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

1. OCCURRED

   DATE: 10-MAR-2006   TIME: 1630   HOURS

2. OPERATOR: TOTAL E&P USA, INC.

   REPRESENTATIVE: Dominique Ardignac
   TELEPHONE: (713) 647-3812

3. LEASE: G20870

   AREA: AC   LATITUDE: 26.09868889
   BLOCK: 856   LONGITUDE: -94.91326389

4. PLATFORM:

   RIG NAME: STENA TAY

5. ACTIVITY:

   EXPLORATION (POE)

   DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE:

   FIRE

   EXPLOSION

   BLOWOUT

   COLLISION

   INJURY NO. 1

   FATALITY NO. 0

   POLLUTION

   OTHER

7. OPERATION:

   PRODUCTION

   DRILLING

   WORKOVER

   COMPLETION

   MOTOR VESSEL

   PIPELINE SEGMENT NO.

   OTHER

8. CAUSE:

   [ ] EQUIPMENT FAILURE

   X HUMAN ERROR

   [ ] EXTERNAL DAMAGE

   [ ] SLIP/TRIP/FALL

   [ ] WEATHER RELATED

   [ ] LEAK

   [ ] UPSET H2O TREATING

   [ ] OVERBOARD DRILLING FLUID

   [ ] OTHER

9. WATER DEPTH: 7613 FT.

10. DISTANCE FROM SHORE: 167 MI.

11. WIND DIRECTION:

   SPEED: 29 M.P.H.

12. CURRENT DIRECTION:

   SPEED: M.P.H.

13. SEA STATE: 1 FT.

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

   Kenny Ward

   CITY:   STATE:

   TELEPHONE:

   CONTRACTOR:

   CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:

   CITY:   STATE:

   TELEPHONE:

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EV2010R

PAGE: 1 OF 4
01-AUG-2006
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The tool pusher confirmed he was in position and clear of the lay-down area. The logging unit was lifted over the port side of the rig and over the shaker room. This was a blind lift. The tag lines were taken by two men, and the crane operator began to lower the load into position under the direction of the banksman (driller). The banksman used a radio to communicate to the crane operator, because the crane operator could not see the lay-down area. The banksman dropped the radio as the load swung toward him. While lowering the lift, the escape route was blocked by the logging unit. The banksman pushed the logging unit using the handrail for support. The banksman toppled over the handrail and fell thirteen feet and three inches to the deck below.

The driller had completed a Banksman and Slinging course a number of years ago, however, there are no records of completion of that course.

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

The probable cause of the accident was the failure of the banksman and crane operator to maintain communications during the lifting operation.

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

There are several possible contributing causes. One possible contributing cause of the accident was the failure of the personnel involved to recognize that the logging unit could position itself in such a way to close off the banksman’s escape route. Another possible contributing cause of the accident was the failure of the other personnel involved to give an emergency stop signal to the crane operator when the banksman dropped the radio.
21. PROPERTY DAMAGED: N/A
   NATURE OF DAMAGE: N/A

   ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
   The Lake Jackson District has no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:
   13-MAR-2006

26. ONSITE TEAM MEMBERS:
   James Barnard /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

   OCS REPORT:

30. DISTRICT SUPERVISOR:
   Ed. Smith

   APPROVED
   DATE: 26-JUL-2006
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<tr>
<td>Contractor Representative</td>
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**Injury/Fatal/Other Witness**

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