1. OCCURRED
   DATE: 03-DEC-2008  TIME: 1930 HOURS

2. OPERATOR:  Mariner Energy, Inc.
   REPRESENTATIVE: Dinger, Blaine
   TELEPHONE: (713) 954-5588
   CONTRACTOR: Rowan Drilling
   REPRESENTATIVE: Fletcher, Thomas
   TELEPHONE: (713) 422-4807

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

4. LEASE:
   AREA: SM  LATITUDE: 28.2158
   BLOCK: 149  LONGITUDE: -92.12478

5. PLATFORM:
   RIG NAME: ROWAN JP BUSSELL

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
   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: 234 FT.

10. DISTANCE FROM SHORE: 74 MI.

11. WIND DIRECTION: SW
    SPEED: 13 M.P.H.

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

13. SEA STATE: 5 FT.
On December 3, 2008, at approximately 1930 hours, on the Mariner Energy, Inc.'s Lease OCS-G 02592, South Marsh Island Block 149 Platform D, utilizing the Rowan JP Bussell Rig, approximately 33 barrels (BBLs) of Zinc Bromide (ZnBr2) and approximately 37 BBLs of a weighted blend of Calcium Bromide (CaBr2) and Calcium Chloride (CaCl2) was released into the Gulf of Mexico (GOM), resulting from an upset condition during completion operations for Well D-1 (OCS-G 16325). At the time of the pollution incident, the rig crew was pulling drill pipe hanging from the well's storm packer. As the drill pipe was pulled, the wellbore volume was displaced with weighted completion fluid. While tripping drill pipe out of the hole the mud engineer reported to the Driller and Offshore Installation Manager (OIM) a loss of completion fluid from tank #4. Neither the Driller nor the OIM observed fluid loss since there was no increase in fluids entering the trip tank. Regardless, they decided to divert flow to tanks #1, #2, and #6 (work tank). Subsequent to diverting the flow, a continual loss of fluid occurred from tank #6 while the trip tank's level remained normal (no gain or loss). Upon investigation, it was discovered that the lost fluid was being delivered to the pre-load tank #39 (25 BBL capacity) and overboard into the GOM through an open dump valve #4. The pre-load tank was believed to be isolated from the completion fluids, but the tank's closed suction line's butterfly valve (new valve) #2 leaked. This allowed the completion fluids to enter the pre-load tank. From the pre-load tank, the 25 BBLs of fluid was recovered and the approximately 70 BBLs of ZnBr2, CaBr2, and CaCl2 completion fluid blend was lost overboard.

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

The faulty (leaking) new butterfly valve #2, located on the suction line manifold, resulted in the undesired flow of completion fluid into the GOM through the open pre-load tank #39. It is unclear from the investigation what exactly caused the failure of valve #2. According to the OIM, the entire system is new, but this particular valve may have been damaged due to weathering and inactivity since installation.

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

The open pre-load tank suction valve #3 allowed unrestricted flow into the pre-load tank #39. Likewise, the open pre-load tank overflow valve #4 provided no means of protection from an undesired release into the GOM.

20. LIST THE ADDITIONAL INFORMATION:

MMS recommends the following:

* Upon installation of any new equipment or system, a pressure test should be performed to verify all leaks are eliminated and the appropriate equipment, such as the leaking valve #2, function tested.

* If this operation is conducted in the future using the same equipment configuration, close valves #3, #4, and #5, in conjunction with valve #2, in order to add another level of protection. Also, utilize a lockout/tagout program to prevent the undesired manipulation of the aforementioned valves.
21. PROPERTY DAMAGED: No physical property damage

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

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
No violations observed during onsite investigation or during records review process.

25. DATE OF ONSITE INVESTIGATION:
08-DEC-2008

26. ONSITE TEAM MEMBERS:
Douglas Frerich / Raymond Johnson / Gerald Gonzales /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
Elliott S. Smith

APPROVED
DATE: 27-JAN-2009
<table>
<thead>
<tr>
<th>Role</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATOR REPRESENTATIVE</td>
<td>INJURY</td>
<td></td>
</tr>
<tr>
<td>CONTRACTOR REPRESENTATIVE</td>
<td>FATALITY</td>
<td></td>
</tr>
<tr>
<td>OTHER</td>
<td>WITNESS</td>
<td></td>
</tr>
</tbody>
</table>

**NAME:**
HOME ADDRESS:
CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS
EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:

<table>
<thead>
<tr>
<th>Role</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATOR REPRESENTATIVE</td>
<td>INJURY</td>
<td></td>
</tr>
<tr>
<td>X CONTRACTOR REPRESENTATIVE</td>
<td>FATALITY</td>
<td></td>
</tr>
<tr>
<td>OTHER</td>
<td>WITNESS</td>
<td></td>
</tr>
</tbody>
</table>

**NAME:**
HOME ADDRESS:
CITY: STATE:
WORK PHONE: TOTAL OFFSHORE EXPERIENCE: YEARS
EMPLOYED BY:
BUSINESS ADDRESS:
CITY: STATE:
ZIP CODE:
1. VOLUME: GAL 70 BBL

YARDS LONG YARDS WIDE

APPEARANCE:

2. TYPE OF HYDROCARBON RELEASED: ☐ OIL
☐ DIESEL
☐ CONDENSATE
☐ HYDRAULIC
☐ NATURAL GAS
☐ OTHER ZnBr, CaBr and CaCl Blend

3. SOURCE OF HYDROCARBON RELEASED: No hydrocarbons released

4. WERE SAMPLES TAKEN? NO

5. WAS CLEANUP EQUIPMENT ACTIVATED? NO

IF SO, TYPE: ☐ SKIMMER
☐ CONTAINMENT BOOM
☐ ABSORPTION EQUIPMENT
☐ DISPERSANTS
☐ OTHER

6. ESTIMATED RECOVERY: GAL BBL

7. RESPONSE TIME: HOURS

8. IS THE POLLUTION IN THE PROXIMITY OF AN ENVIRONMENTALLY SENSITIVE AREA (CLASS I)? NO

9. HAS REGION OIL SPILL TASK FORCE BEEN NOTIFIED? NO

10. CONTACTED SHORE: NO IF YES, WHERE:

11. WERE ANY LIVE ANIMALS OBSERVED NEAR: NO

12. WERE ANY OILED OR DEAD ANIMALS OBSERVED NEAR SPILL: NO