

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

1. OCCURRED

DATE: **03-OCT-2007** TIME: **1345** HOURS

2. OPERATOR: **Union Oil Company of California**  
 REPRESENTATIVE: **Matthews, Justin**  
 TELEPHONE: **(337) 989-3435**  
 CONTRACTOR: **Danos & Curole Marine Contracto**  
 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: **00827**  
 AREA: **SS** LATITUDE:  
 BLOCK: **209** LONGITUDE:

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

5. PLATFORM: **A**  
 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
- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

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

LWC  HISTORIC BLOWOUT  
 UNDERGROUND  
 SURFACE  
 DEVERTER  
 SURFACE EQUIPMENT FAILURE OR PROCEDURES  
 COLLISION  HISTORIC  >\$25K  <=\$25K

9. WATER DEPTH: **95** FT.  
 10. DISTANCE FROM SHORE: **34** MI.  
 11. WIND DIRECTION: **N**  
     SPEED: **20** M.P.H.  
 12. CURRENT DIRECTION: **NE**  
     SPEED: **2** M.P.H.  
 13. SEA STATE: **6** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

While picking up a 4 X 8 metal basket, the electronic safety system on the storage platform crane went into fault. This disabled the winch. The operator had to shut down the crane engine to be able to reset the safety system. While resetting the system, the Motor Vessel Mr. Vick began to drift causing the load to move into the handrail of the back end of the boat. The load bent the handrail on the boat. The operator got control of the fast line and the winch once the system was reset and was able to pick up the load.

Since the incident, the operator has removed the auxiliary and main lines from the electronic safety system to prevent this type of incident from reoccurring.

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

The probable cause of the incident was a faulty electronic safety system.

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

None.

20. LIST THE ADDITIONAL INFORMATION:

n/a

21. PROPERTY DAMAGED:

**One handrail**

NATURE OF DAMAGE:

**bent**

ESTIMATED AMOUNT (TOTAL):

**\$200**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**Due to 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:

**None**

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**Amy Wilson /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Michael J. Saucier**

APPROVED

DATE: **13-DEC-2007**