

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

1. OCCURRED

DATE: 10-OCT-2005 TIME: 1200 HOURS

2. OPERATOR: Energy Resource Technology,
Inc.

REPRESENTATIVE: Phil Inman

TELEPHONE: (281) 618-0553

3. LEASE: 00072

AREA: PL LATITUDE:

BLOCK: 12 LONGITUDE:

4. PLATFORM: F

RIG NAME

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. _____

FATALITY NO. _____

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 _____

9. WATER DEPTH: 50 FT.

10. DISTANCE FROM SHORE: 3 MI.

11. WIND DIRECTION:

SPEED: M.P.H.

12. CURRENT DIRECTION:

SPEED: M.P.H.

13. SEA STATE: FT.

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

Tommy Dalton

CITY: Houston

STATE: TX

TELEPHONE: (832) 285-5246

CONTRACTOR: Cal Dive International, Inc.

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Sid Dorgan

CITY: Houston

STATE: TX

TELEPHONE: (281) 618-0400

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The Vessel Master stated he had just completed picking up his last anchor near Platform F (3/4 to 1 mile away) and started to get under way to the next location. The Pilot then left the controls to turn off the bow lights and upon looking up after turning off the bow light, he noted that Platform F was approximately 25 feet off of the vessel's port bow. He went back to the controls and attempted to maneuver the vessel to clear the F platform. The port side of the vessel impacted the platform. The lease operator stated that due to storm damage, that the platforms lights were not working.

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

The cause of the incident was the vessel's pilot diverting his attention from his vessel's forward path. When the pilot's attention returned to forward observations, the F Platform was approximately 25 feet off of the vessel's port bow.

Also the platforms lack of working lighting was probably a factor in this incident.

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

Poor placement of bow lights off/on switch. Failure to have two personnel in the helm station, when needed. If two personnel were in the bridge or the off/on switch for the bow lights were in the Helm Station, this may have prevented the incident. Also the vessel's pilot could have used radar to check the area near the vessel for platforms and/or stopped the vessel.

21. PROPERTY DAMAGED:

Platform Corner, not serious.

NATURE OF DAMAGE:

Collision Damage.

ESTIMATED AMOUNT (TOTAL): **\$50,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

Due to the 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: **08-DEC-2005**

COLLISION ATTACHMENT

1. STRUCTURE MANNED: **NO**
2. OPERATING NAVIGATIONAL AIDS: **NO**
3. FAIRWAY LOCATION CONTRIBUTING FACTOR: **NO**
4. NAME OF VESSEL: **M/V Fred**
5. OWNER OF VESSEL: **Cal Dive International**
6. TYPE OF VESSEL: **Oilfield Service Vessel**
7. MASTER OF VESSEL: **Sid Dorgan**
8. PILOT OF VESSEL: **Sid Dorgan**
9. ESTIMATED AMOUNT OF DAMAGE TO VESSEL: **\$30,000**