

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

1. OCCURRED

DATE: **15-NOV-2006** TIME: **1800** HOURS

2. OPERATOR:

**Taylor Energy Company**

REPRESENTATIVE: **Deborah Malbrough**

TELEPHONE: **(504) 589-0562**

CONTRACTOR: **Hercules Offshore Drilling**

REPRESENTATIVE:

TELEPHONE:

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

4. LEASE: **00832**

AREA: **SS** LATITUDE:

BLOCK: **242** LONGITUDE:

5. PLATFORM: **A**

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.
- 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: **137** FT.

10. DISTANCE FROM SHORE: **45** MI.

11. WIND DIRECTION: **N**  
SPEED: **35** M.P.H.

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

13. SEA STATE: **18** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The Liftboat Hercules "Tiger Shark" was on location, jacked-up, and pre-loaded. The legs of the liftboat penetrated the sea floor deeper than they expected. The liftboat was now sitting 18 feet out of the water. A weather front was moving towards the area. Taylor management decided to shut in the platform and bleed it down when seas got to 13 to 14 feet. All personnel were removed from the liftboat and returned to SS 229 "A" for the night. During the night, the lights from the boat were no longer visible from SS 229 "A". The next morning, the boat was no longer on location. The crew boarded SS 242 "A" and discovered damage to the second deck on the Southeast corner of the platform. The liftboat was located adrift and upright in ST 292, approximately 40 miles off location.

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

Weather and sea conditions are the probable causes of this incident. Seas were 16 - 18 feet with a occasional 20 foot. Winds were 30 - 40 MPH.

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

Improper air gap.

21. PROPERTY DAMAGED:

The generator fuel gas line, a 27' long girder beam, two 7' long deck beams, and two 5' long deck beams.

NATURE OF DAMAGE:

Blunt force damage by the lift boat to the cellar deck, requiring the replacement of a portion of a girder, several deck beams, and channel.

ESTIMATED AMOUNT (TOTAL): \$110,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE 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: 14-DEC-2006