

From: DWH, MaintSup (Deepwater Horizon)
Sent: Wednesday, October 21, 2009 2:16 AM
To: DWH, ElectSup (Deepwater Horizon); DWH, MechSup (Deepwater Horizon); DWH, MotorOper (Deepwater Horizon)
Subject: FW: Results from visit to Deepwater Horizon
Attachments: 2009 DWH Rig Audit Tracking Sheet updated on 20 Oct 2009.xls

FYI, See below and attachment. Please make all items a priority.

Respectfully,

Steve Bertone
Maintenance Supervisor
Deepwater Horizon
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God grant me the serenity to accept the things I cannot change;

The courage to change the things I can;

And the wisdom to know the difference. - Serenity Prayer

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From: Rodriguez, Angel [<mailto:Angel.Rodriguez@bp.com>]
Sent: Tuesday, October 20, 2009 7:29 PM
To: Guide, John; Cocala, Brett W; Little, Ian; Sepulvado, Murry R; DWH, Captain (Deepwater Horizon); DWH, MaintSup (Deepwater Horizon); Endicott, Troy M; Hillier, Ian (Houston); DWH, OIM (Deepwater Horizon)
Subject: Results from visit to Deepwater Horizon

To all,

I had a very productive visit with the leadership team onboard the Deepwater Horizon. Attached is the updated spreadsheet audit sheet that was reviewed by the Horizon's OIM, Captain, Chief Mate, and Maintenance Supervisor. We thereafter briefed both Ian and Murry on the updated audit and the path forward on the remaining findings. As you can see the Horizon's crew has been rigorously closing out the findings. Thereafter the Captain and Chief Mate gave me a tour of the thrusters, pump rooms, switchboard spaces and watertight doors for me to sight the completed and still outstanding work from the audit sheet.

It was agreed I will contact the Captain on a bi-weekly basis to get an update on the remaining findings that are still outstanding.

Best Regards to all,

Angel Rodriguez
Marine Operations Lead

EXHIBIT # <u>1379</u>
WIT: _____

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<<2009 DWH Rig Audit Tracking Sheet updated on 20 Oct 2009.xls>>

Last Updated by: Angel Rodriguez on 20 October 2009.

Item#	Description	% Complete	Details	IM Risk Ranking
1	Iron Roughneck	50%	Software issue with zone management Technical Field support onboard working on the issue. Ongoing troubleshooting with ROV and TODDI Technical Field Support. Software issues are being worked out between TOI and National Oilwell Varco (NOV).	
2	AFT PRS Stabilizer Arm	100%	Arm has been removed and sent to West for repairs. Arm has arrived at West for repairs. PRS arm has arrived back to rig and installed. Arm is fully functional with no complications.	
3	FWD PRS-Completed	100%	During UWILD pins were not replaced, a survey was performed and deemed that all pins were within tolerance and did not need to be replaced at this time.	
4	Rotary Table		2010 project, receiving a new RST	
5	Overdue Maintenance	95%	ESD PM's - All ESD PMs have been completed except ESD 4 which is the drill floor ESD. This will be tested on the next rig move. Testing of ESD 4 will be completed on next rig move.	
6	Main engines 1 & 4 24,000 hr inspection	50%	The plan is to complete the inspections after hurricane season. The rig is in the process of lining up a Wartsilla Technician to come out to the rig and assist in completing the 24,000 hrs inspections. 50% of part are onboard. The remaining parts are scheduled to arrive on 11/05/2009. 24K inspections to be completed by 11/20/2009.	P3

Marine: Rig Audit Recommends to be completed prior to commencing operations

7	Port side water tight dampers	100%	Tank return valves were closed, once open the dampers functioned properly. There are a couple of solenoids that are allowing flow by. MLP - TOI reports that the close function on all watertight dampers is fully functional. They do have an issue with hydraulic leaks that allow the dampers to close when intended to remain open. My opinion is this not hold up operations and TOI to deliver plan & timeline to rectify 100%. Reported completed as per phone conference with rig management team 10/5/2009.	
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	PCU 18, This impacts the control & functionality of Ballast pump #4, starboard aft draft sensor, ballast tank valves & bilge valves. Implication is to effect valve operation the emergency hand pump needs to be rigged & used locally in the pumproom. Complete			Delivery to New Orleans on the 21st, when shipped to the heliport for Tuesday flight to the rig. MLP Will be on board and replaced Tuesday 22 Sept. TOI is conducting hourly rounds of space as well as space currently continuously manned due to ongoing pump repair work in the space. Murry R. Sepulvado, WSL, has witnessed and approved MOC mitigation plans 9/23/2009.	P2
8	Emergency ballast suction check valves - Complete	100%		Marine department correcting issue. P/A check valve has been repaired, and working on the other valve.	P1
9		100%		P/F is fully functional, P/A priming valve not functioning, S/A needs PCU 18 replaced, S/F priming valve not functioning. MLP S/A pump issue rectified with completion of item 8 PCU 18 replacement and will be tested to verify completion. Murry R. Sepulvado, WSL, has witnessed and approved MOC mitigation plans 9/23/2009. Reported completed as per phone conference with rig management team 10/5/2009	P1
10	Electric Bilge Pumps - 1 in each quadrant	100%		Pressure switches have been calibrated, pumps still continuously run, still troubleshooting. Regulator was flowing by, item corrected and pumps are reached correct pressure and shutting down.	
11	HPU for water tight dampers P/A - Complete	100%		Fully operational	
19	SAW pump # 1 - P/F - Complete	100%			
20	SAW pump # 2 - S/F	20%		Sheared shaft - ordering new motor. Motor has been removed and in transit to MC Electric. MC Electric is still working on the motor estimate the delivery of the motor at 2 weeks. New motor scheduled to arrive by 10/29/2009. Motor installation completed by 11/03/2009.	P1 / MLP TOI states that with these 5 pumps operational, the rig has the required redundancy to supply cooling water to the main engines
21	SAW pump # 3 - P/F - Complete			Top seal leaking slightly - Fully operational	
22	SAW pump # 4 - S/F - Complete	100%		Bad motor, being sent in for re-wind. Motor has been removed and is in transit to MC Electric. Completed on 9/28/2009.	
23	SAW pump # 5 - P/A -	50%		Pump casing cracked but does not leak when operating. Pump #5 is currently isolated and repairs are on-going. Estimated Time of completion of repairs 11/30/2009.	
24	SAW pump # 6 - S/A - Completed	100%		Pump is out of commission, Engineers are re-building the pump. Approximately 7 day job. Engineers have started removing the motor assembly for rebuild of the pump. Repairs completed on 09/25/2009.	

25	S/W pump # 7 - P/A		Bottom seal leaking slightly - Fully operational - MLP pump still has a seal leak but is reportedly operationally sound. Estimated to time of completion of repairs 10/30/2009.	for DP2 operations
26	S/W pump # 8 - S/A - Complete	100%	Motor was over currenting during UWILD due to only being able to run that one motor during one point while the divers were in the water. Motor has been ran since and the amps are within tolerance. Fully operational Repairs completed in 09/25/2009.	

Marine: Rig Audit Recommends TOI submit a satisfactory resolution plan and timeline

12	Water tight door remote operation		Waiting for parts - 2 weeks till shipment from Italy 10/16/09 the valves have shipped from Italy and should arrive within one week. Parts arrived 10/20/2009 and estimated time of repairs 11/03/2009. Awaiting inspection by TOI. This pertains to WTD P13 and T8. Captain is researching class requirements for WTDs.	P2
13	Water tight door accumulators		Will research parts and order - MLP TOI to supply and implement a mitigation plan for this equipment not functioning to install a barrier to protect personnel from the faulty equipment until equipment condition is rectified. Estimated time of receipt of parts is 5 weeks as of 10/05/2009.	P2
14	Water tight door dead man springs			P1

** As per BP Marine Authority TOI WTD mitigation plan to include a local procedure or MOC and risk assessment around items 12, 13, & 14. Items to be included but not limited to in the plan is how TOI are going to ensure WTD integrity of the rig, maintain access to applicable spaces for operational purposes, egress plan for personnel in the event of an emergency, and how TOI is going to protect personnel concerning WTD issues during this repair period. This is to be provided prior to the rig returning to operation.

15	Main engine #1 fuel pump - engine out of service - Completed	100%	Waiting on part - Due to redundant engine capability MODU still meets its FMEA and DP capability requirements to operate with in its operating criteria. Need timeline from TOI for expected repair completion. Completed repairs on 10/03/2009.	P1 - Classed equipment out of service
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16 Thruster #2	50%	<p>ABB technician onboard Monday. Will not be able to get ABB tech onboard until Wednesday, ET's and Electricians troubleshooting problem. MLP Due to redundant thruster capability MODU still meets its FMEA and DP capability requirements to operate with in its operating criteria. ABB Tech ashore. Awaiting delivery GTO part from the C.R. Luigs on 10/06/2009. Marine crew will make repairs after receipt of parts. Parts received 10/8/2009. When GTO part was installed. After testing Thruster #2 the inverter filter failed. The inverter is on order and the rig is awaiting a new inverter filter to arrive. The inverter filter arrived 10/19/2009. Estimated testing completed by 10/27/2009.</p>	P1 - Classed equipment out of service
17 Fire dampers -Completed	100%	<p>Marine department correcting issue. MLP TOI to provide an update to clarify status of this item. 9 dampers remain that require repair. TOI to provide mitigation plan for the functioning of these damper in an emergency. Fire dampers being worked onto bring them to full operation and will be verified within 24 hrs by WSL. Please refer to TOI MOC for clarification. Murry R. Sepulvado, WSL, has witnessed and approved MOC mitigation plans 9/28/2009.</p>	
18 Helideck foam fire fighting system	100%	<p>Received quote for foam and ordering. MLP TOI states local supplier, 2 - 3 days to receive. Foam is being transported by OSV and estimated time of delivery is 10/09/2009. Fire Fighting Foam is onboard awaiting to replenish Helideck foam fire fighting system tank. Estimated completion of this task will be 10/16/2009. Foam replaced on 10/15/2009.</p>	P2

Note: Close out of items to be furnished via a Class repair report or BP designated individual to witness the testing / closeout of the item.