UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT  
GULF OF MEXICO REGION  

ACCIDENT INVESTIGATION REPORT  

For Public Release

1. OCCURRED  
   
   DATE: 28-FEB-2013  
   TIME: 0240  
   HOURS

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

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

4. LEASE:  
   G15607  
   AREA: GC  
   LATITUDE:  
   BLOCK: 743  
   LONGITUDE:

5. PLATFORM:
   RIG NAME: T.O. DEVELOPMENT DRILLER II

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

   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:  
   FT.

10. DISTANCE FROM SHORE:  
    MI.

11. WIND DIRECTION:  
    SPEED: 16 M.P.H.

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

13. SEA STATE:  
    4 FT.
On February 28, 2013, at approximately 02:40 hours, the crew on the Developmental Driller II were in the process of breaking down stands of drill pipe into single joints and back loading them onto the boat. During the operation, the elevator on the drill floor struck a joint of pipe lying on the skate, forcing it out of position and ultimately striking two employees.

The task being performed was a joint effort between both the drill crew and the deck crew. Each crew was in charge of doing their own risk assessment for their specific job task. The drill crew was in charge of breaking down the stands of drill pipe, each containing four joints of pipe, into single joints and then placing them onto the skate. A skate is a piece of equipment that is used to move drill pipe out and away from the rig floor so that it can be more accessible to the crane and loaded or unloaded. Once six joints of drill pipe had been loaded onto the skate, the deck crew would take over the operation; repositioning the skate and preparing the bundle of drill pipe to be moved over onto the boat.

The drill crew had just finished disconnecting and laying down the last joint of the eleventh stand of drill pipe, leaving two joints on the skate, and was preparing to move on to the next stand when the request was made by the Skate Operator asking the deck crew to send up a bag of thread protectors to the drill floor. It was noted that the last joint of drill pipe that was laid down was protruding approximately six and a half feet past the edge of the skate towards the rig floor. While the drill crew was preparing the next stand, the Skate Operator tracked back the skate so that the crane would be able to set the bag of thread protectors down on it and use the skate to move the bag back to the rig floor. After the thread protectors were moved back to the rig floor, they were offloaded by two Roustabouts and the Banksman with the deck crew. After unloading the bag, the two Roustabouts headed back to their positions via the catwalk that runs along the side of the skate and the Banksman stayed back trying to adjust the sides of the bag to prevent them from flapping around in the wind. The drill crew had just finished disconnecting the first joint of drill pipe from the next stand and proceeded to set it down on the skate without noticing the protruding joint of drill pipe. As the Driller lowered the pipe, the elevator came into contact with the protruding joint of drill pipe on the skate, knocking it off of the skate and striking two employees as it fell to the rig floor and the catwalk. The Banksman received a glancing blow, which knocked him out of the way, and one of the Roustabouts was knocked to the catwalk with the drill pipe on top of him, though he was able to free himself and move to a safe area on an adjacent catwalk.

Immediately following the accident, the Medic and other appropriate personnel were notified. The area was secured to insure that it was safe for other employees. The Medic performed a quick examination of the injured parties at the scene of the accident and then both employees were brought to the rig infirmary to be evaluated. The Banksman was checked out and given an over the counter medication and the rest of the tour off. He was able to return to full duty the following day. The Roustabout was examined and the decision was made to send him in for further evaluation. The Roustabout was sent in via Medevac at approximately 06:40 hours.

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

Employees failed to recognize that a joint of drill pipe was protruding out passed the edge of the skate and underneath the elevators path before attempting to set down another joint.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:
- The catwalk and area surrounding the skate should have been cleared before attempting to set down drill pipe onto the skate. Crew failed to realize that personnel were still in the "Danger Zone" before proceeding with operations.

- Each crew did their own Written Risk Assessment instead of getting everyone involved with the operation together to discuss dangers and possible hazards.

20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:  NATURE OF DAMAGE:

N/A  N/A

ESTIMATED AMOUNT (TOTAL):  $

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Houma District has no recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT:  NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

N/A

25. DATE OF ONSITE INVESTIGATION:

17-MAY-2013

26. ONSITE TEAM MEMBERS:  29. ACCIDENT INVESTIGATION PANEL FORMED:  NO

Josh Ladner / James Richard /

OCS REPORT:

30. DISTRICT SUPERVISOR:

Bryan A. Domangue

APPROVED DATE:  26-AUG-2013

INJURY/FATALITY/WITNESS ATTACHMENT
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<table>
<thead>
<tr>
<th>Operator Representative</th>
<th>Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor Representative</td>
<td>Fatality</td>
</tr>
<tr>
<td>Other</td>
<td>Witness</td>
</tr>
</tbody>
</table>

**NAME:**
**HOME ADDRESS:**
**CITY:**
**STATE:**
**WORK PHONE:**
**TOTAL OFFSHORE EXPERIENCE:**
**YEARS**

**EMPLOYED BY:**
**BUSINESS ADDRESS:**
**CITY:**
**STATE:**
**ZIP CODE:**