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

1. OCCURRED
   DATE: 13-MAY-2009 TIME: 1936 HOURS

2. OPERATOR: BP Exploration & Production Inc.
   REPRESENTATIVE: Wiltz, Gregory
   TELEPHONE: (281) 366-5647
   CONTRACTOR: Transocean Offshore
   REPRESENTATIVE: Rod Ryan
   TELEPHONE: (281) 366-5647

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

4. LEASE: G09821
   AREA: MC LATITUDE: 28.466111
   BLOCK: 520 LONGITUDE: -88.686389

5. PLATFORM: RIG NAME: T.O. MARIANAS

6. ACTIVITY: DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:
   [ ] HISTORIC INJURY
   [ ] REQUIRED EVACUATION
   [x] LTA (1-3 days)
   [ ] LTA (>3 days)
   [ ] RW/JT (1-3 days)
   [ ] RW/JT (>3 days)
   [ ] Other Injury

   [ ] PATALITY
   [ ] POLLUTION
   [ ] FIRE
   [ ] EXPLOSION

   LWC [ ] HISTORIC BLOWOUT
   [ ] UNDERGROUND
   [ ] SURFACE
   [ ] DEVERTER
   [ ] SURFACE EQUIPMENT FAILURE OR PROCEDURES
   [ ] COLLISION
   [ ] HISTORIC
   [ ] >$25K
   [ ] <=$25K

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

9. WATER DEPTH: 6740 FT.

10. DISTANCE FROM SHORE: 114 MI.

11. WIND DIRECTION:
    [ ] SPEED: M.P.H.

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

13. SEA STATE: 2 FT.
On May 13, 2009, at approximately 1936 hours, on the Transocean Marianas Rig located at BP Exploration & Production Inc's Lease OCS-G 09821, Mississippi Canyon (MC) Block 520, the traveling block dolly and block were pulled into the crown. At the time of the incident, the Transocean Marianas was conducting drilling operations on the HH002 Well. The crew was in the process of tripping out of the hole with 6 5/8" heavy weight pipe when the block and dolly came in contact with the crown. Four shims and two mounting bolts, from the frame that attaches the traveling block to the block retractor, fell to the rig floor approximately 167 feet. The operation was stopped and the rig floor was secured. There was damage to the crown block and traveling block. There were no injuries or pollution associated with the incident.

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

Human Error:
The driller was not paying attention to the position of the block and he hoisted the drill string above normal trip height.

Possible Equipment Failure:
Crown saver system failure or crown saver system was not activated after recalibration.

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

The Daily Drilling Report shows the crown saver was recalibrated on May 13, 2009.
Detection: 145' Warning, 154' Stop

The crown saver was recalibrated within 24 hours of the accident. When recalibrating the crown saver, the system is turned off at the driller's station. It is possible that the system was not put back into service after the calibration. There is no specific information/witness indicating the crown saver system was turned on or off.

20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED: Crown Block and Travel Block
   NATURE OF DAMAGE: Damaged due to over traveling of block.

   ESTIMATED AMOUNT (TOTAL): $250,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
   The MMS New Orleans District makes no recommendations to the MMS Regional Office of
   Safety Management (OSM).

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
   Notification of Incident(s) of Noncompliance (INC) G-110 was issued for the unsafe
   act of the driller failing to pay attention to the position of the traveling block.

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:
   Tom Meyer / Justin Josey /

29. ACCIDENT INVESTIGATION
   PANEL FORMED: NO
   OCS REPORT:

30. DISTRICT SUPERVISOR:
   David J. Trocquet
   APPROVED
   DATE: 10-JUL-2009