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

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 18-FEB-2012  TIME: 1700 HOURS

2. OPERATOR: Apache Corporation
   REPRESENTATIVE: Benoit, Scott
   TELEPHONE: (281) 302-2735
   CONTRACTOR: Ensco Offshore Co.
   REPRESENTATIVE: Sammy Thomas
   TELEPHONE: (281) 674-0463

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

4. LEASE: G27973
   AREA: MO  LATITUDE: 30.17419889
   BLOCK: 830  LONGITUDE: -87.82345528

5. PLATFORM: 2
   RIG NAME: ENSCO 86

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: 40 FT.

10. DISTANCE FROM SHORE: 3 MI.

11. WIND DIRECTION: SE
    SPEED: 5 M.P.H.

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

13. SEA STATE: 2 FT.
17. INVESTIGATION FINDINGS:

On 18 February 2012 at approximately 1700 hours, the Assistant Driller was on the brake while the Driller was standing next to him adjusting the rotary speed. The operation at that time was hoisting the drill string after drilling from ft to ft. As the Assistant Driller was coming off bottom to take a slow pump rate, the clutch disengaged. This allowed the travelling block assembly to fall approximately 10 feet striking the rotary table and allowed the bit to hit bottom. There was approximately pounds on bit with a total string weight of pounds, resulting in the 350 ton links to bend. The links were replaced with spare 500 ton links and the elevators were replaced as a precautionary measure; though no visual damage was noted. A visual inspection was completed on the top drive, derrick, and subbase with no further damage found. Twenty two (22) joints of drill pipe were found to be bent and 1 joint of heavyweight drill pipe was found to be bent at the box; all were removed from service. National Oil Well Varco (NOV) inspected the top drive system on 20 February 2012 and no damage was found. It is unknown and not reported how the clutch was disengaged. During the time of the incident, the floorhands were working elsewhere. There were no injuries or pollution associated with this incident.

Ensco had recently initiated an Assistant Driller program and the training requirements and qualifications to become an Assistant Driller are unknown. The Assistant Driller had recently been promoted and this was his first hitch on Ensco 86 and first hitch as an Assistant Driller. Apache and Ensco conducted separate internal investigations. Apache requested that the Assistant Driller submit to a drug and alcohol screen (10 point test), which he tested negative for both according to the Apache Company Representative. After an internal investigation was completed on 3 March 2012, it was determined that the root cause of the incident was human error due to lack of experience. It is also unknown at this time if the OIM was aware that the Assistant Driller was on the brake.

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

1. The Assistant Driller or Driller inadvertently bumped the clutch allowing it to become disengaged.
2. The inexperience of the Assistant Driller.
3. The clutch was not fully engaged.

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

1. The Assistant Driller had recently been promoted to this position in early February 2012.
2. This was the Assistant Driller's first hitch on the Ensco 86 rig.
3. The Driller and Assistant Driller were working in close proximity manipulating the rheostat of the drawworks and rotary in addition to the brake and clutch.

20. LIST THE ADDITIONAL INFORMATION:
21. PROPERTY DAMAGED: Belt links and drill pipe.

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:
The BSEE New Orleans District makes no recommendations to the Agency.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING NARRATIVE:
   PINC No. G-110
   Description: Does the lessee perform all operations in a safe and workmanlike manner and provide for the preservation and conservation of property and the environment.

25. DATE OF ONSITE INVESTIGATION:
   06-MAR-2012

26. ONSITE TEAM MEMBERS:
   Earl Roy / Evan Graham /

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:
   MAJOR

29. ACCIDENT INVESTIGATION PANEL FORMED:
   NO

30. DISTRICT SUPERVISOR:
   David J. Trocquet

ESTIMATED AMOUNT (TOTAL): $19,822

NATURE OF DAMAGE: Severely bent.

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Earl Roy / Evan Graham /

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