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

1. OCCURRED
   DATE: 30-MAR-2007  TIME: 0650  HOURS
   STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING DEVICE Top Drive
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: BP America Production Company
   REPRESENTATIVE: Darrell Boudreaux
   TELEPHONE: (337) 735-5205
   CONTRACTOR: Global Marine Drilling
   REPRESENTATIVE: Harry Wilson
   TELEPHONE: (281) 589-3862
   OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
   ON SITE AT TIME OF INCIDENT:

3. LEASE: G24101
   AREA: MC  LATITUDE:
   BLOCK: 726  LONGITUDE:

4. PLATFORM:
   RIG NAME: GSF EXPLORER

5. ACTIVITY: EXPLORATION (POE)
   DEVELOPMENT/PRODUCTION (DOCD/POD)

6. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION
   LTA (1-3 days)
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury
   EXTERNAL DAMAGE
   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION

7. WATER DEPTH: 4602 FT.

8. DISTANCE FROM SHORE: 45 MI.

9. WIND DIRECTION:
   CURRENT DIRECTION:
   SPEED: 25 M.P.H.
   M.P.H.

10. SEA STATE: FT.

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EV2010R  22-MAY-2007
17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

While tripping out of the hole laying down drill pipe with the PRS-4i, a single joint of 5 7/8" drill pipe was set in the rotary and the PS 750 slips were set. The traveling block height was approximately 35 ft. in the air when the elevators were opened. The high clutch was then thought to have been engaged, and the traveling blocks began to move. Instead of hoisting, since the clutch was not actually engaged, when the driller increased the amperage on the draw works the traveling blocks began to descend. The top drive landed on and bent the joint of 5 7/8" drill pipe set in the rotary. The driller then heard a popping noise from the drill line, and observed slack in the draw works. Driller immediately applied the break for a "full stop" after the blocks had traveled 5 ft. total.

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

The driller did not verify the engagement of the high clutch prior to answering the phone. While his attention was momentarily diverted, he momentarily lost control of the traveling block.

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

Immediate Cause: Lack of Awareness/Attention - The high clutch was not engaged when the driller attempted to hoist the traveling block.

Underlying Cause: Training - Directly after attempting to engage the high clutch, the driller answered the phone momentarily diverting his attention from the traveling blocks.

20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED:
   Joint of drill pipe/Saver Sub
   Top drive system.

   NATURE OF DAMAGE:
   Bent drill pipe.

   ESTIMATED AMOUNT (TOTAL): $5,000

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

   Recommendations to prevent a recurrence of this event are as follows:
   1) Post signs in all areas where critical equipment is operated not to use the phone while equipment is in use.
   2) Research options on replacement of clutch control joy stick.

   The New Orleans District makes no recommendations to the Office of Safety Management.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

   Incident of Noncompliance G-110 was issued to document that:
   The driller performed an unsafe act which could have caused serious injury to personnel and equipment.

25. DATE OF ONSITE INVESTIGATION:
   31-MAR-2007

26. ONSITE TEAM MEMBERS:

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

   Elbert Clemens / Darrel Williams /

   OCS REPORT:

30. DISTRICT SUPERVISOR:

   Troy Trosclair

   APPROVED

   DATE: 22-MAY-2007