

DRAFTS OF INTERVIEW FORM

These include any type written notes that have markings for clarification.

Stephanie Butefish took notes and prepared the Interview Form.

By: Stephanie Butefish

Person Interviewed: Robert McKechnie

Date of Interview: September 1, 2010

3280
Exhibit No. _____
Worldwide Court Reporters, Inc.

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TRN-INV-00003118

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Interviewing Form

Interviewee Name:	Robert McKechnie
Job Title:	Director Upgrade Projects
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	832-587-6143
Work Cell:	713-560-5179
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Derek Hart Steph Butefish
Date:	1 September 2010
Start Time:	1:30 pm
Stop Time:	2:45 pm
Was documentation taken to the interview? Y/N	Yes – The interviewee, Mr. Robert McKechnie gave the interviewer, Mr. Derek Hart, the following documents: 1. Preliminary Salvage Plan 2. Smit Progress Reports 3. Smit Equipment Loadout 4. Smit Pictorial Record 5. Approximate timeline of events from 21 -22 April 2010
Were photographs, drawings or other supporting materials taken? Y/N	N
Are documents attached to this form? Y/N	N
Details of documents, drawing, photographs or other supporting materials taken to	N/A

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interview.	
Interview Plan Probable lines of enquiry, key questions etc:	
<p style="text-align: center;">Interview with Robert McKechnie Director – Upgrade Projects 1 September 2010</p> <p>Robert McKechnie holds the position of Director-Upgrade Projects. In February of 1984, he was an electrician tech for Transocean on the 135 (which is a semi-submersible drill rig) and the 140 (which is a semi-submersible rig). He also worked on the Galaxy One (which is a jackup). Then he went to Singapore on a construction team. In 1994 he went to Santa Fe as a designer for two years, then became a project manager. He became a project director in 2000 until 2006, when he went to the DDIII as a project director. Then he moved to Greenway 4 in May 2009 to close out the DD III. In January 2010, he went back to his old position.</p> <p>He received a call from Farr at about 3:00 am to tell him of the blowout. They knew the rig was listing and people were missing. Salvage operations fall to his group. He mobilized the salvage group. They are the leader for salvage. He became the point man. He called Doug Martin and asked him to go to Park Ten. He got there at about 4:30 – 5:00 am and mobilized the salvage vessels. He was the point man for ENTS, but the subsea guys were already engaged. Doug mobilized the people and the equipment. They set up the Lloyds open form contract. They assumed that they would get the well under control, and they wanted to tow it to another location.</p> <p>Smith was there as salvage, not as firefighters. Smith did have firefighting equipment to help bring the well under control and get the BOP, but still could not find it on the rig. They had equipment to get people on the rig and then use tow vessels. The tow vessels were actually in place before the rig sank. Two vessels were on location before it sank. They did a good job. They were still expecting to have the rig.</p> <p>When asked if he or Smith had a discussion about the water being sprayed on the rig, he said yes. He said that ultimately, they were just trying to do the best they could. There was some concern about it contributing to the stability problems. It was decided to spray the columns instead of the deck. They did have contact with Daun Winslow during this time. He said that the people at Park Ten had no contract with the vessels if they were not through Smith. There was not much that they could do till the well was under control. They became point people to relay messages on the incident with two boats.</p> <p>At this time in the interview, Robert gave documents to Derek Hart as listed on the cover page of this interview form.</p> <p>When asked if any of the vessels could see holes at the level where the engines are, he replied that the rig was spinning, and that Daun said they saw a rubber bumper. Ramsey thought he saw a hole but said it was a bumper. At this point, Robert suggested we see or interview Doug Martin of Smit, who would be located in The Woodlands or at Greenspoint. Robert also said that Doug Martin is</p>	

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sending a thumb drive today to Robert. Robert said we could have a copy of it.

Robert and the Smit guys were assisting the operation guys in taking messages. There were 3 vessels from Smit that were not able to do anything. The vessels were sitting and watching it burn. They asked Signal Shipyard to come to Park Ten. The plan was to take it to Fouchon and get it in stable condition, and then tow it to Signal for damage repair, and then send it out for work. He was interested in ROV intervention. After they mobilized everyone, they had nothing to do.

He said that Ron came up with the procedure to handle or raise the BOP.

Robert's group was a primary contact for salvage. There are no written protocols for emergency response in his group since they are a salvage and repair operation.

When asked if he had any thoughts on why the rig burned, Robert said 'no,' he did not want to speculate. He thinks the rig sunk because the structure weakened, and it cannot take the heat. Once it started to buckle, they knew it was pointless.

Robert has had no experience with fire fighting. He does not think anyone coordinated fire fighting on the rig. It was search and rescue, and then salvage and repair.

When asked what he thought went well, he said that risk management responded well. If the fire was under control, they probably could have salvaged the rig. His team did not play much of a part in the incident. He thinks the company handled the human part of it well.

When asked if there was anything he would do differently, he said 'no.' Then he stated that they could be better prepared in the future. The industry could be better prepared.

He said that BP was worried about rupturing the formation. The subsea people report to engineering.

Robert said that Craig McCormick just happened to be there. He is a subsea engineer. Craig was in the center with Robert.

He said that there was a lot of damage with tubing—it disconnected from the BOP, and it was all on the ROV record.

Going back in the discussion, Robert, Smith and Jim and Keelan and Tom Dalton set up a rotation in the center to keep it open till the rig sank.

When asked if he had anything to add, he said 'no.' His group did what they were supposed to do but did not have the chance to salvage.

Robert believes we will never know the sequence of the explosions. The Deepwater Horizon was scheduled for an overhaul and upgrade. There was overdue maintenance due to _____ migration.

When asked if he had anything else to add, he said 'no,' his part was insignificant apart from getting the people mobilized and working on the messages.

The next set of hearings are in the first week of October.

Interview concluded.

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HANDWRITTEN NOTES

By: Stephanie Butefish
Person Interviewed: Robert McKechnie
Date of Interview: September 1, 2010

Ref:

Interviewing Form

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Interviewee Name Robert "Bob" McKechnie

Job Title Director - Upgrade Projects

Company

Contact Details

Work Address

Tel Cell

Home Address.....

Tel Cell

Notes Greenway 4, Rm 956

Interviewers

Derek Hart

Steph

Date (D,M,Y) 9/1/10 Start Time 1:30 PM Stop Time 2:45 PM

Was documentation taken to interview? Y/N

Were photographs, drawings or other supporting materials taken? Y/N

Are documents attached to this form? Y/N

Interviewing Form

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Details of documents, drawing, photographs or other supporting materials taken to interview:

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Interview Plan

Probable lines of enquiry, key questions etc:

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Interviewing Record

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Add additional pages as necessary and to ensure that nothing is omitted or lost please follow numbering convention as above.

Robert M'Kechnie

- Derek

Director - Upgrade Projects

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130

2 ~~45~~

off Ed - 2 yr J. Discussion w D. Winslow & his
 testimony. 9/7/84. CV & then to cover his story
 by & video.

CV - Upgrade Project
 2/1984 9. election tech - 135 x 140
 in 87 till 91. S. to T/O on Galaxy 1, a
 Singapore - conclusion 9. 93 → Aberdeen
 main inlander, 94 → S. as a designer
 for 2 yrs, & project mgr. Then Proj Director in 2000
 till 2006 when → DD 3 9. proj director. Then
 S. to GW 4 in 5/2009 to close & DD 3. Then
 Jan 10 S. P. & position.

far no by. 3 am to 9 is & blow.
 I knew my & v. & e. Salvage Co
 w. P. & q. & mobilized the salvage q. They
 are leader & salvage. He was pt man for take up.
 Called Doug Martin & asked if 1 → 1 Pk 10.
 got there 4³⁰ - 5 am & mobilized salvage vessels.
 He was pt man & ENTS but the salvage guys were
 already engaged. Doug mobilized 6 & 7.
 Sergio Alacon all too, set 7, & logs open
 contract. They assumed P. & S. & S.

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The vessels were & I watching it burn. The Signal Shipyard to come to PK 10. The to Foculien & & - on stable & then down to 'signal' for damage repair & then elsewhere & on. He was & on ROV intervention. After molibdenum [the] & & / /

≡ Ron & ? at the procedure to handle a raise BOK

His grasp & ^{primary} contact for salvage. There are no written protocols, ER - & group send them all. repair & &

Watched ROV & watched my burn.

Any thoughts - O (reg burn? - Not wants to speculate. Rig sunk because of structure weakened. & (as it take the heat

Once it started to buckle they knew it was pointless.

B M'Mike & E w/FF. doesn't think so coordinated FF. It was search & Rescue & then salvage & repair. Based on Doug's experience & I

What? & & x - Risk Mgmt responded & I

If the fire was from P (&) salvaged rig. From this & didn't & & → v. v. The C & human & v. &

Anything & / do not x = No. P of & prepared & for. The industry of & prepared.

BP was worried (capturing information. The subsec & report to engineering.

& Craig McConick / C / there, was. subsec engineer. Craig & & Center w/ BME.

There was. & & damage w/ flubbing - it & dismantled from BOP

1, a 15 ROV round. After they
Back BM^c + Smith + Jim Keelan + Tom Dalton
set 1. rotation 5 Center to keep it open till sig sank.
~~It~~

Anything / of x No. His group did 1 P & 1 / but
didn't) / 1 / salvage.

The DWH & 2) (sequence of explosions,
overhead upgrade - Bob Phillips.
9. 1 / 1 maintenance V / DWH.

There was 1 maintenance / 1 migration.
Anything else? - No. V & insignificant ^{part}

2 - 1 / 1 maintained + m. 1 messages.
DH asked) contact & details for Smith.

Next set of hearings - 1st wk of Oct.
Discussion of V / 1 BOR.

J. Concluded.

**DOCUMENTS BROUGHT TO INTERVIEW BY
ROBERT McKECHNIE**

Interviewer: Derek Hart
Person Interviewed: Robert McKechnie
Date of Interview: September 1, 2010

*For Viki
and
Rudy*

 SALVAGE	DAILY PROGRESS REPORT		Quality Form
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PROJECT NAME :	DEEPWATER HORIZON	DPR NO. :	01
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PROJECT NO. :	10.0012 SMIT Americas	DATE :	21 April, 2010 Wednesday
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CONTACT INFORMATION SMIT SALVAGE		E-mail : salvage@smit.com
15402 Vantage Parkway East, Suite 316 Houston, Texas 77032-1966, U.S.A. Phone: +1 281 372 3500; Fax: +1 281 372 3525 Waalhaven O.Z. 85, Post Number 2204, 3037 PB Rotterdam, The Netherlands. Phone: +31 10 454 99 11; Fax: +31 10 454 91 84.		

AA) GENERIC			
To Client :	Transocean	FAO :	.
E-mail Client :			
C.C. :	Company SMIT Houston; Doug Martin; Ray Lord; Jim Wait Company SMIT Salvage Rotterdam; Kees van Essen; Jan van de Water; Jan Willem Duit; Peter van Olphen; Omar Doualla; Wim Stravers; Fred Staphorst		
From Salvage Master :	Douglas Martin		
Location (coordinates) :	Mississippi Canyon Block 252		

BB) WEATHER ON LOCATION		
Actual weather report	0600	1800
Wind Direction & Speed		
Swell Direction & Height		
Sea state		
Weather type		


CC) SUMMARY OPERATIONAL ACTIVITIES		
From	To	Description activity
0330	0800	Doug Martin called from Bob McKechnie of Transocean - Deepwater Horizon suffered explosions and was engulfed missing. Requested to report to emergency room in Transocean contract signed. Seacor Vanguard chartered 0600 hours. Vessels from the surrounding field are on location assisting in search and rescue and providing cooling water.
0800	1200	Salvage team mobilized from Houston and Rotterdam. Vessels AHSV AHSV Resolve Pioneer, and utility boat Miss Addison chartered. Seacor Vanguard loaded chains, wires, ropes and rigging for connecting to rig with Seacor Vanguard. Note: Casualty is not outfitted to be towed so equipment selection was chosen for maximum flexibility to enable capturing the rig should the rig break free. A rigging team from Intermoor was selected to assist with this task. The casualty kept station while drilling strictly by dynamic positioning (no moorings). The riser assembly is presently acting as an anchor. Weather conditions slight.
1200	1200	Communication established with Transocean representative aboard the Max Chouest. List is reportedly increasing. The information from site was sketchy and inconsistent from incoming reports. The risk of downflooding from firefighting water is brought to the attention of the Transocean representative on the Max Chouest. Directions were given to direct firefighting water streams for cooling only with heavy fog pattern and below the main deck (columns and underside) to avoid potential downflooding. The main deck drainage is designed to dump within the hull to avoid inadvertent oil discharge with rain runoff.
1200	2200	Portable salvage and firefighting equipment loaded out from SMIT Houston warehouse and mobilized to Intermoor dock in Fourchon.
2200	2400	Seacor Vanguard on site with Smit team. Assessment of situation, established communications with active vessels on site, redirected fire monitors of engaged vessels, and engaged in firefighting and boundary cooling. Casualty reported to be listing 30

This is always in the field & in order of date

SMIT PROGRESS REPORTS

*3 Drilling
006 0000 4925
J / OWH / Salvage / Intermoor
(General) Rig, Data*


SMIT SALVAGE

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		degrees to starboard and trimmed by the stern resulting in the starboard aft box girder in the water with an estimated 8 feet of freeboard remaining. Throughout the day list and trim were reported inconsistently and suspect the perspective due to relative size and position creates a difficult view. Schematic evaluation of list and trim suggest closer to 15 degrees. Since arriving on site Seacor Vanguard is establishing parameters of condition for future monitoring and reporting.
2200	2400	Salvage team from Rotterdam arrives New Orleans and transferred to utility boat Miss Addison. Resolve Pioneer ETA now 0500 4/22/10

DD) OPERATIONS PLANNED FOR NEXT 24 HRS	
No.	Operations planned
1.	ROV operations to secure well
2.	Cooling firefighting operations
3.	Assess options for working platform / derrick barges Crossmar 7 and DB 50 under consideration / goal is to have onsite as working platform once rig is cooled and safe to board to commence onboard salvage operations.
4.	Evaluate tow connection options based on present condition
5.	Risk assessment - salvage operations

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EE) CONTRACTUAL / OPERATIONAL MILESTONES	
Date	Description Milestone
4/22/10	Salvage Contract Signed

FF) CRAFT ON HIRE (@ 2400)				
Vessel	Company	On hire	Off Hire	Location
SEACOR VANGUARD	Seacor Marine Inc.	April 21		MC 252
RESOLVE PIONEER	Resolve Marine Services	April 21		In transit
Miss Addison	Kevin Gros	April 21		Fourchon
MAX CHOUEST	Hired by Transocean	April 21		MC 252

GG) EQUIPMENT ON HIRE (@ 2400)				
Name item	Company	On hire	Off Hire	Location
Emergency dewatering, air pressurisation and portable firefighting equipment from SMIT Houston warehouse. Loadout #1	SMIT	4/21/10		Fourchon

HH) PERSONNEL						
No.	Name	Position	Company	On	Off	Location
1.	Doug Martin	Senior Salvage Master	SMIT Salvage	21 April		Transocean Office
2.	Dirk Jan Osinga	Senior Salvage Master	SMIT Salvage	21 April		In transit
3.	Jim Wait	Ass. Salvage Master	SMIT Salvage	21 April		Seacor Vanguard
4.	Joost van den Driest	Salvage Officer	Smit alvage	21 April		Seacor Vanguard
5.	Alexander Gorter	Naval Architect	SMIT Salvage	21 April		In transit
6.	Paul Deijl	Salvage Superintendent	SMIT Salvage	21 April		In transit
7.	M den Boer	Salvage Foreman	SMIT Salvage	21 April		In transit
8.	Steven Boudreaux	Salvage Engineer	SMIT Salvage	21 April		Fourchon
9.	Kees Geurtsen	Salvage Engineer	SMIT Salvage	21 April		In transit
10.	J. Huivenaar	Salvage Engineer	SMIT Salvage	21 April		In transit
11.	Alistair Pepper	Cost Controller	SMIT Salvage	21 April		In transit
12.	Tim Williamson	Emergency coordinator	Donjon-Smit			En-route
13.	John Stennett	Fire Expert	Alfred	21 April		Seacor Vanguard
14.	Rigger 1	Riggers	Intermoor	21 April		Seacor Vanguard
15.	Rigger 2	Riggers	Intermoor	21 April		Seacor Vanguard
16.	Rigger 3	Riggers	Intermoor	21 April		Seacor Vanguard
17.	Rigger 4	Riggers	Intermoor	21 April		Seacor Vanguard
18.	Rigger 5	Riggers	Intermoor	21 April		Seacor Vanguard
19.	Rigger 6	Riggers	Intermoor	21 April		Seacor Vanguard
20.	Rigger 7	Riggers	Intermoor	21 April		Seacor Vanguard
21.	Rigger 8	Riggers	Intermoor	21 April		Seacor Vanguard
22.						
23.						

SMIT SALVAGE

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24.						
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II) VISITORS						
No.	Name	Position	Company	On	Off	Location
1.						

JJ) POINTS OF CONSIDERATION / REMARKS (SMT SALVAGE)	
No.	Description
1.	1230 hrs. List 10 deg. - Water to be directed onto under side of hull.
2.	Columns

KK) REMARKS (CLIENT REPRESENTATIVE)	
No.	Description
1.	

LL) APPROVAL & SIGNATURE			
SMT REPRESENTATIVE		CLIENT REPRESENTATIVE	
Name	Position	Name	
Douglas Martin	Salvage Master (from Transocean office)		
Signature	Electronic Copy; no signature	Signature	

SMT SALVAGE

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PROJECT NAME :	DEEPWATER HORIZON	DPR NO. :	02
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PROJECT NO. :	10.0012 SMIT Americas	DATE :	22 April, 2010 Thursday
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Contract :	Confidential
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CONTACT INFORMATION SMIT SALVAGE 15402 Vantage Parkway East, Suite 316 Houston, Texas 77032-1966, U.S.A. Phone: +1 281 372 3500; Fax: +1 281 372 3525 Waalhaven O.Z. 85, Post Number 2204, 3087 PB Rotterdam, The Netherlands. Phone: +31 10 454 99 11; Fax: +31 10 454 91 84	E-mail: salvage@smit.com
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AA) GENERIC			
To Client :	Transocean	FAO :	
E-mail Client :			
C.C. :	Company SMIT Houston; Doug Martin; Ray Lord; Jim Wait Company SMIT Salvage Rotterdam; Kees van Essen; Jan van de Water; Jan Willem Duit; Peter van Olphen; Omar Doualla; Wim Stravers; Fred Staphorst		
From Salvage Master :	Douglas Martin		
Location (coordinates) :	Mississippi Canyon Block 252		

BB) WEATHER ON LOCATION			
Actual weather report	0600	1800	Forecast tomorrow
Wind Direction & Speed	SE F2-3	SE F3-4	
Swell Direction & Height	calm	calm	
Sea state	1-3	2-4	
Weather type	Good Vis/clear	Good Vis/clear	

CC) SUMMARY OPERATIONAL ACTIVITIES		
From	To	Description activity
0000	0015	(21/2345 Seacor vanguard Arrival on scene) visual assessment of site conditions, FIFI vessels engaged, classification of fire and extent of hull/pontoons/top-sides engulfed in flames. Fire being fed by an uncontrolled release of oil and gas from a well head riser blow-out. Rig drifting free tethered to sea-bed only by riser. FIFI vessels engaged in combating fire are "Joe griffin", "C Enforcer", "Seacor Washington", and "Mr. Sidney" as directed upon arrival on-site by Transocean's Don Winslow.
0001	0610	Subsea ROV intervention operations conducted for actuation of sheer-cut (BOP) O/B the "Max Chouest".
0000	1030	Loading portable salvage and firefighting gear aboard utility boat Miss Addison. Smit salvage team lead by Senior salvage master DJ Oslinga aboard for transport to site. Departed Fourchon and en-route to site.
0015	0130	Deepwater horizon observed to be listing towards aft stbd @ 22 degrees w/8' freeboard before deck edge immersion. High risk of losing rig due to impaired stability from water ingress and structural degradation from intense heat. Hull and leg structures appear primarily in-tact. Steel deformation visible about main deck & exposed peripheral equipment. Toppled crane and derrick. Vessel topsides near fully engaged in flames, burning oil periodically flowing out from between pontoon legs, and flames propelled 70+ meters above riser blow-out. Intense radiant, convective, and conductive heat transfer. Transferring control of FIFI evolution to Smit SM O/B "Seacor Vanguard".
0015	1022	Priority given to the cooling of legs and exposed hull structures while combating the extent and spread of visible fire. Direct water stream impingement on main deck of rig controlled to avoid exasperating list and trim situation by potential down-flooding. Seacor Vanguard directly engaging as necessary and assisting in directing FIFI cannons in visibility conditions often obscured by heavy smoke, burning oil on the water, and FIFI vessel thermal protective water spray systems. FIFI vessels maintaining position in relation to drifting rig. Clear escape routes established and maintained for vessels engaged in FIFI operations.

SMIT SALVAGE

**SALVAGE****DAILY PROGRESS REPORT**

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0131		Deepwater Horizon reported to be 714' NE of well-head. Slow drift and occasional rotation of rig observed. Sea-Expressed reported to be controlling an ROV connected into blind-sheer. Hydraulic kick in hoses observed but no valve actuation.
0150		Shift FiFi vessel positioning for more effective coverage or enhanced safety in radiant heat as per site conditions inclusive of heat protection of ROV boat.
0230		Explosion observed O/B Deepwater Horizon - "Joe Griffin" temporarily disengages then re-engage FiFi operations.
0245		Seacor Vanguard engages FiFi directed towards stern section of rig now engulfed in flames from burning oil on the water.
0300		Explosion heard O/B rig. Oil spreading on water. Reposition FiFi vessels for better superstructure, leg, and hull water impingement.
0320		"Max Chouest" controlling second attempt @ actuating the sheer-post. Damaged ROV from "Sea Express" being retrieved. Additional subsea assets en-route on board "Ocean Intervention 3" (ETA 60-90 minutes). Suspecting future structural failures O/B from intense heat, details of heavy riser joints and stowage of heavy deck gear relayed.
0345		"Seacor Vanguard" disengaging from direct FiFi operations for site assessment and monitoring. Reposition FiFi vessels by salvage master.
0435		AHT "Resolve Pioneer" on scene. Standing by @ safe distance - ready to assist. Tactics and contingency planning to cut uncontrolled riser fuel flow discussed w/SMIT Senior SM Doug Martin.
0610	1022	Subsea efforts shift (BP and Transocean) command to "Boa Subsea" for next phase of operations utilizing ROV w/enhanced hydraulic and mechanical capabilities.
0610		Well-head to rig reported to bear 330 degrees @ 750 feet. Moderate oil sheen visible from rig. Combustion of escaping oil appears to be near complete. Visual daylight assessments made.
0700		"Deepwater Horizon" remains tethered to her riser, but rotation more pronounced. FiFi vessels maintaining aspect in relation to Rig and clear escape route.
0745		Shift FiFi assets to cover ineffective stream from "Seacor Washington" (FiFi range insufficient for radiant heat conditions). Shifting to engage in safer location.
0800		Rams from ROV attempt sheer-cut. No observed change in uncontrolled release of burning oil from riser. Hull and topside condition continues to degrade under continued intense heat condition.
0900		FiFi vessels experiencing difficulty maintaining aspect in relation to rig rotation. FiFi vessels to remain stationary until rig rotation settles (approximately 1/4 turn).
0925		Explosion heard O/B rig
0940		Explosion w/flying debris reported. "Seacor Vanguard" positions to engage sterns burning oil on the water and to assist in cooling aft superstructure now observed to be sagging and buckling.
1000		Stbd aft piperack settles into the sea. Extensive structural failure/settlement/shifting clearly audible. Vessel breaking up and settling into the sea. Warning issued to all FiFi units.
1020	1022	Rig steadily sinking into the sea apparently still connected to riser. Warning issued to all FiFi units.
1022	1050	Rig totally submerged - Status of all FiFi units confirmed as @ a safe distance. Direct FiFi operations cease. Observations for black oil persistent spill evidence commence as remaining oil burns off on the surface.
1030	1130	1045 Utility boat Miss Addison notified of sinking and instructed to turn around with salvage team and portable salvage equipment to commence demobilizing. 1130 after monitoring the situation commenced demobilizing Resolve Pioneer and Seacor Vanguard.
1110		USCG requests a 5 mile safety exclusion zone south of casualty site.
1050	1055	Emulsified oil remaining on surface burning off. Thick brown emulsified oil observed in area of casualty but no apparent fresh black oil.
1128		"Seacor vanguard" released from scene - last SMIT vessel released from scene
1225	1542	Instructed by Transocean to return to site until completion of site assessment with "Seacor Vanguard".
1542	0430	"Seacor Vanguard" transit and demob. 0100 All fast A/S Intermoor facility. 0430 demob complete.

DD) OPERATIONS PLANNED FOR NEXT 24 HRS

No.	Operations planned
1.	ROV operations for site assessment and to secure well
2.	Support needs of Transocean with respect to sinking followup.

SMIT SALVAGE


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3.	Demobilization of salvage team and equipment
4.	

SMT SALVAGE

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EE) CONTRACTUAL / OPERATIONAL MILESTONES	
Date	Description Milestone
4/21/10	Emergency Response Salvage Contract Signed - 0600 hours
4/22/10	Deepwater Horizon Sinks 1022 hours - Engulfed in heavy fire for approximately 36 hours
4/22/10	Emergency Response Salvage contract terminated - 1800 hours

FF) CRAFT ON HIRE (@ 2400)				
Vessel	Company	On hire	Off Hire	Location
SEACOR VANGUARD	Seacor Marine Inc.	April 21	April 23	MC 252
RESOLVE PIONEER	Resolve Marine Services	April 21	April 23	MC 252
Miss Addison	Kevin Gros	April 21	April 23	Fourchon
MAX CHQUEST	Hired by Transocean		Na	MC 252

GG) EQUIPMENT ON HIRE (@ 2400)				
Name item	Company	On hire	Off Hire	Location
Emergency dewatering, air pressurisation and portable firefighting equipment from SMIT Houston warehouse. Loadout #1	SMIT	4/21/10	4/23/10	Fourchon

HH) PERSONNEL						
No.	Name	Position	Company	On	Off	Location
1.	Doug Martin	Senior Salvage Master	SMIT Salvage	21 April	22 April	Transocean Office
2.	Dirk Jan Osinga	Senior Salvage Master	SMIT Salvage	21 April	24 April	Miss Addison
3.	Jim Wait	Asst. Salvage Master	SMIT Salvage	21 April	23 April	Seacor Vanguard
4.	Sylvia Tervoort	Asst. Salvage Master	SMIT Salvage	21 April	24 April	Houston
5.	Joost van den Driest	Salvage Officer	SMIT Salvage	21 April	23 April	Seacor Vanguard
6.	Alexander Gorter	Naval Architect	SMIT Salvage	21 April	24 April	Transocean Office
7.	Paul Deijl	Salvage Superintendent	SMIT Salvage	21 April	24 April	Miss Addison
8.	M den Boer	Salvage Foreman	SMIT Salvage	21 April	24 April	Miss Addison
9.	Steven Boudreaux	Salvage Engineer	SMIT Salvage	21 April	24 April	Miss Addison
10.	Kees Geurtsen	Salvage Engineer	SMIT Salvage	21 April	24 April	Miss Addison
11.	J. Hulvenaer	Salvage Engineer	SMIT Salvage	21 April	24 April	Miss Addison
12.	Alistair Pepper	Cost Controller	SMIT Salvage	21 April	24 April	Transocean Office
13.	Tim Williamson	Emergency coordinator	Donjon-Smit	21 April	23 April	Transocean Office
14.	John Stennett	Fire Expert	Alfred	21 April	23 April	Seacor Vanguard
15.	Tommy Walker	Rigger Supervisor	Intermoor	21 April	23 April	Seacor Vanguard
16.	Tommy Walker Jr.	Riggers	Intermoor	21 April	23 April	Seacor Vanguard
17.	Shane Maturin	Riggers	Intermoor	21 April	23 April	Seacor Vanguard
18.	Joseph Adams	Riggers	Intermoor	21 April	23 April	Seacor Vanguard
19.	Corey Moseley	Riggers	Intermoor	21 April	23 April	Seacor Vanguard
20.	Hurbert Keller	Riggers	Intermoor	21 April	23 April	Seacor Vanguard
21.	Mike Henderson	Riggers	Intermoor	21 April	23 April	Seacor Vanguard

SMIT SALVAGE

 SALVAGE	DAILY PROGRESS REPORT		Quality Form
			SSF-001
			Revision 1
			Page 5 of 5

22.						
23.						
24.						
25.						

II) VISITORS						
No.	Name	Position	Company	On	Off	Location
1.						

JJ) POINTS OF CONSIDERATION / REMARKS (SMIT SALVAGE)	
No.	Description
1.	BOP Status relative to sunk position of rig and condition of riser
2.	Debris, diesel fuel and other items that may be require recovery.
3.	Sunk position and aspect of Deepwater Horizon to be determined

KK) REMARKS (CLIENT REPRESENTATIVE)	
No.	Description
1.	

LL) APPROVAL & SIGNATURE			
SMIT REPRESENTATIVE		CLIENT REPRESENTATIVE	
Name	Position	Name	
Douglas Martin	Salvage Master		
Signature	Electronic Copy; no signature	Signature	

SMIT SALVAGE



SALVAGE

SALVAGE PLAN -
PRELIMINARY

DOC- ~~1000~~
00007115

Preliminary Salvage Plan

Deepwater Horizon

Mississippi Canyon Block 252

Document title:	DEEPWATER HORIZON Salvage Plan
Status:	Preliminary
Date:	21 ST April 2010
Project number:	10.0012
Author(s):	SMIT Salvage Americas, D. Martin
Client:	TRANSOCEAN LTD.
Reference:	---



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1 INTRODUCTION

1.1 NARRATIVE

Background

The DEEPWATER HORIZON owned by Transocean experienced an explosion at 10:00 p.m. on Tuesday, April 20th located approx. 52 miles southeast of Venice on Louisiana's tip, is listing and is on fire. The DEEPWATER HORIZON is 396 feet long and 256 feet wide. The semi-submersible rig was built in 2001 by Hyundai Heavy Industries Shipyard in South Korea. The site is known as the Macondo prospect, in 5,000 feet of water.

Present situation

SMIT Salvage are contracted to salvage the rig. The vessels "Seacor Vanguard", "Resolve Pioneer" and "Miss Addison" are chartered and en-route to the DEEPWATER HORIZON location with a salvage team and equipment to control the movement of the rig. Fire expertise is part of the salvage team. The rig is presently located in Mississippi Canyon Block 252 in approx. 5,000 ft. water depth.



1.2 RIG SPECIFICATIONS

DEEPWATER HORIZON is a Semi-submersible drilling rig. See Attached.



2 RIG SITE

Location. The DEEPWATER HORIZON is located in Mississippi Canyon Block 252 in the following geographical position;

Environmental conditions. The DEEPWATER HORIZON is approximately 52 miles southeast of Venice, Louisiana.

Water depth. The DEEPWATER HORIZON is in approx. 5,000 ft. water depth.



3. RESOURCES

To date:

Vessels:

Seacor Vanguard – AHST – 16000 HP
Resolve Pioneer – AHST – 80 Ton Bollard Pull
Max Chouest – ROV
Miss Addison – 110' Crew/Supplier Boat

Personnel:

Smit – (18 inclusive of 7 rig moving specialists for controlling the rig)

3.1 PERSONNEL

The on-site salvage team will consist of the following personnel:

Salvage Master
Assistant Salvage Master
Firefighting Expert
Salvage Engineers
Divers / Riggers
Anchor handling – Rig moving team

Shoreside Team:

Senior Salvage Master
Shore Coordinator
Cost Controller
Administrative Support
Technical support
Naval architect





MARINE SPREAD

Description	Detail
AHTS 14,000 HP	Seacor Vanguard
AHTS 8,000 HP	Resolve Pioneer
ROV Support	Max Chouest
110' ft. Crew Boat	Miss Addison

3.2 EQUIPMENT

Description	Detail
Firefighting Gear	
Firefighting Pumps	
Hoses, Chain, Rigging, Wires, tools	



4 METHOD STATEMENT

GENERAL

The primary goal is to control the gas release from the well by closing the blow out preventer utilizing an ROV from the vessel Max Chouest. This operation is in progress. Presently the rig is engulfed in flames due to fuel from the well.

Once the well is secured, the next priority will be to gain control of the rig. The vessel Seacor Vanguard is outfitted with an assortment of chains, wire slings and rigging to facilitate an "ad-hoc" towing arrangement. The DEEPWATER HORIZON is a dynamically controlled positioned rig and is presently a "dead ship". The only anchor securing the rig to location is the riser to the well head. Thus far, excellent weather has assisted in maintaining this connection intact. Upon extinguishing of the gas fire and sufficient cooling an ad hoc connection will be made onto the columns of the casualty. The AHSV Resolve Pioneer is chartered to assist with this operation as may be required.

The Seacor Vanguard and Resolve pioneer are due on location at 2300 hours on April 21, 2010 (today).

The 110 foot supply boat Miss Addison is chartered and standing by in Fourchon to transport additional arriving salvage team and portable equipment to site. The Miss Addison ETA at location is 1200 hours on April 22, 2010.

Further details will be developed in due course.

The basic planning is to control the rig, tow it to a water depth where mooring is possible (Note: Prelay mooring arrangement has been deployed from Intermoor Fourchon). At this "work location" (L29°44.37'N Long 088°17.47'W) the rig must be deballasted to bring to a draft of approximately 45 feet for transit into a repair facility.



For accessing the rig in due course a number of options exist including helicopter transport and derrick barge. This is to be determined and will be updated with subsequent elaborated plans.



5 SMIT's SHE-Q POLICY

The operation described in this document will be conducted in accordance with SMIT's SHE-Q Policy for Safety, Health, Environment and Quality.

Concern for Safety, Health, Environment and Quality (SHE-Q) is an integral part of SMIT's business conduct. Every SMIT employee is required to exercise personal responsibility and a commitment to safe working practices, healthy working conditions, and consciousness of the environment and delivery of the highest level of service quality to our customers.

SALVAGE





Contents of FIFI Equipment Container AKP 010

Quantity	Description	Remarks	Location
1	4 Legged polyester lifting slings	ST 4403	Bottom storage bin
1	First Aid Box		Bottom storage bin
1	Medical Oxygen Box		Bottom storage bin
1	HP Breathing Air Compressor 300 Bar	Oceanus B-H ssn 080704	On floor between r
1	Box Spare Parts HP Compressor	Oceanus B-H	On floor between r
8	Full Face Mask with Straps	Panorama Nova Standard P	Top shelf right Side
8	Breathing Air Apparatus	PA 91 Pluse Complete with cylinder	Top shelf right Side
4	Spare HP Cylinders 6L, 300 Bar	Synthetic	Bottom storage bin
12	Covers For Cylinders	On Cylinders	Bottom storage bin
8	Life jackets with Aluminum Protector	BRW Type 40 SF	Middle and bottom
2	Fireman Jackets Size - M	Fiermax II	Hanging left side
4	Fireman Jackets Size - L	Fiermax II	Hanging left side
4	Fireman Jackets Size - XL	Fiermax II	Hanging left side
2	Fireman Trousers Size - M	Fiermax II	Hanging left side
4	Fireman Trousers Size - L	Fiermax II	Hanging left side
4	Fireman Trousers Size - XL	Fiermax II	Hanging left side
3	Fireman Protective Boots Size 42	Austria	3rd and 4th storage bin bottom left side
2	Fireman Protective boots Size 43	Austria	3rd and 4th storage bin bottom left side
3	Fireman Protective Boots Size 44	Austria	3rd and 4th storage bin bottom left side
2	Fireman Protective Boots Size 45	Austria	3rd and 4th storage bin bottom left side
1	Fireman Protective Boots Size 47	Austria	3rd and 4th storage bin bottom left side
2	Fireman Protective Boots Rubber 41		1st and 2nd storage bin bottom left side
2	Fireman Protective Boots Rubber 42		1st and 2nd storage bin bottom left side
3	Fireman Protective Boots Rubber 44		1st and 2nd storage bin bottom left side
2	Fireman Protective Boots Rubber 45		1st and 2nd storage bin bottom left side
2	Fireman Protective Boots Rubber 47		1st and 2nd storage bin bottom left side
10	Fireman Gloves Heat Resistant		Top shelf right Side storage box
3	Fireman Gloves Size 9	RB Safe Grip II	Top shelf right Side storage box
5	Fireman Gloves Size 11	RB Safe Grip II	Top shelf right Side storage box
8	Firefighting Helmets Complete:Safety Glasses	Heros X-treme	Top shelf left side
	Integrated Helmet Lamp	Heros X-treme	Top shelf left side
	Neck protector for Helmet	Heros X-treme	Top shelf left side

Suit Equipment

Loadout

Doc-000078 16

Contents of FIFl equipment Container AKP 011

Quantity	Description	Remarks	Location
1	Manuals and certificates	In folder	Inside of door
1	4 Legged polyester lifting slings	ST 4400	center shelf right side
4	Fire hose 3 inch 20 m with storz 89	Duraflex F yellow SMIT Salvage	Bottom right side
20	Fire hose 3 inch 10 m with storz 89	Duraflex F yellow SMIT Salvage	Left and right bottom
18	Fire hose 2 inch 20 m with storz 89	Duraflex F yellow SMIT Salvage	Left front bottom and floor ctr.
2	Foam eductor L type	Z8R with storz 89	Center shelf right side
2	Suction hose for eductor storz 32	Storz 32	Center shelf left side
8	Branch pipe	HS	Top shelf right side
4	Turbojet nozzles 1.5 inch with pistol grip with adapter 1.5 inch-storz 89	1720 Turbojet	Top shelf right side
4	Quick attack foam aeration tubes	766	Center shelf left side
4	Adjustable foam nozzles	SM4	(2) top left and (2) top right shelf
2	Turbomaster stream nozzles	1755 Turbomaster	Top shelf left side
1	Oscillation monitor with (2) adapters 2.5 inch-storz 89	922 Ozzie master	Center shelf right side
1	Monitor deck mounting	3416 Apollo	Center shelf right side
1	Adapter 2x storz 89-> 4 inch storz for apollo		center shelf right side

Contents of FIF1 equipment Container AKP 012

Quantity	Description	Remarks	Location
1	4 legged polyester lifting sling	ST400	Top shelf right side
20	Fire hoses 3 inch 30m with storz 89	Duraflex F yellow SMIT Salvage	Center shelf left and right side
16	Fire hoses 3 inch 20m with storz 89	Duraflex F yellow SMIT Salvage	Bottom shelf left and right side
2	watershield	Type HSB 800 LPM	Top shelf left side
1	Bend tube 90 degree	Storz 89	Top shelf right side
1	Bend tube 45 degree	Storz 89	Top shelf right side
4	Devider with screw down valve-3 outlets	Storz 89	Top shelf left side
40	Hose guides		Plastic box right side
6	spanner wrenches for storz 52,81&89mm	Spanner BC	Plastic box right side
6	spanner wrenches for storz 81-133&148mm	Spanner combo	Plastic box right side
2	Reducer instantaneous male	Storz 89	Plastic box right side
2	Reducer instantaneous female	Storz 89	Plastic box right side
2	Reducer NH inner threads	Storz 89	Plastic box right side
2	Reducer NH outer threads	Storz 89	Plastic box right side
1	DSP reducer	Storz 89	Plastic box right side

FIFI UNIT-1

SERIAL#	1100324609	
DIMENSIONS	108L X 49W X 64H IN.	
	275L X 125W X 163H CM.	
	WITH ATTACHMENTS	
	90L X 49W X 90H IN.	
	228L X 125W X 229H CM.	
	WITHOUT ATTACHMENTS	
WEIGHT	5150 LBS.	2336 KG.

15 KW GEN UNIT-1

SERIAL#	6139789	
DIMENSIONS	68L X 30W X 45H IN.	
	172L X 76W X 114H CM.	
WEIGHT	1800 LBS.	816 KG.

FIFI UNIT-2

SERIAL#	37078773	
DIMENSIONS	111L X 42W X 68H IN.	
	282L X 107W X 173H CM.	
	WITH ATTACHMENTS	
	94L X 42W X 103H IN.	
	239L X 107W X 262H CM.	
	WITHOUT ATTACHMENTS	
WEIGHT	5400 LBS.	2449 KG.

FIFI UNIT BK-I

QTY	DISCRIPTION	SERIAL#	QTY	DISCRIPTION	SERIAL#
1	AKRON APOLLO MONITOR STYLE 2310	3G933263	11	BRASS AWSHERS	842280-0
1	AKRON APOLLO MONITOR STYLE 2310	3G933270	4	"O" RINGS	
2	4 HOSE CONNECTION WITH VALVES		5	"O" RINGS LARGE	925078-8
7	FOOT VALVES		12	VOLVO BELTS SMALL	
	EMERGENCY STARTER BOX		5	"O" RING SMALL	958304
	BOX #1		2	SET SCREWS	IMP 7179
2	FUEL FILTERS VOLVO PENTA	243619-4	1	ANODE	
1	FUEL FILTER RACOR	2040	6	"O" RING	
1	2 1/2" BALL VALVE W/3" MALE ADPT.		2	HEAD GASKETS	925082-0
1	AMOT CONTROL EMERG. SHUTDOWN	2800-D-512-GA	8	RUBBER GASKETS	
1	SET FUEL LINES (USED)		5	PACKING MATERIAL	
1	OVERSPEED VALVE CONTROL		2	FUEL LINES	
3	3" HOSE CLAMPS		1	OIL FILTER	1791
2	FAN BELTS 7335 GATES XL	895	2	VOLVO PENTA FUEL FILETR	243691-4
1	PIN FOR AIR FILTER	31404	2	NAPA FUEL FILTERS	3209
1	PIN FOR AIR FILTER	31405	1	AMOT CONTROL MOD 4110B1130B-AA4377/PP272	
1	ADJUSTMENT SCREW AIR FILTER	31406	2	CONTROL MOD 4143A001	9473
1	"O" RING	925078			
1	4" GASKET FOR ADAPTER				
1	STAINLESS STEEL PIN				
1	3 1/2" "O" RING				
6	PACKING GLAND MATERIAL				
6	ASSORTED ANODES				
4	SPANNER WRENCH	3209			
	BOX #2				
2	NAPA FUEL FILTERS				
1	VOLVO PENTA AIR FILETR	1791			
2	VOLVO FUEL FILTER	846734-2			
2	VOLVO AIR FILTERS	243619-4			

WRECK TOOLS-BX-1

QNTY	DESCRIPTION
1	EACH 36" AXE HANDLE
1	EACH 28" AXE HANDLE
3	EACH 42" BOLT CUTTERS
1	EACH 5lbs. SLEDGE HAMMER
1	EACH 12lbs. SLEDGE HAMMER
3	EACH 34" CABLE CUTTERS
1	EACH MILWAUKEE SIDE GRINDER
2	EACH WELDING HOODS
1	EACH 30" CROW BAR
1	EACH 1-7/8" X 27" WRENCH
2	EACH 2-3/8" C 27" WRENCH
2	EACH 24" CRESCENT WRENCHES
2	EACH 24" CABLE CUTTERS
1	EACH 36" BOLT CUTTERS
1	EACH SHARP SHOOTER SHOVEL
1	EACH SQUARE HEAD SHOVEL
2	EACH 52" WOOD PRY POLES
1	EACH 1" X 25' AIR HOSE
1	EACH PIN HOOK
1	32" CHAIN PIPE WRENCH
1	EACH 1" DRIVE IMPAC
1	EACH 1" X 50' POLY ROPE
1	EACH HAMMERING STYLE CABLE CUTTER
1	EACH LARGE CABLE PULLER
1	EACH 2"-4" PIPE CUTTER
1	EACH SMALL CABLE PULLER
1	EACH 25lbs. SLEDGE HAMMER
1	EACH 10lbs. SLEDGE HAMMER
1	EACH 10lbs. 24" SLEDGE HAMMER
2	EACH 24" CROW BARS
1	EACH 48" CROW BAR
1	EACH 3lbs. SLEDGE HAMMER
1	EACH BALL PEIN HAMMER
1	EACH 12" PIN
1	EACH 24" PRY BAR

- 1 EACH 48" PRY BAR
- 1 EACH 52" PRY BAR
- 1 EACH 60" PRY BAR
- 1 EACH 24" HAND SAW
- 3 EACH 7/8" SHACKLES
- 1 EACH 3/4" SHACKLES
- 1 EACH 5/8" SHACKLE
- 10 EACH 1/2" SHACKLES
- 16 EACH 5/16" CLAMPS
- 16 EACH 3/8" CLAMPS
- 16 EACH 1" CLAMPS
- 28 EACH 5/8" CLAMPS
- 20 EACH 1/2" CLAMPS
- 16 EACH 1-1/4" CLAMPS
- 3 EACH 2 'D' CELL FLASHLIGHTS
- 12 EACH 'D'CELL BATTERIES
- 9 EACH 'C' CELL BATTERIES
- 8 EACH 4lbs. WOOD SPLITTERS
- 1 EACH 12" WEDGE
- 1 EACH 14" WEDGE
- 3 EACH 1"-3/4" REDUCERS
- 1 EACH 3/4"-1/2" REDUCER
- 1 SET 1/2" DRIVE SOCKETS 1/2" → 1-1/16"
- 1 SET 3/4" DRIVE SOCKETS 7/8" → 2"
- 1 SET 1" DRIVE SOCKET 3/4" → 1-7/8"
- 1 EACH 3/4" DRIVE RATCHET
- 1 EACH BOX WELDING RODS 7018 50lbs.
- 1 EACH BOX FOR ALL CONTENTS

OIL SPILL KIT

QNTY	DESCRIPTION
	65" L X 40" W X 26" H BOX 450 LBS.
	12' X 100' ROLL PLASTIC SHEETING
	38' X 144' OIL SORBENT ROLL
	20 LB CONTAINER OIL DRY(CAT LITTER)
	32 LB CONTAINER OF LAUNDRY SOAP
8	1 GALLON JUGS OF SIMPLE GREEN CLEANER
90	OIL DIAPERS
1	HEAVY DUTY BROOM
1	FLOOR AQUEEGIE
1	HEAVY DUTY PUSH BROOMS
1	FLOOR SPADE
1	SPONGE MOP
1	SQUARE NOSE SHOVEL
	PAIR SIZE 11 HIP WADERS
	PAIR SIZE 12 HIP WADERS
17	PAIR COTTON DOT GLOVES
	PAIR LARGE PLASTIC TRASH BAGS(16)
4	PAIR CHEMICAL GLOVES (SHORT)
12	PAIR SIZE LARGE PROTECTIVE SUITS, CLOTH
	4 5' OIL DRY TAMPONS

ITEMS NOT ON WAREHOUSE INVENTORY

QTY	DESCRIPTION
1	RACK OF (10) 4" HOSES
1	RACK OF (12) 6" HOSES
1	BASKET MISC. CONSUMABLES
1	PALETT TRIPOD STANDS
5	BASKETS HYDRAULIC HOSES
1	400 COMPRESSOR
1	LIFT SLING BOX

SEA-FASTNING-BX-1

QNTY	DESCRIPTION
22	EACH 20' WORKING CHAINS
4	EACH 15' WORKING CHAINS
4	EACH 22' WORKING CHAINS
13	EACH CHAIN SLINGS VARIOUS LENGTHS
52	52 400lbs. BINDERS
3	EACH 13000lbs. BINDERS
3	EACH 13000lbs. RACHET WRENCHES
10	EACH TURN BUCKLES
8	EACH 2 TON SHACKLES
4	EACH 3-1/4 TON SHACKLES
1	EACH 5 TON SHACKLE
1	8-1/2 TON SHACKLE
1	EACH BOX FOR RACHET STRAPS
1	EACH BOX FOR BINDERS
6	EACH 2" X 50' RATCHET STRAPS
1	EACH 3" X 10' CLOTH SLING
1	EACH 4" X 12' CLOTH SLING
1	EACH 4" X 28' CLOTH SLING
1	EACH 6" X 12' CLOTH SLING
1	EACH 4" X 5' CLOTH SLING
1	EACH 2" X 3' CLOTH SLING
1	EACH 2" X 10' CLOTH ENDLESS STRAP
	400' OXY-ACC HOSE
1	EACH OXY REGULATOR
1	EACH ACC REGULATOR
1	EACH BOX FOR ALL CONTENTS

VHP 400 INGERSOLL RAND
 SERIAL# 405704UKSC56
 COMPRESSOR LOADOUT BOX
 MODEL# VHP 400 WIR/2009/B

DECRPTION	ITEM NUMBER	QTY.
SERIAL#		
HIGH PRESSURE COMPRESSOR FILTER	36897346	1
	NAPA #7138	
JOHN DEERE OIL FILTER	RE504836	1
	NAPA #7750	
JOHN DEERE FUEL FINAL FILTER	RE522878	2
JOHN DEERE PRE-FILTER	RE529643	2
BELT FAN DRIVE	23 094 170	1
MOTOR OIL SAE 40		3
ANTIFREEZE COOLANT		1
6" STRAP WRENCH	(FOR FILTER REPLACEMENT)	1

	AP-1" & 2" -BK-1	
QTY	DESCRIPTION	SER#
1	2" WELDEN PUMP	M81
2	1" WELDEN PUMP	
1	1" AIR PIG	
2	50' FLAT DISCHARGE HOSES	
2	1/4" X 50' BLACK AIR HOSES	
3	50' X 1" CP AIR HOSES	
3	50' X 2" HARD SUCTION HOSE & CAMLOCK	
2	50' X 1" SUCTION HOSES WITH FOOT VALVE	
1	25' X 2" SUCTION HOSE WITH CAMLOCK & FITTING	
1	2" FOOT VALVE	
1	2" FEMALE TO 3" MALE	
2	2" CAMLOCK CAPS	

	CP-HOSE-BK-1
QTY	DESCRIPTION
33	50' 1" AIR HOSE
10	1" HOSE GASKET
	CP-HOSE-BK-2
QTY	DESCRIPTION
33	50' 1" AIR HOSE
10	1" HOSE GASKETS

	DCH 6-BK-1
QTY	
9	6" x 50'

	DCH 6-BK-2
QTY	
8	6" x 50'

	DCH 6-BK-3
QTY	
8	6" x 50'

	DCH 6-BK-4
QTY	
5	6" x 50'
6	6" GASKETS
5	CAPS & PLUGS

	DCH 6-BK-5
QTY	
10	6" x 50'

	DCH 6-BK-6
QTY	
2	6" X 10'
2	6" x 50'
7	caps & plugs
2	saddles

FUEL TRANSFER BOX-1

QTY	DESCRIPTION	WEIGHT	
	59L X 40W X 21H IN. 150L X 102W X 54H CM	800LBS.	363KG.
1	1" X 48' FUEL HOSE WITH CAMLOCK AND CAPS		
1	3/4" X 10' FUEL FILLER HOSE WITH FUEL NOZZLE		
3	WATER SEPERATORS WITH BALDWIN FILTER PF10		
1	BARREL PUMP ROTARY		
1	BARREL PUMP, PUMP STYLE		
1	ELECTRIC FUEL PUMP, TUTHILL SERIES 700A-110VOLT, WITH CAMLOCK		
1	AIR OPERATED BARREL PUMP, ARO MODEL 12041		
2	1" MALE CP FITTINGS WITH MALE CAMLOCK		
2	1" FEMALE CP FITTINGS WITH FEMALE CAMLOCK		
2	2' FEMALE X 1" MALE CAMLOCK WITH CAPS		
1	18" FUNNEL STRAIGHT		
1	24" FUNNEL FLEX SPOUT		
2	3/4" X 36' BARREL FILL PIPES, WITH 3/4' 90 DEGREE AND CP FITTINGS		
1	3/4" X 40" BARREL FILL PIPE WITH 2"UNION		
1	3/8" X 50' AIR HOSE WITH CP FITTINGS		
1	100' EXTENSION CORD WITH 4 PLUG OUTLET, 12/3 CORD		
1	VAPOR DROP LITE WITH 50' EXTENSION CORD, 12/3 CORD		
4	FUEL FILTERS , BALDWIN PF10		
1	50' EXTENSION CORD, 12/3		
14	1" CP FITTINGS		
38	1" CP "O" RING GASKETS		
1	15 METER SOUNDING TAPE		
2	IMPELLER KITS FOR JABSCO PUMP, JABSCO #6058-0003		
32	CP SAFETY CLIPS		
1	ROLL 3/4" X 520" TEFLON TAPE		
1	1" FEMALE CP FITTINGS		
1	3/4" PIPE CAP		
2	3/8" PIPE CAP		
1	6 GALLON FUEL CAN		
1	ELECTRIC FUEL PUMP, #3		
1	ELECTRIC FUEL PUMP, #2		
2	ELECTRIC FUEL PUMPS, JABSCO MODEL 6050-0003, 26 GPM		
1	3/8" X 50' AIR HOSE WITH CP AND QUICK DISCONNECT FITTINGS		
1	3/4" BALL VALVE FULL FLOW WITH CP FITTINGS		
1	3/4" X 75' GASOLINE HOSE WIYH FILL NOZZLE		
2	3/4" X 12' FUEL HOSE		
1	3/4" X 8' FULE HOSE		
1	SPARE FUEL NOZZLE		
2	LIGHT BULBES FOR DROP LIGHT, 100 WATT		

	HP-6-BK-1
QTY	
1	100' RETURN HOSE
1	100' PRESSURE HOSE
1	50' RETURN HOSE
1	50 PRESSURE HOSE
2	HOSE BUNN
1	TK 150 PUMP S/N 40755

	HP-6-BK-2
QTY	
1	100' RETURN HOSE
1	100' PRESSURE HOSE
1	50' RETURN HOSE
1	50 PRESSURE HOSE
1	TK150 S/N 35721

	HPH-2-BK-1
QTY	
10	2" X 50'

	HPH-2-BK-2
QTY	
11	2" X 50'

	HPH-2-BK-3
QTY	
9	2" X 50'

	HPH-2-BK-4
QTY	
8	2" X 50'

	HPH-2-BK-5
QTY	
6	2" X 50'

UNIT 3&4 PP-BX-1

QNTY	DESCRIPTION
4	EACH NAPA 7545 FAN BELTS
1	EACH MANUEL DRUM PUMP WITH 2 EXTENSIONS
1	EACH 1" X 6" HYD. HOSE
5	EACH NAPA 3358 FAN BELT
1	EACH BF988 FILTER
3	EACH NAPA1259 FILTERS
1	EACH NAPA2522 FILTER
1	EACH NAPA6560 FILTER
3	EACH NAPA1800 OIL FILTER
4	EACH NAPA6731 AIR FILTER
2	EACH NAPA1273 HYD. FILTER
1	EACH BAG ASSORTED HYD. FITTINGS
3	EACH ROLLS TEFLON TAPE
10	EACH RUBBER GASKETS
25	EACH ASSORTED HOSE CLAMPS
100	EACH 12" CABLE TIES
10	EACH 2" HYD. HOSE END CAPS
1	EACH MANUEL HYD. HOSE CLAMP TOOL
50	EACH HYD. HOSE CLAMP SHACKLES
8	EACH 3/4" X 10" HYD. HOSE CLAMPS
3	EACH TORCH HEADS
6	EACH CUTTING TIPS FOR TORCH
1	BOX FOR ALL CONTENTS FOR UNIT 3&4 PP-BX-1

UNIT-1&2 PP-BX-1

QNTY	DESCRIPTION
9	EACH HOSE SPLICES VARIOUS LENGTHS
1	EACH DRUM PUMP WITH 2 EXTENSIONS
1	EACH SCREWDRIVER SET CONFINED SPACE WORK
1	EACH FILTER FOR POWER PAC
2	EACH HYD. HOSE ADAPTERS
1	EACH 2-1/2" MANUEL HYD. HOSE PRESS
1	EACH 1" MANUEL HYD. HOSE END PRESS
1	EACH THERMOSTAT KIT
1	EACH BAG OF SHOP RAGS
1	EACH BAG OF ALUM AND RUBBER HOSE ENDS APPROX. 50
6	EACH BF12 SEPERATOR FILTERS
2	EACH PF1070 FILTERS
2	EACH BT1339 FILTERS
3	EACH BF988 FILTERS
3	EACH FF5052 FILTERS
1	EACH BOX EARPLUGS 50 COUNT
2	EACH 3911573 FANBELTS
1	EACH FUEL FILTER
1	BOX HYD. HOSE END SHACKLES APPROX.100 PIECES
9	EACH 3/4" X 10" HYD. HOSE CLAMPS
1	EACH BOX OF 100' STEEL BAND FOR HYD. HOSE ENDS
1	EACH HYD. HOSE CLAMP TOOL
50	EACH KEY RINGS
40	EACH HOSE CLAMPS APPROX. 40
3	EACH ROLLS PIPE TAPE 300' TOTAL
30	ELECTRICAL TEST LEAD CLAMPS
50	EACH ASSORTED HYD.HOSE CLAMPS
1	EACH BAG OF BUNG HOLE CAPS AND VARIOUS ADAPTERS
1	EACH 1" X 24" HYD.HOSE
50	EACH 24" CABLE TIES
100	EACH 9" CABLE TIES
25	EACH RUBBER GASKETS
1	EACH 3/4" DRAIN HOSE
1	EACH BOX FOR ALL CONTENTS OF UNIT-1&2 PP-BX-1

POWER PACK UNIT-1

SERIAL#	21147859
WEIGHT	3300 LBS. 1497 KG.
DIMENSIONS	90L X 41W X 58H IN. 229L X 104W X 148H CM.

POWER PACK UNIT-2

SERIAL#	21147860
WEIGHT	3300 LBS. 1497 KG.
DIMENSIONS	90L X 41W X 58H IN. 229L X 104W X 148H CM.

POWER PACK UNIT-3

SERIAL#	7680864
WEIGHT	3300 LBS. 1497 KG.
DIMENSIONS	86L X 38W X 60H IN. 219L X 97W X 153H CM.

POWER PACK UNIT-4

SERIAL#	170461-12
WEIGHT	2500 LBS. 1134 KG.
DIMENSIONS	83L X 37W X 50H IN. 211L X 94W X 127H CM.

PWRPK-PARTS

QNTY	DESCRIPTION
4	EACH TU-32 GRIPHOIST W/CABLE
3	EACH TU-17 GRIPHOIST W/CABLE
13	EACH SINGLE QUARTZ LITES
25	EACH RUBBER HOSE VARIOUS LENGTHS AND WIDTHS
6	EACH 5/8" X 6" HITCH PINS
11	EACH 1/2" X 6" HITCH PINS
2	EACH PIN ADAPTERS
10	EACH 1/2" X 5" CLEVIS PINS
40	EACH 1/2" X 4" ADJUSTABLE PINS
7	EACH 1/2" HITCH PINS
3	EACH 1/4" X 4" U-BOLTS
2	EACH 3/4" X 8" EYE BLOTS
20	EACH 5/32" X 3" HITCH PIN CLIPS
1	EACH CRANK HANDLE FOR HOIST
75	EACH 1/2" HEX NUTS
25	EACH 1/2" X 1" HEX BOLTS
25	EACH 1/2" X 2" HEX BOLTS
25	EACH SLIDE PINS
10	EACH 1/4"-12" CABLE TIES
1	EACH BOX FOR ALL CONTENTS

QTZ.SLT&GEN-BX-1

QNTY	DESCRIPTION
1	TRIPOD W/DUAL QUARTZ LITES
1	TRIPOD W/DUAL QUARTZ LITES
1	MAGNETIC QUARTZ LITE PLUGIN STYLE
1	PORTABLE SINGLE QUARTZ LITE PLUGIN STYLE
1	SMALL GENERATOR DIESEL
1	SMALL GENERATOR DIESEL
1	5 GALLON FUEL CAN
1	5 GALLON FUEL CAN
1	MAGNETIC QUARTZ SINGLE LITE PLUGIN STYLE
1	TRIPOD W/DUAL QUARTZ LITES
1	CORD REEL W/100' POWER CABLE 14-3
1	CORD REEL W/100' POWER CABLE 14-3
1	CORD REEL W/100' POWER CABLE 14-3
1	CORD REEL W/50' POWER CABLE 12-3
1	QUARTZ SINGLE LITE W/FOOT STAND
1	QUARTZ SINGLE LITE W/FOOT STAND
1	QUARTZ DUAL LITE W/FOOT STAND
1	FOOT STAND FOR SINGLE QUARTZ LITE
1	QUARTZ SINGLE LITE W/FOOT STAND
1	CORD REEL 50' 16-3
1	3WAY PLUG 12" 12-3
1	3WAY PLUG 12" 12-3
1	3WAY PLUG 12" 12-3
1	3WAY PLUG 12" 12-3
1	INTERRUPTOR
1	3 PLUG EXTENSION POWER CORD 25' 14-3
1	EXTENSION POWER CORD 50' 16-3
1	EXTENSION POWER CORD 50' 16-3
1	EXTENSION POWER CORD 50' 16-3
1	EXTENSION POWER CORD 75' 12-3
1	BLUE BOX FOR HOLDING POWER CORDS
1	CABLE OF TEMPORARY LITES 100' 10 BULBS 12-3
1	CABLE OF TEMPORARY LITES 45' 5 BULBS 12-3
1	CABLE OF TEMPORARY LITES 100' 10 BULBS 12-3
1	CABLE OF TEMPORARY LITES 100' 10 BULBS 12-3

- 1 CABLE OF TEMPORARY LITES 50' 5 BULBS 12-3
- 1 CABLE OF TEMPORARY LITES 50' 5 BULBS 12-3
- 1 CABLE OF TEMPORARY LITES 50' 5 BULBS 12-3

SBG-BX-1

ITEM DESCRIPTION	QTY.	ITEM DESCRIPTION	QTY.
3/8" X 100' OXYGEN /ACETYLENE HOSE	5	4" CUTTING WHEELS	5
3/8" x 200' OXYGEN /ACETYLENE HOSE	1		
8" 'C' CLAMP	1	4" WIRE WHEELS	2
12" 'C' CLAMP	1	OXY/ACE TORCH TOOL	1
12" LEVE SQUARES	2	18" CIRCLE SCRIBE	1
4' SIDE GRINDER	1	PAIR CUTTING GOGGLES	1
WIRE BRUSHES	2	CHIPPING HAMMER	1
33" TAPE MEASURE	1	3/8" HOSE REPAIR KIT WITH FERRULES BARBS	1
4"X 60" PIPE WRAPAROUND CUTTING GUIDE	1	#9 SHADE CUTTING LENSES	3
ACTYLENE REGULATOR HARRIS 2500 15 PSIG	2	#5 CUTTING LENS	1
OXYGEN REGULATOR HARRIS 2500 125 PSIG	2	TORCH TIP FILE	1
SOAPSTONES	10	PAIR SAFETY GLASSES (CLEAR)	2
18" BRAZING RODS	20	PAIR SAFETY GLASSES (DARK)	1
16oz CAN BRAZING FLUX	1	PAIR LEATHER DRIVERS GLOVES	5
CHALK LINE	1	100' EXTENSION CORD WITH A 3 WAY PLUG	1
5" PIPE WRAP AROUND CUTTING GUIDE	1	PAIR EAR PLUGS	10
TORCH STRIKER	1	10" CRESCENT WRENCH	10
3 FLINT REFILLS	4	36" TORCH HEAD	1
CARPENTER PENCIL	1	48" TORCH HEAD	1
#3 TORCH TIP (STRAIGHT)	1	24" TORCH HEAD	1
#2 TORCH TIP (STRAIGHT)	2	7" SIDE GRINDER	5
#4TORCH TIP (STRAIGHT)	1	7" GRINDING DISCS	5
#4 TORCH TIP (CURVED)	2	7" CUTTING DISCS	2
#1 TORCH TIP (STRAIGHT)	2	7" WIRE WHEELS	1PR.
EXTRA TORCH HEAD NUT	1	PAIR OF FLASH BACK ARRESTER (REGULATOR STYLE)	2
4" GRINDING WHEELS	5	LEATHER WELDING JACKET	1
		4" WIRE WHEELS (CONE)	

	SDCH-3-BK-1
QTY	
3	3" X 50' WITH CAPS AND PLUGS

	SDCH-3-BK-2
QTY	
4	3" X 50' WITH CAPS AND PLUGS

	SDCH-3-BK-3
QTY	
4	3" X 50' WITH CAPS AND PLUGS

	SDCH-3-BK-4
QTY	
6	3" X 18' NO CAPS OR PLUGS

	SDCH-3-BK-5
QTY	
5	3" X 15' NO CAPS OR PLUGS

	SDCH-3-BK-6
QTY	
5	3" X 15' NO CAPS OR PLUGS
1	3" X 15' CAPS AND PLUGS DBL FEMALE

TANK PRESSURIZATION HOSES

			TPH-1 BK-1		
	QTY		DESCRIPTION		
	13		1" X 50' HOSE		
	1		CAMLOCK PIG 10 VALVE		

			TPH-1 BK-2		
	QTY		DESCRIPTION		
	7		1" X 50' HOSE		

TRIPOD WINCH AND GUN

QNTY	DESCRIPTION
SUREWORM 1850 LBS. WINCH WITH CABLE BLOCK AND TACKLE MCKISSICK BRAND	
6	CABLE CLIPS
	10' CHAIN
	7' CHAIN

Bob – FYG This is an approximate timeline of BM and DM actions. Prepared 8/31/2010

Apx. Times	Event	DM comments
	April 21, 2010	
0320	Call from BM – fire DWH – significant event / no action	
0335	2 nd call from BM – requested to meet at Park 10 office towing rig?	
0515	BM arrived at TO – DM and BM discussed tug options: Vanguard available in Fourchon. BM approved charter with towing equipment to tow DWH (significant rigging including Intermoor anchor handling/ rigging crew. Request for hourly updates, photos, status of rig. Very little information available. SAR ongoing	
0530	Discussion about towing rig to Pascagoula	
0600	Contract discussion DM and BM – agreed. Lawyer Seacat DM and BM observed 1 photo that was on the computer Kneeland / For the first time it was clear this was a well fire.	
0630	2 nd AHSV Resolve Pioneer chartered (for controlling of	
0800	DM updates BM of actions to this point: <ul style="list-style-type: none"> • Chartered AHSV Seacor Vanguard • Chartered AHSV Resolve Pioneer • Arranged for first response crews to travel to casualty with Seacor Vanguard (Salvage master, salvage officer and fire fighting expert) • Chartered supply vessel to transport 2nd wave response crews to casualty. • 2nd wave response team travelling by charter jet from Amsterdam. • Mobilized a full salvage spread from Houston warehouse • Engaged Firefighting expert John Stennet from Falk Alfred • Met with Signal shipyard to make arrangement for mooring of casualty at a safe lease block with a pre lay mooring 	
0830	DM had Discussion with BM, Pharr Smith and off duty DWH Mate. Learned about "O" discharge water containment system. The risk of downflooding by water streams from SAR boats onto rig was identified. DM advised orders be given to direct water streams away from main deck of DWH. SAR / water spray command and control offshore was unknown to us. Suggested directions were from USCG (unknown source). TO attempts to get message offshore.	
0900	DM calls commander Jim Elliott (USCG Galveston) for advice on who to contact. Directed to call Captain Ed Stanton USCG New Orleans. Unable	

APPROXIMATE TIMELINE

OF EVENTS

21-22 APRIL 2010

DOC-00007117

	to contact Capt Stanton.	
0910	BM notified of negative contact with USCG command. BM suggests contacting Daun Winslow reportedly on OSV Max Chouest. Initial attempts to call Max Chouest were unsuccessful – line busy.	
1220	Email to Daun Winslow on Max Chouest warning about downflooding and direction of water streams – cc DM	
1310	Seacor Vanguard loaded with towing rescue gear, first response salvage team and anchor handling crew – departed from Fourchon (BM notified)	
1330	Conference call between BP and TO regarding procedures for closing BOP. Significance of TO taking lead role to deploy ROV became apparent. Discussion was regarding safety of ROV vessel. It was suggested water streams could be used to keep ROV support vessel protected from heat load. Importance of closing BOP is becoming very clear based on reports coming in from the field (inconsistent but concerning)	
1630	Location to moor DWH in is identified as Pascagoula block 248. Pre lay mooring existed at that site.	
2130	DM left TO Command center for a few hours rest. BM remained. Initial attempts by ROV to close BOP was unsuccessful. A significant period before the next attempt would be made (mobilizing hydraulic reservoir? – do not remember why?)	
	April 22, 2010	
0026	2 nd response salvage team arrived from Holland via charter jet direct to New Orleans	
0050	Seacor Vanguard arrives on site about 30 minutes earlier. Salvage Master takes round observing and then reports DWH condition and begins hourly recording of rig status. Rig now with 22 degree list. Up until this point no accurate reliable information was available. BM notified.	
0320	BM call to DM – BM departing command center to get a few hours sleep. BM advises ROV back in the water and the situation remains unchanged.	
0430	DM back at TO command center.	
0910	Salvage master reports rig is structurally failing. Deterioration can be heard	
1030	DWH sunk	
1035	Resolve Pioneer demobilized	
1045	Supply boat Miss Addison turned around (back to port) with back up salvage team and equipment	
1130	Seacor Vanguard standing by for oil – none observed / demobed shortly thereafter	
1530	DM dismissed – BM consulted and agreed nothing more to be done at this time. All craft, equipment and personnel demobilizing.	

22 April, 2010

TIME	HEADING	LIST	MIN. FREEBOARD	FIFI	NOTES
0300	045	22	8' (stbd aft)	Joe Griffin, C. Enforcer, Seacor Washington, Mr. Sydney, Seacor Vanguard (command and control)	Rig fully engulfed
0400	045	22	8' (stbd aft)	No change	
0400	045	22	8' (stbd aft)	No change	
0500	050	22	8' (stbd aft)	No change	
0600	050	2	8' (stbd aft)	No change	
0700	090	22	8' (stbd aft)	No change	Well head to rig 330 degrees @ 750'
0800	160	22	8' (stbd aft)	No change – shifting positions with rig movement	
0900	100	22	8' (stbd aft)	No change – shifting positions with rig movement	

Vessels on site:

Max Chouest – ROV support

C Express – ROV support

Boa Subsea – ROV support

Ocean Intervention 3 (on site approx. 0530)

Joe griffin – providing FiFi support

C. Enforcer – providing FiFi support

Seacor Washington – Providing FiFi support

Mr. Sydney – Providing FiFi support

Vessels on site not engaged:

Hilda Lab

Monica Anne

Fast Cajun (crew boat)



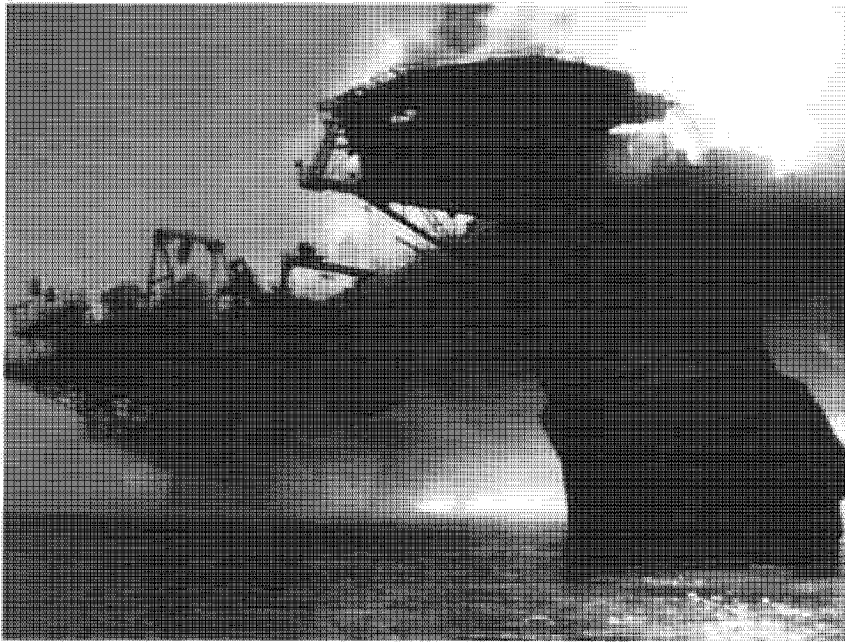
SIGNIFICANT EVENTS:

PICTORAL DOCUMENTATION;

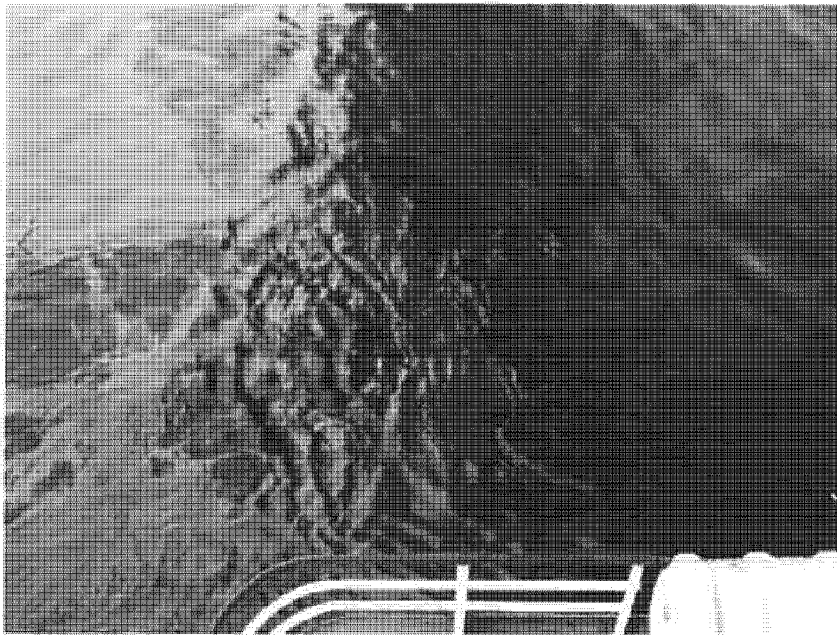
22/0016 local (8' freeboard aft stbd)



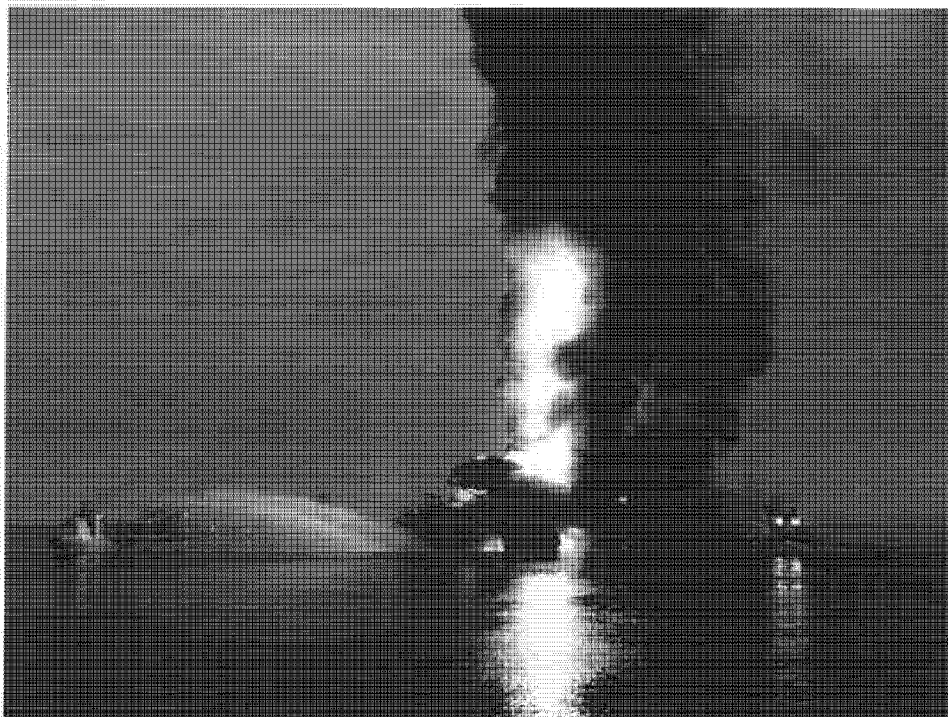
22/0612 local



Isolated sheen

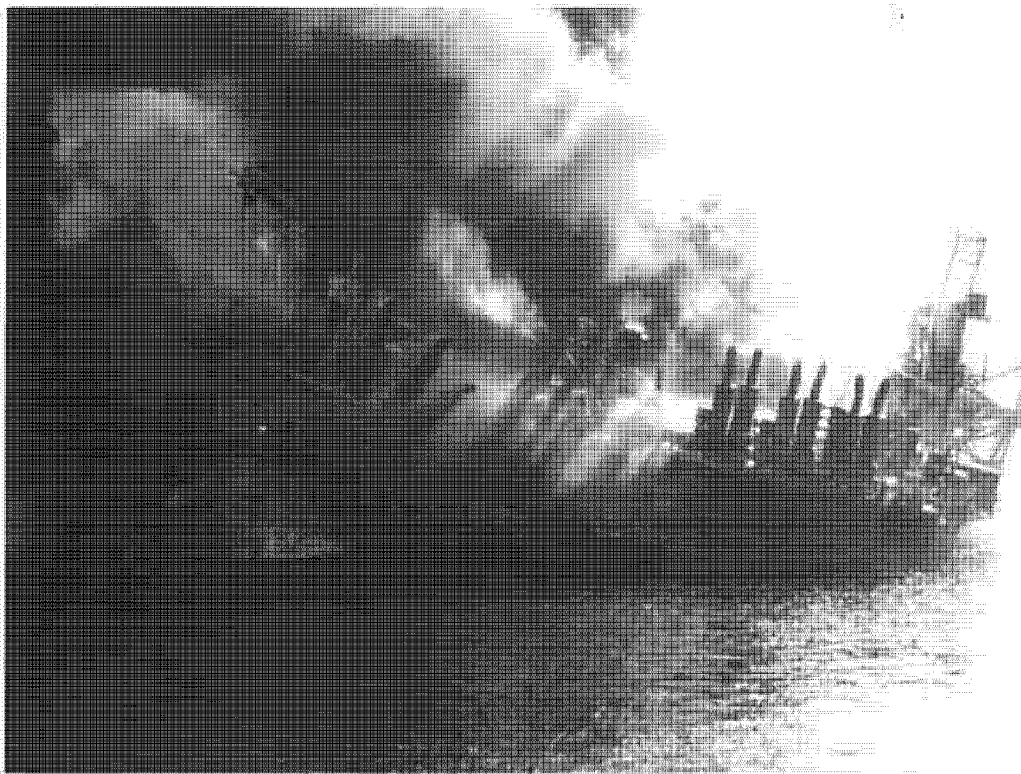


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22/1034 (steel buckling on stern – explosions and structural failures heard @0925 and 0940)



22/1023

