



Cameron Customer Contact Report

7025
Exhibit No. _____
Worldwide Court Reporters, Inc.

Meeting date and venue	11/11/2009 1-30pm Cameron Plant 28 Conference room	
Subject of Meeting:	EB 902D presentation, Camchec & Riser recertification options (including Neptune Deeptech vendor) for the Sedco 704 & 711 riser/slip joints on UK mainland. & Cameron/TO repair relationship	
Transocean Attendees:	Malcolm Alan Subsea Manager, Kenny Coutts Subsea Superintendant, Mike Scott Asset Mgr 711 and 712, John Williamson Asset Mgr 704, Kenny Malcolm Asset Eng.	Cameron Attendees: Pete Lang, Stephen P. Taylor (minutes), Alex Stephen, John Wilson, Heather Mackie, Stuart Paterson
Meeting Notes:	Other distribution: Craig Jones	

GENERAL BOP RECERTIFICATION DISCUSSION/FEEDBACK

- EB 902D presentation was well received and the EB902D element fully supported by attendees, however they advised that they were self certifying and were successfully maintaining equipment by using both OEM and non OEM's as well as performing their own inspections and maintenance. TO questioned the Shell Well Equipment recertification statements and were asking Shell for clarification on the wording related to repair and maintenance being performed by the OEM
- In response to the Cameron statement that Cameron equipment was not performance tested with non OEM elastomers and that Cameron elastomers were not warranted in non OEM copy cat products, Transocean confirmed that they used non OEM elastomers and that they have generated life expectancy information on them.
- Transocean confirmed that they expect and do pay premium of 15-20% to get repairs done by OEM. They advised that putting operational critical work to Cameron was too risky due to poor delivery and extended lead times being quoted and often we are not given a chance to quote. (Kenny Coutts referred to a set of bonnets that had been in shop since Jan 2009- on checking this SCI P/O not received until July). We will clarify this point with Transocean although the delivery is still not acceptable.
- Transocean (MA advised) want to use OEM and that they only use OEM via AJT Licensee for Shaffer & Hydri products because they continue to meet delivery promises and expectations.
Recent quote issued to Transocean from Aberdeen had 8 week delivery just for SCI which all attendees agreed was totally unacceptable. Transocean would not use Cameron until we prove we can achieve under 14 days for SCI. Alex Stephen talked about what Cameron Aberdeen are trying to achieve and MA said that's all well & good, but if a high day rate rig is down because they are awaiting on equipment then operators could cancel those contracts due to poor performance.
Action- Aberdeen to work to TO requirements.



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- Transocean confirmed there are 32 rigs with Cameron Equipment in MA region with 32 full stacks and they were preparing a spreadsheet with due re-certification dates. He issued the preliminary document.

Action- Malcolm Allan

Transocean also have the following spares repaired by non-OEMs-

- 4 x 18" UII dbls,
- 6 x 18" Type-U dble,
- 2 X 13" dble and 1 x Single,
- 1 x dbl 1 x single 20-3/4"
- 1 x 18" TL Dble

- Both Aberdeen and Singapore quoting for MGH recertification while rig is in shipyard in either Europe or Singapore. Decision on MGH immediate plan should be made in the next 14 days and will recertify if the rig wins current bid. **Action Malcolm Allan to advise**
- Transocean rig self certification procedures allow them to approve continued use of the BOP bodies by monitoring cavity wear and not breaking the main bore connections (believe they cause more damage by make and break). They cycle recertification and repairs on the hydraulic and dynamic assemblies, (i.e. bonnets, valves).

RISER RECERTIFICATION FEEDBACK

- Transocean (MA) advised that two other vendors were looking at developing inspection capabilities to conduct some of the inspection scope while the riser was in operation. He requested Cameron to advise current capabilities or development plans for conducting riser inspection while the riser string was in operation. Cameron confirmed that they had not performed this type of inspection. **Action John Wilson to advise of development plans.**
- Cameron to advise Transocean how long recent recertification's and Riser repairs in Las Palmas took and the scale of the operation undertaken.
Action-John Wilson.
- One of the options made in the Riser presentation included both inspection and repairs at Transocean Yard at Montrose and Customer would be willing to consider this and would need to evaluate safety during pressure test operations, but in principal this would be feasible and reduce transport costs and risk handling damage. **Action- John Wilson to provide repair estimate based on work at Montrose yard and at vendor facility.**

SUMMARY



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Transocean will work with Cameron to get OEM repairs but we must reduce lead times (2 weeks for SCI on standard work and be more responsive on hot shots) and deliver on promises every time. Transocean agreed to provide details of their Cameron equipment and due re-certification dates to allow forward planning.



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