

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

1. OCCURRED

DATE: **12-DEC-2006** TIME: **0740** HOURS

2. OPERATOR:

**Paloma Offshore, LLC**  
 REPRESENTATIVE: **Brady Lottridge**  
 TELEPHONE: **(713) 275-7734**  
 CONTRACTOR: **Pride Offshore**  
 REPRESENTATIVE: **Randy Stegall**  
 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:

**G03096**

AREA: **MI** LATITUDE: **28.04181371**  
 BLOCK: **656** LONGITUDE: **-96.57569825**

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

5. PLATFORM:

**3**

RIG NAME: **PRIDE MISSISSIPPI**

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

9. WATER DEPTH: **75 FT.**

- LWC
- HISTORIC BLOWOUT
  - UNDERGROUND
  - SURFACE
  - DEVERTER
  - SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **12 MI.**

11. WIND DIRECTION: **NW**  
 SPEED: **5 M.P.H.**

12. CURRENT DIRECTION: **SW**  
 SPEED: **4 M.P.H.**

COLLISION  HISTORIC  >\$25K  <=\$25K

13. SEA STATE: **5 FT.**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The driller noticed the fire and notified the tool pusher. The alarm was sounded. The maintenance crew shut down electrical power while the assistant driller and a floor hand extinguished the fire with two thirty pound ABC class extinguishers. A fire hose was also used to cool the equipment. There were no injuries or pollution.

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

The solenoid on the brake bladder on the top drive failed to operate. This caused the brake to be fully applied while turning the drill string, which caused frictional heat causing the brake bladder to melt and the brake shoes to burn.

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

Preventive maintenance does not require the replacement of the brake solenoid on a regular basis.

21. PROPERTY DAMAGED: NATURE OF DAMAGE:  
1) Top drive electric motor brake drum Burned equipment  
2) Brake bladder for the drum  
3) Brake solenoid

ESTIMATED AMOUNT (TOTAL): \$3,399

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:  
The Lake Jackson District recommends that a Safety Alert be issued recommending the top drive unit be inspected annually and replace the solenoid.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

12-DEC-2006

26. ONSITE TEAM MEMBERS:

James Barnard /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

Steve Martinex

APPROVED

DATE: 28-FEB-2006

# FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **brake drum bladder and shoe**

2. TYPE OF FUEL:  GAS  
 OIL  
 DIESEL  
 CONDENSATE  
 HYDRAULIC  
 OTHER **air**

3. FUEL SOURCE: **brake drum bladder and brake shoe friction**

4. WERE PRECAUTIONS OR ACTIONS TAKEN TO ISOLATE  
KNOWN SOURCES OF IGNITION PRIOR TO THE ACCIDENT ? **NO**

5. TYPE OF FIREFIGHTING EQUIPMENT UTILIZED:  HANDHELD  
 WHEELED UNIT  
 FIXED CHEMICAL  
 FIXED WATER  
 NONE  
 OTHER