

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

1. OCCURRED

DATE: **24-JUN-2008** TIME: **0800** HOURS

2. OPERATOR: **Tana Exploration Company LLC**
 REPRESENTATIVE: **James Pritchard**
 TELEPHONE: **(713) 395-7759**
 CONTRACTOR: **HERCULES OFFSHORE DRILLING**
 REPRESENTATIVE: **Elton Wise**
 TELEPHONE: **(713) 350-5100**

- 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: **G24718**
 AREA: **WC** LATITUDE:
 BLOCK: **202** LONGITUDE:

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

5. PLATFORM:
 RIG NAME: **HERCULES 253**

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

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

- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: **60** FT.

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

10. DISTANCE FROM SHORE: **36** MI.

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

12. CURRENT DIRECTION:
 SPEED: M.P.H.

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

13. SEA STATE: FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

According to Hercules personnel, an electrical arc occurred between the main busbars (A, B and C) and ground. Each phase of the 600 VAC, 3 phase, main generator has a separate busbar. Over time, a build up of soot occurred on the busbars and allowed a conductive path to be set up, and the arcing or shorting to occur. This electrical arcing caused severe damage and fire in the SCR bays and in the SCR room.

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

Soot and or other contaminates were allowed to build up on certain electrical components of the Hercules 253 Jackup rig's SCR panel. This buildup of contaminates allowed an electrical arc to occur, causing severe damage and fire in the SCR room.

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

A contributing cause to the incident is the lack of a proper inspection and maintenance program for electrical components in the SCR Room. According to Hercules personnel, a maintenance program that includes the inspection and cleaning of the main busbars on a yearly basis would have prevented the incident.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: NATURE OF DAMAGE:
**(1)2000 amp breaker, (6) 900 amp fuses, Equipment was melted and or burned.
mud pump #1 cable, Main bus, entire SCR
#1 bay, various power cables, varioes
fuses, blown cards, blown 15 volt power
supply, blown circuit board,**

ESTIMATED AMOUNT (TOTAL): **\$200,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:
The Lake Charles District recommends that MMS Office of Safety Management (OSM) issues a Safety Alert with the following information:

The SCR panels on drilling rigs should be inspected on a regular basis and a maintenance program should be developed for these units based on the results of the inspections.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **YES**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

TANA Exploration Company LLC (TANA) did not ensure that electrical equipment in the SCR room of the Hercules 253 was maintained in a safe condition, and therefore is in possible violation of 30 CFR 250. 107 and 30 CFR 250.401.

25. DATE OF ONSITE INVESTIGATION:

24-JUN-2008

26. ONSITE TEAM MEMBERS:
**Mark Osterman / Marco Deleon /
Brent Elliot /**

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Larry Williamson

APPROVED

DATE: **02-OCT-2008**