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

1. OCCURRED
  DATE: 26-MAY-2008 TIME: 1730 HOURS

2. OPERATOR: BP Exploration & Production Inc.
   REPRESENTATIVE: Douglas, Scherie
   TELEPHONE: (281) 366-6843
   CONTRACTOR: Transocean Offshore
   REPRESENTATIVE: TELEPHONE:

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

4. LEASE: G28030
   AREA: MC LATITUDE: BLOCK: 948 LONGITUDE:

5. PLATFORM:
   RIG NAME: T.O. DEEPWATER HORIZON

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

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

9. WATER DEPTH: 60 FT.

10. DISTANCE FROM SHORE: MI.

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

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

13. SEA STATE: FT.

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EV2010R 15-JUL-2008
On May 26, 2008 at 1730 hours, the Transocean's Deepwater Horizon, semi-submersible rig, located at BP Exploration & Production Inc.'s Lease OCS-G-28030, Mississippi Canyon (MC) Block 948, experienced a 2-1/2 degree list to the starboard-forward corner. The rig floor was preparing to run 1,500' of 28" O.D. casing when the alarm sounded, the casing was suspended from the rig's rotary table, and personnel mustered per Transocean's evacuation plan. Seventy seven (77) non-essential personnel were moved to the M/V C-Fighter at 2000 hours until the situation could be further investigated. At the time of the incident rig draft was being trimmed with ballasting, and no marine riser had been run at this point in the well. Rig crew were able to regain stability and corrected the list, with all personnel boarded back on the rig at approximately 2300 hours. Some non-essential rig personnel, however, were transported to shore by the crew boat in order to make room for additional Transocean personnel. No injuries or pollution resulted from the incident, and a BP investigation team was assembled and sent to the rig site on May 28, 2008.

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

Initial root cause findings from the investigation team are as follows:

1) Removal of the piping was done without following Transocean's HSE management system procedures.
2) Removal of the piping was not reported to the bridge's marine department.
3) At approximately 1715 hours, the bridge, performing ballasting operations, remotely opened a ballast overboard valve to transfer ballast. Opening this valve exposed sea water to the open piping and initiated flooding as follows:
   a) Complete flooding of the column pump room;
   b) Partial flooding of the two thruster compartments adjacent to the pump room, with no water reaching the thruster motors;
   c) Partial flooding of the column elevator trunk.

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

20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED: None
   NATURE OF DAMAGE: None

ESTIMATED AMOUNT (TOTAL): $

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
   The New Orleans District makes no recommendations to MMS.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS: No onsite investigation /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO
   OCS REPORT:

30. DISTRICT SUPERVISOR:
    David Trocquet
    APPROVED
    DATE: 13-JUL-2008