: **15** MI.

11. WIND DIRECTION:
SPEED: **13** M.P.H.

12. CURRENT DIRECTION:
SPEED: M.P.H.

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A marine vessel (M/V) of unknown origin, type and name collided with single well satellite structure No. 138 in Chevron's SM Block 236 field. Well No. 138 sustained substantial damage when the unknown M/V collided with the structure on October 9, 2006 at approximately 18:30 hours. A production process system shut down alarm sounded on the SM 236, A host facility followed by the activation of a PSL shut in sensor on compressor No.7 final discharge and departing gas lift line which supplies gas lift gas to the satellite wells in the SM 236 field. Platform personnel on the host facility responded to the alarm and shut in and dispatched the field boat M/V Doug to investigate the cause of the alarm and to shut in production from the outlying field. During investigative rounds of the field, the M/V Doug discovered that the wellhead tree for Well No. 138 had been sheared off above the tubing hanger and dry gas was escaping from the incoming ruptured gas lift line. Operator personnel on the host facility reported that several shrimp boats were in the SM 236 area. The jack-up boat Christie was mobilized to install a buoy at Well No. 138 on October 11, 2006 and a work boat was assigned to remain on standby near the damaged wellhead until the weather improved so that repair operation could be initiated. As of October 18, 2006, the jack-up boat Christie is on location installing two manual valves on the sheared wellhead and nav-aid lights and fog horn are being installed on the structure. Dry gas only was released from the ruptured gas lift gas pipeline. There were no injuries or pollution reported as a result of this incident.

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

The probable cause of this incident is that the M/V crew failed to maintain control of the vessel to prevent striking the satellite well.

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

It is undetermined whether or not weather may have been a factor and it is undetermined whether or not the nav-aid lights and foghorn were operating properly.

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
A) Damaged wellhead Sheared off wellhead
B) Gas lift line Ruptured gas lift line
C) Cribbing Cribbing missing
D) Nav-aids & Fog horn Nav-aids & Fog horn missing

ESTIMATED AMOUNT (TOTAL): \$25,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

12-OCT-2006

26. ONSITE TEAM MEMBERS:

Doug Frerich / Gerald Gonzales /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED

DATE: 24-OCT-2006

COLLISION ATTACHMENT

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