

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

1. OCCURRED

DATE: **26-DEC-2005** TIME: **1030** HOURS

2. OPERATOR: **Chevron U.S.A. Inc.**

REPRESENTATIVE: **Bob Venugopal**

TELEPHONE: **(337) 991-2239**

3. LEASE: **00461**

AREA: **ST** LATITUDE:

BLOCK: **134** LONGITUDE:

4. PLATFORM:

RIG NAME **NOBLE TOM JOBE**

5. ACTIVITY: EXPLORATION(POE)

DEVELOPMENT/PRODUCTION
(DOCD/POD)

6. TYPE: FIRE

EXPLOSION

BLOWOUT

COLLISION

INJURY NO. 1

FATALITY NO. 0

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: **134** FT.

10. DISTANCE FROM SHORE: **30** MI.

11. WIND DIRECTION: **SW**

SPEED: **10** M.P.H.

12. CURRENT DIRECTION: **SW**

SPEED: **1** M.P.H.

13. SEA STATE: **3** FT.

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

Bob Venugopal

CITY: **New Orleans** STATE: **LA**

TELEPHONE: **(337) 991-2239**

CONTRACTOR: **NOBLE DRILLING CORPORATION**

CONTRACTOR REPRESENTATIVE/
SUPERVISOR ON SITE AT TIME OF INCIDENT:

Max Smith

CITY: **Houston** STATE: **TX**

TELEPHONE: **(800) 231-6326**

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

A fire occurred inside the rig's storeroom on December 26, 2005 at approximately 1030 hours. The storeroom is located on the lower level of the inner hull on the starboard midship side of the rig. The rig personnel had experienced a well control event. The well control event was brought under control and then wireline operations were commenced. The wireline crew was in the process of running a noise evaluation and temperature log when the crane operator noticed smoke coming out the storeroom vent. The fire alarm was activated. Fire fighting teams were assembled and started extinguishing the fire with water. The decision was made to evacuate all non essential personnel at 1100 hours.

The fire fighting teams fought the fire from approximately 1045 hours to 1500 hours. At approximately 1500 hours, the fire began to decrease significantly. It was completely extinguished around 1800 hours. One of the fire fighters slipped and hurted his knee while fighting the fire. There was no pollution as a result of this fire.

The electrical power was shut off on the starboard side of the rig.

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

Accident investigation revealed that electrical wiring in the horizontal wire tray was secured with a metal tie wire. The metal tie wire eventually cut into a 480 volt electrical cable due to vibration thus causing the wire to arc. The sparks contacted nearby Dynacell EMD air filters which are presoaked from the manufacturer with oil. The air filters ignited and the fire spreaded to rope, rubber goods and other supplies inside the storeroom. There were about 12 Dynacell EMD air filters inside the storeroom.

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

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Electrical wiring and lights, EMD's
air filters, rubber gaskets, fan belts,
rope and other rig supplies

Burned and destroyed

ESTIMATED AMOUNT (TOTAL): \$25,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident MMS has no recommendation.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

27-DEC-2005

26. ONSITE TEAM MEMBERS:

Freddie L. Mosely /

27. OPERATOR REPORT ON FILE: YES

29. ACCIDENT INVESTIGATION
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

FPausina for MSaucier

APPROVED

DATE: 31-JAN-2006

FIRE/EXPLOSION ATTACHMENT

1. SOURCE OF IGNITION: **Electrical wiring**

2. TYPE OF FUEL:

- GAS
- OIL
- DIESEL
- CONDENSATE
- HYDRAULIC
- OTHER **air filters, rope, gaskets, fan belts**

3. FUEL SOURCE: **NA**

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