

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

1. OCCURRED

DATE: **07-MAY-2008** TIME: **0800** HOURS

2. OPERATOR:

**TOTAL E&P USA, INC.**

REPRESENTATIVE: **Illeman, John**

TELEPHONE: **(713) 647-3425**

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:

**G19931**

AREA: **MC** LATITUDE:

BLOCK: **243** LONGITUDE:

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

5. PLATFORM:

**A (MATTERHORN SE**

RIG NAME: **NABORS SUPER S.D. XIX**

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
  - 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

- 9. WATER DEPTH: **2850** FT.
- 10. DISTANCE FROM SHORE: **30** 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 May 7, 2008 at 0800 hours on Total E&P USA, Inc's. Lease OCS-G-19931, Mississippi Canyon (MC) Block 243, A Matterhorn Platform, the Rigdon Marine Motor Vessel "Triple Play" was preparing to offload when both of the motor vessel's Global Positioning Systems (GPS) 1 & 2 failed, resulting in a loss of vessel Dynamic Positioning (DP). Prior to the Captain regaining control, the vessel collided with the platform causing a slight bend/indentation to the "B" seawater lift pump caisson and the open sump caisson. Caisson repair cost is estimated over \$25,000, with no injuries, spills, or damage to the vessel. Rigdon is immediately dispatching a technician to investigate and correct the motor vessel's DP system.

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

**Equipment Failure:  
Loss of Dynamic Positioning System Power**

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

**2 Caissons**

NATURE OF DAMAGE:

**Dents from collision.**

ESTIMATED AMOUNT (TOTAL): **\$25,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The New Orleans District 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:

**David Trocquet**

APPROVED

DATE: **14-JUL-2008**