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)
   [X] 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  [X] >$25K  [ ] <=$25K

8. CAUSE:
   [X] EQUIPMENT FAILURE
   [ ] HUMAN ERROR
   [X] EXTERNAL DAMAGE
   [ ] SLIP/TRIP/FALL
   [X] 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.

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