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UNITED STATES DEPARTMENT OF THE INTERIOR
MARINE MINERALS ADMINISTRATION
GULF OF AMERICA REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: **03-AUG-2026** TIME: **0116** HOURS
2. OPERATOR: **BP Exploration & Production Inc.**
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: **TRANSOCEAN OIL INC.**
   REPRESENTATIVE:
   TELEPHONE:

- [ ] STRUCTURAL DAMAGE
- [ ] CRANE
- [ ] OTHER LIFTING
- [ ] 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:

4. LEASE: **G19545**
   AREA: **KC** LATITUDE:
   BLOCK: **291** LONGITUDE:

5. PLATFORM:
   RIG NAME: **T.O. DEEPWATER INVICTUS**

6. ACTIVITY:
- [X] EXPLORATION(POE)
- [ ] DEVELOPMENT/PRODUCTION(DOCD/POD)
- [ ] DECOMMISSIONING

7. TYPE:
   INJURIES:
- [ ] HISTORIC INJURY

	OPERATOR	CONTRACTOR
[X] REQUIRED EVACUATION	**0**	**1**
[ ] LTA (1-3 days)		
[X] LTA (>3 days)	**0**	**1**
[ ] RW/JT (1-3 days)		
[ ] RW/JT (>3 days)		
[ ] FATALITY		
[ ] Other Injury		

- [ ] POLLUTION
- [ ] FIRE
- [ ] EXPLOSION

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

COLLISION [ ] HISTORIC [ ] >$25K [ ] <=$25K

8. OPERATION:
- [ ] PRODUCTION
- [X] DRILLING
- [ ] WORKOVER
- [ ] COMPLETION
- [ ] HELICOPTER
- [ ] MOTOR VESSEL
- [ ] PIPELINE SEGMENT NO.
- [ ] OTHER
- [ ] TEMP ABAND
- [ ] PERM ABAND
- [ ] DECOM PIPELINE
- [ ] DECOM FACILITY
- [ ] SITE CLEARANCE

9. CAUSE:
- [ ] EQUIPMENT FAILURE
- [ ] HUMAN ERROR
- [ ] EXTERNAL DAMAGE
- [ ] SLIP/TRIP/FALL
- [ ] WEATHER RELATED
- [ ] LEAK
- [ ] UPSET H2O TREATING
- [ ] OVERBOARD DRILLING FLUID
- [ ] OTHER _____

10. WATER DEPTH: **5722** FT.
11. DISTANCE FROM SHORE: **200** MI.
12. WIND DIRECTION:
    SPEED: M.P.H.
13. CURRENT DIRECTION:
    SPEED: M.P.H.
14. SEA STATE: FT.
15. PICTURES TAKEN:
16. STATEMENT TAKEN:

Incident Summary:
At the time of the investigation, Marine Minerals Administration (MMA) personnel were operating under the former Bureau of Safety and Environmental Enforcement (BSEE). Therefore, all MMA personnel referenced in this report will be identified as BSEE personnel.

On 3 August 2026, a Transocean Chief Mechanic, the Injured Person (IP), sustained injuries while conducting drilling operations for BP Exploration and Production, Inc (BP) on the Transocean Deepwater Invictus drill ship located at Keathley Canyon Block 291. Due to the severity of the injuries, the IP was evacuated from the drillship for further medical evaluation and treatment onshore.

Sequence of Events:
On 3 August 2026, while performing maintenance activities in the Topside Mechanical Workshop, the IP was attempting to install a latch pin replacement assembly on a BX4 elevators. The IP was performing the task alone. The BX4 elevator weighed approximately 2,047 pounds and was positioned near the edge of a workbench atop two 4-inch-by-4-inch boards. As the task progressed, the elevator assembly became increasingly unstable, tipped over, and struck the IP before falling to the deck. All work was immediately halted, the area was secured, and an all-stop was implemented to preserve the incident scene. The IP was promptly taken to the rig hospital for an initial medical assessment by the rig medic following the assessment, the IP was then evacuated by medevac helicopter to a shore-based facility for further examination and treatment. Medical evaluation revealed non-life-threatening fractures, and the IP remained in stable condition under the care of specialists with surgery scheduled.

MMA Investigation:
On 4 August 2026, the MMA Lafayette District conducted an onsite Incident Follow-up (IF)Investigation. MMA investigators met with BP and Transocean representatives and collected all available incident-related documentation. At the time of the IF Investigation, MMA reviewed Transocean’s Hazard Identification Prompt Card and Work Order for Elevators Preventative Maintenance.

The MMA Incident Investigation Team determined that the incident resulted when the IP failed to recognize the hazards posed by the placement of unsecured elevators on an elevated workbench. Initially, during maintenance on the BX4 elevators, a Global HSE Coach and a Roustabout assisted the Chief Mechanic but later left the Topside Mechanic Workshop, leaving him to work on the elevators without supervision or providing assistance. Also, the investigation identified that there were no formal procedures or guidelines for handling BX4 elevators during maintenance on an elevated workbench including the lack of proper restraints.

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

• Not aware of hazards. The changing stability of the elevators during assembly was not adequately recognized by the Chief Mechanic while forces were applied during latch installation. The instability risk resulting from the elevator’s placement on the workbench was not identified.

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

Human Performance Error:
• Not aware of hazards. While the latch was being adjusted for latch pin installation, the elevator’s center of gravity shifted causing the BX4 elevators, which was positioned on uneven dunnage consisting of two 4-inch by 4-inch boards, became unstable and overturned, striking and injuring the Chief Mechanic.

Supervision:

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• Inadequate Supervision. Initially, during maintenance on the BX4 elevators, a Global HSE Coach and a Roustabout assisted the Chief Mechanic but later left the Topside Mechanic Workshop, leaving him to work on the elevators without supervision or providing assistance.

Management Systems
• Inadequate job procedures. There were no formal procedures or guidelines for handling BX4 elevators during maintenance on an elevated workbench including the lack of proper restraints.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

There was no property damaged during this incident.

NATURE OF DAMAGE:

Not applicable.

ESTIMATED AMOUNT (TOTAL): **$**

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The MMA Lafayette District makes no recommendations to the Office of Incident Investigations regarding this incident.

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

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

A G-110 Incident of Noncompliance (30 CFR 250.107) was issued to BP Exploration & Production Inc. for its failure to properly use and maintain equipment and materials necessary to ensure the safety of personnel, equipment, natural resources, and the environment.

On 3 August 2026, the MMA Lafayette District was contacted via email at 03:00 hours, by the Offshore Installation Manager (OIM) of the Transocean Deepwater Invictus, which was under contract to BP Exploration & Production Inc., regarding an incident onboard the Transocean Deepwater Invictus located in Keathley Canyon Block 291 that occurred at approximately at 01:16 hours 3 August 2026.

Following acceptance of the initial notification, a field inspection and investigation was conducted by the District on 4 August 2026. Key factors discovered during the investigation:
***Inadequate supervision**
***Inadequate job procedures**

BP Exploration & Production Inc. is hereby directed to submit a written explanation to the BSEE Lafayette District Manager detailing the circumstances of this incident, along with corrective actions and procedures to prevent recurrence of similar violations.

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25. DATE OF ONSITE INVESTIGATION:

04-AUG-2026

26. Investigation Team Members/Panel Members:

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION PANEL FORMED:
NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
Mark Malbrue

APPROVED DATE: **27-OCT-2026**