

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

1. OCCURRED  
 DATE: **30-JUL-2006** TIME: **1445** HOURS

2. OPERATOR: **Apache Corporation**  
 REPRESENTATIVE: **Gary Wetzel**  
 TELEPHONE: **(337) 344-3050**  
 CONTRACTOR:  
 REPRESENTATIVE: **Chris Ruester**  
 TELEPHONE: **(985) 868-3927**

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

4. LEASE: **G03998**  
 AREA: **SS** LATITUDE:  
 BLOCK: **182** LONGITUDE:

5. PLATFORM: **B**  
 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. **7897**
- OTHER **Preparing for Pipeline removal**

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER \_\_\_\_\_

9. WATER DEPTH: **70** FT.

10. DISTANCE FROM SHORE: **77** MI.

11. WIND DIRECTION: **SW**  
 SPEED: **9** M.P.H.

12. CURRENT DIRECTION: **ESE**  
 SPEED: **1** M.P.H.

13. SEA STATE: **1** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

An incident occurred on July 30, 2006, involving a barge colliding with the "B" production platform located in Ship Shoal Block 182, OCS-G 03998. The barge, Crossmar 14, was being towed by the M/V Miss Jessica using the number 1 anchor cable as the towline and was tending off the port bow (left forward section of the barge). As the barge approached the predetermined anchor locations, northwest of the platform, the number 3 anchor was released and was tending off the starboard stern (right aft side of barge). The M/V Miss Jessica continued forward speed at approximately 4 knots according to the tug captain. Slack was payed out on the number 3 anchor to a distance deemed necessary to stop the vessel. The brake was set to stop the vessel's forward momentum, at which time the number 1 anchor was set by the tug. As the cables became taut, the barge pivoted (due to being anchored on opposite corners on the bow and stern) and struck the B-6 well conductor in two locations. The collision caused the conductor to bend inward and split the weld seam at the point of contact with the barge's helideck. The anchor bolster of the barge made contact with the structures horizontal support beam approximately 3 feet above the waterline leaving an indentation. Also, there was a lack of a Safe Work Plan and no lookout.

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

1. The vessel was brought in too close to the platform and did not allow for a safety zone in case of human error or mechanical failure.
2. Human error in judgment along with a lack of a documented safe work plan or process is considered to be the root cause of the incident.

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

1. The anchoring operation was deemed by the vessel crew to be routine in nature and not done differently than in the past.
2. The barge was solely under control of the No.3 winch wire. (Starboard stern)
3. The Barge Superintendent stated when involved in this evolution, there is normally a bow lookout with radio communications, but none was assigned at that time.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

- 1. Ship Shoal 182 B OCS-G 03998, Well B 6 conductor.
- 2. Barge Crossmar 14.

- 1. The conductor for Well B-6 sustained a kink approximately 20 feet below the wellhead and bent a crossmember near the splash zone of the platform.
- 2. Minimum damage to the heliport and skirting.

ESTIMATED AMOUNT (TOTAL): \$100,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due the specific nature of this incident, the Houma District has no recommendations to report 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:

31-JUL-2006

26. ONSITE TEAM MEMBERS:

Julie King /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 12-SEP-2006

# COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**
2. OPERATING NAVIGATIONAL AIDS: **YES**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **Crossmar 14**
5. OWNER OF VESSEL: **Cross Services**
6. TYPE OF VESSEL: **Barge**
7. MASTER OF VESSEL: **Ron Chiasson**
8. PILOT OF VESSEL:
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: **\$3,000**