1. OCCURRED
   DATE: 16- OCT- 2017 TIME: 1730 HOURS

2. OPERATOR: BP Exploration & Production Inc.
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: Enso Offshore Co.
   REPRESENTATIVE:
   TELEPHONE:

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

4. LEASE: G09868
   AREA: MC LATITUDE:
   BLOCK: 778 LONGITUDE:

5. PLATFORM:
   RIG NAME: THUNDER HORSE PDQ

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. OPERATION:
   PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER
   RUNNING BOP’S

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

10. WATER DEPTH: 6037 FT.

11. DISTANCE FROM SHORE: 60 MI.

12. WIND DIRECTION: NE
    SPEED: 7 M.P.H.

13. CURRENT DIRECTION: NE
    SPEED: 1 M.P.H.

14. SEA STATE: 2 FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:
On 10/16/2017, at approximately 1620 hours, the drill crew was in the process of running the drilling riser in preparation to latch the BOP stack to the subsea wellhead. While picking up a joint of riser (joint #8) to connect to the riser string, the riser joint became disengaged from the riser running tool and dropped 30' to the aft side of the derrick. The joint of riser struck the Top Drive System (TDS) dolly track and wire trays. After securing this joint of riser safely back to the deck, an inspection was conducted and found structural damage to the drawworks track and support bracing. There was also damage to hydraulic lines, electrical cables, and cable trays. All energized areas of concern were isolated and secured. There was no harm to personnel or damage to the environment.

According to witness statements, Red Zone Management was in effect and no one was in the Red Zone at the time of the incident.

NOV technicians on location conducted a further inspection of the damaged equipment. The joint of marine riser at issue weighed approximately 43,000 lbs and caused damage with an estimated $25,000 to $35,000 in repair cost. After conducting structural integrity inspections and completing additional repairs to the hydraulic lines, TDS support beams, and electrical trays, well operations resumed on 10/21/2017.

After reviewing the "Ensco Thunder Horse Work Instructions" for running riser, the following issues were critical with respect to this incident:

1) Step (3) page (2) - Lower the front gate on the spider and hoist running tool horizontally with the air hoist. Bring in skate and stab the running tool into the riser. Latch the running tool.

2) Step (4)(a) - Assistant Driller (AD) will verify that the riser running tool is properly locked prior to hoisting riser off of the skate to prevent the riser from falling.

3) Also noted in the "Ensco Thunder Horse Work Instructions" Consequence-Equipment Damage/Personal Injury Hazard.

a) Gravity-Riser joint falling to the rig floor due to the running tool not properly locked.

A drill crew member, the floor hand, is responsible for manually locking the joint of riser to the riser running tool. This part of the operation was not completed. A crew member stated to the BSEE Investigator the Floorhand thought he had utilized the manual lockdown, listed in step (3), but this did not happen. The AD did not verify that the joint of riser had been manually and mechanically locked into the riser running tool prior to lifting the riser joint vertical as listed in step (4).

The riser running tool was not properly engaged into the profile of the riser joint. There was no verification that the secondary mechanical lock was closed on the riser running tool prior to raising the joint of riser. There was poor communication among the drill crew team members involved in this operation.

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

1) Riser running tool was not properly engaged into profile of the riser joint.

2) No verification that the secondary mechanical lock was closed on the riser running tool prior to raising the joint of riser to the vertical position.
3) Poor communication among the drill crew team members involved in this operation.

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

See Initial findings in Section 17.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

                      NATURE OF DAMAGE:
   Top drive system (TDS) dolly track. Also,   Structural
   structural damage to the draw works track
   and support bracing.
   Hydraulic lines, electrical cables and
   cable (wire) trays on the TDS.

ESTIMATED AMOUNT (TOTAL): $35,000

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE New Orleans District makes no recommendations to the Office of Incident
Investigation.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   Does The Lessee Perform All Operations in a Safe and Workmanlike Manner and provide for
   the Preservation and Conservation of Property and the Environment?

   At the conclusion of the investigation, BSEE investigators determined that the operator
   failed to conduct operations in a safe and workmanlike manner on 10/16/2017. This resulted in a
   joint of Riser becoming disengaged from the running tool. The top of the riser joint fell
   approximately 30 feet, contacting the Top-Drive System, Dolly Track and wire trays before coming to a
   rest.

25. DATE OF ONSITE INVESTIGATION:

   20-OCT-2017

26. INVESTIGATION TEAM MEMBERS:

   Earl Roy /

29. ACCIDENT INVESTIGATION
   PANEL FORMED: NO

30. DISTRICT SUPERVISOR:
   OCS REPORT:
   David Trocquet

APPROVED
DATE: 07-MAR-2018