

From: Weaver, Warren (Houston)
Sent: Wednesday, August 11, 2010 2:54 PM
To: Rispoli, Alberto (Brazil); Brekke, Jim (Houston)
Cc: Vinluan, Joel (Houston); MacDonald, John (Houston); Lawson, Mike (Houston); Legrand, Michel (Brazil)
Subject: RE: POB 04-08-2010 - Day Visitor exceeding the Max POB

Attachments: image001.jpg; image002.jpg

Alberto:

Thanks for your query and input.

Please make sure that you include Michel Legrand on this topic.

The recently-released Marine Compliance Procedure HQS-OPS-PR-06 defines the Designation of the OIM and PIC. The attached link should take you to there.

[edocs.deepwater.com/edocs/edocs.nsf/0/D9969D794E3F4637862577750057F9CE/\\$FILE/HQS OPS_PR_06_ISS01_REV00_ONLINE_PRINT_VERSION.pdf](http://edocs.deepwater.com/edocs/edocs.nsf/0/D9969D794E3F4637862577750057F9CE/$FILE/HQS OPS_PR_06_ISS01_REV00_ONLINE_PRINT_VERSION.pdf)

"4.2.1 Self-Propelled Installations

The Company designates the Master as the "Person in Charge" during all emergency situations as indicated on the Installation Station Bill. The Master has the overriding authority and the responsibility in accordance with SOLAS Chapter IX - ISM Code; "The Master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the company's assistance as may be necessary." However, the OIM is the recognized technical subject matter expert in well control and must be consulted in well control events.

The Master and the Offshore Installation Manager (OIM) should at all times, work very closely together."

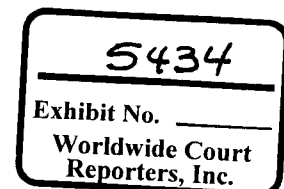
I believe the answer you seek is clearly spelled out within 4.2.1 of the procedure and The Master is currently doing what is required in seeking the company's assistance with this request.

Also we agree with you that everything (all conditions applicable to the safety of personnel - i.e. daylight, weather, well operations at time, SB vessel availability, etc....) has to be taken into consideration to utilize the additional capacity allowed by the letter.

Regards
Warren Weaver
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From: Rispoli, Alberto (Brazil)
Sent: Tuesday, August 10, 2010 8:15 AM
To: Brekke, Jim (Houston); Weaver, Warren (Houston)
Cc: Vinluan, Joel (Houston); MacDonald, John (Houston); Lawson, Mike (Houston)
Subject: FW: POB 04-08-2010 - Day Visitor exceeding the Max POB



Jim/Warren,

I'm filling the obligation to give an exhaustive answer to Captain Sven and I believed also that Transocean should set guideline where we give clear conditions* and procedures to be applied WW.

* - Captain should be clearly designed to be responsible to approve extra personnel on board

- Risk Assessment shall be performed considering:

- Current operation (The approval will be denied during critical drilling or well test operations)
- Weather Condition and ST-By Vessel availability

and a temporary Emergency Evacuation Plan made available and implemented for the time the extra personnel will remain on board.

Thanks in advance to share your opinion with me on that matter

Best regards

Alberto Rispoli, Captain n n

Marine Superintendent - South America Division

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From: DWD, Captain (Deepwater Discovery)
Sent: Wednesday, August 04, 2010 8:56 PM
To: Rispoli, Alberto (Brazil)
Subject: FW: POB 04-08-2010

Good day Alberto,

I hope all is fine.

The DWD has got an exemption letter approved (stamped) by vanuatu Authority to have temporarily more POB

on board than 148 POB. (148 POB is already based on an exemption, and passing the capacity of Lifeboats).

My Policy on all Vessels that I have been before had been that Helicopters are no rescue means accepted by SOLAS or local Rules. Now we have got an exemption on top of an exemption in place.

In light of the Transocean Policy regarding reduced Lifeboat Capacity due to the increased average Persons weight we should be even more careful of how much POB to leave on board.

The challenge is to get Personnel that do not fit into the Lifeboats off the Rig rather than deploy the People into Liferrafts.

More coordination and labor is necessary, certain People are not at their emergency stations, but moving Cranes and/or attending helicopter

movements etc.

To the point now. Who is actually in charge of determining how much People can we have on board and under what conditions, weather conditions etc.

The letter set up by Transocean and stamped by Vanuatu determines the PIC to evaluate.

Who is the PIC when it is not an emergency ?

The Captain becomes the PIC in an emergency and when the vessel is navigating.

According to the NOTICE OF PERSON IN CHARGE the OIM is the PIC when it is not an Emergency .

That is basically what Transocean Policy is. The NOTICE OF PERSON IN CHARGE is mentioning that the Master (PIC) has got the legal overriding authority in situations involving safety. It is not clear if "Safety "is meant in times of Operation and Emergencies or only Emergencies.

Basically , what is my fuction , acting as advisor, or am I responsible for deciding, am I accountable or not ?

Thank you

Sven

Best regards,

Sven H. Kriedemann II

Master Drillship Deepwater Discovery

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From: DWD, Medic (Deepwater Discovery)

Sent: Wednesday, August 04, 2010 11:55 AM

To: DWD, Medic (Deepwater Discovery); DWD, CampBoss (Deepwater Discovery); DWD, Captain (Deepwater Discovery); DWD, CrewCoordinator (Brazil); DWD, DPOperator (Deepwater Discovery); DWD, MaintenanceSupervisor

(Deepwater Discovery); DWD, Materials Coordinator (Deepwater Discovery); DWD, OIM (Deepwater Discovery); DWD, RadioOperator (Deepwater Discovery); DWD, Toolpusher (Deepwater Discovery); Lanteigne, James (Brazil); DWD, RSTC (Deepwater Discovery); Thien, Ho (Brazil); 'DWD.DrlgEngr@dv.com'; 'dwd.efficiencyEngineer@dv.com'; 'DWD.OpsSupt@dv.com'; 'dwd.rigClerk@dv.com'; 'DWD.RigSupvr@dv.com'; 'dwd.ehs@dv.com'; 'Fancher, Chris'; 'dwd.flights@gapso.com.br'; Coelho, Daniel (Brazil); Moco, Felipe (Brazil); 'rmagalhdes@hotmail.com'

Subject: POB 04-08-2010

Today's POB = 148 + 7 Day visitors = 155 Total

Best Regards,

Oswaldo Santiago @ @

Rig Nurse DWD

P LET'S MAKE A DIFFERENCE!!

Please consider the environment before printing this email