



DEEPWATER HORIZON OIM to OIM Handover Report

Paul Johnson and John Guide came out to the rig on January 12th, they seemed to be pleased with everything except food quality and bilges. Made several changes in ART catering personnel. We have been giving maintenance help whenever possible to clean bilges. John Guide signed off on several rig audit items while onboard. Bop was in stowed position at 1900 hours Saturday 1/30/10.

Present Operation: Perform maintenance on Bop's, change out wiring on AFT PRS. Change out rotary hose on top drive.

Upcoming Operation: Finish Bop maintenance, wiring on Aft PRS. Hadco be out to finish remaining heavy lift inspection that was omitted during U-Wild. We still have 21 stands of 6 5/8 drill pipe and Bha that was not laid down.

Equipment:

- 01) Had to change injector on # 2 engine o-ring split.
- 02) Pulled out of hole @ 28,616 LWD tool failed.
- 03) Plastic built up in drill line roller guide and had to dig plastic out and change 1 roller, 2 ½ hrs downtime.
- 04) Lay down the 3 stands of 5.5 drill pipe in derrick and sent in for inspection.
- 05) Shuttle valve on mud boost had slight leak allowing to leak by to yellow pod and have to run in vent and leak stopped.
- 06) Performed the Wobble test on crown and traveling block while waiting on Sperry to change guts in LWD.

- 07) Installed new turbos on # 4 engine.
- 08) Continue troubleshoot and looking for ground in port fwd quadrant.
- 09) MWD failed again when they were circulating at shoe and got permission from MMS to drill ahead to 29,400 feet. TD of Well was 29,020 feet.
- 10) Fluid bearing was losing pressure during last turn, found tubing parted where it connects to fluid bearing.
- 11) Turbos removed from main engine # 1 and sent in for repair, should be back mid February.
- 12) Air Compressor # 2 not switching towers on dryer and mechanics have been troubleshooting.
- 13) Mud boost valve leaking by pilot valve in closed position to yellow pod, had to run in vent position.
- 14) Stabilizer arms lower head aft racker touching again and have to run with joystick pulled back partially. The new stabilizer arms are onboard and have planned maintenance to change during 6 days BOP work.
- 15) Changed out both fuel hoses, mud hoses and base oil hoses on port and starboard side and all have floats installed on them.
- 16) Ordered two sets 3 1/2 x 7 5/8 variable bore rams complete with top seal for Nile Well and rebill BP.
- 17) Have two VX/VT and one resilient ring gasket for Macondo.
- 18) GPS 3 Antenna installed and working ok.
- 19) Gross overload valve block for starboard crane suppose to arrive Amelia by Wednesday February 3rd, found in Austria and some difference in the old block, suppose to get tech to come out and assist with change out.
- 20) Had Azimuth problem with Thruster # 4 and found loose wire in Aqua Master Steering Control Panel.

- 21) Had 14.5 hours non productive time on capstan failure waiting on another to come out.
- 22) Willie Stoner was making rounds and found cooler for # 3 thruster leaking at weep hole, sent this cooler to Nance International for repair and took the cooler out of # 2 pulled vacuum and tested with water and installed in # 3 thruster.
- 23) New rotary hose onboard and plan to change out during maintenance period.
- 24) Aft racker has been rubbing on drill collar finger board when you go in first row aft, don't believe this is the cause of stab arm being bent.
- 25) Ordered 10 new 9.5" drill collars and 10 new 8.25 drill collars.
- 26) Installed five new fire doors, Antoine worked over 1 week on this project.
- 27) Have MOC for removing bumpers at crown this would give more room for larger diameter sheaves. We did a test with 4 part rig up after wireline work was completed from crown sheaves and it looked pretty descent, still would limit pull to 19,000#. Joshua Hilts TOI engineer will be available to come out and look at padeye placement for schlumberger sheave after February 1st.
- 28) Have 8 joints 1000 float and 2 joints 2000 float riser coming out next run on Damon Bankston it is loaded and be out Monday.
- 29) Mud Pumps running good, no further problems with # 4.
- 30) Used the hooks on gantry crane to lay down riser and had no problems.
- 31) Had problems with the tag skate chains, the tracks are worn out, informed Jerry Isaac to get new 1" x 8" metal needed to replace tracks. Had 1 hour downtime during riser pull, ended up taking 1 of the chains off.

Robert Tiano is going to try to build up on the sides of existing pads by welding.

- 32) Dropped one of the 1/8" retention cables inside the riser on next to last slick joint. Hole cover caught cable and pulled free ends out of the two inserts. May have to look at threading cable between flanges to get retention cables on.
- 33) Had to send starboard Hi-Pap in to Norway for repair, unable to change IP address.
- 34) New battery box for standby generator built and installed.
- 35) New drill line is in Amelia, arrived 1/28.
- 36) Rigged down H2S equipment and Flare Igniter at crown and shipped off.
- 37) Troubleshoot flow meter on yellow pod, does not appear to be flow meter and cable instead. No spare Mark checking to see if another rig has one.
- 38) Got a company called Hampco researching installation of pump and piping for cleaning pits and doing away with all the wilden pumps and hoses that we are currently using. This will be a re-bill to BP. Hampco came by office and talked with Paul and James. Randy Ezell has talked with the person at Hampco.
- 39) Alimak wants 167k to repair starboard fwd elevator car.

Personnel:

- 01) Willard Duffy given warning letter for abusive language to co-worker Eric Paige, if he had not apologized to Eric he would have been terminated.

- 02) Timothy Caletka new roustabout for D-Crew arrive 1/28.
- 03) Samuel Pigg reported to medic with infection in left ear, treated on rig.
- 04) Sent in James Parsons early for bed space.
- 05) Sent in Jonathan Prine extra motor operator a few days early for bed space.
- 06) Doris Dean with ART terminated had an attitude and cooking was not up to standards.
- 07) Camp Boss Billy Ward was replaced by Brian Rachel.
- 08) Sherry Jennings with ART quit, Clarence Green cooking nights and still relief Camp Boss.
- 09) Marcelli Rubio quit when he found out Robert Young was taking his place as Day Cook.
- 10) Robert Yancy ART field supervisor arrived 1/26 for visit.
- 11) Have a new REP joining the Horizon Kelly Francis, he will work in different positions on rig and then go to the office.
- 12) Phillip McConnel electrician arrived from labor pool and will work until Pathfinder arrives GOM.
- 13) Keith Ray AD will come back and work 1 week and be PCF to the Champion.
- 14) Antoine the welder worked over installing fire doors.
- 15) Darrel Domangue with schlumberger slipped on the riser skate deck and fell down, sent to medic and found nothing wrong and returned to work.
- 16) Donnie Humphries motorman came out two days late had to be cleared by medical services.
- 17) Jerry Scafidel called and unable to make crew change and has to be cleared by medical services Monday February 1st before returning for work.
- 18) We have 4 West Engineering onboard for assisting with Aft PRS wire change out. Had 5 but one failed BP 6&1.
- 19) Have 3 Swat team onboard for Bop work.
- 20) Adam Weise and Shane Rosto worked over to assist with BOP work.

- 21) Caleb Holloway come out Feb 1st to help with BOP work and Owen McWhorter come out Tuesday Feb 2nd to work on BOP.
- 22) Steve Curtis worked over for Rex Beard 6 days, Steve will be off 2 weeks and come back to take Keith Ray spot.
- 23) Keith Ray suppose to come back for 1 week, if not his replacement Steve Curtis will be onboard anyway.
- 24) Robert Tiano to work SPS planning, Mike Dicello will be taking his place on the rig. Mike suppose to be out here February 8th.
- 25) Rod I was unaware of Keith Joseph training as a welder and would not allow this, talked to Randy Ezell and he knew about him training. Keith came by my office on 1/29 and asked about taking a welding test. Told him we did not need a welder and this has to be approved by rig manager. I did tell him that OIM had to approve of anyone other than the welder to perform welding on this Installation.
- 26) Rod this Tyneke Davis worked on the drill floor training and nobody wanted him, are we suppose to put a hat or hand in these positions. I have always tried to do what is best for the crews and yes by all means if a person is qualified and has more time in position he should be promoted. Tyneke does not know what he wants, he also would like to be an AB Seamen. Maybe Cyde knows best. Why did he turn down the position that Kevin Humphries filled if he wanted to be a floorman.
- 27) Chris Sundquist 2nd Assistant Engineer called 1/29 and turned in his resignation, said he was going back work on tanker. Paul and James has been notified via email.
- 28) Wilfred Boudreaux has been helping the maintenance department, Jerry Scafidel on MLOA and Michael Glendenning went in early his wife went into labor.
- 29) Allen Seraile was given a warning letter for unsatisfactory work performance, needs to improve planning and supervising skills and lost with figures.

- 30) Keith Jones crane operator missed competent person class he had scheduled, said he got his dates wrong, Paul wants to give him a warning letter when he gets out on rig.
- 31) Sean McGowan left his BP 6 & 1 and Rig Pass on rig, unable to come out until next day. Robert and myself talked to him and let know this was unacceptable and not to let it happen again. The only reason he did not get warning letter he was actually coming out to fill in for Brent Mansfield for death in family.

Other:

- 01) Have a Front Four Supervisor meeting scheduled with Paul and James in Biloxi Miss on February 11th and supper the night before. Myself, Randy Ezell, David Hackney and Steve Bertone.
- 02) Last MMS visit November 12th.
- 03) Need to adjust LMRP slope indicator before running Bop's.
- 04) The new stabilizer arms have been changed out on Aft PRS lower arm. Decision made not to change head due to the bend, also pulled pin from rollers in jaw and they showed substantial wear, think the rebuilt head was mainly just a paint job.
- 05) Have a new class for supervisors SMART training lifting course train the trainer. Robert Watson going this time in and some crane operators signed up as well. Suppose to have 6 from the rig attend this year.
- 06) I have told the Crane departments that a permit to work is not required during fueling of deck cranes.
- 07) Decision made to take 6 days BOP maintenance and change all the rubber goods.
- 08) Still have not said where the OIM meeting will be held, only know it suppose to be March 22nd thru 25th and that Randy suppose to fill in for you to attend.

- 09) DBI SALA Exofit crossover model 1108700 style safety harness we have with quick release snaps had one to come unhook on another installation and Alert was sent out to remove from service. Confronted Paul that 90% of the Horizon harnesses are this type and said we could use but had to be addressed and inspected in Think Planning Process.
- 10) Plan to send in 4-6000, 2-3000 and 1-5000 floatation riser for inspection.
- 11) Have the space out figured for Macondo on note pad. Looks like 52 joints riser, 45' pup, 22.50' pup and 15' pup, still have to run the G to H 37.50 ft x-over on the riser adapter also.
- 12) WCA will be replacing the hand written PCF forms on April 7th, suppose to do more testing this week. Andy and myself have went through testing online.

Have A Safe Hitch