

Title:

**DEEPWATER HORIZON
EMERGENCY RESPONSE MANUAL
VOLUME 1 of 2**

Revision Status:

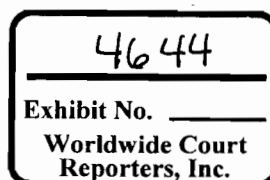
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DEEPWATER HORIZON EMERGENCY RESPONSE

DWH-HSE-PR-001

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DEEPWATER HORIZON

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SECTION 1

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INTRODUCTION			

1 INTRODUCTION

This Offshore Emergency Response Manual describes the duties and responsibilities for specific emergency situations. The manual does not give detailed instructions for each crewmember and is intended to provide a guide as to the actions to be taken. The Onshore Emergency Response Manual gives details of the support organization provided by the Division office in the event of an emergency situation arising offshore.

2 CHAIN OF COMMAND

The **DEEPWATER HORIZON** is classified by American Bureau of Shipping (ABS) **✱A1**, Column Stabilized Drilling Unit, **✱AMS**, **✱ACCU**, **✱DPS-3**. The function of the vessel and performance of all personnel are the responsibility of the Offshore Installation Manager (OIM).

For obvious reasons, only one person can be in charge at any one time. This Person-In-Charge (PIC) is the individual who is fully responsible for onboard activities or directly related to the vessel. United States Coast Guard regulations, 46 CFR 109.107, require the PIC to be designated in writing when operating on the US Outer Continental Shelf (OCS). This designation is posted onboard the Mobile Offshore Drilling Unit.

The organization chart found on the following page will be used to define each of the specific emergencies found in subsequent sections.

The change of command will be noted in the ship's logbook, showing reason and time of change.

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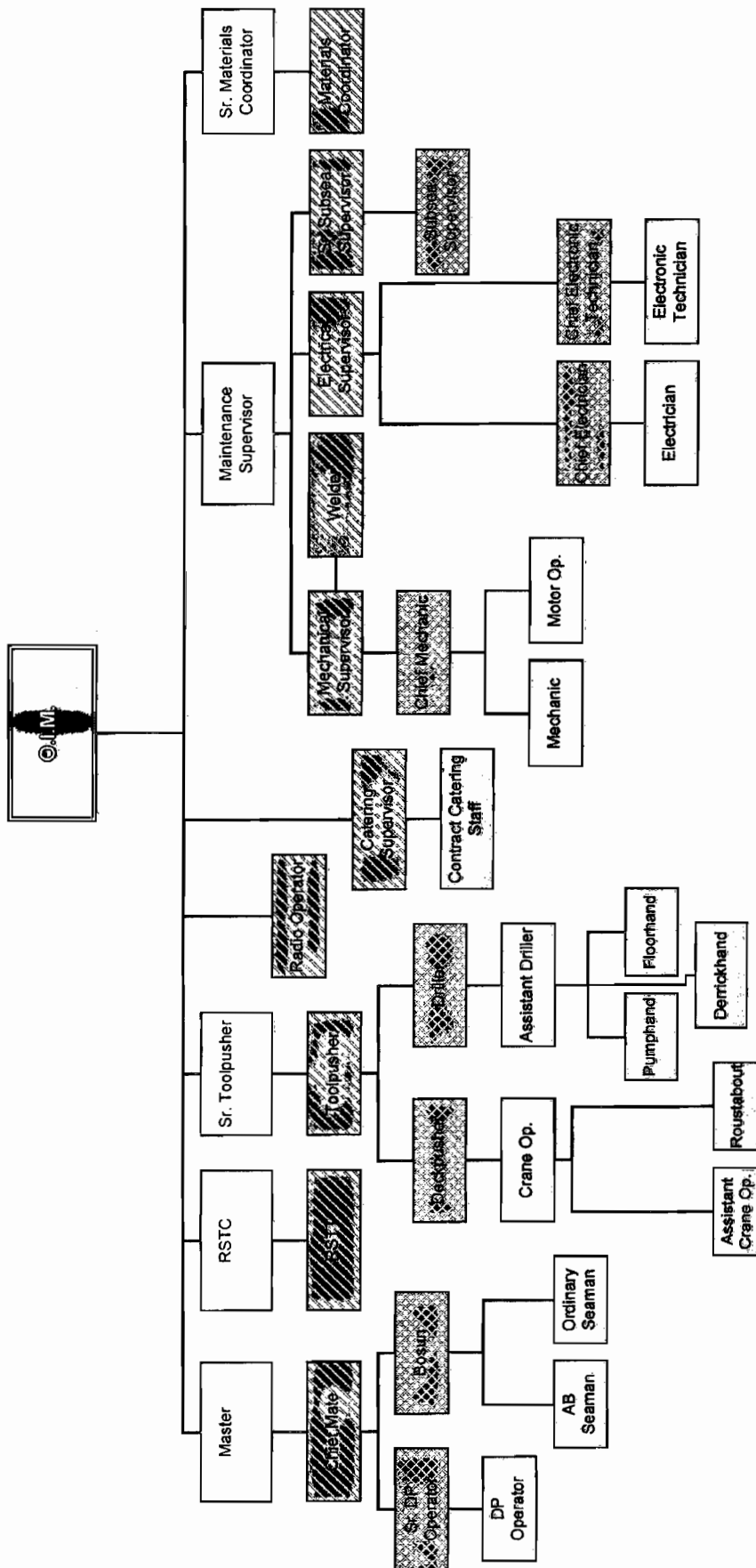
SECTION 2

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DWH ORGANIZATION CHART


PIC

Underway Mode: Master is in Charge.
 Drilling Mode: Offshore Installation Manager (O.I.M.) is in Charge



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EMERGENCY NOTIFICATION			

1 INTRODUCTION

In the event of an emergency situation arising the Offshore Installation Manager (OIM) will inform Division Management and the United States Coast Guard (USCG). This section gives the methods available and provides worksheets that are intended to ensure all relevant information is given/obtained. Other personnel are available to provide advice and assistance, but the Person-in-Charge (PIC) of the installation has the ultimate and final authority in the execution of emergency procedures.

2 EMERGENCY CONTACT INFORMATION

Any of the following Transocean companies or its subsidiaries (together the "Company") employees should be contacted during any and all emergencies. One of these persons will always be available for assistance. It should be noted that the PIC of the Mobile Offshore Drilling Unit (MODU) has the ultimate and final authority in execution of evacuation procedures. The employees listed below can provide advice or assistance to the PIC in making this decision.

2.1 NORTH AMERICA DIVISION (NAM) OFFICE


Address: Transocean Offshore Deepwater Drilling, Inc.
(Park 10) 1311 Broadfield Blvd.
Houston, Texas 77084

Office Telephone: (832) 587 8500
Office Fax: (832) 587 8723

In the event this telephone number is inoperable, the following quote of communication should be used:

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EMERGENCY NOTIFICATION			

CONTACT	OFFICE PHONE	CELL PHONE	HOME PHONE	SATELLITE PH.
Keelan Adamson Division Manager	(832) 587-8596			
Daun Winslow Ops. Manager Performance	(832) 587-8525			
Buddy Trahan Ops. Manager Asset	(832) 587-8829			
Paul Johnson Rig Manager Performance	(832) 587-8533			
Marco Tulio Barbosa ISM Designated Person	(832) 587-8528			
Gary Butler ISM Alternate	(832) 587 8886			
Amelia Manager	(985) 631-1502			

2.2 EMERGENCY RESPONSE CENTER (ERC)

The Emergency Response Center (ERC)*¹, located at Park 10, is equipped with telephone lines, an intranet/internet connected capable computer, wireless computer connectivity, Fax machine, television with direct reception, and video tape player and over head video display projector.


In the event that this ERC can not be utilized, the alternate is the Corporate ERC at the Corporate Headquarters in Houston. If none of the Houston ERCs are available; the Amelia Branch will be contacted to activate theirs. If all three previous centers are not accessible, a different location will be considered, determined and communicated at that time by the Division Manager or his designee.

If deemed necessary, the Human Resources department responds as directed to the first floor meeting room. This room is similarly equipped as the ERC and is intended to provide support to the main ERC for personnel matters. The instructions for this center are located in *Section 3, Subsection 4* of the Gulf of Mexico Sector Emergency Response manual "Liaison with Relatives".

Provided below is a list of the telephone numbers that allow direct communication with the NAM Emergency Response Team (ERT) members in the response center:

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EMERGENCY NOTIFICATION			

Contact:	Telephone Number:
Emergency Coordinator	832-587-8701
Primary Contact	832-587-8702
Logistics Coordinator	832-587-8703
Authorities Coordinator (ISM)* ²	832-587-8704
Marine Coordinator	832-587-8777
Personnel Coordinator	832-587-8705
Log Keeper	832-587-8706
Company Security Officer (Alt. ISM)* ³	832-587-8707
Client Contact	832-587-8708
Response Center Fax	832-587-8709
HR - Personnel Coordinator	832-587-3918 / 3919

*¹ ERC lines are manned only when the ERC is convened or when the Team Leader designates.

*² & ³ ISM Code Designated Persons

- RESPONSE CENTER E-MAIL ADDRESS:
gcdemergencyresponsecenter@mail.deepwater.com

Team members can log on the network on the Computer in the Emergency Response Center, or use a wireless enabled portable device. Open Outlook and access the Public Folder entitled GCD Emergency Response Center.

- Alternate Response Center : Corporate ERC 713-232-7686
- Secondary Response Center: Amelia Branch 985-631-1500 or 985-688-4819


2.3 UNITED STATES COAST GUARD

The United States Coast Guard (USCG) 8th District coordinates Search and Rescue (SAR) activities in the Gulf of Mexico (GOM). And can be contacted directly by telephone.

Distress signals received by other United States Coast Guard Stations in the GOM are relayed to the following offices:

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EMERGENCY NOTIFICATION			

New Orleans SAR Group	(504) 846-6160 Primary Contact
Mobile SAR Group	(251) 441-6211
Houston/Galveston SAR	(409) 766-5620/21
Corpus Christi SAR	(361) 939-6393
St. Petersburg SAR	(727) 824-7506

The GOM offshore cellular telephone system is programmed to connect with New Orleans SAR group when 911 is dialed.

3 GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

In instances when the emergency does not permit time to contact the NAM Office, a distress message should be broadcast immediately via the Global Maritime Distress and Safety System (GMDSS) radio facilities. The use of the GMDSS radios is preferable to direct telephone communication for the initial message as the GMDSS equipment automatically relays vital information about the MODU. Direct telephone communication may be used as a follow up to the radio broadcast. Contact the office that acknowledges your radio call or the nearest office if no acknowledgement is received.

Use the following procedure to initiate the distress call via GMDSS Digital Selective Calling (DSC):


- A. The first call should be made via INMARSAT C. This, and all radio communications during an emergency, should be handled by the licensed radio operators. Should all licensed radio operators be incapacitated the call may automatically be initiated by pressing and holding the two buttons on the front of the INMARSAT unit labeled "SET" and "ALARM" for five seconds. This starts an automated distress call and no further input is required. The unit automatically relays the MODU ID, position, and course/speed.
- B. A second call should be made via VHF DSC. This all should also be handled by the licensed radio operators, but may be initiated by anyone if the need arises. The call is initiated by pressing the "DISTRESS" button, which is labeled in red for five seconds. This call is also fully automated and no further input is required. Listen for acknowledgement.

Note: Should the Radio Room on the Bridge be inaccessible, or damaged, there is a backup GMDSS station located the Engine Control Room Aft.

Note: Should the Radio Room be inaccessible, or damaged, there is a reserve GMDSS station located the Engine Control Room Aft and on the bridge.

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EMERGENCY NOTIFICATION			

3.1 DISTRESS MESSAGE RELAY


The relay of distress messages is an automated feature of the GMDSS radio installation. Upon receiving a distress message the option to relay the message is given to the operator. Once this is displayed it is only necessary to press the **"SEND"** button and the message is automatically relayed.

4 OPERATOR'S ALERT PROCEDURE

The Operator's Emergency Evacuation Plan (EEP) will contain all of required information for emergency notification of the Operator's employees. This EEP should contain a listing of the closest fixed or floating production or facility to the MODU's area of operation as well as a listing of the transportation resources the Operator has available or under contract.


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SHIPBOARD OIL POLLUTION EMERGENCY PLAN TABLE OF REVISIONS			

Issue/ Revision	Date	Section / Subsection	Description	Authority
Issue: 00 Revision: 00	12/2002	Sec. 8 (All)	Issue SOPEP for Approval (RB Falcon)	D.A.Doles, Ops. Engineer, Deepwater Horizon
Issue: 01 Revision: 00	3/11/2002	Sec. 8 (All)	Issue SOPEP for Approval - Transocean Sedco-Forex	Mark Canada, Environmental / Quality Coordinator
Issue 01 Revision: 01	6/12/2002	Appx. 3	Updated List on Interested Unit Contact	Mark Canada, Environmental / Quality Coordinator
Issue: 01 Revision: 02	10/1/2002	Appx. 3	Updated List on Interested Unit Contact	Kathy Kimbrough, Quality Adm. Assistant
Issue: 01 Revision: 03	12/10/2002	Appx. 3	Updated List on Interested Unit Contact	Kathy Kimbrough, Quality Adm. Assistant
Issue: 01 Revision: 04	9/30/2003	Appx. 3	Updated List on Interested Unit Contact	Michael Duplantis, Quality Coordinator
Issue: 01 Revision: 01	10/15/2003	Appx. 1	List of Local State Contacts	Michael Duplantis, Quality Coordinator
Issue : 01 Revision: 01	11/23/2004	Sec. 01	Added section to Preamble	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/18/2004	n/a	Particulars – Marshall Islands – call sign changed	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/18/2004	Sub. 3	Additional casualties and General Considerations	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 05	12/18/2004	Appx. 3	Interested Unit Contacts	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/22/2004	Sub. 2	Reporting Requirements	Jerry Vokey, Environmental / Quality Coordinator
Issue : 02 Revision: 02	03/31/2006	Appx. 3	Updated USCG List of Local Coast State Contacts	Mark Canada, Quality Manager
Issue : 02 Revision: 06	03/31/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 07	05/25/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 08	05/25/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 09	05/30/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 02	10/10/2006	Sub. 2	US Reporting Requirements	Mark Canada, Quality Manager
Issue : 00 Revision: 00	10/10/2006	Appx. 8	(New) Oil Spill – Volume Estimating Procedure	Mark Canada, Quality Manager
Issue : 02 Revision: 03	02/15/2008	Appx. 1	Updated USCG List of Local Coast State Contacts	Monina Harris Quality Administrator

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		SUBSECTION:	N/A
SHIPBOARD OIL POLLUTION EMERGENCY PLAN TABLE OF REVISIONS			

Issue/ Revision	Date	Section / Subsection	Description	Authority
Issue : 02 Revision: 10	02/15/2008	Appx. 3	pp 1.1 Emergency Contact Information: Replace T. Juran's information for M. Polhamus' & Glen Shropshire for D. Winslow & new Company administration – Add Emergency Response Center Information..	Matt Decker Quality Coordinator
Issue : 02 Revision: 04	05/31/2008	Appx. 1	List of of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated March 31, 2008	Monina Harris Quality Administrator
Issue : 02 Revision: 11	05/15/2008	Appx. 3	Emergency Notification – Changed pp 2.1. Gulf of Mexico Sector for North America Division (NAM), and Region for Division in contact list. Emerg. Resp. Team: Added: Marine Coordinator..	Matt Decker Quality Coordinator
Issue : 02 Revision: 05	08/31/2008	Appx. 1	List of of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated June 30, 2008	Monina Harris Quality Administrator
Issue : 02 Revision: 02	08/31/2008	Appx. 2	Added Person-in-Charge to 1 st line and Minor changes to format	Monina Harris Quality Administrator
Issue : 02 Revision: 12	08/15/2008	Appx. 3	Emergency Notification – 1.1 Contact Chart: Added Ops. Manager Asset information and 1.2 alternate ERC paragraph.	Matt Decker Quality Coordinator
Issue : 02 Revision: 13	09/10/2009	Appx. 3	Emergency Notification List updated to include contact information for NAM Division Manager and Rig Manager Performance	Matt Decker HSE Advisor II

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EMERGENCY NOTIFICATION INFORMATION FROM PARTY REQUESTING ASSISTANCE			

1. DATE: _____ TIME: _____
2. WHO IS CALLING: _____ TEL. No. _____
3. NAME OF INSTALLATION: _____
POSITION (AREA/BLOCK): _____
OR LATITUDE: _____ LONGITUDE: _____
4. TIME OF INCIDENT: _____
5. NATURE OF INCIDENT (Fire/Explosion/Blow Out/Collision/Loss of
Stability/Uncontrolled Drift from Position/Collapse of Lifting Appliance/ Loss of
Radioactive Source/Other): _____


6. No. OF PERSONS ON BOARD: _____
7. No. OF PERSONS INJURED: _____
8. No. OF PERSONS MISSING: _____
9. No. OF PERSONS DEAD: _____
10. EXTENT OF DAMAGE: _____

11. EVACUATION/RESCUE: _____ YES _____ NO
HOW? _____

12. ACTION TAKEN ON INSTALLATION: _____

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EMERGENCY NOTIFICATION			

13. ASSISTANCE REQUIRED: ☐ YES ☐ NO

14. WEATHER: Wind: _____ Visibility: _____
Weather: _____ Cloud: _____
Seastate: _____ Current: _____
Temperature: Air: _____ Sea: _____

15. ACTION TAKEN ASHORE: _____


16. UNITS PARTICIPATING:

NAME	CALL SIGN	CONTACT
_____	_____	_____
_____	_____	_____
_____	_____	_____

17. OTHER INFORMATION: _____

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EMERGENCY NOTIFICATION INFORMATION FOR RESPONDING TO CALL FROM SUPPLY OR STANDBY VESSEL			


1. DATE: _____ TIME: _____
2. WHO IS CALLING: _____ TEL. No. _____
3. NAME OF UNIT INVOLVED: _____
TYPE: _____
CALL SIGN: _____
4. NATURE OF INCIDENT (Missing/Fire/Explosion/Collision/Sunk/Drifting/Leaking/
Listing/Man Overboard/Aground/Other): _____

5. TIME OF INCIDENT: _____
POSITION (Area/Block): _____
OR LATITUDE: _____ LONGITUDE: _____
6. ROUTE: FROM _____ TIME _____
TO _____ TIME _____
7. No. OF PERSONS ON BOARD: _____
8. No. OF PERSONS INJURED: _____
9. No. OF PERSONS MISSING: _____
10. No. OF PERSONS BELIEVED DEAD: _____
11. EXTENT OF DAMAGE: _____

12. EVACUATION/RESCUE: _____ YES _____ NO
HOW? _____

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EMERGENCY NOTIFICATION INFORMATION FOR RESPONDING TO CALL FROM SUPPLY OR STANDBY VESSEL			

13. ACTION TAKEN AT SCENE:

14. ASSISTANCE REQUIRED: ☐ YES ☐ NO

15. WEATHER: Wind Visibility
Weather Cloud
Seastate Current
Temperature: Air Sea

16. ACTION TAKEN ASHORE:


17. UNITS PARTICIPATING:

NAME	CALL SIGN	CONTACT
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

18. OTHER INFORMATION:

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EMERGENCY NOTIFICATION INFORMATION RESPONDING TO EMERGENCY CALL FROM HELICOPTER			

1. DATE: _____ TIME: _____
2. WHO IS CALLING: _____ TEL. No. _____
3. HELICOPTER INVOLVED: _____
TYPE: _____
CALL SIGN: _____
4. NATURE OF INCIDENT (Crashed/Missing): _____

5. TIME OF INCIDENT: _____
POSITION: _____
6. TIME OF LAST CONTACT: _____
POSITION: _____
7. ROUTE: FROM _____ TIME _____
TO _____ TIME _____
8. FUEL ON BOARD AT TAKE-OFF: _____
9. No. OF PERSONS ON BOARD: _____
10. No. OF PERSONS INJURED: _____
11. No. OF PERSONS MISSING: _____
12. No. OF PERSONS BELIEVED DEAD: _____
13. EXTENT OF DAMAGE: _____

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EMERGENCY NOTIFICATION INFORMATION RESPONDING TO EMERGENCY CALL FROM HELICOPTER			

14. EVACUATION/RESCUE: ☐ YES ☐ NO
HOW? _____

15. ACTION TAKEN AT SCENE: _____

16. ASSISTANCE REQUIRED: ☐ YES ☐ NO

17. WEATHER: Wind _____ Visibility _____
 Weather _____ Cloud _____
 Seastate _____ Current _____
 Temperature: Air _____ Sea _____

18. ACTION TAKEN ASHORE: _____

19. UNITS PARTICIPATING:

NAME	CALL SIGN	CONTACT
_____	_____	_____
_____	_____	_____
_____	_____	_____

20. OTHER INFORMATION: _____

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EMERGENCY NOTIFICATION INJURY / ILLNESS TRANSPORTATION FORM			


1. DATE: _____ TIME: _____
2. NAME OF PATIENT: _____
3. NATIONALITY: _____
4. EMPLOYER: _____
5. NATURE OF ILLNESS/INJURY: _____
6. STRETCHER/WHEELCHAIR REQUIRED: ☐ YES ☐ NO
7. AMBULANCE REQUIRED: ☐ YES ☐ NO
8. HOSPITAL/DOCTOR INFORMED: ☐ YES ☐ NO
WHICH/WHO? _____
9. HELICOPTER/DOCTOR INFORMED: ☐ YES ☐ NO
10. HELICOPTER AID AT: _____
TIME: _____
11. REMARKS: _____

12. ACTION TAKEN ASHORE: _____

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SECTION 3

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		SUBSECTION:	N/A
MEDICAL EMERGENCY RESPONSE PLAN			

1 INTRODUCTION

This section of the manual describes the organization, responsibilities, and duties of the personnel on board the installation in the event that medical evacuation or that MEDIVAC assistance is required.

There is no specified alarm signal for medical emergencies. In the event of an emergency that requires Installation Medical Person (IMP) - RSTT= Rig Safety Training Technician or RSTC= Rig Safety Training Coordinator with paramedical duties - to respond. The IMP should be notified immediately and the emergency response team (ERT) shall be activated simultaneously to assist the medical person if deemed necessary.


2 RESPONSIBILITIES

2.1 INSTALLATION MEDICAL PERSON (IMP):

- A. Provide first aid and medical assistance as necessary and administer instructions if required, as advised by the North America Division (NAM) Medical Director or standing order protocol.
- B. Contact the Medical Director to decide whether adequate treatment may be provided onboard, and/or if the patient should be transported to shore.
- C. Notify the Offshore Installation Manager (OIM) and NAM Medical Services Manager (MSM), if medical evacuation is recommended, and to confer with client to coordinate transportation and any special arrangements required for the evacuation.
- D. Prepare the patient for evacuation (refer to Part 4 of this Section).
- E. Consult with the OIM to decide if the patient should be escorted to the hospital, clinic or medical facility.
- F. Supply the receiving facility with complete treatment and medication information on the patient before the evacuation. If an evacuation is required and time permits, send a completed Patient Contact Report (PCR) with the patient. Fax a copy of the PCR to the Medical Director and to the receiving facility - Health and Safety manual (HQS-HSE-PP-01), Section 3, Subsection 2.1, Fig. F1 - prior to the patient's arrival.
- G. Follow-up with a telephone report to the receiving facility.

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2.2 THE OFFSHORE INSTALLATION MANAGER (OIM):

- A. In complete charge of arrangements for medical evacuation as advised by the IMP and/or Medical Director. The OIM will initiate and/or coordinate the most appropriate arrangements for the medical evacuation with the client representative, medical evacuation service or USCG.
- B. Obtain injured person's name, brief description of injuries and description of incident.
- C. Provide necessary assistance to IMP, including escort for evacuation if required.
- D. Notify the Rig Manager Performance in a timely manner. Report the incident as defined in the Health and Safety Manual (HQS-HSE-PP-01), Section 4, Subsection 6.3.
- E. Contact the Flag State Authority for any injuries when the person is incapacitated for more than 72 hours or in case of death.

2.3 THE CLIENT REPRESENTATIVE:

- A. Coordinate with the OIM to notify the authorities in case of a fatality.
- B. Coordinate the medical evacuation transportation with the OIM or designee, if required.

3 SPECIAL CIRCUMSTANCES

3.1 FATALITIES


- A. In case of fatality, the deceased shall not be moved until permission is granted by the United States Coast Guard (USCG) (Refer to Section 2, Part 2 "Emergency Contact Information" of this Emergency Response manual (ERM).
- B. If the patient expires before the requested assistance reaches the scene, all emergency arrangements are to be canceled immediately and recovery efforts initiated.

3.2 FORMALITIES

- A. In cases of death and severe injuries, investigation may be performed by the USCG.
- B. The NAM Division Manager or his designee will arrange for the next of kin to be notified.

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C. Refer to Section 2, "Emergency Notification" of this Emergency Response Manual (ERM) for further instructions.

3.3 NON-TRANSOCEAN PERSONNEL


- A. In the event that any non-Transocean employee becomes ill or injured and is in need of medical care, their medical needs, emergency or otherwise shall be managed in the same manner as a Transocean employee.
- B. The non-Transocean employee's company's point of contact shall be notified of the situation and will be informed of where the patient will be medically evacuated. The actual medical evacuation shall be managed ONLY from the rig. At no time shall the non-Transocean employee's company contact or get involved in any way with the transportation evacuation arrangements. A rig-based point of contact will be established. This person alone will coordinate the flight and keep all interested parties advised.
- C. Shuman Consulting Services (Refer to Part 6 of this section) shall be contacted to coordinate with the non-Transocean employee, his employer and Transocean. The IMP shall provide any contact information concerning the employer of the non-Transocean employee to the Shuman Consulting Services representative.

4 MEDICAL EVACUATION PROCEDURE

- A. A medical or trauma condition requiring onshore definitive care has been identified.
- B. The IMP provides care to stabilize the patient.
- C. Transportation efforts are focused on the most appropriate movement of patient. This is to be determined in coordination with the IMP and Medical Director.
- D. The Medical Director is contacted and the IMP carries out his instructions.
- E. Shuman Consulting Services is notified to meet injured/ill person ashore and render any assistance needed.
- F. The receiving medical treatment facility is briefed.
- G. The patient is transported to the receiving medical treatment facility.

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5 GUIDELINES

The following step-by-step guidelines are provided in the event of a medical emergency requiring evacuation:

- A. The IMP will inform the OIM that a medical evacuation is necessary.
- B. The OIM will inform the client representative in order to make appropriate transportation arrangements.
- C. The OIM will also contact the Rig Manager Performance to inform of the situation. If the Rig Manager Performance is not available, the OIM shall contact the Assistant Rig Manager Performance or Operations Manager Performance, whoever has delegated authority.
- D. The OIM shall contact the Flag State Authority for any injuries when the person is incapacitated for more than 72 hours or in case of death.
- E. The Medical Director will be contacted and informed of the mechanism of injury, patient's condition and treatment provided thus far. This should only be done after the patient has been stabilized as much as possible so as not to compromise the patient's care. Standing orders as per applicable Medical Protocols.
- F. When arrangements for transportation have been made, the IMP will contact the appropriate topside support physician giving a report on the mechanism of injury, patient's condition, treatment given, response to treatment and estimated time of arrival to the treatment facility.
- G. The IMP will contact Shuman Consulting Services and inform them of the patient's condition, the receiving facility, and estimated time of arrival.
- H. In the event of the patient not being evacuated directly to a medical facility, Shuman Consulting Services must be informed where the patient is to be met, i.e., heliport, shorebase, etc., as soon as possible.
- I. The IMP will contact the Medical Services Manager (MSM) for all emergent and non-emergent work related and non-work related medical evacuations as time permits.
- J. The IMP will also relay information to the NAM HSE Manager for all work related medical evacuations.
- K. In the case of a helicopter evacuation, upon arrival of the medical evacuation helicopter, the IMP will give an appropriate turnover report to the crew on board. When possible, the turnover of patient care to the MEDIVAC crew will include a completed PCR - refer to the Health and Safety manual (HQS-HSE-PP-01), Section 3, Subsection 2.1, Figure F1. If time does not allow for the completion of the form, hand written notes including most recent vital signs, treatment given, and patient response to treatment will be prepared and given to the MEDIVAC crew.

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- L. If a PCR does not accompany the patient, a completed report will be faxed to the appropriate topside support physician, the receiving facility and Shuman Consulting Services as soon as possible.
- M. In the event that it is necessary for the IMP to accompany the patient, documentation of continued treatment will be maintained and a turnover report will be given to the attending physician, and the Shuman Consulting Services Representative will be informed.
- N. Communication will be maintained with Shuman Consulting Services in order to verify the patient's arrival, the attending physician, diagnosis, prognosis, and expected release.
- O. Contract protocol requires Shuman Consulting Services Representative to report to the Rig Manager Performance when the diagnosis, prognosis, and type of medical release prescribed by the attending physician have been determined.
- P. Contract protocol requires Shuman Consulting Services representative to notify the NAM Claims Administrator, the OIM, and the MSM of the employee's status (after the attending physician's consult).

6 CONTACT NUMBERS

For every circumstance, the OIM will be notified immediately!

If air transportation is required to move a patient, always ensure the client is advised. The below list is for ready reference only and is not to be considered all-inclusive.


Air Care (West Jefferson Med. Center)	:	(800) 382-4006 / (504) 347-5511
Acadian Ambulance	:	(800) 259-1111
PHI Gulf Coast Dispatch	:	(800) 235-2452
Air Logistics GC Dispatch	:	(985) 395-6191
ERA GC Dispatch	:	(800) 655-1414 Ext.232

When a MEDIVAC is merited, the IMP shall call (in the most appropriate sequence based on each individual case):

Medical Direction – Dr. Mike Kotler is “on call” 24 hours a day, seven days a week. When he is not taking calls, Dr. Hawk or Dr. Garrity will be assuming Medical Control responsibility.

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DR. MIKE KOTLER

Cell : [REDACTED]
 Clinic : (504) 818-0006
 Fax : (504) 818-0095

URSULA GOUNER

HSE MANAGER & NAM Medical Services Manager (Acting As)

Cell : [REDACTED]
 Office : (832) 587-8689
 Fax : (832) 587-8751

In addition, for all work-related injuries, please contact the QHS&E Manager as well.

MARCO TULIO

NAM QHS&E Manager

Cell : [REDACTED]
 Office : (832) 587-8528
 Home : [REDACTED]

SHUMAN CONSULTING SERVICES

The nearest Shuman Consulting Services office to your rig's shore-base dock/heliport shall be contacted unless it is after hours or on weekends. During those times, call the Transocean Corporate office number for the answering service who will contact the on-call Shuman Consulting Services Representative.

4 Greenway Plaza
 Houston, TX 77079
 (713) 232-7216
 (713) 232-7766 Fax
shumanconsulting.hou@scslp.com

203 Carondelet St., Suite 803
 New Orleans, LA 70130
 (504) 522-1110
 (504) 522-1117 Fax
shumanconsulting.nola@scslp.com


850 Kaliste Saloom Rd.
 Rampart Building, Suite 217
 Lafayette, LA 70508
 (337) 234-9800
 (337) 234-9960 Fax
shumanconsulting.laf@scslp.com

Houma, LA 70360
 (985) 876-4432
 (985) 876-7713 Fax
shumanconsulting.houma@scslp.com

120 Progressive Blvd., Suite 120

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Shuman Consulting Services shall send a representative to meet, greet, provide necessary logistical support, and obtain the necessary reports and paperwork, etc., from the employee.

TOPSIDE SUPPORT PHYSICIANS

- The physician/clinic below will be contacted for shore-based medical direction regarding all appropriate injuries and illness:

Pelican State Outpatient Center
1525 Dickory Ave.
New Orleans, LA 70123
Attn: Dr. Mike Kotler
(504) 818-0006
(504) 818-0095 Fax

In the event that this facility is not accessible, further coordination with the MSM is required. Mobile:

- For serious trauma and/or medical conditions, contact the closest Receiving Medical Treatment Facility's Emergency department:

University of Texas, Medical Branch : (409) 772-1521
301 University Blvd. (409) 772-7513 Fax
Galveston, TX 77555

Christus Spohn Memorial Hospital : (361) 902-4160
2606 Hospital Blvd., 3 West (361) 902-6567 Fax
Corpus Christi, TX 78405


East Jefferson General Hospital : (504) 454-4377
4200 Houma Blvd. (504) 456-8009 Fax
Metairie, LA 70006

West Jefferson Medical Center : (504) 349-1533
1101 Medical Center Blvd. (504) 349-1530 Fax
Marrero, LA 70072 (800) 382-4006 Helicopter

Lake Charles Memorial Hospital : (337) 494-3036
1701 Oak Park Blvd. (337) 494-2181 Fax
Lake Charles, LA 70601

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University of South Alabama Hospital : (251) 471-7300
 2451 Fillingim St. (251) 471-7293 Fax
 Mobile, AL 36617

- Allen Forbis, NAM Claims Administrator contact numbers are:

Office: (832) 587-8592
 Cell: [REDACTED]
 Pager: [REDACTED]
 Fax: (832) 587-8940

- U.S. Immigration and Naturalization Service, Houston, Texas – (800) 375-5283
- Federal Aviation Administration, Houston, Texas – (713) 847-1400

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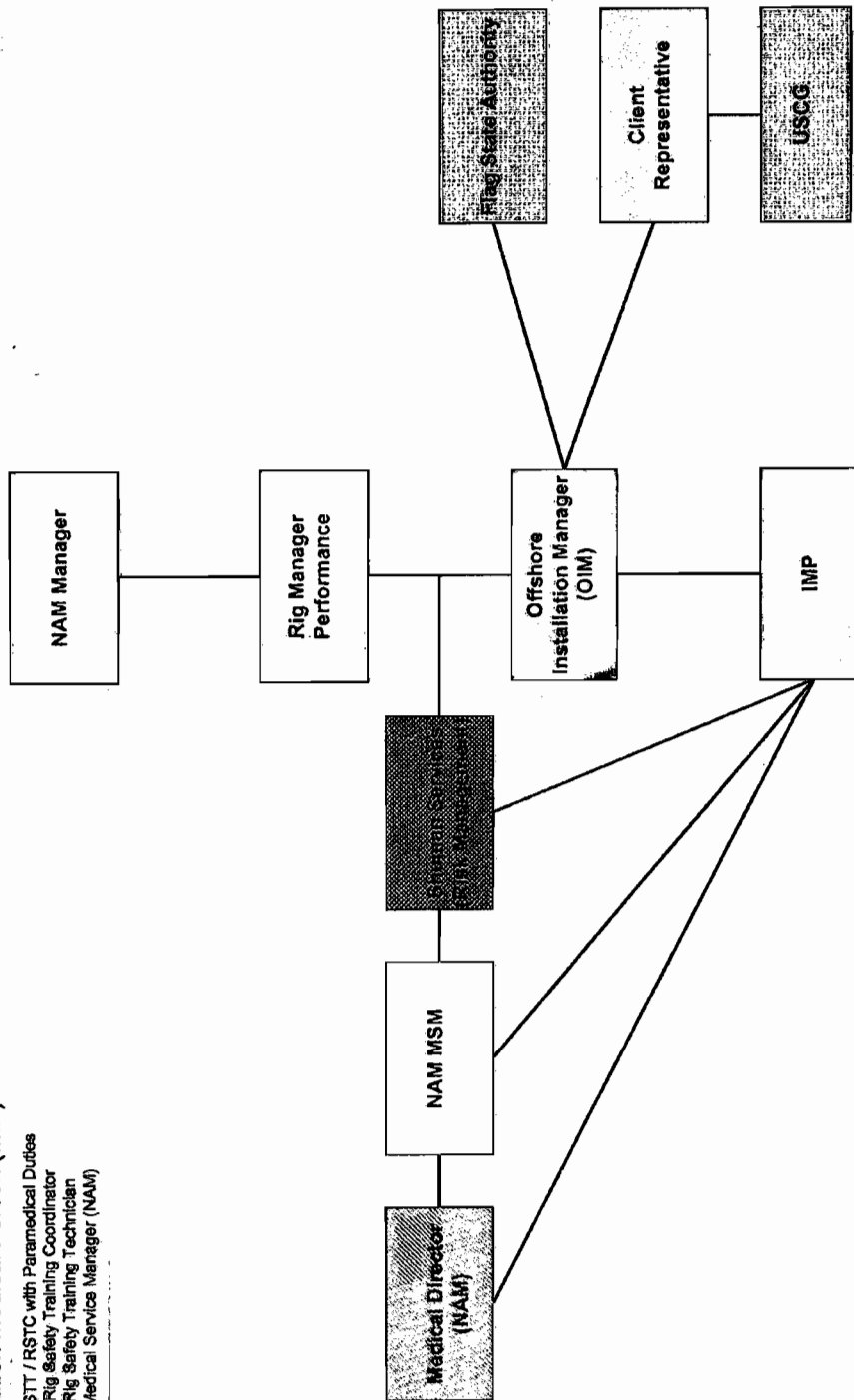
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MEDICAL EMERGENCY RESPONSE PLAN

FLOW CHART


Installation Medical Person (IMP)

IMP = RSTT / RSTC with Paramedical Duties
RSTC = Rig Safety Training Coordinator
RSTT = Rig Safety Training Technician
MSM = Medical Service Manager (NAM)



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ALARMS			

1 EMERGENCY SIGNALS


Anyone who discovers an emergency shall raise the alarm by activating the local fire alarms situated strategically around the working and living spaces, calling the CCR/Bridge at extension 124 and/or use the public address system #100 to announce the emergency.

Emergency and abandon unit station signals are established as follows:

- A. **Fire / Emergency:** –
Seven (7) or more short soundings followed by one long sounding on the Unit's General Alarm for a period of not less than 10 seconds. Supplemented by the same signal on the Unit's whistle.
- B. **Gas:**
LEL Gas (High) – Blue Flashing Light and a High-Low, Two Tone Alarm
H2S Gas (Low Level – 10 PPM) – Amber Flashing Light
H2S Gas (High Level – 20 PPM) – Amber Flashing Light, Yelping Siren/Warbling Horn.
- C. **Abandon Unit Stations** – Continuous sounding of the general alarm supplemented by the unit's whistle for a period of not less than 10 seconds.
- D. **Man Overboard** – Hail and pass the words "Man Overboard" and 3 long soundings of the unit's whistle.
- E. **Secure from Emergency Stations** – Sound the general alarm – three short soundings and supplemented by 3 short blasts on the Unit's whistle.
- F. **Announcements:** All signals will be accompanied by announcements and instructions over the PA system.

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MAN OVERBOARD/MISSING PERSON			

1 INTRODUCTION

This section of the manual describes the organization responsibilities and duties of the personnel on board the MODU DEEPWATER HORIZON in the event of a man overboard emergency.

2 RESPONSIBILITY

2.1 ALL PERSONNEL:

Any person sighting an individual(s) in the water shall immediately:

- A. Throw the nearest life ring(s) toward the individual(s). If the incident occurs at insures that at least one life ring has an attached light.
- B. Keeps the person in sight until rescued.
- C. Raises the alarm by Shouting "Man Overboard".

Telephone: CCR/Bridge at 124
Dial 100 for PA

The person shouting the "Man Overboard" call will position himself to maintain visual contact with the individual(s) in the water and will help direct the "Man Overboard Rescue Team"

Any person hearing the call "Man Overboard" will immediately locate the caller and relay the information to the CCR/Bridge at telephone # 124

If at night, a light should be directed on the individual(s) in the water to facilitate maintaining visual contact.

2.2 MASTER:

In Command directs all aspects of the rescue operation.


Liaise with the OIM and Client Representative to arrange for medical evacuation.

2.3 CHIEF OFFICER:

- A. Report to CCR/Bridge and assists with rescue operations as directed by the Master

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MAN OVERBOARD/MISSING PERSON			

- B. Conduct quarterly "Man Overboard" drills and training, weather and sea Conditions permitting.

2.4 SECOND MATE ON DUTY:

Ensure that the following is accomplished:

- A. Broadcast the verbal "Man Overboard" Alarm on the PA system, giving the location and sounding the alarm.
- B. Sounds 3 Long Blasts on the Unit's whistle
- C. Activates CCR/Bridge Man Overboard Lifebuoys
- D. Alerts Stand-by boat – if applicable.
- E. Sends Third Mate to Lifeboat/Rescue #2
- F. Calls Radio Operator and Off Duty Second Mate and Third Mate
- G. Notifies Master
- H. Advises ECR if aft Man Overboard Lifebuoy with light / smoke is to be Deployed.

2.5 SECOND MATE AND THIRD MATE – OFF DUTY AND RADIO OPERATOR:

- A. Maintain the shipboard communication center for the rescue operation.
- B. Maintain a log of the rescue operation.
- C. Repeat the verbal "Man Overboard" Alarm on the PA system, giving the location of the person and sounding the alarm required.
- D. Notify the work boat/standby boat.
- E. Establish communication with RCC.

2.6 CRANE OPERATOR ON DUTY:

- A. Dispatch two Roustabouts to man the rescue boat to assist in the rescue Operation.
- B. Assembles the remaining Roustabout Crew at the crane nearest the Victim, and to assist by:
 - Lowering the personnel basket to the victim if he is physically able to Swim toward it.

2.7 THIRD MATE ON DUTY:

- A. Mans and commands the rescue boat during the rescue operation.

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2.8 CHIEF ELECTRICIAN ON DUTY:

- A. Reports to the rescue boat and assists as directed.

2.9 MECHANIC ON DUTY:

- A. Man the rescue boat immediately upon hearing the alarm to assist in
The rescue

2.10 RSTC:

- A. Man the rescue boat immediately upon hearing the alarm to assist with
The rescue operation.


2.11 RSTT/MEDIC

- A. Prepare hospital to receive casualty

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SECTION 6

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER TABLE OF CONTENTS			

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APPENDIX 1	HEP REVIEW REPORT FORM
APPENDIX 2	NAM RECORD OF CHANGES / REVIEWS OF THE HEP
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APPENDIX 5	DEFINITIONS / ABBREVIATIONS
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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER OVERVIEW			

1 PURPOSE

This section is an overview of plans and procedures to ensure the safety of personnel onboard the Vessel/Unit during hurricanes or adverse/extreme/impending weather. Eliminating misinformation and time delay when implementing the Hurricane Evacuation Plan (HEP) will help to ensure the safety of all personnel.

Timely review, implementation and update of this plan are believed to be the best means to achieve the purpose.

2 SCOPE

The passage of a hurricane or severe weather exposes the Vessel/Unit and personnel to a special set of challenges. The **OIM (Non DP) / Master (DP) / PIC** will prepare the Vessel/Unit and crew prior to hurricane season. This can be accomplished by an annual plan review by the **OIM (Non DP) / Master (DP)** along with crew.

3 GENERAL

After each hurricane incident, the HEP will be audited for improvement. Shore-based personnel and offshore personnel will audit their respective procedures and the subsequent improvements will be submitted to the Division Management for approval.


4 PLAN REVIEW

This HEP is to be maintained current through the use of **regular annual reviews** by both onboard operating staff and local management. Each Vessel/Unit will review this plan during the first quarter of each year; the results of this review will be sent to the NAM Operations Managers, NAM QHS&E Manager, NAM DP/Marine Superintendent, NAM Quality Administrator, and also filed after **Appendix 1** of this section prior to commencement of hurricane season.

Refer to **Appendix 1** of this section for the "HEP Review Report" form.

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5 PLAN TESTING (AWARENESS TRAINING)

5.1 SAFETY MEETINGS

Safety meetings are considered to be a very important part of this evacuation plan. Involving all crewmembers in plan review utilizing the FOCUS process ensures understanding of the situation.

6 PERSONNEL RESPONSIBILITIES

6.1 OIM (NON-DP UNITS) / MASTER (DP UNITS)


- Conduct HEP review prior to March 1st. of each year.
- Prior to commencement of the HEP review, direct each crew to review the plan during crew safety meetings.
- Complete all requirements contained in **Subsection 4**.

6.2 ALL PERSONNEL

Review the HEP and assist the OIM (Non-DP units) / Master (DP Units) / PIC to develop improvements.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER INTRODUCTION			

1 PURPOSE

This section is an overview of the detailed **DEEPWATER HORIZON** Hurricane Evacuation Plan (HEP) – Adverse / Extreme / Impending Weather.

2 SCOPE

Guidelines and procedures contained in this section of the Emergency Response Manual are directed to Transocean, Client and Transocean subcontractor personnel.

3 GENERAL

Hurricane season in the Gulf of Mexico commences on June 1st and lasts approximately through November 30th. The Transocean North America Division (NAM) is required to develop an Emergency Evacuation Plan (EEP). The NAM QHS&E Manager will provide a copy of the HEP and EEP to the client.

The objective of the HEP is to further define the EEP procedures for an orderly and safe evacuation.

4 PERSONNEL RESPONSIBILITIES

4.1 OIM (NON-DP UNITS) / MASTER (DP UNITS) / PIC


- Evacuate non-essential personnel as early as possible to avoid congestion.
- Secure the rig properly.
- Assist the Client Representative as needed to prepare the MMS Evacuation Statistics on form MMS-132:
<http://www.gomr.mms.gov/homepg/mmsforms/FormMMS-132.pdf>

4.2 OIM

- Secure the well before Vessel/Unit motion and weather make it unsafe to work.
- Comply with MMS regulations, Client and Transocean procedures for securing the well for a planned disconnect. Ref. Section 7 of the ERM, "WELL CONTROL", and Transocean "Well Control Manual" HQS-OPS-HB-01.

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- Ensure that the well is contained by two (2) barriers.
- Minimize damage to the well bore.
- Prepare all BOP equipment to contain the well, drill pipe and annulus.
- Prepare all BOP equipment to allow for safe re-establishment without damage to the well bore or loss of primary well control.
- Prepare to resume operations safely and efficiently.

4.3 ALL PERSONNEL

- Assist the OIM / Master / PIC as directed.
- Conduct themselves in an appropriate manner at all times. This includes evacuation/down manning from the Vessel/Unit, standing by at a shore side facility and recrewng of the Vessel/Unit.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER WEATHER FORECASTING				

1 PURPOSE

Timely accurate weather forecasts (ImpactWeather) are critical to properly determine the anticipated path and intensity of storms.

This information is provided so the Vessel/Unit can procure weather information from multiple sources.

Note: Primary responsibility for receiving weather forecasts resides with the Vessel/Unit.

2 SCOPE

Tropical weather outlooks and a synoptic surface analysis are issued several times daily from many sources. Weather conditions in the Atlantic, Caribbean and Gulf of Mexico are available, including satellite images and maps.

3 GENERAL


Transocean presently contracts with "ImpactWeather" located in Houston, Texas. The ImpactWeather Center will notify operations personnel in the North America Division (NAM) whenever a weather system could develop into a severe threat to the Vessel/Unit personnel.

Transocean has provided several means to achieve weather information. All means should be tested prior to, and also routinely during hurricane season, as weather conditions may interfere with any single source. The ImpactWeather Internet site requires a password. Access should be tested routinely.

Tropical storm, hurricane and Adverse / Extreme / Impending weather bulletins are issued every three to six hours or when new data becomes available. The following weather forecasting services are made available.

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		SUBSECTION:	3
HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER WEATHER FORECASTING			

3.1 WEATHER FORECASTING SERVICES

ImpactWeather 877-792-3225 or 713-378 2725
Internet Address www.impactweather.com

Transocean Weather Navigator Internet Address
www.impactweather.com
(User name: transocean, Password: Park10)

Wilkens Weather 713-430-7100
Internet Address www.wilkensweather.com

Note: To be use as a secondary resource of reference if necessary to reconfirm data

NOAA Radio Broadcasts 162.4 – 162.5 MHz VHF/FM Channels 1-10

National Weather Service (281) 337-5074

Hurricane Evacuation Routes:

Texas:
http://www.dot.state.tx.us/GIS/HCRS_main/viewer.htm

Louisiana:
<http://www8.dotd.louisiana.gov/emergency/>

Regular dial telephone service, satellite television service, (the weather channel), internet access, AM or FM commercial radio broadcasts, Navtex, Inmarisat-voice & Fax, HF & MF voice or Telex, EGC and NOAA Weather broadcasts on VHF FM may be available to the Vessel/Unit and should be utilized.


4 PERSONNEL RESPONSIBILITIES

4.1 OIM (NON-DP UNITS) / MASTER (DP UNITS)

- Ensure all means of receiving weather information including those listed in this section, are verified prior to, and routinely during, hurricane season.
- Procure any necessary passwords or proprietary information needed to access company-sponsored sites prior to hurricane season. Routinely verify the accuracy of this information by directing periodic testing.

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4.2 RADIO OPERATOR

- Prior to, and routinely during hurricane season, test and verify all means of receiving weather information including those listed in this section, available on the Vessel/Unit. Provide a written report to the OIM / Master.
- Log test transmissions, as required, in the Vessel/Unit radio logbook.
- Test the battery supply to the radio installation weekly and log this information in the radio logbook. Immediately notify the OIM / Master of any deficiencies.
- Post weather information as directed by the OIM / Master.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER DESCRIPTION OF PLAN PHASES			

1 PURPOSE

Decisions directly related to the safety of the Vessel/Unit are necessary to ensure the safety of personnel, prior to the arrival of a hurricane or adverse/extreme/impending weather. This section identifies criteria to assist in the decision making process. The safety of personnel is our primary concern. If personnel remain on board the Vessel/Unit during hurricanes or adverse/extreme/impending weather, maintaining the Vessel/Unit intact, stable and functioning is the best method of protecting personnel.

2 SCOPE

Planning guides and checklists have been proven to assist in decision making during critical situations. Conditions leading up to the arrival of a hurricane or major storm are broken down into planning "Phases". Checklists are included as Appendices. At times, the sudden onset of adverse/extreme/impending weather may require the setting of Phase III, without having previously set Phase I or Phase II.

3 HURRICANE EVACUATION PLAN (HEP) PHASES

A HEP Phase is a time frame that details specific procedures to be followed. There are a total of five phases for complete implementation of the HEP.


Due to the nature of hurricane formation in the Gulf of Mexico absolute accuracy in the prediction of storm development and movement is not possible. A low-pressure system may stall and develop in close proximity or a fully developed storm may over take the Vessel/Unit. Thus, any of the phases could be declared throughout the development stages of a low pressure system.

PHASE I

Declared on June 1st, or commencement of hurricane season, routine Vessel/Unit operations continue. Weather conditions in and outside the Gulf of Mexico are monitored. Close attention is directed to the area(s) noted for hurricane development. Start keeping the time calculations of **Appendix 3** on this section and include a minimum 24 hr safety margin.

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PHASE II

Declared when a hurricane, tropical depression and/or is forecasted to affect the Gulf of Mexico and the "T" time has not been reached.

A Stability Calculation will be run early in the development of an approaching hurricane and sent to the NAM Emergency Response Center (ERC) via e-mail: gcdemergencyresponsecenter@mail.deepwater.com

PHASE III

Declared when a hurricane, major storm, tropical disturbance or tropical depression is forecasted to potentially impact the Vessel/Unit at the calculated "T" time (**Appendix 3** of this section). The projected time to safely evacuate non-essential personnel, secure the well, disconnect and move off location (if appropriate) must include a minimum 24 hour safety margin.

PHASE IV

Declared when the decision is made to evacuate or reduce the manning of the Vessel/Unit. Secure the well or disconnect and move off location (if appropriate) out of the projected path of the storm.

A follow-up Stability Calculation sent to the ERC via e-mail: gcdemergencyresponsecenter@mail.deepwater.com is also required prior to final evacuation of all personnel if deemed necessary.

PHASE V

Declared when the decision to return to location is made. This phase ends when the rig returns to the well condition when Phase III was declared.

4 GENERAL

Final responsibility for the safety of the Vessel/Unit resides with the OIM (Non-DP Units) / Master (DP Units) / Person in Charge (PIC). Nothing in this procedure usurps or diminishes this authority.

The Rig Manager has authority to place the Vessel/Unit on Phase III or Phase IV Hurricane Alert.

The OIM (Non-DP Units) / Master (DP Units) on the Vessel/Unit assumes the same authority as the Rig Manager in event of communications failure between the Vessel/Unit and the shore based office.

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The OIM, Master (DP units), and Client (Company Man) will liaise closely from the start of Phase II through Phase V. The nature of Vessel/Unit operations requires input and consultation from all parties to come to an agreement on the implementation of Phase III and Phase IV.

The Contractor, who may consult with the Operator, is solely responsible for the evaluation and monitoring of current and developing weather conditions; and deciding when, in the face of adverse/extreme/impending weather conditions, to institute precautionary measures in order to safeguard the well, the well equipment, Contractors' items, Operator's items and personnel to the fullest possible extent. Within the HEP context, this will be considered at "Stand-by" rate, as per contract.

5 PERSONNEL RESPONSIBILITIES

OIM (NON-DP UNITS)/ MASTER (DP UNITS) / PIC

Phase I

Ensure tracking is maintained that provides information necessary for helicopter evacuation, including body weights.

Ensure department heads maintain sufficient supplies and materials on board the Vessel/Unit for 7 days of storm conditions including the materials in **Appendix 4** and **Appendix 6** of this section.

Procure the helicopter flight limitation conditions from the service provider. Review these limits with the client representative and Rig Manager.

Changes batteries on the SARS and Satamatics equipment and ensure functionality.

Phase II

Department heads to send unnecessary equipment or materials to shore, including the materials found in the checklists of **Appendix 4** in this section and secure all loose equipment.

Calculate the stability impact of displacing riser mud with sea water. This information will be required if necessary to order a boat due to lack of space on board to accommodate the fluids.

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Calculate the "T" time as per **Appendix 3** of this section, including the 24 hr. safety margin and closely monitor drilling activities.

Phase III

Department heads to secure all loose equipment on the Vessel/Unit. Calculate the radius of the storm as per **Appendix 3** of this section, including the 24 hr. safety margin.

Department heads to activate processes/procedures to ensure the Vessel/Unit completes preparations within the calculated "T" time limits.

Phase IV

Ensure that the Ballast and Saltwater System are completely secured.

Institute and oversee the safe and orderly evacuation / down manning of the Vessel/Unit.

Phase V

Institute and oversee the safe and orderly return to normal drilling operations.

RADIO OPERATOR

Phase I

Track personnel information necessary for helicopter evacuation, including body weights by means of the Personnel on Board (POB) or other methods.

Phase II

Continue with Phase I preparations.

Phase III

Continue with Phase I and Phase II preparations.

Phase IV

Assist OIM / Master / PIC to orderly evacuate / down-man the Vessel/Unit.

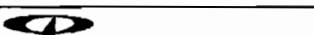
TOOLPUSHER

Phase I

Maintain the rig with minimal excess equipment and materials.

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Phase II Continue with Phase I instructions. Maintain current calculations in **Appendix 3** of this section. Direct the Driller and Assistant Driller to perform calculations in **Appendix 3** of this section and compare results.

Phase III Continue with Phase I and Phase-II instructions. Direct crews to secure all loose material and equipment. Secure the well and subsea equipment as directed by the Client, MMS regulations and the Transocean Well Control Handbook HQS-OPS-HB-01.

Phase IV Inform the chief mate or barge supervisor of the volume of mud and calculate the mud weight which is planned to be displaced from the riser, prior to commencing the displacement.
Assist OIM / Master / PIC to orderly evacuate / down-man the Vessel/Unit.

DECK FOREMAN / CRANE OPERATOR

Phase I Maintain the rig with minimal excess equipment and materials. Maintain sufficient material and equipment lashing/securing supplies onboard.

Phase II Continue with Phase I instructions.

Phase III Continue with Phase I and Phase II instructions. Direct crew to secure all loose material and equipment. Assist as directed.

Phase IV Assist OIM / Master / PIC to orderly evacuate / down-man the Vessel/Unit

BARGE SUPERVISOR / CHIEF MATE

Phase I Maintain the rig with minimal excess equipment and materials. Track the stability of the Vessel/Unit and provide routine reports to the OIM/Master. Maintain sufficient supplies, consumables, fuel and any other materials on board the Vessel/Unit sufficient for 7 days of storm conditions. Utilize the checklists in **Appendix 6** of this section.

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Phase II	Continue with Phase I instructions. Track storm and possible escape routes.
Phase III	Continue with Phase I and Phase II instructions. Direct the Marine Crew to secure all loose material and equipment. Ensure watertight integrity of the Vessel/Unit. Track storm and possible escape routes.
Phase IV	Assist OIM / Master / PIC to orderly evacuate / down-man the Vessel/Unit.

ALL PERSONNEL


ALL PHASES Keep the Radio Operator updated on personal information and body weight. Assist as directed.

Whenever a hurricane/storm is in the **Phase II Zone**, the OIM (Non-DP) / Master (DP) / PIC will calculate the radius of the **Phase IV Zone**, supplying this information to the Rig Manager, Client Representative. The **Phase IV Zone** will be recalculated each time a new weather report is received and/or whenever an operational change takes place.

The calculation is made by computing the time required to accomplish each operation to secure and evacuate, and then by adding the times required. This total time is then multiplied by the speed the hurricane is traveling to yield the radius of the **Phase IV Zone**. PHASE IV of the HEP is declared by the "OIM Non DP Units / Master (DP Units) / PIC" as soon as the hurricane reaches the **Phase IV Zone** perimeter.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER HEP REVIEW REPORT FORM			

1 EVACUATION PLAN REVIEW REPORT

1.1 VESSEL/UNIT SECTION.

- 1) Plan review date. _____
- 2) OIM /Master / PIC reviewing plan _____

- 3) Suggestions for change
 - (1) _____

 - (2) _____

 - (3) _____


1.2 DIVISION MANAGEMENT SECTION.

- 1) Plan review date. _____
- 2) Plan reviewed by _____
- 3) Division Emergency Contact Changes _____

- 4) Local regulation changes _____

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER NAM RECORD OF CHANGES / REVIEWS OF THE HEP			

Completed Hurricane Evacuation Plan (HEP) Reviews and any Exemptions issued by the North America Division (NAM) management and/or the NAM DP/Marine Superintendent will be filed in this section.

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		SUBSECTION:	APPX 3
HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER STORM ARRIVAL TIME CALCULATION SHEET			

Present Operation _____ Today's Date _____
 _____ Well Depth _____
 _____ Last Casing _____
 _____ Water Depth _____

NOTE: ENTER N/A FOR NON-APPLICABLE PROCEDURES


1. Stop drilling operations, Circulate bottoms up, Pump slug Time req'd = _____
2. POOH, Water depth & Open hole Length Time req'd = _____
3. Pick up Hang off tool, or RTTS & Storm Valve, Time req'd = _____
TIH & set same
4. POOH, Lay down excess pipe if needed, & Displace Time req'd = _____
riser with seawater, Pump excess mud to workboat.
5. Rig up & pull Diverter Time req'd = _____
6. Unlatch LMRP lay down Slip-Joint and Riser (if time or Time req'd = _____
deck loads permit), Move rig off location, Deballast to Survival draft (if needed).
7. Secure rig floor and remainder of rig for storm preparation. Time req'd = _____
(Finish deballasting-if needed)
8. Evacuate Non-Essential Personnel Time req'd = _____
9. Take evasive action, Sail vessel out of Time req'd = _____
Immediate danger zone.
10. _____ Time req'd = _____
11. _____ Time req'd = _____

Total time to secure well and prepare vessel to move. *Total Time _____

Note: This checklist format is an example. Any other formats must contain this information as minimum requirement.

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		SUBSECTION:	APPX 4
HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER DRILLING DEPARTMENT CHECKLISTS			

The following item checklists are provided to help the Vessel/Unit personnel plan for hurricane and Adverse / Extreme / Impending weather events. In all matters concerning the well, the rules and regulations of the Minerals Management Service (MMS), Client and Transocean's "Well Control" manual HQS-OPS-HB-01 will be followed.

1 DRILLING DEPARTMENT

1.1 PHASE I

Conduct a safety meeting for each crew in which the main topic is hurricane awareness.

Topics:

Picking up and running the hang-off tool assembly

- Is the hang-off tool compatible with the wellhead equipment being used and with the (BOP) Stack space out?

Making up and racking back the hang-off tool

- Are storm packers and running tools on the rig, or available, for casing sizes run?

1.2 PHASE II

Make-up hang-off tool on a stand of drill pipe and stand back in derrick. The correct number of stands should be racked and ready to run the hang-off tool or storm packer, and properly marked with the space out distance for that particular water depth. A sub in the drill string for a drop-in back pressure dart or an inside BOP may be included.

- Ensure bumper subs are ready and available if needed for use when reconnecting the hang-off tool.
- Ensure pressure integrity and functional operation of the BOP Stack and LMRP.

1.3 PHASE III

- OIM or Toolpusher to compute time required to secure and evacuate, Phase IV Zone, according to the present drilling operations.
- Toolpusher to compute the hang-off point and the neutral point of the pipe.
- Derrickman to weight-up sufficient volume of heavy mud in reserve pits to displace mud from present TD to wellhead, as directed by Client.

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- D. Drill Crew to ensure all drilling tools not essential to present operations are secured in the tool shed or pipe deck, and assist Derrickman with mud preparation.
- E. Provide the Captain (DP Units) (OIM Non DP Units) / PIC with the information to calculate the stability impact of displacing the riser mud with sea water.


1.4 PHASE IV

Phase IV is an actual evacuation condition which is dictated by a combination of present downhole operations and storm predictions. The OIM will make known the commencement of Phase IV procedures. The following should be undertaken by the Drilling Department in response to a **Phase IV Alert**.

- A. Secure well downhole according to the clients' policies and procedures , if this has not already been initiated in Phase III.
- B. Pull out of hole with required number of stands to space out hang-off tool (or storm packer) so that bit will be inside casing shoe when tool is set.
- C. Pick-up hang-off tool along with dart sub or IBOP and make-up on drill string. Prepare hang-off tool as required for operation.
- D. With the running string, land the hang-off tool in the wellhead.
- E. With the string weight corresponding to the neutral point, close the middle pipe rams and release the hang-off tool.
- F. Pick up running string from hang-off tool enough to clear the shear rams.
- G. Close lower pipe rams and middle and upper blind/shear rams to secure the well.
- H. Displace riser with seawater. (Let the control room know the mud weight and volume when this is done.)
- I. Pull out of hole with running string. (Decide if it is necessary to lay down pipe).
- J. Lay out diverter assembly and make-up landing joint. May also use the BOP Landing Assist tool (BLAT) for the planned disconnect operation.
- K. Close and lock slip joint.
- L. Place all Stack functions in blocked position except the LMRP connector.
- M. Adjust riser tensioner settings and unlock LMRP primary and secondary connectors.
- N. Utilize landing joint and riser tensioners to disconnect. Disconnect riser tensioner ring. Disconnect drape hoses.
- O. Pull and lay down riser and LMRP. Secure both on deck.
- P. Secure the drilling area. Any pipe left in derrick should have rig floor hoists wrapped around and pulled up tight. All material and equipment must be secured. The derrick elevator must be left in the down position.

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- Q. Backload any excessive equipment to work boat if necessary.
- R. Work with other crews to secure decks as required.

1.5 PHASE V (RETURN TO LOCATION)

- A. Run the LMRP and riser. Locate the subsea stack and re-connect.
- B. Pick up hang-off running string, with saver and bumper subs if necessary, and run in hole to about one joint above shear rams.
- C. Displace seawater with mud in riser, choke & kill and mud boost lines.
- D. Check for pressure below the shear rams and pipe rams through choke and kill lines.
- E. Tag shear rams with running string, mark pipe and pick up.
- F. Open shear rams.
- G. Land and make-up running string into hang-off tool.
- H. Pick-up drill string carefully (open middle and lower pipe rams when full string wt. is picked up and retrieve hang-off tool. Take care not to rotate hang-off tool until its above rotary table).
Note: The riser connector ring gasket will have to be pressure tested against the storm packer or plugs and the annular.
- I. Run back to bottom with drill string and circulate or drill out as required.
Note: When BHA is below BOP on trip in hole, finish complete function test of the BOP.
- J. Perform a complete function test of BOP Stack.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER DEFINITIONS / ABBREVIATIONS			

Adverse / Extreme / Impending Weather Conditions that could have a time of arrival at the Vessel/Unit which would make it unsafe for personnel to pull the LMRP, perform a final helicopter/boat evacuation and/or leave an adequate amount of time for the Vessel/Unit to safely navigate away from potential dangers.

Contractor Transocean.

Client Company who has signed a service contract with Transocean.

DP Dynamic Positioned.

Eye The center of a major storm

Gale Warnings Wind forecast of 38-55 MPH (33-48 knots).

Hurricane A tropical cyclone with wind speeds reaching 74 MPH (64 knots).

Hurricane Advisory A report giving the location, wind speed and direction of movement.

Hurricane Watch A notice given by the National Weather Service for a coastal area where threat of hurricane conditions are expected in 24 hours or less.

Hurricane Season Extends from June 1st through November 30th.

Non-Essential Person or equipment not critical to operations.

Operator Client.

Radio Operator (R/O) The person performing the duties of a radio operator aboard a unit. This person may be an R/O, Clerk, BCO or DPO.


Squall Strong winds associated with thunderstorms or showers. Typically sudden increase in wind speed and maintaining a peak speed for several minutes, then rapidly decreasing.

Storm Warning Wind forecast of 55-73 MPH (48-63 knots).

Time of Arrival The time of arrival of weather conditions that would make unsafe final evacuation of personnel from the Vessel/Unit by helicopter.

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Tropical Depression An area of low atmospheric pressure, originating over tropical waters. Winds blow counterclockwise around the center at speeds less than 39 MPH (34 knots).

Tropical Storm Storm of tropical origin with winds near the center between 40-73 MPH (34-63 knots).

Vessel Offshore Unit and crew.

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		SUBSECTION:	APPX 6
HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER MARINE DEPARTMENT PROCEDURE/CHECKLIST			

1 PURPOSE

The Marine Department Procedure/Checklist is intended to act as a guide for the Vessel/Unit Marine Department while implementing the Hurricane Evacuation Plan (HEP).

2 SCOPE

This section covers major aspects of the Marine Department's responsibilities for Phases I through V of the HEP.

3 GENERAL

The contents of this section are to comply with the **DEEPWATER HORIZON** approved Operating Manual, the **DEEPWATER HORIZON** Emergency Evacuation Plan and all applicable titles of the Code of Federal Regulations.

The following is a guide to be used and administered by the Master/ /OIM / PIC. Individual tasks are to be assigned as deemed necessary. Operational Checklists are included for both Yellow and Red Alert Phases.

4 PLAN PHASES AND ALERT ZONES


4.1 PHASE I

This is a seasonal operation in effect from June 1st to November 30th each year.

- A. Conduct one safety meeting for each crew in which the main topic is hurricane awareness. Review this checklist and solicit comments and questions. Discuss in particular the hazards presented by loose gear during storm conditions.
- B. Secure crane booms, displacement of riser as it affects stability and storage space onboard.
- C. Ensure that the ballast system valves are properly secure.
- D. Ensure that all consumable fluids such as fuel oil, potable and drill water are maintained at "a sufficient quantity" since supply boat service may not be readily available.
- E. Ensure flashlights and fresh alkaline batteries, in state rooms, are kept secure and maintained by the Barge Supervisor for use during evacuation proceedings.

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- F. Eliminate as much deck stored material as possible.
- G. Ensure that all securing equipment and materials such as turnbuckles and wire rope are available and in good order.
- H. Keep all hatches closed and bolted down.
- I. Inspect all hatches and water tight doors.
- J. Secure ventilation down flooding points as necessary.

4.2 PHASE II / III (YELLOW ALERT STATUS)

Phase II and III or **Yellow Alert Status** become effective when a hurricane or major storm threatens the Gulf of Mexico. At this stage the storm will be closely monitored and the following early preparations should be undertaken. Verify that the Vessel/Unit is properly manned for a voyage of over 72 hours.

- A. Remain in close contact with the Offshore Installation Manager (OIM). At any time, conditions may be upgraded to Phase IV Red Alert Status.
- B. All work areas to be secured and tools stowed. Suspend any job in progress that is not directly related to the immediate needs of drilling operations.
- C. Inspect all spaces below decks.
- D. Ensure that all navigation signals are functioning properly.
- E. Secure all bulk hoses at loading stations.
- F. Secure all loose materials and equipment.

Note: In the event that adverse weather conditions occur, the CCR DP Operational Procedure for **POSITIONING STANDBY CONDITION** will be initiated. The corresponding personnel deployment is as follows:


- CCR: DP Operator, Senior ET, and Electrician.
- Engine Control Room (ECR): Mechanical Supervisor / Chief Engineer, Mechanic, and Motorman.
- Fwd Low Voltage Gear Room: ET or Electrician.

4.3 PHASE IV (RED ALERT STATUS)

Phase IV is an actual evacuation condition which is dictated by a combination of present downhole operations and storm predictions. The OIM will make known the commencement of Phase IV procedures. The following actions should be undertaken by the Marine Department in response to a Phase IV **Red Alert Status**.

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- A. Confirm that all Yellow Alert Status checks have been completed.
- B. Upon completion of lay down of tubulars and riser, commence lash down of pipe and riser decks.
- C. Man helicopter deck during evacuation of personnel and refueling operations.
- D. Lash down of deck crane booms.
- E. Secure ventilation vents.
- F. Ensure that all water tight doors are secured.
- G. Secure the ballast and salt water system, taking a print out of the stability report and Vessel/Unit's logs.
- H. Secure the Vessel/Unit radio and navigation equipment.

4.4 PHASE V (RETURN TO LOCATION)

Upon passage of Hurricane, return to location on the first transportation available and proceed with the following:

- A. Assess any valve leakage by comparing the tank tonnage to the tonnages on the stability printout obtained during Phase IV.
- B. Ensure that any findings requiring attention are entered into FOCUS and followed up on to the Master/OIM's satisfaction.
- C. Release lashing on crane booms, pipe and riser decks.
- D. Prepare marine equipment, tools and work areas for normal operations.

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HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER MAINTENANCE DEPARTMENT PROCEDURE/CHECKLIST			

1 PURPOSE

The Maintenance Department Procedure/Checklist is intended to act as a comprehensive guide for the Vessel/Unit Maintenance Department while implementing the Hurricane Evacuation Plan (HEP).

2 SCOPE

This section covers all of the major aspects of the Maintenance Department's responsibilities for PHASES I through V.

3 GENERAL

The contents of this section are to comply with the **DEEPWATER HORIZON** approved Operating Manual, the **DEEPWATER HORIZON** Emergency Evacuation Plan, and all applicable titles of the Code of Federal Regulations.

The following is a guide to be used and administered by the Maintenance Supervisor / Chief Engineer. Individual tasks are to be assigned as deemed necessary. Operational checklists are included for both Yellow and Red Alert Phases.

4 PLAN PHASES AND ALERT ZONES


4.1 PHASE I

This is a seasonal operation, in effect from June 1st to November 30th each year.

- A. Conduct one safety meeting for each crew in which the main topic is hurricane awareness. Review this checklist and solicit comments and questions. Discuss in particular the hazards presented by loose gear during storm conditions.
- B. Ensure that all consumable fluids such as lube oils are maintained sufficient storage levels since supply boat service may not be readily available.
- C. Avoid having products shipped in drums and stored in barrel racks. Eliminate as much deck stored material as possible.

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4.2 PHASE II / III (YELLOW ALERT)

Phases II and III or **Yellow Alert** become effective when a hurricane or major storm threatens the Gulf of Mexico. At this stage the storm will be closely monitored and the following early preparations should be undertaken.

- A. Remain in close contact with the Offshore Installation Manager (OIM). At any time conditions may be upgraded to Phase IV/**Red Alert** status.
- B. All work areas to be secured. Work benches should be cleared and tools stowed. Suspend any jobs in progress that are not directly related to the immediate needs of drilling operations.
- C. Inspect all engineering spaces. Secure any loose gear.
- D. Ensure that the Emergency Generator fuel tank is full. Check the tank drain to be sure no water is present.
- E. Ensure that the Emergency Generator oil sump is at the full level.
- F. Test run the Emergency Generator for a period of thirty minutes. Observe for proper operation.
- G. Check oil level and test run the Lister cold start air compressor located in the Emergency Engine Room. Ensure that the self contained fuel tank is full.
- H. Ensure that all Main Engine oil levels are at maximum.
- I. Ensure that all compressor oils are at maximum. To include Ships Service, Start Air, High Pressure and Refrigeration units.
- J. Inspect all emergency battery systems for proper charge and electrolyte levels.
- K. Inspect sea chest and strainers.

Note: In the event that adverse weather conditions occur, the CCR DP Operational Procedure for **POSITIONING STANDBY CONDITION** will be initiated. The corresponding personnel deployment is as follows:

- CCR: DP Operator, Senior ET, and Electrician.
- Engine Control Room (ECR): Mechanical Supervisor / Chief Engineer, Mechanic, and Motorman.
- Fwd Low Voltage Gear Room: ET or Electrician.

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4.3 PHASE IV (RED ALERT)

Phase IV is an actual evacuation condition which is dictated by a combination of present downhole operations and storm predictions. The OIM will make known the commencement of Phase IV procedures. The following actions should be undertaken by the Maintenance Department in response to a Phase IV **Red Alert**.

- A. Confirm that all **Yellow Alert** checks have been completed.
- B. Shut down ventilation fans as directed by the Barge Supervisor and report fact to the Barge Supervisor.

4.4 PHASE V (RETURN TO LOCATION)

Upon passage of the hurricane and return to location, prepare all equipment, tools and work areas for normal operations.

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		SUBSECTION:	APPX 8
HURRICANE EVACUATION PLAN (HEP) ADVERSE / EXTREME / IMPENDING WEATHER COMMUNICATIONS CHECKLIST			

1 PURPOSE

Advance notice of adverse/extreme/impending weather is critical for the safety of the unit. Verifying availability of this information prior to storm season will ensure personnel have the tools they need.

Additionally, knowledge of the communications equipment and the ability to communicate by all methods is necessary to ensure information can be received and sent from the rig.

The checklist is provided so the Vessel/Unit is able to procure weather information from multiple sources and communicate as needed. Not all methods of communication are available on all units or rigs, or the asset may be out of range, such as a commercial AM or FM transmitter. If a particular method is not appropriate, mark the selection N/A (Non Applicable); if you are unable to receive a transmission, note that as N/R (Not Received). Completed copies of this form will be kept in this section.

Following is the access information to the rig locator device systems:

Satamatics:

Website: <http://satamaticsisatm2m.com>

Phone numbers: 1 (777) SAT-MATD / (202) 549-7769

Log-in User Name: Gulfrig

Password: Gulfrig

Secure Global Fleet Tracking (SARS):

Website: www.mysars.com

Company: GSF


Username: gsf

Password: jackup

Primary responsibility for receiving weather forecasts and information resides with the Vessel/Unit. This completed form will be sent to the Rig Manager and NAM Division QHS&E Manager prior to June 1st of each year.

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2 WEATHER & COMMUNICATIONS CHECKLIST

Person Conducting the Tests:

Name _____ Signature _____ Date _____

Verify Satellite Television Weather Reception

Record antenna elevation and azimuth necessary to receive the signal from the proper Satellite.

☐ Elevation A _____ B _____ Azimuth A _____ B _____

Verify Navtex Operation (Vessel/Unit must receive at a minimum: A, B, D, E & L.)

☐ Qty. Paper Rolls _____ Qty. of Print Heads _____

☐ Review subscription selections to include local Notices to Mariners _____

Verify INMARSAT Operation

☐ Call Rig Manager from Control Room INMARSAT station _____

☐ Receive INMARSAT call from Rig Manager _____

☐ Send Rig Manager INMARSAT FAX _____

☐ Receive INMARSAT Fax from Rig Manager _____

☐ Send INMARSAT telex to company unit or rig.

Name _____

☐ Receive INMARSAT telex from company unit or rig.

Name _____

☐ Call Rig Manager by INMARSAT Mini "M".


Telephone No. _____

☐ Receive call from Rig Manager by INMARSAT

Mini "M" _____

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Verify Satamatics and Secure Global Fleet Tracking (SARS) Operation

- ☐ Change Batteries
- ☐ Verify Functionality

Verify H/F & M/F (High Frequency & Medium Frequency) SSB radio Operation:

- ☐ Contact company unit or rig via HF/ MF Selcall and make a radio check on a working frequency.
Station _____ Freq _____
- ☐ Receive Selcall on HF/ MF from company unit or rig and communicate on working frequency.
Station _____ Freq _____
- ☐ Send (Telex over Radio) message to company unit or rig
Station _____ Freq _____
- ☐ Receive (Telex over Radio) message from company unit or rig.
Station _____ Freq _____
- ☐ Receive HF or MF radio check from WLO Mobile Radio Freq _____

Verify operation of Satellite Cellular Telephone(s).


- ☐ Call Rig Manager on Satellite Cell Phone. Rig Phone # _____
- ☐ Receive call from Rig Manager by Satellite Cell (Sat Cell, Wave Cell, etc.) phone.

Verify operation of Client supplied communications system.

- ☐ Send / Contact _____
- ☐ Receive from _____

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Verify equipment is able to receive commercial and VHF FM broadcasts from Eastern, Central & Western GOM stations.

- ☐ Test AM radio broadcasts Call Sign & Freq _____
- ☐ Test FM radio broadcasts Call Sign & Freq _____
- ☐ Verify capability to receive NOAA VHF FM weather broadcasts:

Record Signal Strength

Wx Channel 01 _____	Wx Channel 02 _____	Wx Channel 03 _____
Wx Channel 04 _____	Wx Channel 05 _____	Wx Channel 06 _____
Wx Channel 07 _____	Wx Channel 08 _____	Wx Channel 09 _____
Wx Channel 10 _____		


Verify other means of communication; _____

Verify rig position by weather tracking device(s) with Rig Manager

☐ _____ ☐ _____ ☐ _____ ☐ _____

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HURRICANE EVACUATION / EXTREME WEATHER AUTOMATIC RIG POSITION REPORTING EQUIPMENT SET UP			

1 PURPOSE

Proper set up of rig positioning equipment is critical when the decision is made to down man personnel. Although the equipment is reporting position during routine rig operations, it is imperative that equipment settings are inspected, verified and adjusted for downmanned or unmanned operations.

Primary responsibility for changing equipment settings prior to downmanning is assigned to the OIM. On DP rigs, the OIM may delegate this responsibility to the Master.

The OIM will complete this form which will be faxed to the Rig Manager & Region QHSE Manager prior to June 1st of each year.

2 DOWNMANNED RIG POSITION REPORTING EQUIPMENT CHECKLIST

Person Conducting the Tests; Name _____ Signature _____

Verify Internet Web Site access

Record web site address. _____

Record User Name: _____ Record Password _____

Verify Current Position Reporting Transmission Rate

Transmission Repetition Rate _____ (Should be once per day)

Verify Ability to Change Position Reporting Transmission Rate

Change Transmission Repetition Rate to: _____ (Set to every 10 minutes)

Verify Position Reporting Rate Has Changed

After _____ hours, log into web site and verify changes have been accepted.

Reset Equipment to Report Once Per Day

Reset Equipment Transmission Rate to once every _____


Verify Position Reporting Rate Has Changed

After _____ hours, log into web site and verify changes have been accepted.

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SECTION 7

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		SUBSECTION:	N/A
WELL CONTROL/SHALLOW GAS BLOWOUT			

1 INTRODUCTION

This section describes the organizational structure, responsibilities, and duties of personnel during a Hydrocarbon (HC) gas emergency.

1.1 LEVELS OF WELL CONTROL EMERGENCIES ARE DEFINED BELOW:

- Level 1 Any kick situation.
All parties are advised of the emergency.
Well control procedures are underway.
- Level 2 Further analysis of a Level 1 situation with continued adverse development now indicates that available equipment might not control the well. Calculations show that certified pressure capacity of the casing or BOP equipment may be exceeded during control procedures.
- Level 3 An uncontrolled well (blowout).
Control can no longer be exercised from the MODU.
The only course of action is to move or to evacuate the MODU.
One course is selected and followed immediately.
Moving would be a definite option as the Deepwater Horizon is a self-propelled DP unit without anchors
One course is selected and followed immediately

1.2 ALARM SIGNAL

- Level 1 Verbal communication to all personnel.
- Level 2 Verbal communication to all personnel.
- Level 3 Rig whistle and alarm: a series of one long and one short ring on the vessel alarm. Announcement made over PA system.


2 DETECTION

Detection of a kick (intrusion of liquid or gas into the wellbore) is the responsibility of the Driller. The Driller and his crew will continuously monitor the surface system indicators (flow rate, pit level, etc.) and break downhole indications, such as mud pressure, rate of penetration (drilling break), etc., for signs of a kick. Upon detecting a kick, the Driller is trained to shut the well in quickly. In fact, the speed with which this is accomplished will determine the severity of the situation.

Factors such as excessive shut in casing pressure, may lead the Operator's Senior Representative and the Offshore Installation Manager (OIM) to realize the treatment of a given kick will not be routine. In such a case, they will decide to declare a Level Two Alert.

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3 MONITORING

3.1 MONITORING BY MUD LOGGER

The Mud Logging Company personnel will constantly monitor the level of gases in the drilling fluid. They will keep the Toolpusher, Drill Crew, and Operator's Senior Representative informed of gas concentrations in the drilling fluid regularly.

At the first indication that H₂S (or other HC gases) are present in concentrations that could be dangerous, he will notify the Driller, Toolpusher, and the Operator's Senior Representative, **in that order**. From the time of this first warning, the OIM will announce a Level One (localized) Gas Emergency Condition.

3.2 MONITORING BY DRILL

A Mud Logging Readout panel is in the Driller's House and the Driller continuously monitors this remote panel. If a gas emergency is detected, the Driller will alert the Toolpusher and personnel in the affected area.

4 CONTROL MEASURES

The remainder of this section describes the responsibilities and duties of personnel in a developing Well Control Emergency, making only general reference to control procedures. Actual control procedures are the subject of Transocean and Operator's Well Control Policies.

5 RESPONSIBILITY

5.1 PERSONNEL WITHOUT SPECIFIC DUTIES:

5.1.1 GENERAL


- A. Be familiar with contents of this section in particular with alarm signals and required response.
- B. Act as directed by OIM.

5.1.2 LEVEL ONE

- A. Stand by for instructions.
- B. Stop all burning or welding and any use of open flame.
- C. Fueling Operations are to be suspended.

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5.1.3 LEVEL TWO

- A. Report to the Muster Station for roll call.
- B. If partial evacuation is ordered, evacuate as directed.
- C. Stand by for further orders on evacuation.

5.1.4 LEVEL THREE

- A. Abandon Unit as ordered.
- B. See duties as defined in Section 10, "Abandon Unit."

5.2 OIM:

5.2.1 GENERAL

- A. Ensures the safety of personnel and MODU.
- B. Monitors well control activities and consults the Operator's Senior Representative if necessary. Orders and ensures all notifications to the Operator and Transocean shore-based personnel are made at appropriate times.
- C. Requests Master to initiate evacuation or retreat procedures, if required.

5.2.2 LEVEL ONE


- A. Declares a Level One Alert upon being advised of a Level One emergency. Announce to all personnel that a Level One Alert is in effect and ordering the CCR to repeat the announcement at regular intervals.
- B. Proceeds to the drill floor with the Operator's Senior Representative and evaluates the extent of the emergency.
- C. Proceeds with the well control procedures as outlined by the Company and the Operator's policies alongside the Operator's Senior Representative.
- D. Determines if non-essential personnel should be evacuated, with the assistance of the Master, Operator's Senior Representative and the Senior Toolpusher and Toolpusher.

5.2.3 LEVEL TWO

- A. Has the CCR announce Level Two conditions on the PA system.
- B. Have all non-essential personnel gather life jackets, PPE and go to their muster stations.
- C. Has all non-essential personnel and galley personnel prepare to leave the MODU.

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- D. Notifies shore-based personnel of Level Two conditions. Shore-based personnel may be required to alert the air/sea rescue group in case of an emergency.
- E. Prepares to move the MODU, if necessary.
- F. Has the Supply Vessel, after taking aboard all personnel not actively engaged in well control operations or MODU handling, move off and stand upwind of MODU.
- G. Advises personnel that danger has passed if the well is controlled, and prepares to take on personnel.

5.2.4 LEVEL THREE

- A. Advises Master to Initiate "Abandon Unit." (See Section 10.)

5.3 OPERATOR'S SENIOR REPRESENTATIVE:

5.3.1 GENERAL

- A. Helps the OIM/Master ensure overall safety of the MODU and crew.
- B. Assists the OIM on well control procedures.
- C. Notifies Operator's shore-based management.

5.3.2 LEVEL ONE

- A. Proceeds to the Drill Floor and, with the Senior Toolpusher/Toolpusher, to evaluate the extent of the emergency.
- B. Consults with the OIM, Senior/Toolpusher and Operator's shore-based management to decide appropriate well control procedures for the situation.

5.3.3 LEVEL THREE

- A. Executes any duties described in Section 10


5.4 TOOLPUSHER:

5.4.1 GENERAL

- A. Evaluates the extent of the emergency.
- B. Directs well control procedures.

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5.4.2 LEVEL ONE

- A. Proceeds to the Drill Floor to evaluate the extent of the emergency.
- B. Analyzes the situation and consults with both the Operator's Senior Representative and the OIM, to decide which well control procedure is to be used.
- C. Directs Drill Crew in the execution of well control procedures.

5.4.3 LEVEL THREE

- A. Advises the OIM immediately that Level Three Conditions exist.
- B. Executes duties described in Section 10 "Abandon Unit"

5.5 DRILLER:

5.5.1 GENERAL

- A. Observes all signs of intrusion of fluids/gases into well bore and responds quickly with shut in procedure.
- B. Advises OIM and Toolpusher that a possible emergency exists.
- C. Follows orders of the OIM and Toolpusher to direct activities of Drill Crew in control procedures.

5.5.2 PRE-LEVEL ONE

- A. Shuts well in when kick detected.
- B. Alerts OIM and Toolpusher to the situation.

5.5.3 LEVEL ONE AND TWO:

- A. Directs activities of the Drill Crew as they execute control procedures as ordered by the OIM and Toolpusher.
- B. Under Level Three Well Control Emergency Control alarm.
- C. Directs the Crew in Abandon Unit duties as described in Section 10.


5.6 DRILL CREW:

5.6.1 GENERAL

- A. Controls Well Control hazard as ordered by the Driller.

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5.6.2 LEVEL ONE

- A. Assists as directed in Well Control activities.
- B. Continues suppression activities until ordered to conduct an evacuation, or situation returns to normal.

5.6.3 LEVEL TWO

- A. Assists as directed in Well Control activities.
- B. Continues suppression activities until ordered to conduct an evacuation, or situation returns to normal.

5.6.4 LEVEL THREE

- A. Exercises Abandon Unit duties.

5.7 SUBSEA ENGINEER:

5.7.1 GENERAL

- A. Assists the Well Control operation under the direction of the OIM and Toolpusher.
- B. Under Level One Well Control Emergency Alarm:
- C. Proceeds to the rig floor, monitors equipment and operates subsea equipment functions as directed by the Senior Toolpusher or OIM.

5.7.2 LEVEL TWO

- A. Continues efforts to control the well unit until the safety of the crew is in question, or the well is under control.

5.7.3 LEVEL THREE

- A. Executes any duties as described in Section 10, Abandon Unit.


5.8 CCR:

5.8.1 GENERAL

- A. Notifies the Company, the Operator's shore-based management, and the Rescue Center of emergency developments when directed by the OIM/Master.

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5.8.2 LEVEL ONE

- A. Advises the Operator's and the Company's shore-based personnel of Level One Alert when so ordered by the OIM/Master.

5.8.3 LEVEL TWO

- A. Advises the Operator's and the Company's shore-based personnel of Level Two Alert when so ordered by the OIM/Master.

5.8.4 LEVEL THREE

- A. Executing any duties described in Section 10 when the OIM/Master orders Abandon Unit.

5.9 MUD LOGGER:

5.9.1 GENERAL

- A. Monitors gas concentrations, and well monitoring equipment.
- B. Under normal operations, continuously monitors gas concentrations in drilling fluid.

5.9.2 LEVEL ONE

- A. Advises the Driller and Toolpusher of abnormal readings on gas or well monitoring equipment.

5.9.3 LEVEL TWO

- A. Continues to monitor gas concentrations and well monitoring equipment, until ordered to evacuate.

5.9.4 LEVEL THREE

Exercises Abandon Unit procedures, or stands by or orders.


5.10 RSTT/MEDIC:

5.10.1 GENERAL

- A. Administers first aid as required.
- B. Assists the OIM as directed.

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5.10.2 LEVEL ONE

- A. Stands by at the hospital.
- B. Treats injured Personnel.

5.10.3 LEVEL TWO

- A. Continues first aid/medical activities until ordered to evacuate by the Master.
- B. Directs transport of disabled persons during evacuation.

5.10.4 LEVEL THREE

- A. Exercises Abandon Unit duties.

5.11 CHIEF ENGINEER:

5.11.1 GENERAL:

- A. Assists OIM as directed.

5.11.2 LEVEL ONE

- A. Assists the OIM with technical support and communications.
- B. Directs departments to close all hatches and vents to the affected areas.

5.11.3 LEVEL TWO

- A. During partial evacuations, remains on board and assists the OIM/Master.
- B. Prepares for Abandon Unit if so ordered by the Master.

5.12 CRANE OPERATOR:

5.12.1 GENERAL


- A. Assists as directed during the emergency.

5.12.2 LEVEL ONE

No specific duties.

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5.12.3 LEVEL TWO

- A. Acts as directed by the Toolpusher or Deck Pusher, e.g.; manning upwind crane if so ordered for partial evacuation.

5.12.4 LEVEL THREE

- A. Exercising Abandon Unit duties.

5.13 MUD ENGINEER:

5.13.1 GENERAL

- A. Monitors mud properties.

5.13.2 LEVEL ONE

- A. Monitors mud density and other properties.
- B. Runs tests on mud while circulating.

5.13.3 LEVEL TWO


- A. Assists as directed by the Toolpusher and/or Company Representative.

5.13.4 LEVEL THREE

- A. Exercises Abandon Unit duties.

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	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	7
		SUBSECTION:	N/A
WELL CONTROL/SHALLOW GAS BLOWOUT			


6 PARTIAL EVACUATION LIST

The list below represents the minimum complement that will remain on board if a partial evacuation is advised by the OIM and ordered by the Master.

- 1 – OIM
- 1 – Master
- 1 – Chief Mate
- 2 – Senior DPO/2nd Mate
- 2 – DPO/3rd Mates
- 1 – Operator's Senior Representative
- 1 – Senior Toolpusher
- 1 – Toolpusher
- 1 – Driller
- 1 – Assistant Driller
- 1 – Derrickman
- 1 – Subsea Engineer
- 1 – Deck Pusher
- 1 – Crane Operator
- 1 – Chief Engineer
- 1 – First Assistant Engineer
- 2 – 2nd Assistant Engineers
- 2 – Motormen
- 1 – Mechanical Supervisor
- 1 – Chief Mechanic
- 1 – Electrical Supervisor
- 1 – Chief Electrician
- 1 – Chief Electronic Technician
- 1 – Boatswain
- 2 – Able Seamen

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		SUBSECTION:	N/A
WELL CONTROL/SHALLOW GAS BLOWOUT			

1 – RSTC or RSTT

1 – Mud Engineer

1 – Cementer

32 TOTAL

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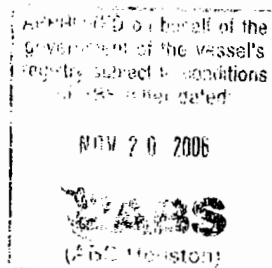
SECTION 8



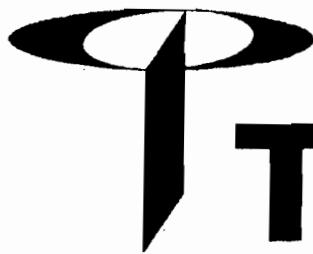
***SHIPBOARD OIL POLLUTION
EMERGENCY PLAN***

DEEPWATER HORIZON

DEEPWATER HORIZON



For Compliance with
Reg. 26 of Annex 1 of
MARPOL 73/78
insofar as containing the
mandatory elements of
IMO Resolution
MEPC 85 (44)



Transocean

SHIPBOARD OIL POLLUTION EMERGENCY PLAN

Revised December 22, 2004

DEEPWATER HORIZON

For compliance with
Reg. 26 of Annex I of
MARPOL73/78
insofar as containing the
mandatory elements of
IMO Resolution
MEPC 85 (44)

APPROVED on behalf of the
government of the vessel's
registry subject to conditions
of ABS letter dated:

FEB 15 2005

ABS
(ABS Houston)

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-001	SECTION:	8
		SUBSECTION:	N/A
SHIPBOARD OIL POLLUTION EMERGENCY PLAN APPROVAL			

PLAN APPROVED

DATE

APPROVED BY

CHANGE NO. _____

DATE

APPROVED BY

CHANGE NO. _____

DATE

APPROVED BY

CHANGE NO. _____


DATE

APPROVED BY

For compliance with
Reg. 26 of Annex I of
MARPOL 73/78
insofar as containing the
mandatory elements of
IMO Resolution
MEPC 85 (44)

APPROVED on behalf of the
government of the vessel's
registry subject to conditions
of ABS letter dated:

FEB 15 2005


(ABS Houston)

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TR
S-1
OPN:1647633
O2E Task No.:202335

20 November, 2006

"FALCON 100" ABSID 7414741
Revision 2, Issue No. 2, Dated 10 October 2006
"DEEPWATER HORIZON" ABSID 0139290
Revision 2, Issue No. 2, Dated 10 October 2006
"DEEPWATER MILLENIUM" ABSID 9936928
Revision 3, Issue No. 2, Dated 10 October 2006
"TRANSOCEAN MARIANAS" ABSID 7904130
Revision 2, Issue No. 3, Dated 10 October 2006
Column Stabilized Semi Submersible Unit
Marshall Islands Flag
Shipboard Oil Pollution Emergency Plan

Transocean Offshore Deepwater Drilling
1311 Broadfield Blvd.
Houston, Texas 77084

Attention: Capt. Mark Canada
Regulatory, Quality, Environmental and Marine Manager

Gentlemen:

We have your letter of 31 October 2006 submitting three (3) copies of the above referenced plan for our review with the revisions made to the Rig's SOPEP since their previous approval. With regard thereto, we advise that the updated documentation are to be placed in the originally approved SOPEP aboard the subject Offshore units.

One copy of the submitted documentation will be retained for our records and files and the same will be placed in our file copy of the originally approved Plan.

Two (2) copies of the subject SOPEP revision, appropriately stamped to indicate our review is being returned.

An invoice to cover the cost of our review is attached. Please forward your remittance as per instructions on the invoice.

If we may be of further assistance, do not hesitate to contact Tarun Rewari at 281-877-6168 or 281-877-6795 by telefax. Please refer to O2E Task No. 202335, when responding to this correspondence.

Very truly yours,

Ravi K. Tanwar
Chief Engineer
Ship Engineering Department

cc: ABS Houston Field Office – w/inv
SOPEP File



CFS
VID-111956/104729/111476
OPN: 1402097
S-1
R-483032

15 February 2005

DEEPWATER HORIZON ABSID 0139290
TRANSOCEAN MARIANAS ABSID 7904130
DEEPWATER MILENNIUM ABSID 9936928
Change Flag from Panama to the Marshall Islands
Shipboard Oil Pollution Emergency Plan (SOPEP)

Transocean Offshore Deepwater Drilling
1311 Broadfield Blvd
Houston, Texas 77084

Attention: Mr. Jerry Vokey

Gentlemen:

We have your letter of 11 January 2005 and email of 14 February 2005 submitting one (1) copy of the above referenced plan for our review and with regard thereto have to advise that the plan has been reviewed on behalf of the Government of Marshall Islands for compliance with our interpretation of the requirements of MARPOL 73/78 Annex 1 Regulation 26 and IMO Resolution MEPC.54(32), as amended by resolution MEPC.86(44) "Guidelines for the development of SHIPBOARD OIL POLLUTION EMERGENCY PLANS" and found to be in compliance with these requirements in association with the following comments

1. The Operation Manual referred in your Plan for stability and strength considerations and lightening procedures is to be kept on board the Units together with the SOPEP.
2. The drawings mentioned in 2.5.4 of the Guidelines are to be appended to the SOPEP on board the Units.
3. The submitted Plan is in English and we assume that the working language of the Rig Manager and Officers of the Rig is English. A change in the Rig Manager and Officers which brings about an attendant change in their working language would require the issue a copy of the Plan in the new language in accordance with 1.4.6 of the Guidelines.
4. Please be advised that any revision to the SOPEP that materially changes the ability to effectively respond to an oil spill incident must be submitted to ABS for review. Accordingly, routine updates such as changes to the telephone numbers, contact persons, non-mandatory sections, etc. are not required to be submitted for review provided such updates are recorded in the SOPEP's revision records.

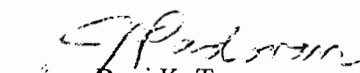
A copy of this letter should be placed along with the SOPEP booklet aboard each Rig and the Rig Manager in charge is to be aware of the above comments.

Two (2) copies of the subject SOPEP Manual, appropriately stamped, are being returned.

An invoice to cover the cost of our review is attached. Please forward your remittance as per instructions on the invoice.

If we may be of further assistance, do not hesitate to contact Carla Scarpa at 281-877-6316 or 281-877-6794 by telefax. Please refer to Reference No. 483032, when responding to this correspondence.

Very truly yours,


Ravi K. Tanwar
Principal Engineer-in-Charge
Ship Engineering Department

cc: Manuf. File (SOPEP)
Central File

ABS PLAZA, 16855 NORTHCHASE DRIVE, HOUSTON, TX 77060-6008 USA
TEL: 1-281-877-6000 FAX: 1-281-877-6001 EMAIL: abs-amer@eagle.org

CONFIDENTIAL

TRN-MDL-02070670



CFS
P-39290
T-8-2
R-287983

25 April 2002

DEEPWATER HORIZON ABSID 0139290
Hyundai Heavy Industries Co. Ltd. Hull Q339
Panamanian Flag
Shipboard Oil Pollution Emergency Plan

Transocean Offshore Deepwater Drilling Inc.
1311 Broadfield Blvd., Suite 400
Houston, Texas 77084

Attention: Mr. Mark Canada
Environmental & Quality Coordinator, NAR

We have your letter dated 28 March 2002 submitting three (3) revised copies of the above referenced plan since its last approval of 24 January 2001 for our review. With regard thereto we have to advise that the plan has been reviewed on behalf of the Government of the Panama for compliance with our interpretation of the requirements of MARPOL 73/78 Annex 1 Regulation 26 and IMO Resolution MEPC 54(32) Annex 4 "Guidelines for the Development of Oil Pollution Emergency Plans" and found to be in compliance with these requirements with the following comments:

1. The submitted Plan is in English and we assume that the working language of the Master and Officers of the ship is English. A change in the Offshore Installation Manager (OIM) and Officers which brings about an attendant change in their working language would require the issue of the Plan in the new language in accordance with 1.4.6 of the Guidelines.
2. Please be advised that any revision to the SOPEP that materially changes the ability to effectively respond to an oil spill incident must be submitted to ABS for review. Accordingly, routine updates such as changes to the telephone numbers, contact persons, non-mandatory sections, etc. are not required to be submitted for review provided such updates are recorded in the SOPEP's revision records.
3. The Marine Operating Manual mentioned in items 1.3 and 2 of Subsection 3 of the SOPEP is to be kept together with the Plan.

A copy of this letter should be placed along with the SOPEP booklet aboard the vessel and the Offshore Installation Manager (OIM) in charge is to be aware of the above comments.

Two (2) copies of the subject SOPEP Manual, appropriately stamped, are being returned.

An invoice to cover the cost of our review is attached. Please forward your remittance as per instructions on the invoice.


If we may be of further assistance, do not hesitate to contact Carla Scarpa at 281-877-6316 or 281-877-6794 by telefax. Please refer to Reference No. 287983, when responding to this correspondence.

Very truly yours,

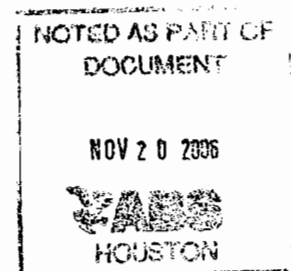
Ravi K. Tanwar
Principal Engineer
Engineering Services Department

cc: Manuf. File (SOPEP)
Corresp. File
Central File
trans2504i/CAF


ABS PLAZA, 16855 NORTHCHASE DRIVE, HOUSTON, TX 77060-6008 USA
TEL: 1-281-877-6000 FAX: 1-281-877-6001 EMAIL: abs-amer@eagle.org

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	N/A
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		SUBSECTION:	N/A
SHIPBOARD OIL POLLUTION EMERGENCY PLAN TABLE OF REVISIONS			


Issue/ Revision	Date	Section / Subsection	Description	Authority
Issue: 00 Revision: 00	12/2002	Sec. 8 (All)	Issue SOPEP for Approval (RB Falcon)	D.A.Doles, Ops. Engineer, Deepwater Horizon
Issue: 01 Revision: 00	3/11/2002	Sec. 8 (All)	Issue SOPEP for Approval - Transocean Sedco-Forex	Mark Canada, Environmental / Quality Coordinator
Issue 01 Revision: 01	6/12/2002	Appx. 3	Updated List on Interested Unit Contact	Mark Canada, Environmental / Quality Coordinator
Issue: 01 Revision: 02	10/1/2002	Appx. 3	Updated List on Interested Unit Contact	Kathy Kimbrough, Quality Adm. Assistant
Issue: 01 Revision: 03	12/10/2002	Appx. 3	Updated List on Interested Unit Contact	Kathy Kimbrough, Quality Adm. Assistant
Issue: 01 Revision: 04	9/30/2003	Appx. 3	Updated List on Interested Unit Contact	Michael Duplantis, Quality Coordinator
Issue: 01 Revision: 01	10/15/2003	Appx. 1	List of Local State Contacts	Michael Duplantis, Quality Coordinator
Issue : 01 Revision: 01	11/23/2004	Sec. 01	Added section to Preamble	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/18/2004	n/a	Particulars – Marshall Islands – call sign changed	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/18/2004	Sub. 3	Additional casualties and General Considerations	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 05	12/18/2004	Appx. 3	Interested Unit Contacts	Jerry Vokey, Environmental / Quality Coordinator
Issue : 01 Revision: 01	12/22/2004	Sub. 2	Reporting Requirements	Jerry Vokey, Environmental / Quality Coordinator
Issue : 02 Revision: 02	03/31/2006	Appx. 3	Updated USCG List of Local Coast State Contacts	Mark Canada, Quality Manager
Issue : 02 Revision: 06	03/31/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 07	05/25/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 08	05/25/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 09	05/30/2006	Appx. 3	Updated contact List	Mark Canada, Quality Manager
Issue : 02 Revision: 02	10/10/2006	Sub. 2	US Reporting Requirements	Mark Canada, Quality Manager
Issue : 00 Revision: 00	10/10/2006	Appx. 8	(New) Oil Spill – Volume Estimating Procedure	Mark Canada, Quality Manager
Issue : 02 Revision: 03	02/15/2008	Appx. 1	Updated USCG List of Local Coast State Contacts	Monina Harris Quality Administrator

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN TABLE OF REVISIONS			

Issue/ Revision	Date	Section / Subsection	Description	Authority
Issue : 02 Revision: 10	02/15/2008	Appx. 3	pp 1.1 Emergency Contact Information: Replace T. Juran's information for M. Polhamus' & Glen Shropshire for D. Winslow & new Company administration – Add Emergency Response Center Information..	Matt Decker Quality Coordinator
Issue : 02 Revision: 04	05/31/2008	Appx. 1	List of of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated March 31, 2008	Monina Harris Quality Administrator
Issue : 02 Revision: 11	05/15/2008	Appx. 3	Emergency Notification – Changed pp 2.1. Gulf of Mexico Sector for North America Division (NAM), and Region for Division in contact list. Emerg. Resp. Team: Added: Marine Coordinator..	Matt Decker Quality Coordinator
Issue : 02 Revision: 05	08/31/2008	Appx. 1	List of of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated June 30, 2008	Monina Harris Quality Administrator
Issue : 02 Revision: 02	08/31/2008	Appx. 2	Added Person-in-Charge to 1 st line and Minor changes to format	Monina Harris Quality Administrator
Issue : 02 Revision: 12	08/15/2008	Appx. 3	Emergency Notification – 1.1 Contact Chart: Added Ops. Manager Asset information and 1.2 alternate ERC paragraph.	Matt Decker Quality Coordinator


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		SUBSECTION:	N/A
SHIPBOARD OIL POLLUTION EMERGENCY PLAN VESSEL PARTICULARS			

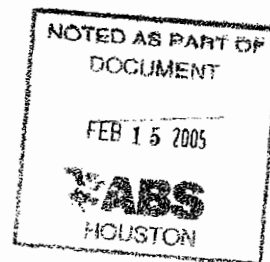
Name of Unit: DEEPWATER HORIZON
Owner: Triton Hungary Asset Management Limited Liability Company
Type: Mobile Offshore Drilling Unit (MODU)
Official Number: 2213
IMO Number: 8764597
Flag: Republic of the Marshall Islands
Port of Registry: Majuro
International Call Sign: V7HC9
Previous Names: N/A
Gross Tonnage: 32,588
Net Tonnage: 9,778
Builder: Hyundai Heavy Industries, South Korea, 2000
Hull No.: Q339
Date of Delivery: 2000
Length: 114.0 (m) / 357.6 (ft)
Breadth: 78 (m) / 225.9 (ft)
Loadline Draft: 23.0 (m) / 75.5 (ft)
Operator: Transocean Offshore Deepwater Drilling Inc.

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN VESSEL PARTICULARS			

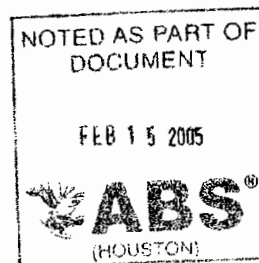
Name of Unit: DEEPWATER HORIZON
Owner: Transocean Offshore International Ventures, Ltd., US Charters
Type: Mobile Offshore Drilling Unit (MODU)
Classification: American Bureau of Shipping: \cong A1, \cong AMS, "Column Stabilized Drilling Unit", \cong GDS, \cong DPS-3, \cong ACCU
Official Number: 2213
IMO Number: 8764781
Flag: Marshall Islands
Port of Registry: Republic of the Marshall Islands Panama
International Call Sign: V7HC9
Previous Names: N/A
Gross Tonnage: 29,051
Net Tonnage: 8,715
Build Date / Builder: 2000 / Hyundai Heavy Industries, Korea
Hull No.: Q339
Date of Delivery: 2001
Length: overall structure 120.7 (m) / 396.0 (ft)
Breadth: overall structure 78.0 (m) / 255.9 (ft)
Loadline Draft: 23.0 (m) / 75.5 (ft)
Operator: R&B Falcon Drilling Co.




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	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-001	SECTION:	8
		SUBSECTION:	1
SHIPBOARD OIL POLLUTION EMERGENCY PLAN PREAMBLE			

- A. Without interfering with shipowner's liability, some coastal states consider that it is their responsibility to define techniques and means to be taken against an oil pollution incident and approve such operations which might cause further pollution, i.e. lightening. States are in general entitled to do so under the International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention Convention).
- B. This Oil Pollution Emergency Plan is provided to assist personnel in dealing with an unexpected discharge of oil. Its primary purpose is to set in motion the necessary actions to stop or minimize the discharge and to mitigate its effects. Effective planning ensures that the necessary actions are taken in a structured, logical and timely manner.
- C. The plan makes use of flowcharts and checklists to guide the Master/OIM through the various actions and decisions which will be required in an incident response. The charts and checklists provide a visible form of information, thus reducing the chance of oversight or error during the early stages of dealing with an emergency situation.
- D. Tank plans, pipeline diagrams and capacity charts, and general arrangement plans are found in the MODU Operations Manual.
- E. The plan is designed to link into the Company's corporate plan for dealing with oil pollution emergencies; and the Master/OIM will be backed up on-scene by management appointed personnel as the circumstances and position of the vessel at the time of the incidents, require.
- F. For any plan to be effective it has to be:
 - a. Familiar to those with key functions on board the unit.
 - b. Reviewed and updated regularly.

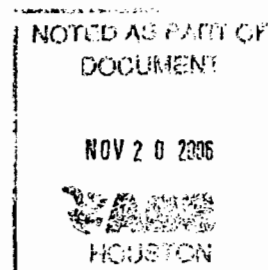


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	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	2
SHIPBOARD OIL POLLUTION EMERGENCY PLAN REPORTING REQUIREMENTS			


1 GENERAL

- A. This Plan is developed to fulfill flag-state requirements under MARPOL 73/78. Units engaged in exploration and exploitation activities may be required to report actual or probable discharges of oil to the sea to the host coastal State in accordance with specific coastal State procedures.
- B. Article 7 and Protocol I of MARPOL 73/78 require that the nearest coastal state should be notified of actual or probable discharges of oil to the sea. The intent of the requirement is to ensure that coastal states are informed without delay of any incident giving rise to pollution, or threat of pollution, of the marine environment, as well as the need for assistance and salvage measures, so that appropriate action may be taken.
- C. The reporting procedure herein to be followed by the Master/OIM after an oil pollution incident is based on guidelines developed by the International Maritime Organization. *
- D. If the unit is involved in a pollution incident reports must be made both to coastal state or port contacts, as appropriate, and to contacts representing interest in the unit.
- E. A flow chart indicating the reporting procedure to be followed, in accordance with MARPOL requirements, is provided on the next page of this plan.

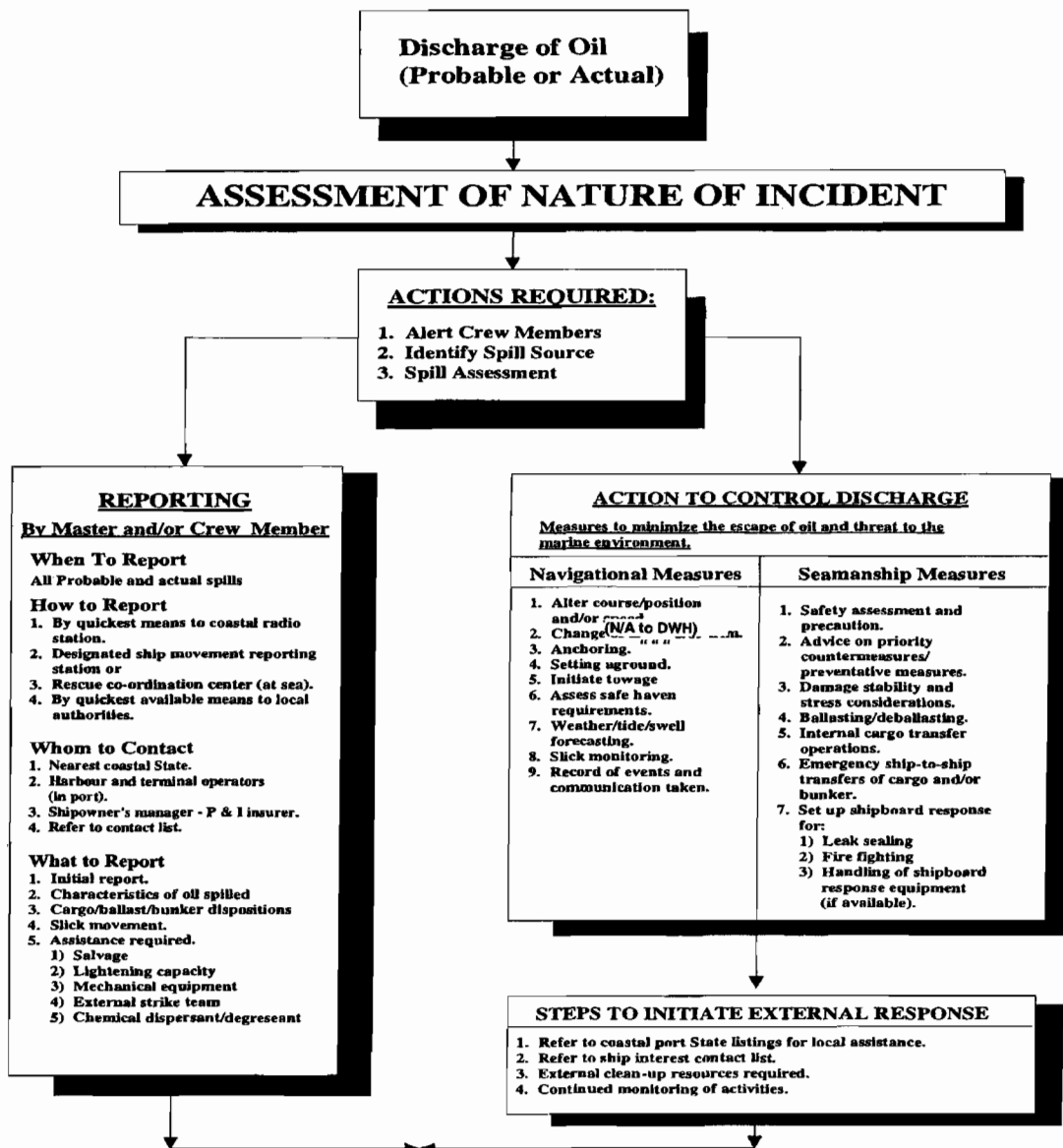


* "General principles for ship reporting system and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants" adopted by the International Maritime Organization by resolution A.648 (16).


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SHIPBOARD OIL POLLUTION EMERGENCY PLAN REPORTING REQUIREMENTS			

SHIPBOARD OIL POLLUTION EMERGENCY PLAN



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SHIPBOARD OIL POLLUTION EMERGENCY PLAN REPORTING REQUIREMENTS			

2 WHEN TO REPORT

2.1 ACTUAL DISCHARGE

A report is required whenever there is:

- A. A discharge of oil resulting from damage to the unit or its equipment
- or
- B. An intentional discharge for the purpose of securing the safety of the unit or saving life at sea
- or
- C. During the operation of the unit a discharge of oil in excess of the quantity or instantaneous rate permitted under applicable marine pollution regulations:

2.2 PROBABLE DISCHARGE

Although an actual discharge may not have occurred, a report is required if there is the probability of a discharge. In judging whether there is such a probability, and thus whether a report must be made, the following factors should be taken into account:

- A. The nature of damage sustained by the unit.
- B. Failure or breakdown of machinery or equipment which may adversely affect the ability of the unit to maneuver, operate pumps, etc.
- C. The location of the unit and its proximity to land or other navigational hazards.
- D. Present weather, tide, current and sea state.
- E. Expected weather conditions.
- F. Traffic density.


As a general guide the Master/OIM should make a report in cases of:

- A. Damage, failure or breakdown which affects the safety of the unit or shipping. Examples of such situations are collision, grounding, fire, explosion, structural failure, flooding, material or equipment shifting.
- B. Failure or breakdown of machinery or equipment which results in impairment of the safety of navigation; examples are breakdown of steering gear, propulsion, electrical generating system, essential onboard navigational aids.

2.3 FOLLOW UP REPORTS

Once the Unit has transmitted an initial report, further reports should be sent at regular intervals to keep those concerned informed of developments. Follow up reports to coastal states should always be in the format given in subsection 3 of section 2, "Report Information Requirements", and should include information

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		SUBSECTION:	2
SHIPBOARD OIL POLLUTION EMERGENCY PLAN REPORTING REQUIREMENTS			

about every significant change in the unit's condition, the rate of release and spread of oil, weather conditions, as well as details of agencies notified and clean-up activities.

3 REPORT INFORMATION REQUIREMENTS

3.1 INITIAL REPORT INFORMATION

The format and content of an initial report are given below. The format is consistent with the *"General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants,"* adopted as Resolution A.648 (16) by the International Maritime Organization (IMO).

Appendix 8 is included to assist determination of the size of a spill.

Note: The reference letters in the listing below do not follow the complete alphabetical sequence as certain letters are allocated to information required for other reporting formats.


3.1.1 US WATERS REPORTING INSTRUCTIONS

Initial Report to:
USA National Response Center
Fax: 202-267-2165

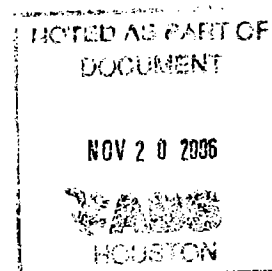
Follow up with Voice confirmation of fax receipt within 15 minutes.

Voice: 1-800-424-8802 or 1-202-267-2675 Telex: 892427

AA				(Ship)
The name of the ship, call sign or ship station identity, flag, and reporting party/Master's name are to be entered in this block.				
BB	(Date	&	Time	of event)
Enter a six (6) digit group giving the day of month (first two digits) and hours and minutes (last four digits). This information is given in UTC (Zulu) time. If other than UTC, state time zone used.				
CC				(Position)
Enter a four (4) digit group giving latitude in degrees and minutes suffixed with N (North) or S (South) and a five (5) digit group giving longitude in degrees and minutes suffixed with E (East) or W (West).				
DD				(Position)
Enter the first three (3) digits of the true bearing. State the distance in nautical miles from a clearly identified landmark. Be sure to state the name of the landmark used. (***NOTE: Either CC or DD can be provided to report vessel's position.***)				
EE				(True Course)
Enter true course using three (3) digits.				
FF	(Speed	in	Knots)	
Enter the speed of ship in knots. Speed should be described in knots to the nearest tenth, meaning the number entered should be three (3) digits. For example: 09.3 knots or 13.2 knots.				
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LL	(Route	Information)
Enter the vessel's intended track.		
MM	(Radio	communications)
State in full the names of radio stations and frequencies guarded, the ship's fax number, and satellite or cell phone number.		
NN	(Time	of next report)
Provide the date and time of report to the FOSC or COTP by entering a six (6) digit group giving the time and day of month (first two digits) and hours and minutes (last four digits). Be sure to use UTC (Zulu) time.		
PP	(Cargo	on board)
State the type and quantity (units) of cargo/bunkers on board. Provide brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.		
QQ	(Defects/Damage/Deficiencies/other	Limitations)
Provide brief details of defects, damage, deficiencies, or other details.		
RR	(Description of pollution or dangerous goods lost overboard)	
Provide brief details of the type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard. Be sure to state the chemical's technical name, the UN/MDG number (if known), the overall impact of the oil spill, and whether or not the chemical is still leaking. The position of vessel is expressed in the same format as Parts C and D of this form. BE SURE TO INCLUDE A SEPARATE ATTACHMENT.		
SS	(Weather & Sea	conditions)
Enter brief details of weather and sea conditions prevailing. Enter the direction and speed (knots) of the wind, and the direction and height of the swell (meters).		
TT	(Ship's representative and/or	owner)
Give contact details of the name and particulars of the ship's representative or owner or both for provision of Information.		
UU	(Ship size and	type)
Provide details of the ships overall length, greatest breadth, draught, and type. Enter each of these characteristics in meters (m).		
XX	(Additional	information)
ATTACH ADDITIONAL SHEETS, IF NECESSARY. Provide other information – including, as appropriate, brief details of incident and reporting party, other ships involved either in the incident, assistance, or salvage. Discuss actions to correct/mitigate the situation, give the number of crewmembers, and details of any injuries or fatalities. Give contact details of the P&I Club and local correspondent. Also, provide any miscellaneous information not mentioned within the reporting form. Spill location information is required to trigger National Response Center agency notifications.		



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QQ (brief details of defects/damages)

RR (Include attachment of brief details of pollution, including estimated amount of loss)

Estimated quantity
lost: _____

Technical name: _____ UN/IMDG number, if known: _____ Still leaking? _____ Yes or No _____

SS (brief details of weather and sea conditions)

WIND direction _____ SWELL direction _____
speed _____ kts height _____ m

TT (contact details of ship's owner/operator/agent)

UU (ship size and type)

Length: _____ (m) Breadth: _____ (m) Draught: _____ (m) Type: _____

XX (additional information—**ATTACH ADDITIONAL SHEETS, IF NECESSARY**)

Brief details of incident and
reporting party:

Need for outside
assistance:

Actions taken to correct/mitigate
the situation:

Number of crew, injuries, or
fatalities: _____ Crew _____ Injuries _____ Fatalities _____

Details of P&I Club and local
correspondent:

Spill Location:

City _____

State _____


County (if known) _____

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3.1.2 INTERNATIONAL REPORTING INSTRUCTIONS


The report should contain the following information:

- AA. Name of Unit, call sign and flag.
- BB. Date and time (UTC) of incident: a 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
- CC. Unit's position, giving latitude: a 4-digit group in degrees and minutes suffixed with N (North) or S (South); and longitude: a 5-digit group in degrees and minutes suffixed with E (East) or W (West); or
- DD. Unit's position by true bearing (first 3 digits) and distance (stated in nautical miles) from a clearly identified landmark.
- EE. True course (as a 3-digit group).
- FF. Speed (in knots and tenths of a knot as a 3-digit group).
- LL. Intended track.
- MM. Full details of radio stations and frequencies being guarded.
- NN. Time of next report (a 6-digit group as in BB).
- PP. Types and quantities of oil and fuel on board.
- QQ. Brief details of defects, damage, deficiencies or other limitations. Include the condition of the unit and the ability to transfer oil, ballast, or fuel.
- RR. Brief details of actual pollution. This should include the type of oil, an estimate of the quantity discharged, whether the discharge is continuing, the cause of the discharge and, if possible, an estimate of the movement of the slick.
- SS. Weather and sea condition, including wind force and direction and relevant tidal or current details.
- TT. Name, address, telex, facsimile and telephone numbers of the unit's owner or representative (manager or operator of the Unit, or their agents).
- UU. Details of length, breadth, tonnage and type of Unit.
- XX. Miscellaneous - to include relevant details including, as appropriate:
 - Brief details of incident.
 - Names of any ships involved.
 - Action taken with regard to the discharge and movement of the unit.
 - Need for outside assistance
 - Assistance or salvage resources which have been requested or provided.
 - Number of personnel on board and details of any personnel injuries sustained.
 - Whether medical assistance is required.

If no outside assistance is required, this should be clearly stated.

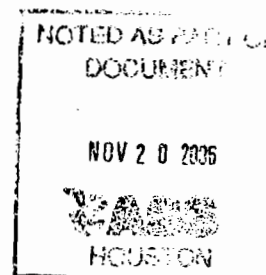
Reports should be transmitted by the quickest available means to the responsible authorities of the nearest coastal state or the Rescue Co-ordination Center (RCC)

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via the appropriate shore radio station. If the unit is within or near to an area for which a ship reporting system has been established, reports should be transmitted to the designated shore station of that system.

After transmission of the information in an initial report, as much as possible of the information essential for the safeguarding of life and the protection of the unit and the marine environment should be reported in a supplementary report to the coastal state and the owner or operator, in order to keep them informed of the situation as the incident develops.



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SHIPBOARD OIL POLLUTION EMERGENCY PLAN
REPORTING REQUIREMENTS

SHIPBOARD OIL POLLUTION EMERGENCY PLAN	
INITIAL REPORT	
AA (SHIP NAME, CALL SIGN, FLAG)	
BB (DATE AND TIME OF EVENT, UTC)	
<div style="display: flex; justify-content: space-around;"> [] [] [] [] [] [] </div> <div style="display: flex; justify-content: space-around; font-size: small;"> D D H H M M </div>	
CC (POSITION, LAT, LONG)	DD (BEARING, DISTANCE FROM LANDING)
<div style="display: flex; justify-content: space-around;"> [] [] [] [] N S </div> <div style="display: flex; justify-content: space-around; font-size: small;"> d d m m </div> <div style="display: flex; justify-content: space-around;"> [] [] [] [] E W </div> <div style="display: flex; justify-content: space-around; font-size: small;"> d d m m </div>	<div style="display: flex; justify-content: space-around;"> [] [] [] [] </div> <div style="display: flex; justify-content: space-around; font-size: small;"> d d d N miles </div>
EE (COURSE)	FF (SPEED KNOTS)
<div style="display: flex; justify-content: space-around;"> [] [] [] [] </div> <div style="display: flex; justify-content: space-around; font-size: small;"> d d d d </div>	<div style="display: flex; justify-content: space-around;"> [] [] [] [] </div> <div style="display: flex; justify-content: space-around; font-size: small;"> km kn # 1/10 </div>
LL (INTENDED TRACK)	
MM (RADIO STATIONS(S) GUARDED)	
NN (DATE AND TIME OF NEXT REPORT, UTC)	
<div style="display: flex; justify-content: space-around;"> [] [] [] [] [] [] </div> <div style="display: flex; justify-content: space-around; font-size: small;"> D D H H M M </div>	
PP (TYPE AND QUANTITY OF CARGO/BUNKERS ON BOARD)	
QQ (BRIEF DETAILS OF DEFECTS/DEFICIENCIES/DAMAGE)	
RR (BRIEF DETAILS OF POLLUTION, INCLUDING ESTIMATE OF QUANTITY LOST)	
WIND DIRECTION [] [] [] SPEED [] [] [] <div style="text-align: center; font-size: small;">(Beaufort)</div>	SWELL DIRECTION [] [] [] HEIGHT [] [] [] <div style="text-align: right; font-size: small;">(m)</div>
TT (CONTACT DETAILS OF SHIP'S OWNER/OPERATOR/AGENT)	
UU (SHIP SIZE AND TYPE)	
LENGTH: (m) BREADTH: (m) DRAUGHT: (m) TYPE:	
XX (ADDITIONAL INFORMATION)	
BRIEF DETAILS OF INCIDENT:	
NEED FOR OUTSIDE ASSISTANCE:	
ACTIONS BEING TAKEN:	
NUMBER OF CREW AND DETAILS OF ANY INJURIES:	
DETAILS OF P&I CLUB & LOCAL CORRESPONDENT:	
OTHERS:	

Note: The alphabetical reference letters in the above format are from "General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants" adopted by the International Maritime Organization by resolution A648 (16). The letters do not follow the complete alphabetical sequence as certain letters are used to designate information required for other standard reporting formats; e.g. those used to transmit route information.

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3.5 FOLLOW-UP REPORTS

Follow-up Reports should be made at regular intervals to keep those concerned informed of developments. The follow-up reports should be made in the same general format as the Initial Report. However, this report is meant to inform the concerned parties of a change in condition, such as whether or not the spill has been stopped, the weather condition affecting spill/ drift, etc. Thus, the Follow-up Report should clearly identify the original report by giving vessel name, flag and call sign and the time of the previous report. The information format should be as follows:

- A. Unit Name, call sign and flag.
- B. Date and time of previous report (given by day, hour and month).
- C. Unit's position, giving latitude: a 4-digit group in degrees and minutes suffixed with N (North) or S (South); and longitude: a 5-digit group in degrees and minutes suffixed with E (East) or W (West); or
- D. Unit's position by true bearing (first 3 digits) and distance (stated in nautical miles) from a clearly identified landmark.
- E. Present true course (as a 3-digit group).
- F. Present speed (given knots).
- G. Intended track.
- H. Weather Conditions.
- I. Present spread of oil.
- J. Spill condition (Specify whether spill has been stopped; rate of release).
- K. Details of cleanup agencies notified.
- L. Nature of cleanup activities.
- M. Time of next report.

4 WHOM TO CONTACT

In order to expedite response and minimize damage from a pollution incident, it is essential that appropriate coastal states be notified without delay. This process is begun with the initial report. The report format is found in **subsection 3, "Report Information Requirements"** of this section 2.

This plan includes as **Appendix 1** a list of agencies or officials of administrations responsible for receiving and processing reports. In the absence of a listed focal point, or where the responsible authority cannot be contacted by direct means without delay, the Master/IM should contact the nearest coast radio station, designated ship movement station or Rescue Co-ordination Center (RCC) by the quickest available means.

Notification must be made to the Flag State By Owner (or Master/IM if Owner is not available) in the case of casualties involving pollution. Marshall Islands flag vessels must report any casualty including pollution to:

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International Registries Inc.
11495 Commerce Park Drive
Reston, Virginia 20191-1507, USA

Telephone: 1-703-620-4880
Facsimile: 1-703-476-8522
Email: info@register-iri.c

After Working Hours:
Duty Officer – 1-703-476-3762

For voyages where docking will be made during intervals where the MODU is stacked near dockside facilities, the OIM will be responsible for obtaining the contact address of the applicable local authorities. Local contacts may include some of the following agencies:

- Local fire department
- Local agent
- Port Authority
- Local P and I representative

Appendix 2 lists the local port contact procedure involving international moves. For international moves, the OIM is to contact the Operations Department of Transocean to receive port environmental contacts for all anticipated ports during the voyage. The OIM is to FAX a copy of **Appendix 2** to the Operations Department and insert the reply copy in **Appendix 2** for reference.

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REPORTING REQUIREMENTS

SHIPBOARD OIL POLLUTION EMERGENCY PLAN

FOLLOWUP REPORT

1. (SHIP NAME, CALL SIGN, FLAG)

2. DATE AND TIME OF EVENT, UTC

D D H H M M

3. (POSITION, LAT. LONG)

N S
d d m m
 E W
d d m m

4. (BEARING, DISTANCE FROM LANDING)

N miles
d d d

5. (COURSE)

d d d

6. (SPEED KNOTS)

km kn # 1/10

7. (INTENDED TRACK)

8. (WEATHER)

WIND DIRECTION
SPEED

SWELL DIRECTION
HEIGHT (m)

9. (PRESENT SPREAD OF OIL)

10. (SPILL CONDITION - HAS SPILL BEEN STOPPED, RATE OF RELEASE)


11. (DETAILS OF CLEANUP AGENCIES NOTIFIED)

12. NATURE OF CLEANUP ACTIVITIES)

13. (TIME OF NEXT REPORT)

Note: this report is meant to be a supplement report to the "Initial Report". Thus, the information presented in the "Follow-up Report" should be in the same format as the "Initial Report".

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN STEPS TO CONTROL DISCHARGE			

1 GENERAL

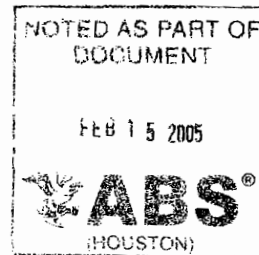
The MODU Onboard Spill Contingency Plan is posted strategically on the MODU to maintain readiness and awareness of both experienced and new personnel regarding the procedures for dealing with onboard spills. These procedures are meant to prevent any deck or machinery space chemical or oil spill from going overboard.

Whenever an oil spill occurs it is the duty of the person finding the spill to immediately inform CCR/ Bridge, who will notify the Master/OIM, who should then call out the MODU's Emergency Response Team. Remember that an oil spill may create a fire or explosion hazard, requiring safety precautions to be observed.


1.1 CONTINGENCY PLANNING FOR PIPELINE LEAKAGE DURING FUEL/OIL TRANSFER

This procedure assigns responsibilities to key crewmembers for the transfer process. Should a spill occur during Fuel Oil Transfer procedures the following emergency steps would be initiated:

- A. Stop all transfer operations and close manifold valves.
- B. Immediately notify the CCR/ Bridge, and initiate emergency response procedures. Note: The CCR/ Bridge is the Unit's Emergency Control Center and all emergencies should be reported there first followed by the on-watch personnel making all appropriate notifications and announcements.
- C. Inform Master/OIM and fuel oil transfer personnel of incident.
The Master/OIM will immediately notify the client representative. If the client representative is unavailable, the Master/OIM will immediately make the required notification using the notification form found in **Section 2** of this manual and the notification priority listing found in **Appendix 3** of this manual.
- D. Should a pipeline leak develop when the MODU is in transit or in a "stacked" mode, the Master/OIM will immediately notify the appropriate coastal state or port authority using the form and priorities found in **Section 2** of this manual.



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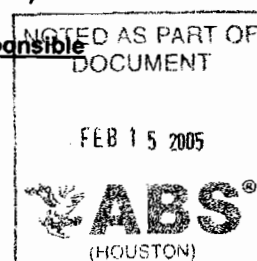
(Checklist for Response to Pipeline Leakage during Refueling Operations)

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Immediate Action:	Yes/No	
1. Notify CCR/ Bridge	<input type="checkbox"/> <input type="checkbox"/>	Person Discovering Incident
2. Initiate Emergency Response Procedures	<input type="checkbox"/> <input type="checkbox"/>	CCR/ Bridge personnel
Initial Response:		
1. Cease all fuel or oil transfer operations	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
2. Close manifold valves	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
3. Locate source of leakage	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
4. Stop or reduce flow of oil	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee.
5. Comply with reporting procedures	<input type="checkbox"/> <input type="checkbox"/>	OIM
6. Commence clean-up procedures using adsorbents and permitted solvents.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM/Chief Mate
7. Ensure that collected residues are stored carefully for disposal in conformance with local regulations	<input type="checkbox"/> <input type="checkbox"/>	OIM
Secondary Response:		
1. Assess fire risk from release of flammable substances	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM


1.2 CONTINGENCY PLAN FOR FUEL/OIL SPILL DUE TO TANK OVERFLOW

(Checklist for Response to Fuel/Oil Spill due to Tank Overflow)

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
	Yes/No	
1. Close all overboard drains on deck and in machinery spaces	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. Reduce oil level in relevant tank by transferring oil into an empty or slack tank	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Prepare portable pumps if possible to transfer spill oil to empty tank	<input type="checkbox"/> <input type="checkbox"/>	Chief Mate
4. Commence clean-up procedures using adsorbents and permitted solvents	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM/Chief Mate
5. Ensure that collected residues are stored carefully for disposal in conformance to local regulations	<input type="checkbox"/> <input type="checkbox"/>	Master



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1.3 CONTINGENCY PLAN FOR FUEL/OIL SPILL DUE TO HULL LEAKAGE

- If oil is noticed on the water near the MODU that cannot be accounted for, the possibility of hull leakage should be suspected.

(Checklist for Response to Oil Spill Due to Hull Leakage)

Action	Action Taken	Person Responsible
Initial Response:	Yes/No	
1. Notify CCR/ Bridge	<input type="checkbox"/> <input type="checkbox"/>	Person Discovering Incident
2. Initiate Emergency Response Procedures	<input type="checkbox"/> <input type="checkbox"/>	CCR/ Bridge personnel
Further measures:		
1. Use MODU personnel to locate source of leakage	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. Prepare pumps for transfer of oil to another vessel or his other tanks	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
Following identification of source of leak:		
1. Reduce head of fuel/oil by pumping into empty or slack tank	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
2. Evaluate necessity of pumping water into leaking tank to create water cushion and prevent further oil loss.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. If leakage is below waterline arrange diver inspection and possible temporary repair	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM

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If it is not possible to specifically identify the leaking tank, the level of all fuel tanks in the vicinity of the suspected hull area should be sounded and compared to previous soundings in an effort to deduce any damage. If the results of this action are not quantifiable the level of all fuel tanks in the vicinity should then be reduced as a safety precaution. (Remember to consider the effects on hull stress and stability of the vessel. See the applicable procedures in the **Operations Manual**. For tank capacities and ballasting procedures, see the applicable section of the **Operations Manual**. For stability calculation assistance, contact the Engineering Department of Transocean.

2 SPILLS RESULTING FROM CASUALTIES

In the event of a casualty, the Master's/OIM's first priority is to ensure the safety of all MODU personnel and to initiate action to prevent the incident from getting worse.

If the casualty involves grounding, breaching of the outer hull, or other structural damage for which calculations of stability are beyond the MODU's resources, assistance must be sought from the shore-based office. In any event that might require assistance in calculating stability, the Transocean Engineering Department

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in Houston, Texas should be contacted. (For emergency response procedures covering damage and single compartment flooding, see the applicable section of the **Operations Manual**. For tank capacities and ballasting procedures, see the applicable section of the **Operations Manual**.)

It may be necessary to transfer all or part of the fuel/oil to another ship or platform. (See **Appendix 4** for the Fuel Transfer Plan).

The following **casualty** situations are considered:

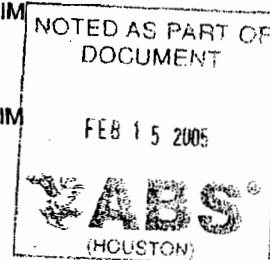
- Grounding
- Fire/Explosion
- Collision
- Hull Failure
- Excessive List/Trim
- Containment system failure
- Submerged/foundered
- Wrecked/stranded
- Hazardous vapor release

2.1 GROUNDING

Pollution resulting from the grounding of the MODU is considered to be a possibility. Although towing can always be incorporated, this vessel also operates as a "self propelled" MODU.

(Checklist for Response to Oil Spill Due to Grounding)

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Leave MODU "grounded"	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. Take on ballast water to hold MODU in position while fuel is transferred to an undamaged tank.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Report any spill as shown in Section 2 of this manual.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM



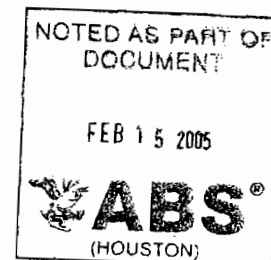
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2.2 FIRE/EXPLOSION

(Checklist for Response to Oil Spill Due to Fire/Explosion)

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Sound the fire alarm.	<input type="checkbox"/> <input type="checkbox"/>	Any person discovering fire, notify CCR/Bridge, take all appropriate actions.
2. Deploy Emergency Response Team	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
3. Determine extent of damage; determine appropriate damage control measures.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
4. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
5. Request assistance as deemed necessary.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
6. If there is an oil spill in connection with the fire and explosion, inform appropriate parties in accordance with Section 2 of this manual.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM



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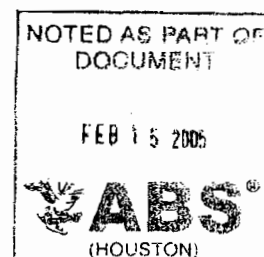
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2.3 COLLISION


In the unlikely event of a collision, the following steps would be followed:

(Checklist for Response to Oil Spill Due to Collision)

Action	Action Taken	Person Responsible
Initial Response:		
1. Sound the emergency alarm and initiate emergency procedures.	Yes/No <input type="checkbox"/> <input type="checkbox"/>	Master
2. Deploy MODU Emergency Response Team	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
The Master/OIM should assess the situation for pollution purposes as follows, taking action where appropriate:		
Further Response:		
1. Decide whether separation of the vessels may cause or increase the spillage of oil.	Yes/No <input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. If any oil tanks are penetrated, reduce the risk of further spillage by isolating penetrated tanks or transferring oil to slack or empty tanks.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. If there is a spill of oil in connection with the collision, inform the appropriate parties in accordance with Section 2 of this plan.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM



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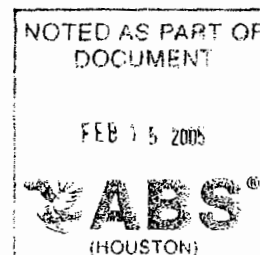
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2.4 HULL FAILURE


The following steps would be taken for a severe hull failure.

(Checklist for Response to Oil Spill Due to Hull Failure)

Action	Action Taken	Person Responsible
Initial Response:	Yes/No	
1. Sound the emergency alarm and muster the crew.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
Further Response:		
1. Reduce speed or stop to minimize stress on the hull.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. Assess the immediate danger of sinking or capsize.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
3. Initiate damage control measures.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
Pollution Response:		
1. If oil has spilled, or it is necessary to jettison oil in order to maintain stability, inform the appropriate parties in accordance with Section 2 of this plan.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
2. If the change in stability and stress cannot be calculated on board, contact company engineering department to arrange for the necessary calculations. (See MODU "Operating Manual" for Tank Plan.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
3. Consider the forecast weather conditions and the effect they may have on the situation.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM



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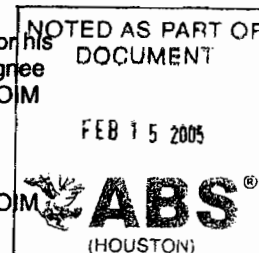
2.5 EXCESSIVE LIST

If excessive list occurs rapidly and unexpectedly it may be due to:

- 1) Failure of the hull plating.
- 2) Failure of an internal bulkhead between compartments.
- 3) Shift of equipment.
- 4) Flooding, where free surface can cause a list.
- 5) Damage through grounding or collision.
- 6) Incorrect operational procedures.

(Checklist for Response to Oil Spill Due to Excessive List)

Action	Action Taken	Person Responsible
Initial Response:	Yes/No	
1. Stop any water/fuel transfer or ballast operation in progress.	<input type="checkbox"/> <input type="checkbox"/>	Master
2. If underway, reduce speed or stop.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
3. Establish reason for list.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
Further measures:		
1. Sound all tanks and compare soundings with last taken soundings.	<input type="checkbox"/> <input type="checkbox"/>	Master or his designee
2. If oil has spilled, or it is necessary to jettison oil in order to maintain stability, inform the appropriate parties in accordance with Section 2 of this Plan.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM
3. If possible, take corrective action to rectify the situation.	<input type="checkbox"/> <input type="checkbox"/>	Master/OIM




2.6 CONTAINMENT SYSTEM FAILURE

In the event there is a containment system failure, the following considerations should be taken.

(Checklist For Response To Oil Spill Due To Containment System Failure)

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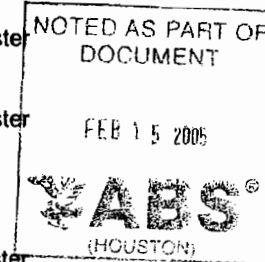
<u>Action</u>	<u>Action Taken</u>	<u>Responsible Person</u>
Initial Response:	Yes/No	
1. Consider any hazards arising out of loss of environmental control in view of possible explosion dangers by contacting the Data Sheets of the cargo concerned.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Master
2. Avoid any intake of air into the uncontrolled spaces to avoid a dangerous mixture to be built up within the respective space.	<input type="checkbox"/> <input type="checkbox"/>	Master
Further Response:		
1. Initiate damage control measures	<input type="checkbox"/> <input type="checkbox"/>	Master

2.7 SUBMERGED/FOUNDERED

In the event the installation becomes submerged/founded, the following actions should be taken.

(Checklist For Response To An Oil Spill Where The Installation Has Become Submerged/Founded)

<u>Action</u>	<u>Action Taken</u>	<u>Responsible Person</u>
Initial Response:	Yes/No	
1. Sound emergency alarm and muster the crew.	<input type="checkbox"/> <input type="checkbox"/>	Master
2. Alert other ships and/or the nearest coastal state for assistance in rescuing lives and the ship as far as possible.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Take all measures to evacuate all persons on board as required.	<input type="checkbox"/> <input type="checkbox"/>	Master
Further Response:		
1. Initiate damage control measures	<input type="checkbox"/> <input type="checkbox"/>	Master
2. Assess the danger of sinking or capsize.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Deploy MODU Alert Team.		Master
4. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	Master



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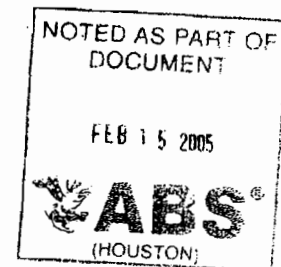
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2.8 WRECKED/STRANDED

In the event the installation becomes wrecked/stranded, the following actions should be taken.

(Checklist For Response To An Oil Spill Where The Installation Has Become Wrecked/Stranded)

Action	Action Taken	Responsible Person
Initial Response:	Yes/No	
1. Sound emergency alarm and muster the crew.	<input type="checkbox"/> <input type="checkbox"/>	Master
2. Alert other ships and/or the nearest coastal state for assistance in rescuing lives and the ship as far as possible.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Take all measures to evacuate all persons on board as required.	<input type="checkbox"/> <input type="checkbox"/>	Master
Further Response:		
1. Initiate damage control measures	<input type="checkbox"/> <input type="checkbox"/>	Master
2. Assess the danger of sinking or capsize.	<input type="checkbox"/> <input type="checkbox"/>	Master
3. Deploy MODU Alert Team.	<input type="checkbox"/> <input type="checkbox"/>	Master
4. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	Master




2.9 HAZARDOUS VAPOR RELEASE

In the event there is a hazardous vapor release onboard the installation, the following actions should be taken.

(Checklist For Response To An Oil Spill Where There Is A Hazardous Vapor Release)

Action	Action Taken	Responsible Person
Initial Response:	Yes/No	
1. Sound emergency alarm and muster the crew.	<input type="checkbox"/> <input type="checkbox"/>	Master
2. Take all measures to evacuate all persons on board as required.	<input type="checkbox"/> <input type="checkbox"/>	Master

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Further Response:

- | | | | |
|----|---|---|--------|
| 3. | Deploy MODU Alert Team. | <input type="checkbox"/> <input type="checkbox"/> | Master |
| 4. | Determine whether there are casualties. | <input type="checkbox"/> <input type="checkbox"/> | Master |

3 GENERAL CONSIDERATIONS

When responding to the above casualties, the following considerations should be addressed to provide response personnel with guidance during mitigating activities.

3.1 ASSESSMENT AND MONITORING REQUIREMENTS

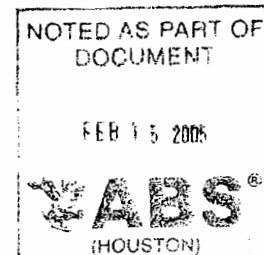
Prior to implementing response operations, the installation's emergency response team must evaluate the specific casualty to determine appropriate actions to be taken.

3.2 PERSONNEL PROTECTION ISSUES


The safety of personnel is paramount when responding to an oil spill. Hazards associated with an oil spill present varying levels of risk depending on what the circumstance may be. This will be determined using the Company's Risk Management process (THINK).

Appropriate personal protective equipment should be worn to avoid contact with the skin, eyes, respiratory tract, and other body parts that maybe exposed. During cleanup activities or where high vapor content may be present, minute oil droplets may become airborne and inadvertently ingested by personnel. Some examples of personal protection equipment used during an oil spill response to avoid contact are:

- Rubber Boots
- Goggles
- Slicker Suits
- Respirators
- Rubber Gloves
- Barrier Creams



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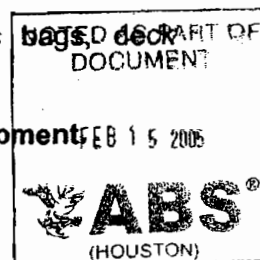
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3.3 CONTAINMENT AND OTHER RESPONSE TECHNIQUES

There are various techniques/equipment that can be employed when responding to an oil spill. The type of resources present onboard the installation are limited primarily to spills occurring and contained onboard the installation, unless exceptions are made to carry additional equipment. These resources normally consist of the following:

- Absorbent materials (socks, pads, pillows)
- Vacuums
- Miscellaneous items i.e. squeegees, shovels, plastic bags, deck brooms etc.

See Appendix six for a detailed list of oil spill response equipment.



3.4 ISOLATION PROCEDURES

All possible measures should be taken by response personnel to isolate/stop the source of the release and to prevent the release from going into the water to minimize environmental impact. No attempt should be made to commence isolation of a release if personal safety is in any way jeopardized. Procedures will vary depending on the casualty and different variables that may be present. These must be assessed accordingly.

3.5 DECONTAMINATION OF PERSONNEL


As with the actual response to an oil spill event, the proper decontamination of personnel is crucial to ensure their safety and well being and also that of other crew members.

Response personnel should have a dedicated decontamination area, contained apart from the general population of the rig, to remove any contaminated clothing/equipment. This will prevent the contamination of other personnel and the rig. Oil laden equipment should be promptly removed and disposed of.

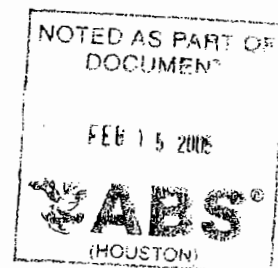
3.6 DISPOSAL OF REMOVED OIL AND CLEAN-UP MATERIALS

Cleanup materials should be collected in plastic bags, clip top drums, or some other sealed container in preparation for transport to shore for proper disposal. Materials must be properly tagged and manifested.


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Where possible, removed oil may be disposed using Oily Water Holding Tanks and Separators, Bulk Tank Room Bilges, and Muddy Water Drains Tank.



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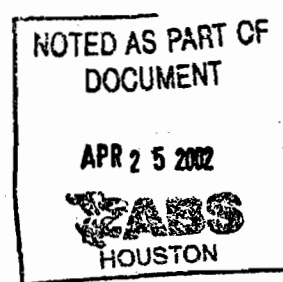
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1 GENERAL


Quick, efficient coordination between the unit and coastal state or other involved parties becomes vital in mitigating the effects of a pollution incident.

In most countries it is accepted that an oil spill can be tackled most effectively from the shore and there is normally no requirement on the part of the unit's owner or the unit's crew to organize the clean-up response in respect of oil lost overboard. In the case of casualties, the responsibility for organizing and controlling the clean-up response may be assumed by an agency of government. In both cases the spiller would be expected to co-operate fully, and pay the reasonable costs of clean up and any damages caused, up to a specified limit of liability based on the tonnage of the Unit.

National and local coordination requirements will depend upon MODU area of operation. This section covers notification requirements for US operations. For international notification requirements, see **Appendix 1**; for required notification priorities see **Appendix 3**. This section will be reviewed whenever the MODU changes its area of operation. Required revisions will be made and noted in the manual **Table of Revisions**.



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2 REPORTING REQUIREMENTS (UNITED STATES OPERATIONS) (FEDERAL AGENCIES)

This section defines the pollution reporting requirements for the MODU primary (United States) area of operation. This section will be revised when the MODU changes areas of operation. Revisions to this section will be noted in the manual **Table of Revisions**.

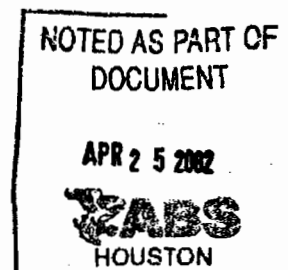
Agency	Reporting Requirements	Contact Information
US Coast Guard National Response Center	Any sheen or spill. Report immediately =====> No written report required.	US Coast Guard National Response Center 1-800-424-8802
US Coast Guard Coordinator for the spill area	Report immediately =====> or =====> or =====> or =====> and =====>	Port Arthur, Texas: (409) 723-6500 New Orleans, La.: (504) 589 6901 Galveston, Texas (409) 766-3687 Corpus Christi Cmdr. 8th Coast Guard District: (504) 589-6225 Morgan City, La. (504) 384-8;670
MMS	Immediate verbal report to MMS District Supervisor for all spills greater than 1 barrel followed by written report within 15 days after spill has stopped. Spills smaller than 1 barrel must be verbally reported within 12 hours.	New Orleans District: (504) 736-2504 Lake Jackson Dist. (409) 299-1041 Gulf of Mexico Region (504) 736-0557

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3 STATE REPORTING REQUIREMENTS (UNITED STATES OPERATIONS) (LOUISIANA)

State Reporting Requirements		
	Note: For Louisiana pollution reporting requirements, the NRC must be notified first. If the spill is anticipated to affect state waters, state notification is as shown.	
La. Oil Spill Response Office	Any spill that threatens state waters.	(504) 922 3230
Louisiana Dept of Environmental Quality	Spills in state waters less than 1 barrel are not reportable. Spills greater than 1 barrel are reported within 1 hour verbally. Written report within 7 days.	During duty hours: (504) 295-8976 After duty hours: (504) 342-1234
Louisiana State Police, Hazardous Materials Unit	=====> =====> =====>	Inspections: (504) 765-0674 Legal and Enforcement: (504) 765-0236 24-hour Citizen's Hot Line: (504) 765-0801
Louisiana State Police, Emergency Response Comm.	Verbal report immediately, written report within 5 days. =====>	(504) 925-6595



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SHIPBOARD OIL POLLUTION EMERGENCY PLAN
NATIONAL AND LOCAL COORDINATION

4 STATE REPORTING REQUIREMENTS (UNITED STATES OPERATIONS)
(TEXAS)


State Reporting Requirements		
US Coast Guard On-Scene Coordinator for the spill area:	Note: For Texas pollution reporting requirements, the NRC must be notified first at 1-800-424-8802. If the spill is anticipated to affect state waters, notification is as shown.	
Galveston	=====>	(409) 766-3687
Corpus Christi	=====>	(512) 888-3163
Port Arthur	=====>	(409) 723-6500
Commander, 8th Coast Guard District	=====>	(504) 589-6225
(For spill threatening state waters, Texas Emergency Response Center)	=====>	(512) 463-7727
MMS for spill region	=====>	Lake Jackson, Texas (409) 299-1041
Texas Railroad Commission	Immediate written report required.	District 2 San Antonio (512) 227-1313 District 3 Houston (713) 460-0631
Texas Emergency Response Center	Immediate reporting for a spill that threatens to impact state waters.	Corpus Christi (512) 242-3113 (512) 463-7727

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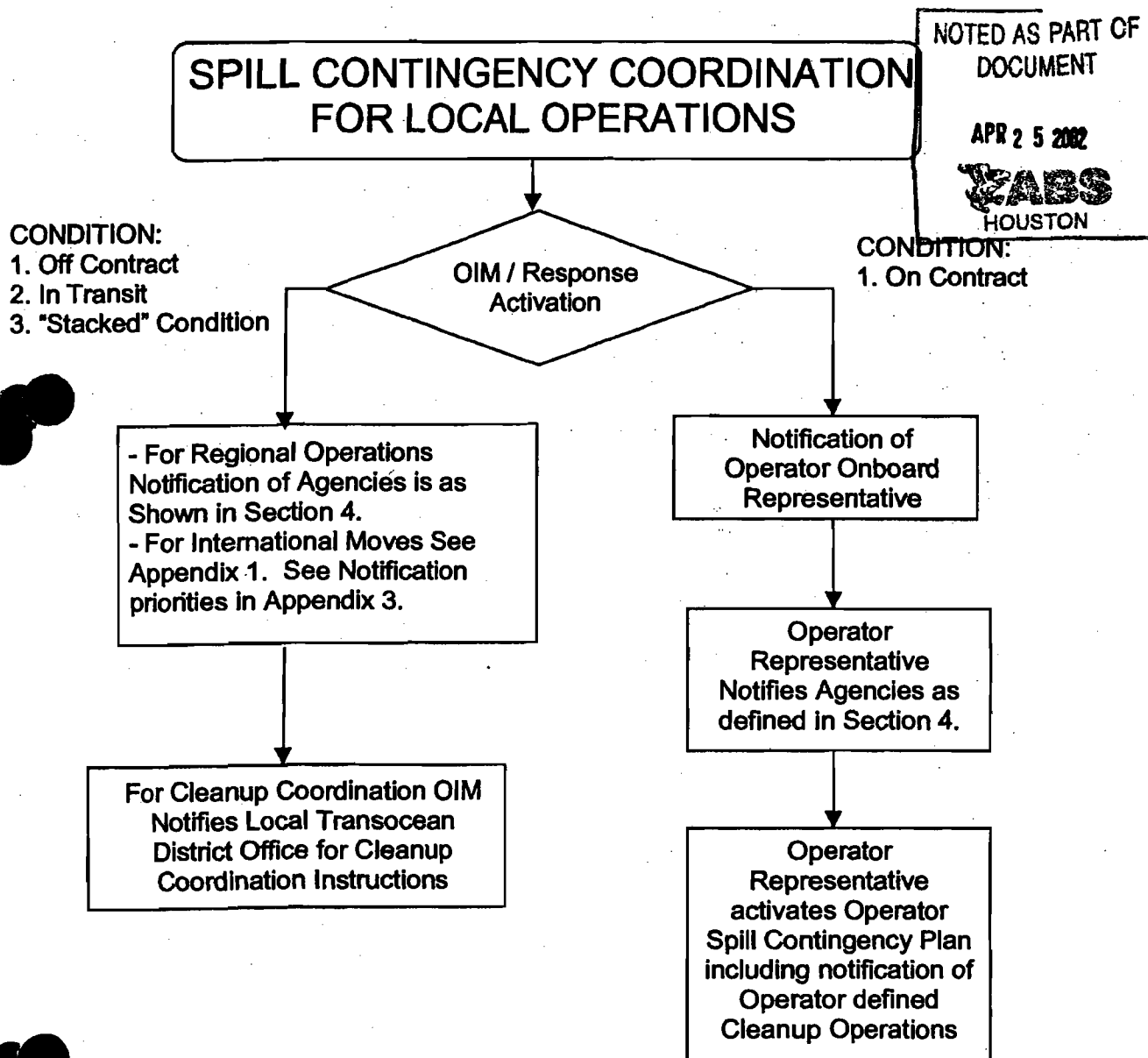
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5 LOCAL COORDINATION OF CLEANUP AGENCIES

For a spill contingency requiring coordination of local cleanup facilities, the Master/IM will activate the notification and response sequence as shown:



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SHIPBOARD OIL POLLUTION EMERGENCY PLAN ADDITIONAL INFORMATION			

1 SPILL CONTINGENCY PLAN

This plan is designed to ensure that any onboard spill is contained on board. This assurance is largely a function of plugging overboard deck drains (scuppers) as operations demand.

1.1.1.1 ACTION ITEMS

- Notify the CCR/Bridge who will call out the Chief Mate to act as pollution team leader.
- Stop the source of the spill.
- Neutralize all sources of ignition in the area.
- Isolate the spill area.
- Clean up the spill.
- Replenish consumable items from the Spill Control Lockers.
- Evaluate the cause of the incident.
- Determine the amount of spill (if any) that leaked overboard and notify all proper authorities.
- Evaluate the performance of actions taken by the rig crew.
- Revise / update the present spill action plan.

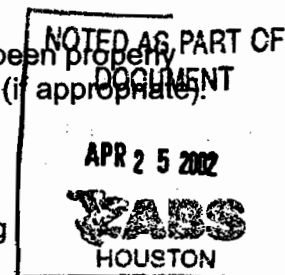
1.1.1.2 SPILL LOCKER LOCATIONS

The Deepwater Horizon stores spill mitigation, clean up and disposal materials on both the port and stbd sides of the main deck and on the drill floor.


1.2 FUEL / OIL TRANSFER

During oil/fueling operations the following safe practices will be followed to assist in preventing any oil spills:

- Operations will not commence until a work permit has been properly Completed, and Declaration Of Inspection filled out (if appropriate).
- Fuel tanks will not be filled above 95%.
- Bunkering/ oil stations will be constantly manned during operations.
- During fuel transfers, all pertaining deck scuppers are closed.



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- All parties concerned will establish and maintain communications both visually and with VHF radios.

NOTE; The Spill Zone Drawing is located at the end of Section 8 Appendix #5.

1.3 HELIDECK; RED ZONE

The helideck is hard piped with two drain systems. For normal operations the overboard drains are opened to allow runoff of rainwater. If a spill should occur, close the overboard drains and open the drains to the containment system. The spilled material will then drain into the Oily Water Drain System.

1.4 MAIN DECK; YELLOW ZONE

The main deck is hard piped with two drain systems. For normal operations the over board drains are opened to allow runoff of rainwater. If a spill should occur, plug the overboard drains and open the drains to the containment system. The spilled material will then drain into the Oily Water Drain System.

1.5 MOON POOL; YELLOW ZONE

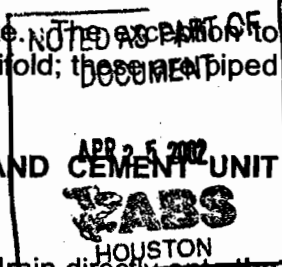
The moon pool drain system is hard piped to the Oily Water Drain System.

1.6 DRILL FLOOR; GREEN ZONE

The drill floor is hard piped directly to the cuttings chute. The exception to this is the drawworks skid and hydraulic distribution manifold; these are piped to the oily water separator.

1.7 DRAW WORKS HOUSE TOP, DRILLERS STORE AND CEMENT UNIT ROOF; LIGHT BLUE ZONE


The Draw works House Top and the Cement Unit Roof drain directly onto the main deck. From here spills will be directed either to the oily water separator or overboard depending on main deck drain line up. The Drill store drains to the Oily water separator.



2 RESPONSE EQUIPMENT.

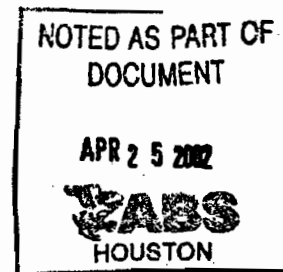
The MODU carries sufficient supplies and equipment on board to clean a **1 barrel** deck spill. The MODU does not carry any specialized equipment for controlling an overboard spill.

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See (Appendix 6) for a list of equipment found onboard.

Note: This MODU does not carry dispersant for treating an overboard spill. Use of dispersant for any overboard spill will be used only under the direction of coastal state authority and will be deployed only by authorized pollution control organizations.



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3 PUBLIC AFFAIRS

For any pollution events which may occur in the Gulf of Mexico Area of Operations, the Transocean Offshore Deepwater Drilling Inc. Division Manager, or his designee, listed in **Appendix 3** of this manual will be the only person(s) authorized to issue any statements or give any information to an entity other than those defined in this plan. No information or statements are to be made to any media representative except by the Division Manager or his designee.

For international voyages, the OIM is to contact the corporate offices in Houston listed in **Appendix 3**. Information will be available to the media only through a company spokesperson at the corporate office.

4 SPILL RECORDS, ACTIONS AND COMMENTS.

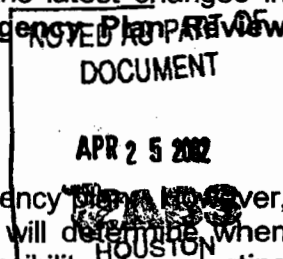
The OIM/Master or his designee is responsible for maintaining a log of actions and reports made during any spill or cleanup activity. It is known that during any emergency, the **OIM/Master** will be occupied with the crisis. However, it is his responsibility to establish a procedure whereby his designee can record at least the information shown on the "**Spill Activity Log**" shown in **Appendix 7**. The OIM/Master may supplement the following required information.

5 PLAN REVIEW

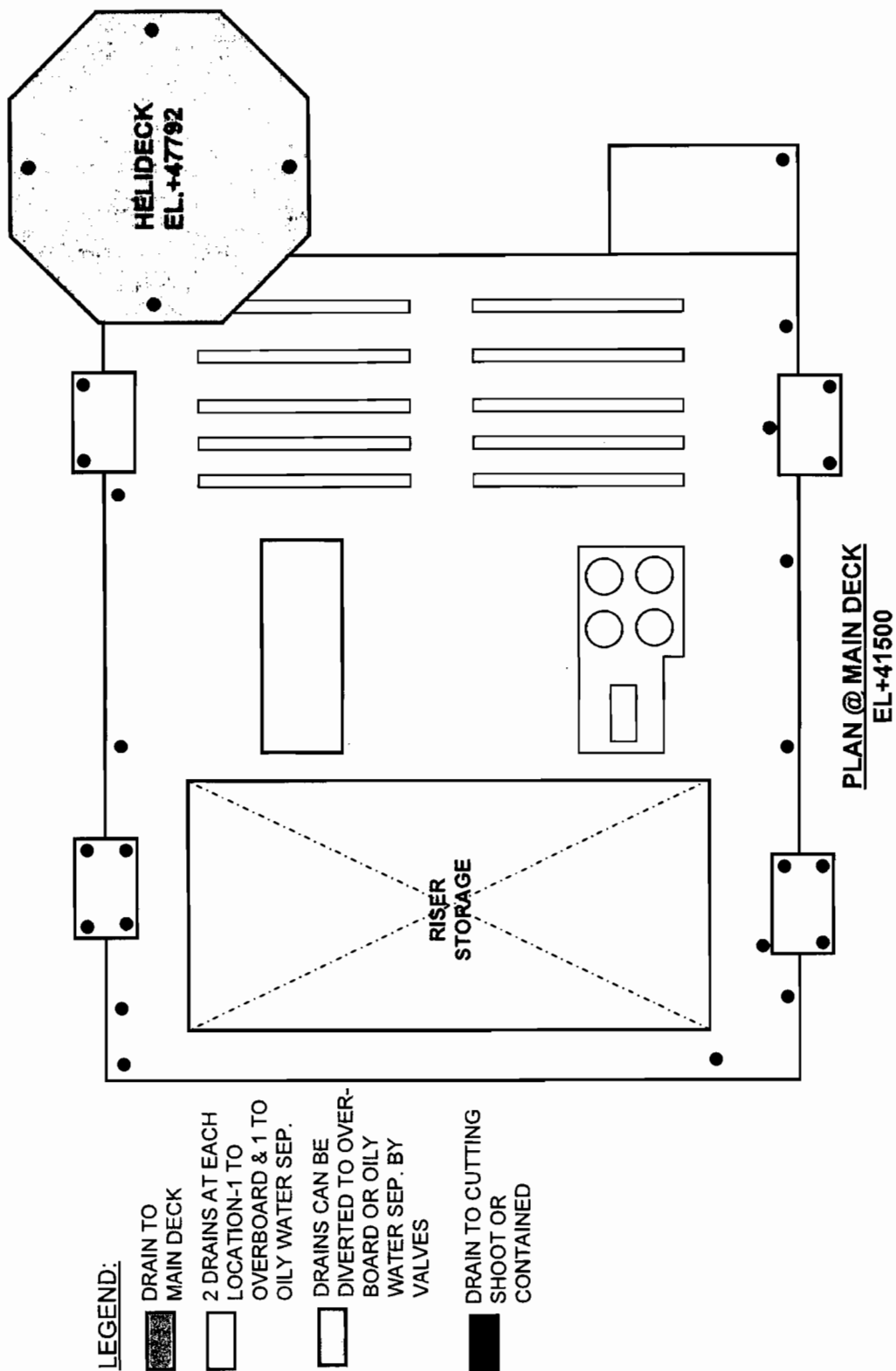
This emergency plan is to be maintained current through the use of **regular annual reviews** by both onboard operating staff and local management. Onboard staff review is to be focused on improving plan efficiency and staff proficiency in dealing with individual staff responsibilities during a pollution emergency. Local management review is to be oriented toward ensuring that emergency contact numbers for local staff is correct and that the plan reflects the latest changes in pollution regulations. Refer to **Appendix 7** for the "**Emergency Plan Review Report**".

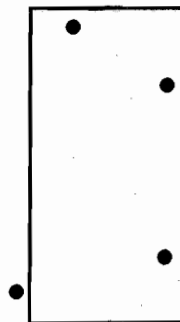
6 PLAN TESTING

Testing is considered to be a very important part of this emergency plan. However, local conditions, local regulations, and operational concerns will determine when tests may be made. Local management will determine the feasibility of conducting tests. When tests can be made, the primary objectives will be to determine weaknesses in the system and to find means of making improvements. The form in **Appendix 7** is to be used for recording test results and seeking suggestions for improvements from operating staff.

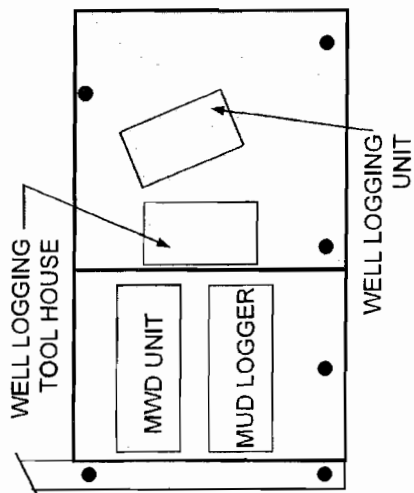


REVISION NO:	00	PAGE	OF
REVISION DATE:	MARCH 12, 2002	4	4

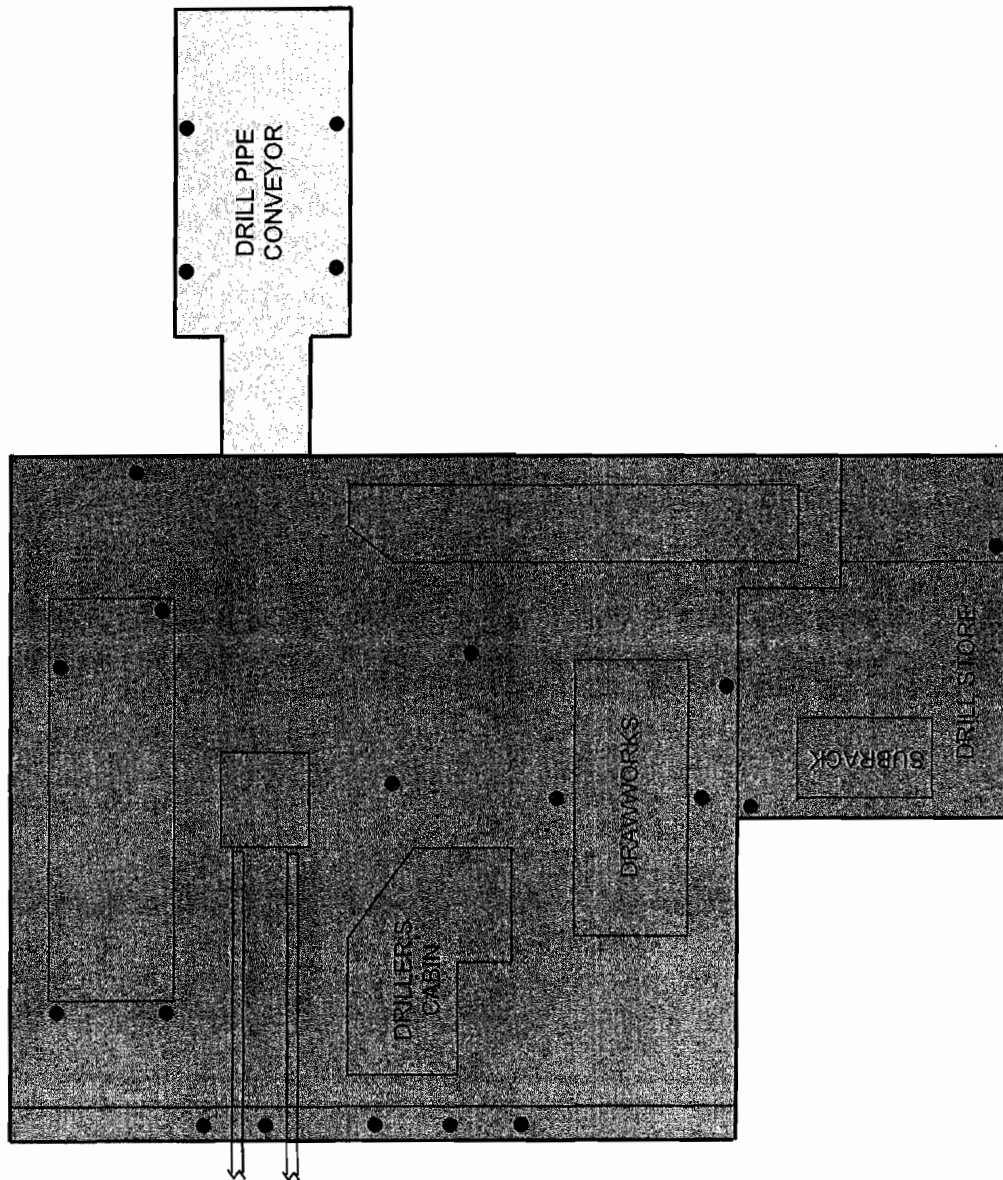




PLAN AT DRAWWORKS
HOUSE TOP
EL.+53000



PLAN AT DRILLERS STORE
ROOF TOP EL.+49400
AND CEMENT UNIT ROOF
TOP EL.+47000



PLAN AT DRILL FLOOR
EL.+46000

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	APPX 1
SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF LOCAL STATE CONTACTS			

APPENDIX 1

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ANNEX 2

**LIST OF NATIONAL OPERATIONAL CONTACT POINTS
RESPONSIBLE FOR THE RECEIPT, TRANSMISSION AND PROCESSING OF
URGENT REPORTS ON INCIDENTS INVOLVING HARMFUL SUBSTANCES,
INCLUDING OIL FROM SHIPS TO COASTAL STATES**

1 The following information is provided to enable compliance with Regulation 37 of MARPOL Annex I which, *inter alia*, requires that shipboard pollution emergency plans for oil (SOPEP) shall contain a list of authorities or persons to be contacted in the event of a pollution incident involving such substances. Requirements for oil pollution emergency plans and relevant oil pollution reporting procedures are contained in Articles 3 and 4 of the 1990 OPRC Convention.

2 This information is also provided to enable compliance with Regulation 17 of MARPOL Annex II which, *inter alia*, requires that the shipboard marine pollution emergency plans for oil and/or noxious liquid substances (SMPEP) shall contain a list of authorities or persons to be contacted in the event of a pollution incident involving such substances. In this context, requirements for emergency plans and reporting for hazardous and noxious substances are also contained in Article 3 of the 2000 OPRC-HNS Protocol.

3 Resolution MEPC.54(32), as amended by resolution MEPC.86(44), on the SOPEP Guidelines and resolution MEPC.85(44), as amended by resolution MEPC.137(53), on the SMPEP Guidelines adopted by the IMO require that these shipboard pollution emergency plans should include, as an appendix, the list of agencies or officials of administrations responsible for receiving and processing reports as developed and up-dated by the Organization in compliance with Article 8 (Reports on incidents involving harmful substances) and Protocol I (Provisions concerning Reports on Incidents Involving Harmful Substances) of the MARPOL Convention. Under Article 8 of Convention, each Party to the Convention shall notify the Organization with complete details of authorities responsible for receiving and processing reports on incidents for circulation to other Parties and Member States of the Organization. Attention is also drawn to both Guidelines which stipulate that "in the absence of a listed focal point, or should any undue delay be experienced in contacting the responsible authority by direct means, the master should be advised to contact the nearest coastal radio station, designated ship movement reporting station or rescue co-ordination centre (RCC) by the quickest available means".

4 The List of National Operational Contact Points contained in the circular is updated at the end of each calendar year. This list is an update of that contained in MSC-MEPC.6/Circ.2 dated 31 December 2006, as amended.

5 The List of National Operational Contact Points is available on the Internet and can be accessed as follows: <http://www.imo.org> (select 'Circulars/Contact Points' or 'National Contacts/Contact Points' on the left hand side of the IMO homepage).

6 The Internet version is updated on a quarterly basis and includes **on page 2 a summary indicating which country has submitted changes to its information, since the previous update.**

7 On receipt of this latest version and in order to maintain an accurate list, it is necessary that Member States check their respective information to ensure that it is correct. Effective 29 February 2008, Member States are requested to directly update their respective information in the Global Integrated Shipping Information Systems (GISIS) using the reporting facilities of the Contact Points module. Prior to 29 February 2008.

Changes or Amendments to the

**LIST OF NATIONAL OPERATIONAL CONTACT POINTS
RESPONSIBLE FOR THE RECEIPT, TRANSMISSION AND PROCESSING OF
URGENT REPORTS ON INCIDENTS INVOLVING HARMFUL SUBSTANCES,
INCLUDING OIL FROM SHIPS TO COASTAL STATES**

The following updates are based on information from countries that notified us of additions, changes or amendments to MSC-MEPC.6/Circ.4:

Updates as at 31 March 2008

IRAN (ISLAMIC REPUBLIC)
KENYA
POLAND
TURKEY

Updates as at 30 June 2008

ARGENTINA
COOK ISLANDS
CROATIA
THE NETHERLANDS
POLAND
TURKEY
YEMEN

Note: This summary page will appear on the Internet whenever changes or amendments are received by the Secretariat before the printed copy of the list is re-issued.

LIST OF NATIONAL OPERATIONAL CONTACT POINTS
RESPONSIBLE FOR THE RECEIPT, TRANSMISSION AND
PROCESSING OF URGENT REPORTS ON INCIDENTS
INVOLVING HARMFUL SUBSTANCES, INCLUDING OIL
FROM SHIPS TO COASTAL STATES

MSC-MPEC.6/Circ.4
ANNEX 2
Page 3
Last update: 30/06/2008

ALBANIA

Ministry of Transport and Telecommunication
Directory of Maritime Transport
Tirana

Tel: +355 42 20479
Fax: +355 42 20479
Telex:
Email: shxhaxhiu@yahoo.com

Radio Call Sign:

Languages understood:

ALGERIA

Ministère des Transports
Direction de la Marine Marchande
1 Chemin Ibn Badis El Mouiz (ex. Poirson)
El Biar Alger

Tel: +213 (0)21 92 98 81
+213 (0)21 92 09 31
Fax: +213 (0)21 92 60 96
+213 (0)21 92 98 94
Telex:
Email: rezal@ministere-transports.gov.dz

Radio Call Sign:

Languages understood:

ANGOLA

Ministry of Transport
Maritime Institute of Ports of Angola (IMPA)
Rua: Rainha Ginga, 74 4th Floor
Luanda Angola
Radio Call Sign:

Tel: +244 222 390034
Fax: +244 222 311582
Telex:
Email: dnmmp@netangola.ao

Languages understood:

ANTIGUA AND BARBUDA

Antigua & Barbuda Department of Marine Services and Merchant Shipping (ADOMS)*
Corner of Popeshead & Dickenson Bay Streets
PO Box 1394
St John's Antigua Germany
Radio Call Sign:

Tel: +1 268 462 1273 or 4353
Fax: +1 268 462 4358
Telex:
Email: marineserv@candw.ag

Languages understood:

Antigua & Barbuda Department of Marine Services and Merchant Shipping (ADOMS)
Am Patentbusch 4
Oldenburg 26125 Germany

Tel: +49 441 93959-0
Fax: +49 441 93959-20/29
Telex:
Email: info@antiguamarine.com

Languages understood:

Radio Call Sign:

ARGENTINA

Prefectura Naval Argentina
Dirección de Protección Ambiental
Departamento Seguridad Ambiental
Av. Eduardo madero 235, piso 4
C. Autónoma de Buenos Aires (C1106ACC) Argentina
Radio Call Sign:

Tel: +54 11 4318 7669
Fax: +54 11 4318 7474, +54 11 4318 7666
Telex:
Email: dpma-mp@prefectura naval.gov.ar

Languages understood:

Prefectura Naval Argentina
Dirección de Operaciones
Departamento Central de Operaciones
Av. Eduardo Madero 235, piso 3
C. Autónoma de Buenos Aires C1106ACC Argentina
Radio Call Sign:

Tel: +54 11 4318 7589
Fax: +54 11 4318 7613
Telex:
Email: jcfepermanebcia@prefectura naval.gov.ar

Languages understood:

AUSTRALIA

Maritime Duty Officer
Australian Search and Rescue (AusSAR)
Australian Maritime Safety Authority
GPO Box 2181 CANBERRA ACT 2601

Tel: +61 2 6230 6811 (24 hrs)
freecall 1800 641 792 (in Australia only)
Fax: +61 2 6230 6868
Telex: 7162349 (computer connected)
Email: rccaus@amsa.gov.au
AMSA web page: www.amsa.gov.au

Radio Call Sign:

Languages understood: English

BAHAMAS

The Bahamas Maritime Authority
120 Old Broad Street
London EC2N 1AR
England UK

Tel: +44 (0)20 7977 471220 (24hrs)
Fax: +44 (0)20 7614 1300
Telex:
Email: tech@bahamasmaritime.com

Radio Call Sign:

Languages understood:

Alternatively, spills may be notified in port to:

All ports other than Freeport

New Providence Port Department
PO Box N-1875
Nassau, N.P.

Tel: +1 242 322 8832
+1 242 326 7354
+1 242 322 2049
+1 242 322 1596 (24hrs)
Fax: +1 242 322 5545

Telex:
Email:

Languages understood:

Radio Call Sign:

Freeport

Freeport Port Department
PO Box F-42044
Freeport, G.B.

Tel: +1 242 352 9163
Fax: +1 242 351 4538
Telex:
Email:

Languages understood:

Radio Call Sign:

Freeport Harbour Company
PO Box N-8175
Nassau, N.P.

Tel: +1 242 352 9651
+1 242 352 4199
+1 242 352 9088 (24hrs)
Fax: +1 242 352 6888

Telex:
Email:

Languages understood:

Radio Call Sign:

BAHRAIN

Environmental Protection Committee (EPC)
Ministry of Housing, Municipalities
and Environment
P.O. Box 26909 Adliay

Tel: +973 293 693
Fax: +973 293 694
Telex:
Email:

Radio Call Sign:

Languages understood:

Bahrain Port Control*
Directorate General of Ports
P.O. Box 453
Mina Sulman

Tel: +973 727 447
+973 719 404 (24 hrs)
Fax: +973 727 985
Telex: 8642 MINA BN
8643 HARBOR BN

Email:

Radio Call Sign:

Languages understood:

BANGLADESH

Director General
Department of Shipping
141-143 Motijheel Commercial Area
Dhaka

Tel: +880 2 955 5128
+880 2 955 5129
Fax: +880 2 966 6159
Telex: 642207 DGS BJ
Email:

Radio Call Sign:

Languages understood:

BARBADOS

Barbados Defence Force - Coast Guard*
National Communication Centre
HMBS Willoughby Fort
Bridgetown

Tel: +1 246 427 8819 (24 hrs)
+1 246 436 6185
Fax: +1 246 429 7153/6663
Telex: 2374 DEFENCE WB
Email:

Radio Call Sign:

Languages understood:

BELGIUM

Federal Public Service Mobility and Transport
Directorate-General Maritime Transport
Rue du Progrès 56
B-1210 Bruxelles

Tel: +32 (0)2 277 3500
Fax: +32 (0)2 277 4051
Telex:
Email: dg.mar@mobilit.fgov.be

Radio Call Sign:

Languages understood: English, French

Marine Rescue Co-ordination Centre
Maritiem Plein 3
B-8400 Oostende

Tel: +32 (0)59 701 000/100
Fax: +32 (0)59 703 605
Telex: 82125 LOODSW B
Email: mrcc@mrcc.be

Radio Call Sign: MMSI 00205 99 81

Languages understood: English, French

BELIZE

In relation to incidents within territorial waters of Belize

The Belize Port Authority
National Maritime Communications Center
PO Box 633
Belize City

Tel: +501 223 2292
+501 223 2309
+501 223 0714 / 0716
Fax: +501 223 2318
+501 223 0710

Telex:
Email: bzportauth@btl.net
Languages understood: English, Spanish

Radio Call Sign:

In relation to vessels registered at IMMARBEL

International Merchant Marine Registry of Belize
Marina Towers Suite 204
Newtown Barracks
Belize City

Tel: +501 223 5026
+501 223 5031
+501 223 5047
Fax: +501 223 5048
+501 223 5070

Telex:
Email: immarbel@btl.net
Languages understood: English, Spanish

Radio Call Sign:

BENIN

Port Autonome de Cotonou*
Boite Postale 927
Cotonou

Tel: +229 312890
+229 314387
Fax:
Telex: 5004 DIRPORT
Email:

Radio Call Sign:

Languages understood:

BOLIVIA

Ministerio de Defensa Nacional de Bolivia
Direccion de Intereses Maritimos, Fluviales y Lacustres
(Bolivian Maritime Authority)
Unidad de Politicas Maritimas (Maritime Policies Unit) 20 de Octubre esq. Pedro Salazar La Paz

Tel: +591 224 31161
Fax: +591 221 12610
Telex:
Email: internar@mindef.gov.bo

Radio Call Sign:

Languages understood:

Bolivian International Ship's Registry
Surveys Direction
Calle Mercado 1046
Edif. Saenz 1er. Piso La Paz

Tel: +591 224 07718
+591 224 07732
Fax: +591 224 07730
Telex:
Email: jefe_inspeccion@ribb.gov.bo

Radio Call Sign:

Languages understood:

BRAZIL

MRCC Brazil
Praça Barão de Ladário s/n
Ed. Alte. Tamarandé, 7 andar
CEP 20091-000 Rio de Janeiro RJ

Tel: +55 21 2104 6056
+55 21 2104 6038
Fax: +55 21 2104 6038
Telex:
Email: mrcbrazil@con.mar.mil.br

Radio Call Sign:

Languages understood: Portuguese, English

BRUNEI DARUSSALAM

Marine Department
Ministry of Communications
Muara 4053

Tel: +673 2 771347 to 56
+673 2 770293 (After hrs)
+673 2 770270 (After hrs)
Fax: +673 2 771357
Telex: 2650 MARINE BU
Email:

Radio Call Sign:

Languages understood: English

BULGARIA

Executive Director
Executive Agency "Maritime Administration"
Ministry of Transport and Communication
9 Levski Street Sofia 1000

Tel: +359 2 930 0910
Fax: +359 2 930 0920
Telex: 23209/23200
Email: bma@marad.bg

Radio Call Sign:

Languages understood: English, Russian

Harbour Master
Directorate "Maritime Administration"
5 Primorski Blv.
9000 Varna

Tel: +359 52 603 113
Fax: +359 52 602 317
Telex: 77460
Email:

Radio Call Sign: VHF ch 16/11

Languages understood: English, Russian

Harbour Master
Directorate Maritime Administration
3 Al. Batenberg Str.
8000 Bourgas

Tel: +359 56 844311
Fax: +359 56 844310
Telex: 83438
Email:

Radio Call Sign: VHF ch 16/11

Languages understood: English, Russian

CAMEROON

Office National des Ports du Cameroon (ONPC)*
5 Boulevard Leclerc
B.P. 4020
Douala

Tel: +237 342 5233/7322
Fax: +237 3426797
Telex: 5270 DIROPORT KN
Email:

Radio Call Sign:

Languages understood:

Port Authority of Douala
Marine Marchande*
BP 416
Douala

Tel: +237 342 0388
Fax:
Telex: 5270 DIROPORT KN
Email:

Radio Call Sign:

Languages understood:

CANADA

The master or owner of a ship must report, without delay, any discharge or anticipated discharge of a pollutant to a Pollution Prevention Officer (PPO). These initial reports should be made to any Marine Communications and Traffic Services (MCTS) Centre on the frequencies listed in the publication, Radio Aids to Marine Navigation (RAMN) - DFO 5470 (Great Lakes and Atlantic) and DFO 5471 (Pacific). Alternatively, spill reports can be directed to the nearest CCG 24/7 Regional 1-800 marine spill reporting phone line as identified below:

CCG Pacific Region

Tel: +1 800 889 8852 (toll free)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

CCG Central and Arctic Region

Tel: +1 800 265 0237 (toll free)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

CCG Quebec Region

Tel: +1 800 363 4735 (toll free)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

CCG Maritimes Region

Tel: +1 800 565 1633 (toll free)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

CCG Newfoundland Region

Tel: +1 800 563 9089 (toll free)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Enquiries regarding pollution response or requests for response assistance should be directed to:

Director, Safety and Environmental Response Systems
Canadian Coast Guard
Marine Programs
Department of Fisheries and Oceans 200 Kent Street, 5th floor Ottawa, Ontario K1A 0E6

Tel: +1 613 990 3115 (office hrs)
Fax: +1 613 996 8902 (office hrs)
Telex:
Email: troys@dfo-mpo.gc.ca

Radio Call Sign:

Languages understood: English, French

Within Canada administrative enquiries related to Canada's Pollution Response Organization's, Canada's Response Regime Governance, pollution preparedness, prevention, Oil Handling Facility regulations and vessel regulations, design and construction should be directed to:

Director, Operations and Environmental Programs Branch
Transport Canada
Tower C, Place de Ville
330 Sparks St., 10th floor Ottawa, Ontario K1A 0N8

Tel: +1 613 991 3131
Fax: +1 613 993 8196
Telex:
Email: dayrh@tc.gc.ca

Radio Call Sign:

Languages understood: English, French

CAPE VERDE

Inspeccao Maritima*
Direccao Geral de Marinha et des Portos
Porto Grande
San Vicente

Tel: +238 31 4342
Fax: +238 31 6519
Telex: 3032 MARPOR CV
Email:

Radio Call Sign:

Languages understood:

CHILE

Dirección General del Territorio Marítimo y de Marina Mercante
Dirección de Intereses Marítimos y Medio Ambiente Acuático
Subida Cementerio No. 300
Playa Ancha Valparaíso

Tel: +56 32 2208301
Fax: +56 32 2208385
Telex:
Email: dirinmar@directemar.cl

Radio Call Sign: Playa Ancha Radio CBV (24 hrs)

Languages understood: Spanish, English

Spills may also be notified to the following regional DGTm y MM Centre contact points:

Centro Regional Talcahuano
CERCONTALC
Av. La Torre 1430
San Vicente Talcahuano

Tel: +56 254 19547 / 2547226
Fax: +56 41 254 7226
Telex:
Email: celconvic@directemar.cl

Radio Call Sign: Talcahuano Radio CBT (24 hrs)

Languages understood: Spanish, English

Centro Regional Punta Arenas
CERCONPAR
O'Higgins No.1041
Punta Arenas

Tel: +56 61 201160
Fax: +56 61 201196/201172
Telex:
Email: pta@dgm.cl

Radio Call Sign: Magallanes Radio CBM (24 hrs)

Languages understood: Spanish, English

Centro Regional Puerto Montt
CERCONPMO
Videla S/N
Puerto Montt

Tel: +56 65 291100
Fax: +56 65 291196
Telex: 370064 CBP CL
Email: goberpxm@pxm.dgtm.cl

Radio Call Sign: Puerto Montt Radio CBP (24 hrs)

Languages understood: Spanish, English

Centro Regional Valparaíso
CERCONVALP
Valparaíso

Tel: +56 32 220 8905
Fax: +56 32 220 208909
Telex: 230602 DGTm CL
330462 DGTm CL
Email: gobervip@vlp.dgtm.cl

Radio Call Sign: Playa Ancha Radio CBV (24 hrs)

Languages understood: Spanish, English

Centro Regional Iquique
CERCONIQUE
Jorge Barrera 98 Plaza Aduana
Iquique

Tel: +56 57 401905
Fax: +56 57 401996
Telex:
Email: goberiqq@iqq.dgtm.cl

Radio Call Sign: Antofagasta Radio CBF (24 hrs)

Languages understood: Spanish, English

CHINA

The Maritime Safety Administration
People's Republic of China
11 Jianguomennei Avenue
Beijing

Radio Call Sign:

Maritime Safety Administration Dalian
No. 1 Gangwan Street
Zhongshan District
Dalian City

Radio Call Sign:

Maritime Safety Administration Qingdao
No.21 Wuxia Road
Qingdao City

Radio Call Sign: VHF: CH16

Maritime Safety Administration Tianjin
13 BanYi Street
Tanggu District
Tianjin City

Radio Call Sign: VHF: CH9

Marine Safety Administration Shanghai
190 Siping Road
Shanghai City

Radio Call Sign: VHF: CH 16

Maritime Safety Administration Ningbo
415 Renmin Road
Ningbo City

Radio Call Sign: VHF: CH 13

Maritime Safety Administration Guangzhou
520 Binjiang Road (E)
Guangzhou City

Radio Call Sign: VHF: CH 8, 9, 64

Maritime Safety Administration Shenzhen
No. 229 Binhe Road
Shenzhen City

Radio Call Sign:

Tel: +86 10 65292457
+86 10 65292218 (After hrs)
Fax: +86 10 65292456
Telex: 222258 CMSAR CN
Email:

Languages understood: Chinese, English

Tel: +86 411 82625031
+86 411 82635487 (24 hrs)
Fax: +86 411 82622230
Telex:
Email:

Languages understood:

Tel: +86 532 82654427 (24 hrs)
+86 532 82826589 (Afters hrs)
Fax: +86 532 2654277
Telex: 321017 SAFETY CN
Email:

Languages understood:

Tel: +86 22 25793420
+86 22 25793790 (24 hrs)
Fax: +86 22 66707273
Telex: 23222 JTHAR CN
Email:

Languages understood:

Tel: +86 21 53931548
+86 21 53931419
Fax: +86 21 53931549
+86 21 53931512
Telex: 33024 HSASC CN
Email:

Languages understood:

Tel: +86 574 7691857
+86 574 7356420
Fax: +86 574 7353346
Telex: 37053 NBHSA
Email:

Languages understood:

Tel: +86 20 84401224
+86 20 84102131
Fax: +86 20 84103031
+86 20 84401277
Telex: 441081 GZMSS CN
Email:

Languages understood:

Tel: +86 755 3797023
+86 755 3797011
Fax: +86 755 3797028
+86 755 3797089
Telex:
Email:

Languages understood:

Maritime Safety Administration Zhanjiang
12 Remmindongyi Road
Zhanjiang City

Tel: +86 759 2226320
+86 759 2222090
Fax: +86 759 2286084
Telex:
Email:

Radio Call Sign:

Languages understood:

Maritime Safety Administration Hainan
137 Binhai Street
Haikou City

Tel: +86 898 8665330
Fax: +86 898 8653899
Telex:
Email:

Radio Call Sign:

Languages understood:

Maritime Safety Administration Shantou
Dong Duan Haibin Road
Shantou City

Tel: +86 754 8900125
+86 754 8900111
Fax: +86 754 8900110
Telex:
Email:

Radio Call Sign:

Languages understood:

Maritime Safety Administration Qinhuangdao
75 Haibin Road
Qinhuangdao City
Heibei Province

Tel: +86 335 3097432
+86 335 3093164
Fax: +86 335 3411866
Telex:
Email:

Radio Call Sign:

Languages understood:

Maritime Safety Administration Yantai
8 Zhuhai Road
Yantai City
Shandong Province

Tel: +86 535 6251400 Ext.3193
+86 535 6742651
Fax: +86 535 6256205
Telex:
Email:

Radio Call Sign:

Languages understood:

Maritime Safety Administration Lianyungang
10 Yuanqian Road
Xugou District
Lianyungang City Jiangsu Province

Tel: +86 518 2311449 Ext.228
+86 518 2310309
Fax: +86 518 2312842
Telex:
Email:

Radio Call Sign:

Languages understood:

COLOMBIA

Dirección General Marítima (DIMAR)
Transversal 41, No. 27 - 50 CAN
Bogotá, D.C.

Radio Call Sign:

Local contact points:

Capitanía del Puerto de Barranquilla
Calle 53 No. 46-37 piso 2
Barranquilla-Atlántico

Radio Call Sign: VHF:16 Ch. 13/14/20

Capitanía del Puerto de Cartagena
Edificio BCH - La Matuna
Cartagena de Indias-Bolívar
Cartagena

Radio Call Sign: VHF:16 Ch.14

Capitanía del Puerto de Coveñas
Via Guayabal
Coveñas-Sucre

Radio Call Sign: VHF:16 Ch.10

Capitanía del Puerto de Buenaventura
Edificio El Café, piso 1
Buenaventura-Valle

Radio Call Sign: VHF:16 Ch.14, 68

Capitanía del Puerto de Tumaco
Via del Morro
Tumaco-Narino

Radio Call Sign: VHF:16 Ch. 71

Capitanía del Puerto de San Andrés
Avenida Newball Contiguo a la dian
Isla San Andrés
Archipiélago San Andrés

Radio Call Sign: VHF:16 Ch. 12, 14

Capitanía del Puerto de Turbo
Avenida la Playa
Turbo-Antioquia

Radio Call Sign: VHF:16 Ch.14, 17

Capitanía del Puerto Bolívar, Guajira
Attn Port State Control Officer
Calle 53 No. 46-37, piso 2
Barranquilla Atlántico

Radio Call Sign: VHF CH.16 CH.14

Tel: +57 1 2200490
+57 312 5967040 (mb)
Fax: +57 1 2200490 x2213
+57 1 2225152
Telex: 44421 DIMAR CO
Email: dimar@dimar.mil.co
Languages understood: Spanish, English

Tel: +57 5 3 492572/491070
Fax: +57 5 3 492626
Telex:
Email: cp03@dimar.mil.co

Languages understood: Spanish, English

Tel: +57 5 6 646125 / 643237 / 642583
Fax: +57 5 6 644303
Telex:
Email: cp05@dimar.mil.co

Languages understood: Spanish, English

Tel: +57 5 2 881261 / 880199
Fax: +57 5 2 880221 x 105
Telex:
Email: cp09@dimarnet.mil.co

Languages understood: Spanish, English

Tel: +57 2 2423702 / 2417867 / 2425437
Fax: +57 2 2434447
Telex:
Email: cp01@dimar.mil.co

Languages understood: Spanish, English

Tel: +57 2 7272637 / 7275796 / 7272788
Fax: +57 2 7272785 / 7271418
Telex:
Email: cp02@dimar.mil.co

Languages understood: Spanish, English

Tel: +57 8 512 5613/512 0703 /512
2347 /512 2380
Fax: +57 8 5127077
Telex:
Email: cp07@dimar.mil.co

Languages understood: Spanish, English

Tel: +57 4 8 279372 / 274038 / 279371
Fax: +57 4 8 274038
Telex:
Email: cp08@dimar.mil.co

Languages understood: Spanish, English

Tel: +575 350 6511
+575 350 5612
Fax: +575 350 2151
Telex:
Email: cp14@dimar.mil.co
puerto.bolivar@dimarnet.mil.co

Languages understood: Spanish, English

Capitanía del Puerto de Santa Marta
Calle 15 No. 3-25 piso 11
Santa Marta-Magdalena

Radio Call Sign: VHF:16 Ch. 09

Tel: +57 5 4210739 / 311876
Fax: +57 5 4210711
Telex:
Email: cp04@dimar.mil.co

Languages understood: Spanish, English

CONGO

Direction Générale de la Marine Marchande
(DIGEMAR)
BP 1107,
Pointe-Noire Congo

Radio Call Sign:

Tel: +242 940107
+242 942326
Fax: +242 944832
Telex: 8278 KG
Email:

Languages understood: English, French

COOK ISLANDS

Ministry of Transport
The Secretary
Ministry of Transport
P.O. Box 61
Rarotonga Cook Islands
Radio Call Sign:

Tel: +682 28810
Fax:
Telex:
Email: transport@oyster.net.ck

Languages understood: English

COSTA RICA

Dirección de Navegación y Seguridad
División Marítimo Portuaria
Ministerio de Obras Públicas y Transportes (MOPT)
50 metros sur Blvd Liceo de Costa Rica PO Box 10176 San José

Radio Call Sign:

Tel: +506 2 335022
Fax: +506 2 336510
Telex: 2493 MOP CR
Email:

Languages understood:

Alternatively, spills on the Caribbean Coast could be reported to:

Junta Administrativa de Portuaria y de
Desarrollo Económico de la Vertiente
Atlántica (JAPDEVA)
Apartado T Puerto Limon

Radio Call Sign:

Tel: +506 7990017
+506 7990215
Fax: +506 7984661
Telex: 8518/2435 CR
Email:

Languages understood:

CÔTE D'IVOIRE

Centre Ivoirien Anti-Pollution (CIAPOL)
Ministère du Logement, du Cadre de Vie
et de l'Environnement
Abidjan B.P. 153 Côte d'Ivoire

Radio Call Sign:

Tel: +225 37 18 35
+225 37 29 19
Fax: +225 37 65 03
+225 31 65 00
Telex:
Email:

Languages understood:

CROATIA

Ministry of the Sea, Transport and Infrastructure
Harbour Master's Office Rijeka
Senjsko pristanište 3
Rijeka 51000 Croatia

Radio Call Sign:

Tel: +385 51 214 113
+385 51 212 474
+385 51 312 253 MRCC
+385 51 214 031 (after hours)
Fax: +385 51 312 254 MRCC
+385 51 313 265
+385 51 211 660
+385 51 212 696
Telex: 24634 KAP RI RH
Email: mrcc@pomorstvo.hr
Languages understood: English

CUBA

Distrito de Seguridad e Inspeccion
Maritima de Centro Este
Avenida La Libertad No.210
entre Domingo Puente e Pancha Agramonte Camaguey

Radio Call Sign:

Tel: +53 3229 4920
Fax: +53 3229 4920
Telex:
Email: dmce@utceste.ferro.net.cu

Languages understood:

Distrito de Seguridad e Inspeccion
Maritima de Oriente
Enramada#10
Peralejo y Callejon Cuba Santiago de Cuba

Radio Call Sign:

Tel: +53 2262 3495
+53 2262 3548
Fax:
Telex:
Email: elieser@utoriente.ciges.inf.cu

Languages understood:

Distrito de Seguridad e Inspeccion Maritima
Maritima de Occidente
Via Blanca#613
/Prensa y Colodon Cerro Ciudad de la Habana

Radio Call Sign:

Tel: +53 740 6597
+53 740 1540
Fax:
Telex:
Email: edi.dmoc@uptsieto.transnet.cu

Languages understood:

Distrito de Seguridad e Inspeccion Maritima
Maritima de Centro
Calle 35
Esq.42 Cienfuegos

Radio Call Sign:

Tel: +53 4351 9234
+53 4351 6035
Fax:
Telex:
Email: dmcfegos@sicen.ferro.net.cu

Languages understood:

Direccion de Seguridad e Inspeccion Maritima
Ministry of Transport
Boyeros y Tulipan, Plaza
Ciudad de la Habana

Radio Call Sign:

Tel: +53 7 881 6607
+53 7 881 9498
Fax: +53 7 881 0149
Telex: 511 229 MITRANS CU
Email: dsim@mitrans.transnet.cu

Languages understood:

CYPRUS

Department of Fisheries and Marine Research
Ministry of Agriculture, Natural Resources and Environment
13 Aeolos Street
1416 Agios Andreas Lefkosia

Tel: +357 22807868/807
Fax: +357 22775955
Telex:
Email: lloizides@dfmr.moa.gov.cy

Radio Call Sign:

Languages understood:

Department of Merchant Shipping
Kylinis Street
Mesa Geitonia
CY 4007 Lemesos

Tel: +357 25848100/278/273
Fax: +357 25848200
Telex:
Email: maritimeadmin@dms.mcw.gov.cy

Radio Call Sign:

Languages understood: English

CZECH REPUBLIC

Ministry of Transport
Navigation and Waterways Division
L. Svobody 12
Prague 1 110 15

Tel: +420 2 23031225
Fax: +420 2 24810596
Telex: 121096
Email:

Radio Call Sign:

Languages understood: English

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Maritime Administration of DPR Korea
Tonghung-dong, Central District
PO Box 416
Pyongyang
Pyongyang Democratic People's Rep. of Korea
Radio Call Sign:

Tel: +850 2 18111 x 8059
Fax: +850 2 381 4410 / 4697
Telex:
Email: mab@silibank.com

Languages understood:

DEMOCRATIC REPUBLIC OF THE CONGO

Ministère des Transports et Communications
117 Boulevard du 30 juin
Building ONATRA
Kinshasa-Gombe

Tel: +243 99 27 710
Fax:
Telex:
Email: dmvrndc@yahoo.fr

Radio Call Sign:

Languages understood:

DENMARK

Admiral Danish Fleet
Marine Rescue Coordination Centre AARHUS
PO Box 483
DK-8100 Århus C

Tel: +45 89 43 30 99
Fax: +45 89 43 32 30
Telex: 66471 SOK DK
Email: eu-celle@sok.dk

Radio Call Sign:

Languages understood: Danish, English, German

for FAROE ISLANDS

Faroe Islands MRCC Torshavn
Tinghusvegur 64
FO-100 Torshavn
Torshavn Denmark
Radio Call Sign: Torshavn Radio OXJ VHF16

Tel: 298351300, 298351302
Fax: 298351301
Telex:
Email: mrcc@mrcc.fo

Languages understood: Danish, English

for GREENLAND

Island Commander Greenland*
Marine Rescue Coordination Centre Gronnedal
3930 Kangilinnguit

Tel: +299 69 19 11
Inmarsat C: Greenland 433108810 or
433116710

Fax: +299 69 19 49
Telex:
Email: iscomgl@greenet.gl /
iscomgl@glk.gl

Languages understood: Danish, English

Radio Call Sign:

DJIBOUTI

Port Autonome International de Djibouti*
B.P. 2107
Djibouti

Tel: +253 352 331
+253 351 031
+253 353 266
Fax: +253 356 187
Telex: 5836 PORTAUTO DJ
Email:

Languages understood:

Radio Call Sign:

DOMINICA

Dominica Maritime Administration
5th floor, Dominica Financial Centre
Kennedy Avenue
Roseau

Tel: +767 448 2401
ext. 3071/3072/3073
Fax: +767 448 4722
Telex:
Email: maritime@cwdom.dm

Languages understood:

Radio Call Sign:

DOMINICAN REPUBLIC

Comisión Nacional de Saneamiento Ecológico*
Calle Euclides Morillo 65
Edificio No. 2 Caasá
Santo Domingo

Tel: +1809 562 3500
Fax: +1809 541 7600
Telex:
Email:

Languages understood:

Radio Call Sign:

ECUADOR

Dirección General de la Marina Mercante y del Litoral (DIGMAR)
Elizalde 101 Y Malecon
Guayaquil

Tel: +593 4 232 0400 X 324

+593 9 402 9523 (24hr)

Fax: +593 4 238 4827

Telex:

Email: superintendente@digmer.org

Languages understood: Spanish, English

Radio Call Sign: HC

Superintendencia del Terminal Petrolero de "Balao"
(SUINBA)

Tel: +593 6 272 4420 (telefax)

+593 6 272 6452 (after hrs)

+593 9 923 4445 (24hr)

Fax: +593 6 272 4420

Telex:

Email: suinba@digmer.org

Languages understood: Spanish, English

Radio Call Sign: HC

Superintendencia del Terminal Petrolero de "El Salitral"
(SUINSA)

Tel: +593 4 287 4407 (telefax)

+593 4 287 3779 (after hours)

+593 9 437 2806 (24hr)

Fax: +593 4 287 4407

Telex:

Email: suinsa@digmer.org

Languages understood: Spanish, English

Radio Call Sign: HC

Superintendencia del Terminal Petrolero de la Libertad
(SUINLI)

Tel: +593 4 278 5781 (telefax)

+593 4 221 8751 (after hrs)

Fax: +593 4 278 5781

Telex:

Email: suinli@digmer.org

Languages understood: Spanish, English

Radio Call Sign: HC

EGYPT

Egyptian Authority for Maritime Safety
Maritime Safety Information Center
Bab El Gomrok (1) - Ras El Tin
Alexandria

Tel: +20 3 486 3650

Fax: +20 3 483 7627

Telex: 54407 FANARUN

Email: infocenter@eamfms.com

Radio Call Sign:

Languages understood: Arabic, English, French

Head of Maritime Sector
Ministry of Transport & Communications
4 Ptolemy Street
Alexandria 21514

Tel: +20 3 484 2119

+20 3 484 2058

+20 3 484 3631

Fax: +20 3 484 2041

+20 3 484 2096

Telex:

Email: mmt@idsc.net.eg

Languages understood:

Radio Call Sign:

EL SALVADOR

Ministry of National Defence
Naval Force
Direccion General de Capitanias de Puerto
San Salvador

Tel: +503 276 2605

Fax:

Telex:

Email:

Radio Call Sign:

Languages understood:

ESTONIA

Joint Rescue Coordination Centre (JRCC) Tallinn
Estonian Border Guard
Coast Guard Department
Susta 15 11712 Tallinn

Radio Call Sign:

Tel: +372 6922 222 (24 hrs)
+372 6922 500 (24 hrs)
Fax: +372 6922 501 (24 hrs)
Telex: 173 341 PIIR EE
Email: ncc_estonia@pv.ee

Languages understood: English, Russian

FIJI

Fiji Islands Maritime Safety Administration
Ships Inspection - Head Office
Motibhai Building, Walu Bay
Suva

Radio Call Sign:

Tel: +679 331 5266
Fax: +679 330 3251
Telex:
Email: fimsa@connect.com.fj

Languages understood:

Fiji Islands Maritime Safety Administration
Casualty Investigation
GPO Box 326
Motibhai Building, Walu Bay Suva

Radio Call Sign:

Tel: +679 331 5266
Fax: +679 330 3251
Telex:
Email: fimsa@connect.com.fj

Languages understood:

FINLAND

Maritime Rescue Coordination Centre (MRCC Turku)
West Finland Coast Guard District
PO Box 16
FIN-20101 Turku

Radio Call Sign:

Tel: +358 204 1000 (Alarm, 24 hrs)
+358 204 1001 (24 hrs)
Fax: +358 2 250 0950 (24 hrs)
Telex: 57-62249 MRCC FI
Email: mrcc@raja.fi

Languages understood: Swedish, English

Maritime Assistance Services (MAS)
Finnish Maritime Administration
Turku Maritime Traffic Center
Turku Radio FIN-21670 Pärnainen

Radio Call Sign:

Tel: +358 2044 86400
Fax: +358 2044 86533
Telex: 62107 OFKFI
Inmarsat C: 423000211
MMSI: 002300230
Email: turku.radio@fima.fi

Languages understood: Swedish, English

Inquiries:

Finnish Environment Institute (SYKE)
PO Box 140
FIN-00251 Helsinki

Radio Call Sign:

Tel: +358 2049 0123
+358 400 319 390 (After hrs)
Fax: +358 2049 0478
+358 2 250 0950 (after hrs) all
telefaxes via MRCC Turku)
Telex:
Email: oil duty@ymparisto.fi

Languages understood: English

FRANCE

East Channel:

MRCC GRIS NEZ

Radio Call Sign: MMSI 002275100

Tel: +33 3 21 87 21 87
INMARSAT C: 422799256
Fax: +33 3 21 87 78 55
Telex: 130680
Email:

Languages understood:

Central Channel

MRCC JOBOURG

Tel: +33 2 33 52 72 13
Fax: +33 2 33 52 71 72
Telex: 130680
Email:

Languages understood:

Radio Call Sign: MMSI : 002275200

West Channel

MRCC CORSEN

Tel: +33 2 98 89 31 31
Fax: +33 2 98 89 65 75
Telex: 940086
Email:

Languages understood:

Radio Call Sign: MMSI 002295300

Atlantic Ocean:

MRCC ETEL

Tel: +33 2 97 55 35 35
INMARSAT C: 422799025
Fax: +33 2 97 55 49 34
Telex: 940519
Email:

Languages understood:

Radio Call Sign: MMSI 002275000

Mediterranean Sea

MRCC LA GARDE

Tel: +33 4 94 61 71 10
Fax: +33 4 94 27 11 49
Telex: 430024
Email:

Languages understood:

Radio Call Sign: MMSI : 002275400

French West Indies, French Guiana:

MRCC FORT DE FRANCE

Tel: +596 70 92 92
INMARSAT C: 422799024 (AOR-W)
422799244 (AOR-E)
Fax: +596 63 24 50
Telex: 912008
Email:

Languages understood:

Radio Call Sign:

La Réunion, Mayotte, French Austral Territory

MRCC LA REUNION

Tel: +262 43 43 43
INMARSAT C: 422799193
Fax: +262 71 15 95
Telex: 916140
Email:

Languages understood:

Radio Call Sign:

New Caledonia, Wallis and Futuna:

MRCC NOUMEA

Tel: +687 26 47 72
+687 25 53 05
+687 35 24 33
INMARSAT C: 422799194
Fax: +687 24 23 03
+687 24 22 57

Telex:

Email:

Languages understood:

Radio Call Sign:

French Polynesia (Tahiti):

MRCC PAPEETE

Tel: +689 46 24 32
INMARSAT C : 582 422 799 192
Fax: +689 42 39 15

Telex:

Email: mrccpapeete@mail.pf

Languages understood:

Radio Call Sign:

Printed: 26/06/2008

GABON

Direction du Port de Port Gentil*
B.P. 43
Port Gentil

Radio Call Sign:

Tel: +241 753563
Fax:
Telex:
Email:

Languages understood:

GAMBIA

The Gambia Port Authority*
The Harbour Master
P.O. Box 617
Wellington Street Banjul

Radio Call Sign:

Tel: +220 28509
Fax:
Telex: 2235 GAMPORTS GV
Email:

Languages understood:

GEORGIA

MRCC-GEORGIA
4 Shavsheti Street
Batumi 6017

Radio Call Sign:

Tel: +995 222 7 39 13
Fax: +995 222 7 39 05
Telex: MMSI 002130100
Email: mrcc_Georgia@iberiapac.ge
mrccgeorgia@gol.ge

Languages understood:

Ministry of Environment*
68a Kostava Str.
389915 Tbilisi

Radio Call Sign:

Tel: +995 32 361 589
+995 32 230 664
Fax: +995 32 983 425
Telex:
Email:

Languages understood:

GERMANY

Zentraler Meldekopf des Wasser und
Schiffahrtsamtes Cuxhaven (ZMK)
(Waterways and Shipping Board of Cuxhaven)
Am Alten Hafen 2 D-27472 Cuxhaven

Radio Call Sign:

Tel: +49 4721 567485 (24 hrs)
Fax: +49 4721 567404 (24 hrs)
Telex:
Email: zmk@kuewaz.de

Languages understood: German, English

GHANA

Ghana Ports & Harbours Authority
Port of Tema
P.O. Box 150
Tema

Radio Call Sign:

Tel: +233 22 202631-9
Fax: +233 22 202812
Telex:
Email: Gpha@Ghan.com

Languages understood:

Ghana Ports & Harbours Authority
Port of Takoradi
P.O. Box 249
Takoradi

Radio Call Sign:

Tel: +233 31 24073/24304
Fax: +233 31 22814
Telex:
Email:

Languages understood:

GREECE

Piraeus Joint Rescue Co-ordination Centre
150 Grigoriou Labraki Avenue
185 18 Piraeus

Radio Call Sign:

Ministry of Mercantile Marine
Marine Environment Protection Division
109 Ipsilantou Street
185 32 Piraeus

Radio Call Sign:

Tel: +30 210 4112500 (24hrs)
+30 210 4220772 (24hrs)
Fax: +30 210 4132398 (24hrs)
Telex: 212022/212273/213593/212239/2135
94

Email: jrcppgr@yen.gr

Languages understood: English

Tel: +30 210 4220 701
+30 210 4121 211 (24 hrs)
+30 210 4191 304x1351
Fax: +30 210 4220441/440
+30 210
4224417/4220466/4191561/4191563/
4115798 (24 hrs)

Telex: 212022/212273/213593/212239

Email: dpthap@yen.gr

Languages understood: English

GRENADA

Grenada Coast Guard*
True Blue
St. George's

Radio Call Sign:

Tel: +1 473 444 1931/2
Fax: +1 473 444 2839
Telex:
Email:

Languages understood:

GUATEMALA

For the Atlantic Ocean:

Comandante*
Ministerio de la Defensa (Navy)
Base Naval del Atlantico (BANATLAN)
Santo Tomás de Castilla Izabal

Radio Call Sign:

Tel: +502 9 483127
Fax: +502 9 483102
Telex:
Email:

Languages understood:

For the Pacific Ocean:

Comandante*
Ministerio de la Defensa (Navy)
Base Naval del Pacifico (BANAPAC)
Puerto Quetzal Escuintla

Radio Call Sign:

Tel: +502 9 841056/7
Fax: +502 9 841056
Telex:
Email:

Languages understood:

GUINEA

Marine Marchande*
B.P. 6
Conakry

Radio Call Sign:

Tel: +224 443540
Fax:
Telex:
Email:

Languages understood:

GUINEA-BISSAU

Junta Autonoma dos Portos da Guinea-Bissau*
P.O. Box 382
Bissau

Radio Call Sign:

Tel: +245 2797
Fax:
Telex:
Email:

Languages understood:

GUYANA

Transport and Harbours Department*
Cornhill and Water Street
Stabroek
Georgetown

Radio Call Sign:

Tel: +592 2 67842/271696
Fax: +592 2 78545
Telex:
Email:

Languages understood:

HAITI

Service Maritime et de Navigation d'Haiti* (SEMANAH)
PO Box 1563
Boulevard La Saline
Port-au-Prince

Radio Call Sign:

Tel: +509 22 44368
Fax: +509 226336
Telex: 2030523 A/B SEMANAH
Email: apromap@yahoo.fr

Languages understood:

HONDURAS

Dirección General de la Marina Mercante
Col. San Carlos avenida Republica de Colombia #843
Tegucigalpa

Radio Call Sign:

Tel: +504 221 0721
+504 221 3033
+504 236 8880
+504 221 1987
+504 236 8872
Fax: +504 221 3419
+504 236 8866
Telex: 1570 MAMER HO
Email: hondumarina@newcom.hn

Languages understood: Spanish, English

HONG KONG, CHINA

SAR Mission Co-ordinator
Marine Emergency & Maritime Rescue Co-ordination Centre
Deck 5, Outer Pier, Macau Ferry Terminal
Sheung Wan
Sheung Wan Hong Kong, China
Radio Call Sign: VRC

Tel: +852 2233 7999 (24 hrs)
Fax: +852 2541 7714 (24 hrs)
Telex: 82952 MRCC HX
Email: hkmrcc@mardep.gov.hk

Languages understood: Chinese, English

HUNGARY

General Inspection for Transport
Superintendence for Shipping
Budapest, VI, Teréz krt. 38
P.O. Box 102 H-1389 Budapest

Radio Call Sign:

Tel: +36 1 311 3430
Fax: +36 1 311 1412
Telex: 226685 AUFEL H
Email:

Languages understood:

ICELAND

Icelandic Coast Guard (ICG)
Seljavegur 32
127 Reykjavik

Radio Call Sign: TFB

Tel: +354 511 3333 (Emergency 24 hrs)
+354 545 2100 (Operations 24 hrs)
INMARSAT C (581) 425101519
INMARSAT A (581) 1251123 (telex,
telephone)
DSC: 00251507000
Fax: +354 545 2001 (24 hrs)
Telex: AFTN BIRKICGT
Email: sar@lhg.is, vms@lhg.is
AFTN BIRKICGT

Languages understood: English, Danish, Norwegian, Swedish

INDIA

Indian Coast Guard
Coast Guard Headquarters
National Stadium Complex
Purana Quilla Road New Delhi 110 001

Radio Call Sign:

Tel: +91 11 2338 4934 (24 hrs)
+91 11 2338 6700 (24 hrs)
Fax: +91 11 2338 3196
Telex: +81 31 65359 CGHQ IN
Email: vprotect@vsnl.com

Languages understood: English

INDONESIA

Oil Pollution Response
Director, Guard and Rescue
The Directorate General of Sea Communication
Merdeka Barat No. 8 Jakarta

Tel: +62 21 3506207
Fax: +62 21 3506207
Telex:
Email:

Radio Call Sign:

Languages understood:

Operational Center for Oil Pollution
Jakarta

Tel: +62 21 345 6614
Fax: +62 21 345 1364
Telex: 40783 DJPL 1A
Email:

Radio Call Sign:

Languages understood:

Regional Contact Points:

Manado
Sulawesi

Tel: +62 431 867 050
+62 431 867 052
Fax: +62 431 860 083
Telex:
Email:

Radio Call Sign:

Languages understood:

Ambon
Moluccas

Tel: +62 911 352 852
Fax: +62 911 352 852
Telex:
Email:

Radio Call Sign:

Languages understood:

Sorong
Irian Jaya

Tel: +62 951 218 39/218 44
Fax: +62 951 21302
Telex:
Email:

Radio Call Sign:

Languages understood:

Jayapura
Irian Jaya

Tel: +62 967 534 36
Fax: +62 967 533 701
Telex:
Email:

Radio Call Sign:

Languages understood:

Medan
Sumatera

Tel: +62 61 323 357/568 206
Fax: +62 61 323 357
Telex:
Email:

Radio Call Sign:

Languages understood:

Dumai
Sumatera

Tel: +62 765 311 62/320 86
Fax: +62 765 320 86
Telex:
Email:

Radio Call Sign:

Languages understood:

Jakarta
Java

Tel: +62 21 494 552/492 244
Fax: +62 21 494 463
Telex:
Email:

Radio Call Sign:

Languages understood:

Surabaya
Java

Tel: +62 31 843 3018
Fax: +62 31 841 8187
Telex:
Email:

Radio Call Sign:

Languages understood:

Barjarmasin
Kalimantan

Tel: +62 511 52640
Fax: +62 511 53734
Telex:
Email:

Radio Call Sign:

Languages understood:

Balik Papan
Kalimantan

Tel: +62 542 22096
Fax: +62 542 22872
Telex:
Email:

Radio Call Sign:

Languages understood:

Ujung Pandang
Sulawesi

Tel: +62 411 514 158/514 539
Fax: +62 411 514 493
Telex:
Email:

Radio Call Sign:

Languages understood:

IRAN, ISLAMIC REPUBLIC OF

Ports & Shipping Organization
Department of Safety and Marine Environment Protection
South Didar Street, Jahan-e-Koodak Crossroad, Vanak Sq
Tehran Iran, Islamic Republic of

Radio Call Sign:

Port of Khoramshahr (Persian Gulf)

- Iran, Islamic Republic of

Radio Call Sign: EQK

Port of Imam Khomeini (Persian Gulf)

- Iran, Islamic Republic of

Radio Call Sign: EQN

Bandar Bushehr (Persian Gulf)

- Iran, Islamic Republic of

Radio Call Sign: EQM

KharK Island (Persian Gulf)

- Iran, Islamic Republic of

Radio Call Sign: EQQ

Port of Assaloyeh (Persian Gulf)

- Iran, Islamic Republic of

Radio Call Sign: EQP

Port of Bandar Abbas (Straits of Hormoz)

- Iran, Islamic Republic of

Radio Call Sign: EQI

Port of Chabbahar (Oman Sea)

- Iran, Islamic Republic of

Radio Call Sign: EQJ

Port of Anzali (Caspian Sea)

- Iran, Islamic Republic of

Radio Call Sign: EQL

Port of Nowshahr (Caspian Sea)

- Iran, Islamic Republic of

Radio Call Sign: EQO

Tel: +98 21 84932172, +98 21 84932176,
After working hours Mobile +98 912
3842663

Fax: +98 21 88651117

Telex:

Email: parhizi@pso.ir, kayvanrad@pso.ir

Languages understood: English

Tel: +98 632 4221525

Fax: +98 6324221525

Telex:

Email:

Languages understood:

Tel: Main +98 652 252 2451-3

Fax: Main +98 651 222 6902

Telex:

Email:

Languages understood: English

Tel: Main +98 771 2530074-5

Fax: Main +98 771 2530077

Telex:

Email:

Languages understood: English

Tel: Main +98 7722 2822680

Fax: +98 7722 2822680, +98 7722
2822469

Telex:

Email:

Languages understood: English

Tel: Main +98 772 7376631

Fax: Main +98 772 7376631

Telex:

Email:

Languages understood: English

Tel: Main +98 761 4514032-4

Fax: +98 761 4514036

Telex:

Email:

Languages understood: English

Tel: Main +98 545 2221415

Fax: +98 545 2221215

Telex: 88 512047

Email:

Languages understood: English

Tel: +98 181 3225540

Fax: +98 181 3223902

Telex:

Email:

Languages understood: English

Tel: +98 191 3250984

Fax: +98 191 3250986

Telex:

Email:

Languages understood: English

Port of Amir Abad (Caspian Sea)

- Iran, Islamic Republic of

Radio Call Sign: EQC

Tel: +98 152 5462019, +98 152 5462501

Fax: +98 152 5462015

Telex:

Email:

Languages understood: English

IRELAND

MRCC Dublin

Irish Coast Guard

Department of Transport

Leeson Lane Dublin 2

Tel: +353 1 6782304

Fax: +353 1 6620795

Telex:

Email: mrcdublin@irishcoastguard.ie

Radio Call Sign:

Languages understood: English

ISRAEL

Ministry of Transport

Administration of Shipping and Ports

PO Box 33993

Haifa 31339

Tel: +972 4 863 2040

+972 4 863 2080

Fax: +972 4 863 2118 (office hrs)

+057 2221510 (after hrs)

Telex:

Email:

Radio Call Sign:

Languages understood:

The Master of any vessel, whether in port or at sea, should report to the Israeli authorities any pollution or safety related event. The report should be relayed through the respective Port Control area. In the case that a pollution event occurs at open sea, the report should be relayed via Haifa Radio on Channel 16.

Ministry of the Environment

Marine and Coastal Environment Division

Itzbak rabin Government Complex

PO Box 811 Haifa 31007

Tel: +972 8 925 3321 (24 hrs)

Fax: +972 8 925 3461

Telex:

Email:

Radio Call Sign:

Languages understood:

Ministry of Environment

Marine and Coastal Environment Division

Port of Haifa area

Tel: +972 4 863 3500 (office hrs)

050-623 3054 (after hrs/mobile)

Fax: +972 4 863 3520 (office hrs)

Telex:

Email:

Radio Call Sign: Haifa Port Control VHF Ch.12, 14, 16 (24hrs)
Hadera Port Control VHF Ch.10 (24 hrs)

Languages understood:

Ministry of Environment

Marine and Coastal Environment Division

Ashdod Port Area

Tel: +972 8 852 2203 (office hrs)

056-233055 (after hrs/mobile)

Fax: +972 8 852 1845 (office hrs)

Telex:

Email:

Radio Call Sign: Ashdod Port Control VHF Ch.10, 12, 14, 16
(24hrs)
Ashkelon Port Control VHF Ch.13, 16

Languages understood:

Ministry of Environment

Marine and Coastal Environment Division

Eilat Port Area

Tel: +972 8 637 6376 (office hrs)

056-233052 (after hrs/mobile)

Fax: +972 8 637 6375 (office hrs)

Telex:

Email:

Radio Call Sign: Eilat Port Control VHF Ch.14, 16 (24hrs)

Languages understood:

ITALY

Ministero dell'Ambiente e della Tutela del Territorio
Direzione Generale per la Protezione della Natura
Centro Operativo Emergenza Inquinamenti
via Cristoforo Colombo 44 00147 Roma

Radio Call Sign:

Tel: +39 06 5722 3467/6/5
+39 329 3810 317 (24 hrs)
Fax: +39 06 5722 3472
Telex:
Email: sdm-4d@minambiente.it

Languages understood:

JAMAICA

The Jamaica Defense Force Coast Guard
HMJS Cagway
Port Royal
Kingston 1

Radio Call Sign: 6YX (24 hrs)

Tel: +1 876 967 8031-3
+1 876 967 8193 (24 hrs)
Fax: +1 876 967 8278
Telex:
Email:

Languages understood:

The Office of Disaster Preparedness and Emergency Management
12 Camp Road
Kingston 4

Radio Call Sign:

Tel: +1 876 928 5111-4
+1 876 938 2250-1
Fax: +1 876 928 5503
Telex:
Email:

Languages understood:

The Maritime Authority of Jamaica
7th floor, Dyoil Building
40 Knutsford Blvd.
Kingston 5

Radio Call Sign:

Tel: +1 876 754 7260 and 5
+1 876 929 2201
Fax: +1 876 754 7256
Telex:
Email:

Languages understood:

JAPAN

Operations Center/Administration Division
Guard and Rescue Department
Japan Coast Guard

Tel: +81 3 3591 9000
Fax: +81 3 3591 8701
Telex: 722 2853 JAMCC
Email:

Radio Call Sign:

Languages understood:

In the event of an incident, report should be made to the nearest MRCC as the first point of contact:

1st Regional Coast Guard HQ
Otaru

Tel: +81 1 34270118
Fax:
Telex: 952716 JMSAOT J
Email:

Radio Call Sign:

Languages understood:

2nd Regional Coast Guard HQ
Shiogama

Tel: +81 22 3630111/3
Fax:
Telex: 859227 JMSASI J
Email:

Radio Call Sign:

Languages understood:

3rd Regional Coast Guard HQ
Yokohama

Tel: +81 45 2110773/4
Fax:
Telex: 3822586 JMSAYO J
Email:

Radio Call Sign:

Languages understood:

4th Regional Coast Guard HQ
Nagoya

Tel: +81 52 6611611/2
Fax:
Telex: 4934961 JMSANA J
Email:

Radio Call Sign:

Languages understood:

5th Regional Coast Guard HQ
Kobe

Tel: +81 78 3916551/2
Fax:
Telex: 5663797 JMSAKO J
Email:

Radio Call Sign:

Languages understood:

6th Regional Coast Guard HQ
Hiroshima

Tel: +81 82 2515111/5
Fax:
Telex: 652905 JMSAHI J
Email:

Radio Call Sign:

Languages understood:

7th Regional Coast Guard HQ
from Koji to Moji

Tel: +81 933 212931/2/3
Fax:
Telex: 713440 JMSAKI J
Email:

Radio Call Sign:

Languages understood:

8th Regional Coast Guard HQ
Maizuru

Tel: +81 773 764100/1
Fax:
Telex: 5734455 JMSAMA J
Email:

Radio Call Sign:

Languages understood:

9th Regional Coast Guard HQ
Niigata

Tel: +81 25 2444151
Fax:
Telex: 3122472 JMSANI J
Email:

Radio Call Sign:

Languages understood:

Printed: 26/06/2008

10th Regional Coast Guard HQ
Kagoshima

Tel: +81 988 670118
Fax:
Telex: 782266 JMSAKA J
Email:

Radio Call Sign:

Languages understood:

11th Regional Coast Guard HQ
Naha

Tel: +81 988 664999
Fax:
Telex: 795211 JMSANH J
Email:

Radio Call Sign:

Languages understood:

In the case of incidents from any fixed or floating drilling rig or other offshore installation when engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral water resources, the present national operational contact points are listed below, in addition to the above:

Hokkaido Mine Safety and Inspection Bureau
Sapporo

Tel: +81 11 709 2311
+81 11 709 2481
Fax: +81 11 709 2486
Telex:
Email:

Radio Call Sign:

Languages understood:

Kanto-Tohoku Mine Safety and Inspection Department
Sendai

Tel: +81 22 263 111
+81 22 221 4840
Fax: +81 22 263 0590
Telex:
Email:

Radio Call Sign:

Languages understood:

Kanto-Tohoku Mine Safety and Inspection Department
Kanto Branch
Tokyo

Tel: +81 3 3216 5641
+81 3 3213 7907
Fax: +81 3 3211 2770
Telex:
Email:

Radio Call Sign:

Languages understood:

Ministry of International Trade and Industry
Industrial Location and Environmental
Protection Bureau
Mine Safety Division

Tel: +81 3 3501 1870
Fax: +81 3 3501 6565
Telex:
Email:

Radio Call Sign:

Languages understood:

Chubu-Kinki Mine Safety and Inspection Department
Nagoya

Tel: +81 52 951 2661
+81 52 861 0558
Fax: +81 52 961 8578
Telex:
Email:

Radio Call Sign:

Languages understood:

Kinki Branch of Chubu-Kinki Mine Safety
and Inspection Department
Osaka

Tel: +81 6 941 9261
+81 6 941 3481
Fax: +81 6 941 9481
Telex:
Email:

Radio Call Sign:

Languages understood:

Shikoku Branch of Chugoku-Shikoku Mine
Safety and Inspection Department
Takamatsu

Tel: +81 878 31 3141
+81 878 31 8736
Fax: +81 878 36 2604
Telex:
Email:

Radio Call Sign:

Languages understood:

Chugoku-Shikoku Mine and Safety
Inspection Department
Hiroshima

Tel: +81 82 224 5753
Fax: +81 82 228 8588
Telex:
Email:

Radio Call Sign:

Languages understood:

Kyushu Mine Safety and Inspection Bureau
Fukuoka

Tel: +81 92 481 1801
+81 92 431 7767
Fax: +81 92 471 7436
Telex:
Email:

Radio Call Sign:

Languages understood:

Naha Mine Safety Inspection Office
Naha

Tel: +81 988 88 8465
Fax: +81 988 88 6478
Telex:
Email:

Radio Call Sign:

Languages understood:

JORDAN

Director General*
The Ports Corporation
P.O.Box 115
Aqaba

Tel: +962 3 2014024
Fax: +962 3 2016204
+962 3 2012963
Telex: 62262 PORT JO
62352 PORT JO

Email:

Radio Call Sign:

Languages understood:

KENYA

Contact may also be made directly with:

Ministry of Transport
P.O. Box 52692-00200
Kenya Nairobi Kenya

Tel: Main +254 20 2729200
Fax: +254 20 2724553
Telex:
Email: info@transport.go.ke

Radio Call Sign:

Languages understood:

Kenya High Commission
45 Portland Place
London W1B 1AS United Kingdom

Tel: + 44207 7636 2371
Fax: Main +440207 323 6717
Telex:
Email:

Radio Call Sign:

Languages understood:

KIRIBATI

Ministry of Transport Communications*
and Tourism
Marine Division
P.O. Box 487 BETIO
Tarawa

Tel: +686 26003/26468
Fax: +686 26187/26512
Telex:
Email:

Radio Call Sign:

Languages understood:

KUWAIT

Environmental Protection Council
P.O. Box 24395
Safat Kuwait 13104

Tel: +965 245 3833/4 (24 hrs)
+965 242 2816 (24 hrs)
Fax: +965 242 1993
+965 245 6836 (24hrs)

Telex:

Email:

Languages understood: Arabic, English

Radio Call Sign: VEF.CH 73/77 or 16
(24 hrs)

Alternatively, spills can be reported directly to the nearest Port Authority:
Shuwaikh Port*

Tel: +965 481 0446

Fax: +965 481 4196

Telex:

Email:

Languages understood:

Radio Call Sign:

Shuaiba Port*

Tel: +965 326 0069

Fax: +965 326 3285

Telex:

Email:

Languages understood:

Radio Call Sign:

LATVIA

Latvian Coast Guard
Maritime Rescue Co-ordination Centre
Meldru 5a
LV 1015 Riga

Tel: +371 7 323 103 (emergency)
+371 7 082 070
+371 9 476 101

Fax: +371 7 320 100
+371 9 270 690

Telex: Inmarsat-C: 581 427518510

Email: sar@mrcc.lv / www.mrcc.lv

Languages understood: Russian, English

Radio Call Sign: RIGA RESCUE RADIO 2182 kHz / Ch 16 VHF

LEBANON

Ministry of Public Works & Transport*
Directorate General of Land & Maritime Transport
George poot Street
Starco Building 3rd floor Beirut

Tel: +961 1 371644/5/6

Fax: +961 1 371647

Telex:

Email: ministry@transportation.gov.lb

Languages understood:

Radio Call Sign:

LIBERIA

For incidents involving all ships, occurring within the territorial waters of the Republic of Liberia, the office to contact is:

Office of the Commissioner of Maritime Affairs
Bureau of Maritime Affairs, R.L.
Tubman Boulevard
PO Box 10-9042 1000 Monrovia 10

Tel: +231 227044
Fax: +231 227044/226069
Telex:
Email:

Radio Call Sign:

Languages understood:

Alternate:

Permanent Mission of the Republic of Liberia to the IMO
Dean Bradley House
52 Horseferry Road
London SW1P 2AF United Kingdom

Tel: +44 (0)20 7976 0725
Fax: +44 (0)20 7976 0726
Telex:
Email: 100631.656@compuserve.com

Radio Call Sign:

Languages understood:

For incidents involving Liberian registered ships, occurring worldwide, the office to contact is:

Office of the Deputy Commissioner of
Maritime Affairs, R.L.
8619 Westwood Center Drive
Suite 300
Vienna, VA 22182 USA

Tel: +1 703 790 3434 (24 hrs)
Fax: +1 703 790 5655 (24hrs)
Telex:
Email:

Radio Call Sign:

Languages understood:

LIBYAN ARAB JAMAHIRIYA

Director General
Technical Centre for Environment Protection (TCEP)
Box 83618
Tripoli

Tel: +218 21 4448452
+218 21 4445795
Fax: +218 21 3338098/97
Telex: 20138 TCEP LY
Email:

Radio Call Sign:

Languages understood:

LITHUANIA

Lithuanian Maritime Safety Administration
Maritime Rescue Co-ordination Centre*
J.Janonio str. 24
92251 Klaipeda

Tel: +370 46 499 670 (alert)
+370 46 499 669
Fax: +370 46 499 677
Telex: (539) 278486 SAR LT
Email: mrcc@msa.lt

Radio Call Sign: LYA

Languages understood: English, Russian

MADAGASCAR

Ministère des Transports Maritimes*
Direction des Ports
Antananarivo

Tel: +261 2 469 80
Fax: +261 2 237 03
Telex: 22256 MG
Email:

Radio Call Sign:

Languages understood:

MALAYSIA

Department of Environment
Ministry of Natural Resources and Environment
Level 1-4, Podium 2 & 3, Block 4G3, Precinct 4
Federal Government Administrative Centre 62574 Putrajaya

Tel: +603 8871 2000 / 2200
Fax: + 603 8889 1975 / 4070
Telex:
Email:

Radio Call Sign:

Languages understood: English

MALTA

Malta Maritime Authority*
Ports Directorate
Marina Wharf
Valletta

Tel: +356 2122 4577
+356 9949 4313 mb
Fax: +356 2122 6309
Telex: 1110 MW
Email:

Radio Call Sign:

Languages understood:

MARSHALL ISLANDS

For incidents involving all ships, occurring within the territorial waters of the Republic of the Marshall Islands, please contact:

Ministry of Transport and Communications*
PO Box 1079
Majuro
MH 96960

Tel: +692 625 8869
Fax: +692 625 6083
Telex:
Email: mimotc@ntamar.net

Radio Call Sign:

Languages understood: English

Port Authority*
PO Box 3265
Majuro
MH 96960

Tel: +692 625 8269
+692 625 8569
+692 625 8805
Fax: +692 625 4269
Telex:
Email: import@ntamar.net

Radio Call Sign:

Languages understood: English

Environmental Protection Authority
PO Box 1322
Majuro
MH 96960

Tel: +692 625 3035
+692 625 5203
Fax: +692 625 5202
Telex:
Email: rmiepa@ntamar.net /
eparmi@ntamar.net

Radio Call Sign:

Languages understood: English

For incidents involving all ships, registered in the Marshall Islands, occurring worldwide, the office to contact is:

Office of the Maritime Administrator Investigations
c/o International Registries, Inc.
11495 Commerce Park Drive
Reston, Virginia 20191-1507 USA

Tel: +1 703 620 4880
Fax: +1 703 860 2284
Telex:
Email: dutyofficer@register-iri.com

Radio Call Sign:

Languages understood: English

MAURITANIA

Port Autonome de Nouadhibou*
P.O. Box 236
Nouadhibou

Radio Call Sign:

Tel: +222 52134
Fax:
Telex: 441
Email:

Languages understood:

Directeur du Port de Nouakchott*
Ministère de l'Équipement Nouakchott

Radio Call Sign:

Tel: +222 52274
Fax:
Telex: 551
Email:

Languages understood:

MAURITIUS

Mauritius Ports Authority
Port Administration Building
Mer Rouge
Port Louis

Radio Call Sign:

Tel: +230 240 0415
+230 216 3504
+230 206 5400
Fax: +230 240 0856
+230 242 8314
Telex: 4238 MAUPORT IW
Email: mauport@intnet.mu
Languages understood: English, French

National Coast Guard
The Commandant
Headquarters
Fort William Port Louis

Radio Call Sign:

Tel: +230 212 2747
+230 208 8317
Fax: +230 212 2770
Telex: 4880
Email: comdncg:intnet.mu
Languages understood: English, French

Department of Environment
Ken Lee Tower
cnr Barracks & St Georges Streets
Port Louis

Radio Call Sign:

Tel: +230 212 8332
Fax: +230 212 9407
Telex:
Email:

Languages understood: English, French

MEXICO

Dirección General Adjunta de Oceanografía, Hidrografía y Meteorología
Eje 2 Oriente, Tramo H
Escuela Naval Militar No.861
Col. Los Cipreses Delegación Coyoacán 04830 Mexico D.F.

Radio Call Sign:

Tel: +52 55 56 24 65 51
+52 55 56 24 65 00 ext. 6223 y 7275
Fax:
Telex:
Email: direccion_promam@semar.gob.mx
Languages understood: Spanish, English

Jefatura del Estado Mayor General de la Armada, Sección Tercera
Eje 2 Oriente, Tramo H
Escuela Naval Militar No.861
Col. Los Cipreses Delegación Coyoacán 04830 Mexico D.F.

Radio Call Sign:

Tel: +52 55 56 24 65 00
+52 55 56 24 62 00 ext. 6559, 6599,
1000 y 2000
Fax: +52 55 56 84 96 42 - 52 55 56 77 67
62
Telex:
Email: s3jemg@semar.gob.mx
Languages understood: Spanish, English

MICRONESIA, FEDERATED STATES OF

Department of Resources and Development*
Division of Marine Resources
FSM Capitol Complex
Kolonja Pohnpei
Kolonja Pohnpei Micronesia
Radio Call Sign:

Tel: +691 320 2620
Fax:
Telex:
Email:

Languages understood:

Alternatively spills can be notified to:

Pohnpei Port Authority*
Air Terminal Complex
P.O. Box 1150
Kolonja Pohnpei
Kolonja Pohnpei FSM 96941 Micronesia
Radio Call Sign:

Tel: +691 320 2793
Fax: +691 320 2798
Telex:
Email:

Languages understood:

Chuuk

Office of the Governor*
Marine Resources Department
Chuuk State Port Authority
Chuuk Micronesia
Radio Call Sign:

Tel: +691 330 2234/2660
Fax: +691 330 4157
Telex:
Email:

Languages understood:

Kosrae

Office of the Governor*
Marine Resources Department
Kosrae State Port Authority
Kosrae Micronesia
Radio Call Sign:

Tel: +691 370 3002/3031
Fax: +691 330 4157
Telex:
Email:

Languages understood:

Yap

Office of the Governor*
Marine Resources Department
Yap State Port Authority
Yap Micronesia
Radio Call Sign:

Tel: +691 350 2108/9
Fax: +691 2350/2294
Telex:
Email:

Languages understood:

MONACO

Direction des Ports*
Service de la Marine
Departement des Travaux Publics et des
Affaires Sociales B.P. 468 98012 Monaco Cedex

Tel: +377 93158678/58577
Fax: +377 93153715
Telex: 489035 SERMAR MC
Email:

Radio Call Sign:

Languages understood:

MOROCCO

Ministère de l'Équipement et du Transport
Direction de la Marine Marchande
Boulevard Félix Houphouët Boigny
20 000 Casablanca

Tel: +212 22 27 6010
+212 22 22 1931
+212 22 27 8092
Fax: +212 22 27 3340
Telex:

Radio Call Sign:

Email: admarine@iam.net.ma
Languages understood: Arabic, French, English

MOZAMBIQUE

Servico Nacional de Administracao e Fiscalizacao Maritima (SAFMAR)
Rua Marques de Pombal No.297
Maputo

Radio Call Sign:

Tel: +258 21494396
Fax: +258 21 494396
Telex:
Email: safmar@zebra.uecm.mz

Languages understood:

NAMIBIA

The Directorate Maritime Affairs
Private Bag 12005
Ausspannplatz
Windhoek

Radio Call Sign:

Tel: +264 61 208 8025/6
+264 61 208 8037
Fax: +264 61 240024
Telex:
Email: mmnangolo@mwic.gov.na

Languages understood:

Namibian Ports Authority
PO Box 361
Walvis Bay

Radio Call Sign:

Tel: +264 61 208 2263
Fax: +264 61 208 2325
Telex:
Email: portcontrol@namport.com.na

Languages understood:

Namibian Ports Authority
PO Box 836
Lüderitz

Radio Call Sign:

Tel: +264 63 200 2007
Fax: +264 63 200 2004
Telex:
Email: portl@namport.com.na

Languages understood:

NETHERLANDS

Coastguard Center Netherlands Antilles and Aruba
JRCC Curaçao
Marine Basis Parera
Florence Nightingaleweg
Willemstad Curaçao Netherlands Antilles (Netherlands)
Radio Call Sign: PJC; voice VHF CH.16 and MF2182kHz; DSC
MF2187,5kHz and VHF/FM Ch.70

Tel: +599 9 463 7700 (24 hrs)
Fax: +599 9 463 7950
Telex: (0390) 1506
Email: rcc.curacao@gmail.com,
rcc.curacao@rnavy.mindef.nl

Languages understood: English, Spanish

Netherlands Coastguard Centre
JRCC Den Helder
MHKC Building
PO Box 10000
Den Helder 1780 CA Netherlands
Radio Call Sign: PBK; VHF Ch.16VHF DSC Ch.70MF DSC
2187.5 kHz

Tel: +31 223 542 300 (24hrs)
Fax: + 31 223 658358 (24 hrs), + 31 223
658303 (office hrs)
Telex: (044) 71088 KUSTW NL
Email: ccc@kustwacht.nl

Languages understood: English, German

NEW ZEALAND

Maritime New Zealand
Level 10 Optimisation House
1 Grey Street
PO Box 27006 Wellington

Tel: +64 4 473 0111
+64 4 494 1249
Fax: +64 4 494 1263
Telex:
Email: marine.pollution@maritimenz.govt.nz

Languages understood: English

Radio Call Sign: HF Radio: Taupo Maritime Radio ZLM
Maritime Radio on VHF
Inmarst: 582 451 200 067
Ans Back: BCL Maritime

NICARAGUA

Ministerio de Transporte*
Dirección General de Transporte Acuatico Nacional
3er Piso, Edificio 17
Plaza España Managua

Tel: +505 2 60572/96067
Fax:
Telex: 1339 MITRANS
Email:

Radio Call Sign:

Languages understood:

NIGERIA

Federal Ministry of Transport
Maritime Division
Port of Lagos
Lagos

Tel:
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

The Petroleum Inspectorate*
44 Eric Moore
Suru-Lere
PMB 12701 Lagos

Tel: +234 1 802490 - 4
Fax:
Telex: 27478 NNPC NG
Email:

Radio Call Sign:

Languages understood:

NORWAY

Kystverket/Norwegian Coastal Administration
Department of Emergency and Response
PO Box 125
N-3191 Horten

Tel: +47 33 03 4800 (24hrs)
Fax: +47 33 03 4949 (office hours only)
Telex:
Email: vakt@kystverket.no

Radio Call Sign:

Languages understood: English

OMAN

Ministry of Regional Municipalities
Environment and Water Resources
PO Box 323
pc 113 Muscat

Tel: +968 693666
Fax: +968 932 2887 (mb)
Telex: +968 693946
Email:

Radio Call Sign:

Languages understood: Arabic, English

Royal Navy of Oman*

Tel: +968 618805
Fax: +968 614730
Telex:
Email:

Radio Call Sign:

Languages understood:

Royal Oman Police/Coast Guard*

Tel: +968 713293
Fax: +968 714937
Telex:
Email:

Radio Call Sign:

Languages understood: Arabic, English

PAKISTAN

Government of Pakistan
Ministry of Ports and Shipping
Directorate General, Technical Wing
Plot No.12, Misc. Area Mai Kolachi By-pass Karachi-74200

Tel: +92 21 9206406/9204196
Fax: +92 21 9206407/9204191
Telex:
Email:

Radio Call Sign:

Languages understood: English

Maritime Security Agency
Headquarters, KDLB Building
PO Box 13333
West Wharf Road Karachi-74000

Tel: +92 21 9214619/23198941
Fax: +92 21 9214625/9214621
Telex:
Email: mrccpmsa@cyber.net.pk

Radio Call Sign: BEYL

Languages understood: English

PALAU

Environment Quality Protection Board*
P.O. Box 100
Koror 96940 Palau

Tel: +680 488 2620
Fax: +680 488 2963
Telex:
Email:

Radio Call Sign:

Languages understood:

Alternatively spills can be notified to:

Malakal Port Authority*
Address as above
Palau Palau

Tel: +680 488 2496
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

PANAMA

Panama Maritime Authority
Department of Pollution
Edificio Plaza PanCanal (Albrook)
Building 5534 Diablo Heights Panama

Tel: +507 501 5155/54
Fax: +507 501 5457
Telex:
Email:

Radio Call Sign:

Languages understood:

Panama Maritime Authority
Chief Technical Advisor
Department of Maritime Safety
Directorate of Merchant Marine, New York
International Representative Office
369 Lexington Avenue, 14th floor
New York NY 10017, USA

Tel: +1 212 869 6440
Fax: +1 212 575 2285/2288
Telex:
Email:

Radio Call Sign:

Languages understood:

PAPUA NEW GUINEA

The Co-ordinator
Search and Rescue, Oil Pollution Centre
Maritime Safety Branch
Department of Transport P.O. Box 1489 Port Moresby

Tel: +675 214 994 (24 hrs)
Fax: +675 214 968
Telex: 22203 DOTRANS NE
Email:

Radio Call Sign:

Languages understood: English

Notification can also be made to:

Regional Port Manager
P.O. Box 384
Port Moresby

Tel: +675 211 637
+675 259 030 (After hours)
Fax: +675 213 606
Telex:
Email:

Radio Call Sign:

Languages understood:

PERU

Direccion General de Capitanias y Guardacostas
Comandancia de Operaciones Guardacostas
Av. Contralmirante Mora S/N
Base naval del Callao -Callao Lima-Peru

Tel: +51 14 420 0766
Fax: +51 14 20 0766
Telex:
Email: comoperguard@dicapi.mil.pe

Radio Call Sign:

Languages understood:

Costera Paita
Paita-Peru

Tel: +51 73 611670
Fax: +51 73 611670
Telex: 41-658-PE
Email: CosteraPaita@marina.mil.pe

Radio Call Sign: OBY2

Languages understood: Spanish, English

Costera Callao
Callao-Peru

Tel: +51 1420 0177
Fax: +51 1429 9796
Telex: 26-042-PE
26-069-PE

Radio Call Sign: OBC3

Email: CosteraCallao@marina.mil.pe
Languages understood: Spanish, English

Costera Mollendo
Mollendo-Peru

Tel: +51 54 534383
Fax: +51 54 534383
Telex: 59-655-PE
Email: CosteraMollendo@marina.mil.pe

Radio Call Sign: OBF4

Languages understood: Spanish, English

PHILIPPINES

National Operations Center for Oil Pollution
Farola Compound
Binondo
1006 Manila

Tel: +63 2 243 0463
Fax: +63 2 243 0463
Telex:
Email:

Radio Call Sign:

Languages understood: English

Coast Guard Operations Center
Headquarters Philippine Coast Guard
139 25th Street Port Area
1018 Manila

Tel: +63 2 527 3880
Fax: +63 2 527 3873
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters FIRST Coast Guard District
Muelle de la Industria Bonondo
Binondo
1006 Manila

Tel: +63 2 243 04 65
Fax: +63 2 243 04 74
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters SECOND Coast Guard District
Arellano Boulevard
Port Area
6000 Cebu City

Tel: +63 32 416 6864
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters THIRD Coast Guard District
Lower Calarian
7000 Zamboanga City

Tel: +63 62 993 1014
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters FOURTH Coast Guard District
5300 Puerto Princesa City

Tel: +63 48 443 2974
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters FIFTH Coast Guard District
Sta. Clara 4200 Batangas City

Tel: +63 43 723 3848
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters SIXTH Coast Guard District
Barangay Obereo
5000 Iloilo City

Tel: +63 33 337 60 29
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters SEVENTH Coast Guard District
Porq Point
2500 San Fernando
La Union

Tel: +0918 215 6345 (mobile)
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Headquarters EIGHTH Coast Guard District
Sasa Wharf
8000 Davao City

Radio Call Sign:

Tel: +63 82 235 0002
+63 82 243 3741

Fax:
Telex:
Email:

Languages understood:

POLAND

Department of Maritime Safety
Ministry of Infrastructure

Chałubińskiego 4/6
Warszawa 00-928 Poland
Radio Call Sign:

Tel: +48 22 630 16 39
Fax: +48 22 630 14 97
Telex:
Email:

Languages understood: English

Maritime Rescue Coordination Centre (MRCK) Gdynia
Hryniewickiego 10
PO BOX 375
Gdynia 81-340 Poland

Radio Call Sign: POLRATOK 1; VHF Ch. 11 or 16; DSC Ch. 70
or 74

Tel: +48 58 620 55 51, ISDN: +48 58 661
01 96, cell phone (24hrs): +48 505
050 971

Fax: +48 58 660 76 40
Telex:

Email: polratok.1@sar.gov.pl

Languages understood: English

Maritime Rescue Sub-Centre
Wladyslawa IV 7
Swinoujscie 72-600 Poland

Radio Call Sign: POLRATOK 2; VHF Ch. 11 or 16; DSC Ch. 70
or 74

Tel: +48 91 321 49 17, cell phone (24hrs):
+48 505 050 969

Fax: +48 91 321 59 29

Telex:

Email: polratok.2@sar.gov.pl

Languages understood: English

PORTUGAL

Radio Call Sign:

Direção Geral da Autoridade Marítima
Praça do Comércio
1100 148 Lisboa

Radio Call Sign:

Regional contact points:

MRCC Ponta Delgada (Açores)*

Radio Call Sign:

MRCC Lisboa

Radio Call Sign:

MRSC Funchal Madeira

Radio Call Sign:

Tel:
Fax:
Telex:
Email:

Languages understood:

Tel: +351 21 346 9221
mb: 917592700
Fax: +351 21 342 4137
Telex: 43536 DIRMAR P
Email: dgam-scpnh@sapo.pt

Languages understood:

Tel: +351 296 281777
Fax: +351 296 205239
Telex: +404 82479 MRCC PD P
Email: mrcc.delgada@mail.telcpac.pt

Languages understood:

Tel: +351 21 440 1919
Fax: +351 21 440 1954
Telex: (+404) 60747 P
Email: mrcclisboa@nctc.pt

Languages understood:

Tel: +351 291 213 110
Fax: +351 291 228232
Telex:
Email:

Languages understood:

QATAR

As per Resolution from the Minister of Energy and Industry, MD and Chairman of Qatar Petroleum, all oil spills offshore Qatar, irrespective of their geographic locations, are to be reported to Ras Abu Abboud Communication Control Room Alpha Seven Sierra - A7S

Department of Maritime Affairs & Land Transport,
Customs and Ports General Authority
PO Box 313
Doha-Qatar

Tel: +974 445 7281
Fax: +974 441 4864
Telex:
Email: maritimcepga@qatar.net.qa

Radio Call Sign:

Languages understood:

Control & Inspection Division

Tel: +974 445 7283
Fax: +974 443 0485
Telex:
Email: faisalmarine2000@hotmail.com

Radio Call Sign:

Languages understood:

Qatar Spill Response Centre
Qatar Petroleum
PO Box 47
Doha-Qatar

Tel: +974 432 5555/440 2555
Fax: +974 440 2509
Telex:
Email: ashkanani@qp.com.qa

Radio Call Sign: Alpha Seven Sierra A7S - Single-sided band
frequency 2370 KHZ (SSB) - CH 16
International Marine Emergency Channel

Languages understood: Arabic, English

Coast Guard

Tel: +974 429 3333/437 0028
Fax: +974 443 1777
Telex:
Email:

Radio Call Sign:

Languages understood:

Supreme Council for the Environment & Natural Reserves
PO Box 7634
Doha-Qatar

Tel: +974 443 7171
Fax: +974 441 5246
Telex:
Email: users@qatar.env.org.qa

Radio Call Sign:

Languages understood:

REPUBLIC OF KOREA

South Regional Headquarters, Korea Coast Guard

Tel: +82 51 639 3503
+82 51 639 0112 (24 hrs)
Fax: +82 51 639 5050
+82 51 639 3513 (24 hrs)
Telex:
Email:

Radio Call Sign:

Languages understood: English

Wando Coast Guard Station
Wando

Tel: +82 61 555 5050
+82 61 554 0112 (24 hrs)
Fax: +82 61 555 5051
+82 61 555 5060 (24 hrs)
Telex:
Email:

Radio Call Sign:

Languages understood: English

West Regional Headquarters, Korea Coast Guard

Tel: +82 61 247 2191 (24 hrs)
+82 61 247 2029 (24 hrs)
Fax: +82 61 247 2191 (24 hrs)
Telex:
Email:

Radio Call Sign:

Languages understood: English

Incheon Coast Guard Station
Incheon

Tel: +82 32 882 5050
+82 32 888 0112 (24 hrs)
Fax: +82 32 881 7531
+82 32 883 9595 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

Busan Coast Guard Station
Busan

Tel: +82 51 412 5050
+82 51 404 6112 (24 hrs)
Fax: +82 51 404 1356
+82 51 403 9595 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

East Regional Headquarters, Korea Coast Guard

Tel: +82 33 521 0096 (24 hrs)
Fax: +82 33 531 1865 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

Taeon Coast Guard Station
Daesan
Pyeongtaek
Taeon

Tel: +82 41 674 5050
+82 41 675 0112 (24 hrs)
Fax: +82 41 672 1695
+82 41 675 7525 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood:

Gunsan Coast Guard Station
Gunsan
Janghang

Tel: +82 63 467 5050
+82 63 467 2104 (24 hrs)
Fax: +82 63 467 9374
+82 63 467 5472 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

Mokpo Coast Guard Station
Mokpo

Tel: +82 61 247 5050
+82 61 247 0112 (24 hrs)
Fax: +82 61 247 0291
+82 61 247 9595 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

Marine Pollution Response Division
Korea Coast Guard
3-8, Songdo-dong, Yeosu-go, Incheon
406-741, Republic of Korea

Tel: +82 32 835 3128
+82 32 835 2252(24 hrs)
Fax: +82 32 835 3705
+82 32 835 2852(2952)(24 hrs)

Telex:
Email: bangje@kcg.go.kr

Radio Call Sign:

Languages understood: English

Yeosu Coast Guard Station
Yeosu
Gwangyang

Tel: +82 61 651 5050
+82 61 651 0112 (24 hrs)
Fax: +82 61 651 6591
+82 61 651 6380 (24 hrs)

Telex:
Email:

Radio Call Sign:

Languages understood: English

Tongyeong Coast Guard Station
Masan
Tongyeong
Samcheonpo

Radio Call Sign:

Ulsan Coast Guard Station
Ulsan
Onsan

Radio Call Sign:

Pohang Coast Guard Station
Pohang

Radio Call Sign:

Donghae Coast Guard Station
Donghae
Donghae (briefing room)

Radio Call Sign:

Sokcho Coast Guard Station
Sokcho (briefing room)

Radio Call Sign:

Jeju Coast Guard Station
Jeju
Seogwipo

Radio Call Sign:

Tel: +82 55 645 5050
+82 55 641 4112 (24 hrs)
Fax: +82 55 644 7667
+82 55 645 2120 (24 hrs)

Telex:

Email:

Languages understood: English

Tel: +82 52 261 5050
+82 52 260 0112 (24 hrs)
Fax: +82 52 265 3812
+82 52 257 4192 (24 hrs)

Telex:

Email: bossam@kcg.go.kr

Languages understood: English

Tel: +82 54 242 0112
+82 54 247 5049
Fax: +83 54 243 4997 (24 hrs)

Telex:

Email: pev5050@kcg.go.kr

Languages understood: English

Tel: +82 33 533 5050
+82 33 532 7072 (24 hrs)
Fax: +82 33 531 5150
+82 33 531 9595 (24 hrs)

Telex:

Email: Mrccdonhae@kcg.go.kr

Languages understood: English

Tel: +82 33 633 5050
+82 33 632 0112 (24 hrs)
Fax: +82 33 636 1125
+82 33 635 0112 (24 hrs)

Telex:

Email:

Languages understood: English

Tel: +82 64 757 5050
+82 64 751 0112 (24 hrs)
Fax: +82 64 758 0611
+82 64 756 9595 (24 hrs)

Telex:

Email:

Languages understood: English

ROMANIA

Constanta MRCC
Romanian Naval Authority
Constanta Port nr.1
900900 Constanta

Radio Call Sign: YQT MMSI: 002640579

Tel: +40 241 615949 (24hr)
+40 241 601232
Fax: +40 241 606065/601223
Telex: INMARSAT M +873600 644 223
Email: mrcc@rna.ro

Languages understood: English

Coastal Radio Station
RADIONAV SA
Str. Ecluzei nr.3
907015 Agigea
Constanta

Radio Call Sign: YQI MMSI: 002640570

Tel: +40 241 739470/737102
Fax: +40 241 739469/737103
Telex: 14450/14299
Email: arrivalro@radionav.ro

Languages understood: English

RUSSIAN FEDERATION

Federal Maritime and River Transport Agency
3/6 Petrovka Street
Moscow 125993

Tel: +7 495 926 1067
Fax: +7 495 926 9035
Telex:
Email:

Radio Call Sign:

Languages understood: Russian, English

Federal Maritime and River Transport Agency
37 Leningradski prospect
Moscow
A-167, GSP-2, 125993

Tel: +7 495 155 5482
Fax: +7 495 155 5903
Telex:
Email: suslin_mi@ftoa.ru

Radio Call Sign:

Languages understood: Russian, English

State Marine Pollution Control,
Salvage and Rescue Administration of the
Russian Federation (MPCSA)
3/6 Petrovka Str. Moscow 125993

Tel: +7 495 959 4695
T/F+7 495 959 4694
+7 495 926 1052
Fax: +7 495 959 4694 (24 hrs)
+7 495 926 1346
Telex: 411197 MMF SU
Email: mpcsa@morflot.ru
smrcc@morflot.ru

Radio Call Sign:

Languages understood: Russian, English

Masters of vessels should communicate with the following State bodies which operate 24 hours:

State Maritime Rescue Co-ordination Centre
of MPCSA (SMRCC Moscow)
1, 1 bld Rozhdestvenka Str.
Moscow 109012

Tel: +7 495 926 1055
+7 495 926 1052
Fax: +7 495 926 1346
Telex: 411369 SMT RU
Email: od_smrcc@morflot.ru

Radio Call Sign:

Languages understood: Russian, English

MRCC St. Petersburg

Tel: +7 812 327 4145
T/F+7 812 327 4146
+7 812 327 4147
Fax: +7 812 327 4146 (emerg)
+7 812 327 4145
Telex: 121512 RCC RU
Inmarsat-C: 492 509 012
Inmarsat-Mini-M: 761 319 893
MMSI DSC: 002733700
Email: mrcc@mail.pasp.ru
belov@mail.pasp.ru

Radio Call Sign: RESCUE SAINT PETERSBURG

Languages understood: Russian, English

MRCC Murmansk

Tel: +7 8152 480220
+7 8152 428307
Fax: +7 8152 423256
Telex: 126178 MAPMU.RU
Inmarsat-Mini-M: Tlf.762137155
Fx.762137157
MMSI DSC: 002734420
Email: rcc@mapm.ru

Radio Call Sign: MURMANSK RADIO RCC

Languages understood: Russian, English

MRCC Arkhangelsk

Tel: +7 8182 208921
+7 8182 637100
Fax: +7 8182 637460
Telex: 242235 242278 VEGA RU
Inmarsat C: 492 509 110
MMSI DSC: 002734414
Email: rcc@mapu.ru

Radio Call Sign: RADIO I

Languages understood: Russian, English

Printed: 26/06/2008

MRSC Kaliningrad

Radio Call Sign: KALININGRAD I

MRCC Vladivostok

Radio Call Sign: VLADIVOSTOK RADIO RCC

MRSC Yuzhno-Sakhalinsk

Radio Call Sign: SAKHALIN RADIO RSC

MRCC Petropavlovsk-Kamchatsky

Radio Call Sign: PETROPAVLOVSK RADIO RSC

MRCC Astrakhan

Radio Call Sign: MRCC ASTRAKHAN

MRCC Novorossiysk

Radio Call Sign: MRCC NOVOROSSIYK

Tel: +7 4012 57 93 50
+7 4012 53 84 70
Fax: +7 4012 47 11 99
Telex: 262193 MRCC RU
Inmarsat-Mini-M: 762 830 387
MMSI DSC: 002734417
Email: mrcc@mapkld.ru
Languages understood: Russian, English

Tel: +7 4232 49 74 01
+7 4232 49 55 22
+7 4232 22 77 82
Fax: +7 4232 49 58 95
Telex: 213115 MRF RU
Inmarsat-C: 492 500 379
Inmarsat-Mini-M: 761 320 633
MMSI DSC: 002734412
Email: vldvmrcc@vld.pma.ru
Languages understood: Russian, English

Tel: +7 4242 785724
+7 4242 785704
Fax: +7 4242 722341
Telex: 152068 GMDSS RU
Inmarsat-C: 427 311 122
MMSI DSC: 002733733
Email: mspc@sakhalin.ru
Languages understood: Russian, English

Tel: +7 4152 112880
Fax: +7 4152 112397
Telex: 244138 RSCPK RU
MMSI DSC: 002733733
Email: spc@mappk.kamchatka.ru
Languages understood: Russian, English

Tel: +7 8512 584808
Fax: +7 8512 585981
Telex: 254173 POMOR.RU
Inmarsat-C: 427 310 985
MMSI DSC: 002734419
Email: astrcc@astranet.ru
Languages understood: Russian, English

Tel: +7 8617 676419
+7 8617 676417
+7 8617 676418
Fax: +7 8617 676520
Telex: Inmarsat-B:
Tel. 327 325510
Fax: 327 325515
Tlx 327 325518
MMSI DSC: 002734411
Email: gmssb1@mapn.morflot.ru
gmssb3@mapn.morflot.ru
Languages understood: Russian, English

RWANDA

Ministry of the Environment and Tourism
(Environment Division)
B.P. 2378
Kigali Rwanda
Radio Call Sign:

Tel: +250 7 2093/7930/7932
Fax: +250 7 6958
Telex:
Email:

Languages understood: French

SAINT KITTS AND NEVIS

Department of Maritime Affairs
Ministry of Transport
PO Box 186
Water Services Building Needsmust
St Kitts W.I. Saint Kitts and Nevis
Radio Call Sign:

Tel: +1869 466 7032/4846
Fax: +1869 465 0604/9475
Telex:
Email: maritimeaffairs@yahoo.com

Languages understood:

SAINT LUCIA

Marine Police Unit*
Royal St. Lucia Police Force
P.O. Box 109
Castries

Tel: +1 758 452 2595
Fax: +1 758 453 2799
Telex:
Email:

Radio Call Sign:

Languages understood:

SAINT VINCENT AND THE GRENADINES

St. Vincent and the Grenadines Coast Guard
Coast Guard Base Calliaqua
P.O. Box 835
St. Vincent
St. Vincent Saint Vincent and the Grenadines
Radio Call Sign: Radio Call Sign: J8BRadio frequencies: 7850
KHz CH16 Marine VHF

Tel: +1 784 457 4578/4554
Fax: +1 784 457 4586
Telex:
Email:

Languages understood:

SAMOA

Police Department*
Apia
Samoa Samoa

Radio Call Sign:

Tel: +685 22 222 (24 hrs)
Fax:
Telex:
Email:

Languages understood:

SAUDI ARABIA

Jeddah Port Management*
P.O. Box Jeddah Islamic Port
Jeddah

Tel: +966 2 643 2222
+966 2 642 1222
Fax:
Telex: 401175 PORTS SJ
401594 PORTS SJ
Email:

Radio Call Sign:

Languages understood:

Jubail Port Management*
P.O. Box 276
Jubail

Tel: +966 3 361 0600
Fax:
Telex: 631005 JUBPT SJ
Email:

Radio Call Sign:

Languages understood:

Yanbu Port Management*
P.O. Box Yanbu Port
Yanbu

Tel: +966 4 322 1163
Fax:
Telex: 461005 PORTS SJ
Email:

Radio Call Sign:

Languages understood:

SENEGAL

Centre Coordination des Opérations*
National Senegalese Navy

Tel: +221 822 2104
+221 821 7140

Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

Port Autonome de Dakar*
21 Boulevard de la Libération
PO Box 3195
Dakar

Tel: +221 823 4545
+221 822 2970
+221 822 4545
Fax: +221 823 3606
Telex: 21404
Email:

Radio Call Sign:

Languages understood:

SEYCHELLES

Seychelles Maritime Safety Administration
P.O. Box 912
Victoria, Mahe
Republic of Seychelle

Radio Call Sign:

Tel: +248 224866

Fax: +248 226063

+248 224829

Telex:

Email: smsa@smasa.sc

Languages understood: English, French

Seychelles Coast Guard
Bois de Rose Avenue
PO Box 257
Victoria, Mahe

Radio Call Sign:

Tel: +248 224411

Fax: +248 323288

Telex:

Email: coscg/seycostguard.sc

Languages understood: English, French

Contact may also be made to the coastal radio station:

Tel: +248 375 733

Fax: +248 376 291

Telex: 22263

Email:

Languages understood: English, French

Radio Call Sign: Radio telephone: 2182Khz
Radio telegraph: 500Khz
VHF: ch 16

SIERRA LEONE

Sierra Leone Ports Authority*
PO Box 386
Freetown

Radio Call Sign:

Tel: +232 22 50 652

Fax:

Telex:

Email:

Languages understood:

SINGAPORE

Maritime and Port Authority of Singapore
Port Master's Office
7B Keppel Road
#19-00 Tanjong Pagar Complex Singapore 089055

Radio Call Sign:

Tel: +65 63252488

+65 63252489

Fax: +65 63252454

Telex:

Email: pms@mpa.gov.sg

Languages understood:

Urgent incident reports to be directed to Port Marine Safety CC or Port Operations CC as listed below

Port Marine Safety Control Centre

Tel: +65 63252488 (24 hrs)

+65 63252489 (24 hrs)

Fax: +65 63252484

Telex:

Email: pms@mpa.gov.sg

Languages understood: English

Radio Call Sign: VHF Ch 7

Port Operations Control Centre

Tel: +65 63252493 (24 hrs)

+65 63252494 (24 hrs)

Fax: +65 62245776

Telex: RS 34970 PORTPM

RS 20021 PORTPM

Email: pocc@mpa.gov.sg

Languages understood: English

Radio Call Sign: VHF Ch. 5, 12, 16, 18, 21, 22 or 68

SLOVENIA

The Slovenian Maritime Directorate
Ukmarjev trg 2
6000 Koper

Radio Call Sign: VHF: ch 12, 16

Tel: +386 5 66 32 106
Fax: +386 5 66 32 110
Telex: 34 235 UP POM SI
Email: URSP.BOX@gov.si

Languages understood: English

SOLOMON ISLANDS

The Director
Environment and Conservation Division
Ministry of Forests
Environment and Conservation PO Box G24 Honiara

Radio Call Sign:

Tel: +677 25848
Fax: +677 21245
Telex:
Email:

Languages understood:

SOUTH AFRICA

Chief Executive Officer
South African Maritime Safety Authority (SAMSA)
PO Box 13186
Hatfield Pretoria 0028

Radio Call Sign:

Tel: +27 12 342 3049
Fax: +27 12 342 3160
Telex:
Email: samsa@iafrica.com

Languages understood:

Department of Environmental Affairs and Tourism (DEAT)
Marine Aquatic Pollution Control
Private Bag X2
Rogge Bay 8012

Radio Call Sign:

Tel: +27 21 4023911
+27 21 4023338/42/44
+27 82 5576612 (emergency cell
phone)
Fax: +27 21 215342
Telex: 520796 ENOM SA
Email:

Languages understood:

Spills can also be reported to local radio stations:

Cape Town Radio

Tel: +27 21 551 0700
Fax: +27 21 551 3760
Telex: 5116
Email:

Languages understood:

Radio Call Sign:

Port Elizabeth Radio

Tel: +27 41 379 1011
+27 41 731 016
Fax: +27 41 368 3615
Telex:
Email:

Languages understood:

Radio Call Sign:

Durban Radio

Tel: +27 31 705 6156
Fax: +27 31 705 5980
Telex: 6116
Email:

Languages understood:

Radio Call Sign:

SPAIN

Centro Nacional de Coordinacion de Salvamento (CNCs)
c/ Fruela 3
28011 Madrid

Tel: +34 917 559 132
+34 917 559 133
Fax: +34 915 261 440
Telex:
Email:

Radio Call Sign:

Languages understood: Spanish, English

SRI LANKA

Sir Lankan Port Authority*
19 Church Street
P.O. Box 595
Colombo

Tel: +94 1 421 201/231
Fax: +94 1 440 651
Telex: 21805 PORTS CE
Email:

Radio Call Sign:

Languages understood:

The Marine Pollution Prevention
Authority (MPPA)
Compassariate Street
Colombo 1

Tel: +94 1 347480
Fax: +94 1 421079
Telex:
Email:

Radio Call Sign:

Languages understood:

Director of Merchant Shipping
Merchant Shipping Division
Bristol Paradise Building 43-89, 1st floor
York Street Colombo 01

Tel: +94 1 441293/441294
Fax: +94 1 435160
Telex:
Email: dmsmos@sltnet.lk

Radio Call Sign:

Languages understood:

SUDAN

Sudan Sea Ports Corporation*
P.O. Box 531
Port Sudan Quays
Port Sudan

Tel: +249 2910/2258 (via operator)
Fax:
Telex: 70012 RASMINA SD
Email:

Radio Call Sign:

Languages understood:

SURINAME

Maritime Authority Suriname
Cornelis Jongbawstraat 2
PO Box 888
Paramaribo

Tel: +597 47 67 69 / 47 67 33
Fax: +597 47 29 40
Telex:
Email: info@mas.sr

Radio Call Sign:

Languages understood:

SWEDEN

Swedish Coast Guard Headquarters
Stumholmen
371 23 Karlskrona

Tel: +46 455 353535 (24 hrs)
+46 455 353400 (office hrs)
Fax: +46 455 81275
Telex: 43028 KBV SYD S
Email: syd@coastguard.se

Radio Call Sign:

Languages understood: English

SYRIAN ARAB REPUBLIC

General Directorate of Ports
Ministry of Transport
P.O. Box 505
Lattakia

Radio Call Sign:

Tel: +963 41 472 593/472 597
+963 41 471 577
+963 41 473 876/333
Fax: +963 41 475 805
Telex: 451216 MWANI SY
Email:

Languages understood: English

THAILAND

Marine Safety and Environment Bureau*
Marine Department
1278 Yotha Road
Sampantawong Bangkok 10100

Radio Call Sign:

Tel: +66 2 234 3832
Fax: +66 2 234 2832
Telex:
Email: pakomp@thaimail.com

Languages understood:

MAB Bangkok
310/4 Phatthanakan Road, Soi 57
Prawet District
Bangkok Metropolis 10250

Radio Call Sign:

Tel: +66 1 926 2472
Fax: +66 2 722 3647
Telex:
Email: haesaguk@mwweb.co.th

Languages understood:

TOGO

Port Autonome de Lomé
Boîte Postale 1225
Lomé

Radio Call Sign:

Tel: +228 274 742/5
Fax: +228 272 627
Telex: 5243 TGPORT TO
Email:

Languages understood:

TONGA

Harbour Master
Nuku'alofa Harbour Authority
P.O. Box 144
Queen Salote Wharf Nuku'alofa

Radio Call Sign:

Tel: +676 231 68/93
Fax: +676 237 33
Telex: 66235 MINOFA TS
Email:

Languages understood:

TRINIDAD AND TOBAGO

Director of Maritime Services
Maritime Services Division
Ministry of Works and Transport
48-50 Sackville Street Port of Spain

Tel: +1 868 625 3858/7004/3804
Fax: +1 868 624 5884
Telex:
Email: msdmowt@tstt.net.tt

Radio Call Sign: North Post Radio Stn. Call sign NYL Position N6

Languages understood: English, Spanish, French

Ministry of Energy and Energy Industries
Level 8, Riverside Plaza
Besson Street
Port of Spain

Tel: +1 868 623 6708/2200 (Ministry of Energy)
+1 868 634 4235/4439/ 4440/2131 (Coast Guard)
Fax: +1 868 623 2726
+1 868 637 2678 (After hrs)
Telex: 2254912232 I
Email:

Radio Call Sign:

Languages understood:

Ministry of Foreign Affairs
Knowsley Building
Queen's Park West
Port of Spain

Tel: +1 868 623 4116/20
Fax: +1 868 627 0571
Telex: 22549/22321
Email:

Radio Call Sign:

Languages understood:

TUNISIA

Ministère du Transport
Direction Générale de la Marine Marchande
Avenue 7 novembre (près de l'aéroport)
BP 179 Tunis CEDEX 2035

Tel: +216 71 806 362
+216 71 772 110
Fax: +216 71 806 413
+216 71 807 203
Telex: 15131 MARMAR TN
Email:

Radio Call Sign:

Languages understood:

TURKEY

Prime Ministry, Under-secretariat for Maritime Affairs
Main Search and Rescue Coordination Center
MSRCC / ANKARA
Gazi Mustafa Kemal Bulvar No:128
ANKARA 06570 Maltepe Turkey
Radio Call Sign:

Tel: Main +90 312 2324783, +90 312 2319105, +90 312 2323849 ext: 2624
Fax: +90 312 2320823
Telex: 44144
Email: tmrcc@denizcilik.gov.tr

Languages understood: English

UKRAINE

Ministry of Transport and Communication of Ukraine
State Administration of Merchant Marine and
River Transport
Shipping Safety Inspectorate 10 Muzeyyny Pereulok 01001 Kiev

Tel: +380 44 255 5667
Fax: +380 44 253 8268
Telex:
Email: safeship@svitonline.com

Radio Call Sign:

Languages understood:

UNITED ARAB EMIRATES

National Transport Authority, Marine Affairs Departement*
PO Box 900 Abu Dhabi
United Arab Emirates

Tel: +971 2 4182201
+971 2 4182106
Fax: +971 2 44491500
Telex:
Email: marine@nta.gov.ae

Languages understood:

Radio Call Sign:

Spills should be reported to the nearest Port Authority:

Dubai Ports Authority*
Port Rashid
Dubai

Tel: +971 4 3451115
+971 4 3452928
Fax: +971 4 3454952
+971 4 3456805
Telex: 47530 DPA EM
Email:

Languages understood:

Radio Call Sign:

Dubai Ports Authority*
Jebel Ali Port
Dubai

Tel: +971 4 8835251
+971 4 8815000 (Switchboard)
Fax: +971 4 8835430
Telex: 47398 DPA EM
Email:

Languages understood:

Radio Call Sign:

Fujairah Ports Authority
Fujairah

Tel: +971 9 2228844
+971 9 2228877
+971 9 2228777
mb:050 6497788/4846778
Fax: +971 9 2228022
+971 9 2228811
Telex: 89085 FPORT EM
Email: fujport3@emirates.net.ae

Languages understood:

Radio Call Sign:

Mina Zayed Seaport Authority*
Abu Dhabi

Tel: +971 2 6731892
Fax: +971 2 6730090
Telex: 22890 PORTCO EM
Email:

Languages understood:

Radio Call Sign:

Sharjah Ports Authority*
Khor Fakkan
Sharjah

Tel: +971 6 5281666/7
Fax: +971 6 5281425 / 5281932
Telex: 89023
Email:

Languages understood:

Radio Call Sign:

UNITED KINGDOM

Maritime and Coastguard Agency
Counter Pollution and Response Branch
Bay 1/09
Spring Place 105 Commercial Road Southampton SO15 1EG

Radio Call Sign:

ANGUILLA

Royal Anguilla Police Force*
Marine Section
Sandy Ground Police Stations and Marine Base
Sandy Ground Anguilla

Radio Call Sign:

BERMUDA

Rescue Co-ordination Centre*
Bermuda Harbour Radio

Radio Call Sign:

BRITISH VIRGIN ISLANDS

Ministry of Communications and Works*
Marine Division
Road Town
Tortola

Radio Call Sign:

British Virgin Islands Port Authority*
Road Harbour Office
Road Town
Tortola

Radio Call Sign:

Royal Virgin Islands Police Force*
Road Town
Tortola

Radio Call Sign:

Tortola Radio*
Road Town
Tortola

Radio Call Sign:

CAYMAN ISLANDS

Cayman Islands Fire Service

Radio Call Sign:

FALKLAND ISLANDS (MALVINAS)

Marine Officer
The Fisheries Department
Stanley
Falkland Islands (Malvinas)

Radio Call Sign:

Tel: +44 2380 329483 (office hours only)
Fax: +44 2380 329446
+44 2380 329485

Telex:
Email: HQ_CounterPoll@mcga.gov.uk

Languages understood: English

Tel: +1 264 497 5333/2333/2354
Fax: +1 264 497 3746
Telex: 9320 ANGTO LA
Email:

Languages understood:

Tel: +1441 2971010/0686
Fax: +1441 2971530
Telex: 3208 RCC BA
Email:

Languages understood:

Tel: +1 284 494 2213/3701
Fax: +1 284 494 3878
Telex:
Email:

Languages understood:

Tel: +1 284 494 3435
Fax:
Telex:
Email:

Languages understood:

Tel: +1 284 494 3873
Fax:
Telex:
Email:

Languages understood:

Tel: +1 284 494 4116
Fax:
Telex:
Email:

Languages understood:

Tel: +1 345 494 0077/2499/2276 (24 hrs)
Fax:
Telex:
Email:

Languages understood:

Tel: +500 27260/27266*
+500 21578/27222 (24 hrs)*
Fax: +500 27265*
Telex: 2426*
Email:

Languages understood:

GIBRALTAR

Gibraltar Maritime Administration
Watergate House
2/8 Casemates Square
Gibraltar

Radio Call Sign:

Tel: +350 46862
mb +350 56939000
Fax: +350 47770
Telex:
Email: maritadmin@gibtelecom.net

Languages understood:

ISLE OF MAN

Director of Harbours
Harbours Division, Department of Transport
Isle of Man Government Offices
Sea Terminal Building Douglas, Isle of Man IM1 2RF British Isles

Radio Call Sign:

Tel: +44 1624 686628
Fax: +44 1624 626403
Telex:
Email: control@harbours.dot.gov.im

Languages understood: English

Other contacts:

Chief Coast Guard

Radio Call Sign:

Tel: +44 1624 661664
Fax: +44 1624 626403
Telex:
Email: control@harbours.dot.gov.im

Languages understood: English

Douglas Harbour Control

Tel: +44 1624 686628
+44 1624 661664 (24 hrs emergency
contact for Harbours Division)
Fax: +44 1624 626403

Telex:
Email: control@harbours.dot.gov.im

Languages understood: English

Radio Call Sign:

MONTSERRAT

Royal Montserrat Police Force*
Police Headquarters
Plymouth

Radio Call Sign:

Tel: +1 664 4912 555/6
Fax: +1 664 4918 013
Telex:
Email:

Languages understood:

Office of Disaster Preparedness*
Office of the Chief Minister
Church Road
Plymouth

Tel: +1 664 4912 444
Fax:
Telex:
Email:

Languages understood:

Radio Call Sign:

TURKS & CAICOS ISLANDS

Ministry of Communications and
Transportation*
Government Offices
Grand Turk Turks & Caicos Islands

Tel: +1 649 946 2857
Fax: +1 649 946 1120
Telex:
Email:

Languages understood:

Radio Call Sign:

UNITED REPUBLIC OF TANZANIA

Tanzania Harbours Authority*
Port Office
P.O. Box 1300
Dar es Salaam
Dar es Salaam United Republic of Tanzania
Radio Call Sign:

Tel: +255 51 25 839/23 834
Fax: +255 51 46 925
Telex: 41346 PORTREEVE
Email:

Languages understood:

UNITED STATES

National Response Center
Room 2611
2100 Second Street SW
Washington, DC 20593

Tel: +1-800 424 8802
+1 202 267 2675
Fax: +1 202 267 4085/4065
+1 202 267 2165 (After hrs)
Telex: 892427

Radio Call Sign:

Email:
Languages understood: English

PUERTO RICO

USCG Sector San Juan*
5 Calle La Puntilla
San Juan
Puerto Rico 00901

Tel: +1 787 289 2041 (24 hr)
Fax: +1 787 729 6706
Telex:
Email:

Radio Call Sign: NMR1

Languages understood: English

GUAM

USCG MSO Guam*
P.O. Box 176
Guam Guam (United States)

Tel: +1 671 339 4107/2001
Fax:
Telex:
Email:

Radio Call Sign:

Languages understood:

URUGUAY

Prefectura Nacional Naval*
Dirección Registral y de Marina Mercante
Edificio de Aduana 1 piso
Rbla 25 de Agosto de 1825 S/N CP 11.000 Montevideo

Tel: +598 2 915 7913
+598 2 916 4914
Fax: +598 2 915 7913
+598 2 916 4914
Telex:
Email: delea@armada.gu.uy

Radio Call Sign:

Languages understood:

VANUATU

Commissioner of Maritime Affairs
Vanuatu Maritime Authority
Marine Quay
Private Mailbag 32 Port Vila

Tel: +678 23128
Fax: +678 22949
Telex:
Email: vma@vanuatu.com.vu

Radio Call Sign:

Languages understood: English

The Director
Department of Science Technology and
Environment of Baria-Vungtau Province
146 Ly Thuong Kiet Street Ward 1 Vungtau Street
Vungtau City Vanuatu
Radio Call Sign:

Tel: +84 64 852484
Fax: +84 64 853557
Telex:
Email:

Languages understood:

VENEZUELA

Instituto Nacional de los Espacios Acuáticos e Insulares (INEA)
(Venezuelan Maritime Administration)
Av. Orinoco, Entre Callas Perijá y Mucuchies
Edif. Sede Principal INEA Las Mercedes-Caracas Zona Postal 1050, Caracas

Tel: +58 212 909 1430/1431
+58 212 909 1527/1529
Fax: +58 212 574 3021/9043
+58 212 509 2722
Telex: MTC 22785/6
Email: ineal@inea.gov.ve
inea15@inea.gov.ve

Radio Call Sign:

Languages understood:

Printed: 26/06/2008

VIET NAM

Vungtau Port Authority
2 Quang Trung Street
Vungtau City
Vungtau City Viet Nam
Radio Call Sign:

Tel: +84 64 856270
Fax: +84 64 856085
Telex:
Email:

Languages understood:

YEMEN

Ministry of Transport Maritime Affairs Authority
Hadda Street
Sana'a
Sana'a PO Box 19395 Yemen
Radio Call Sign:

Tel: +967 1 419915
Fax: +967 1 414645
Telex:
Email: MAA-Headoffice@y.net.ye

Languages understood:

ZIMBABWE

Ministry of Health
P.O. Box CY 1122
Causeway
Harare
Harare Zimbabwe
Radio Call Sign:

Tel: +263 4 730011
Fax:
Telex:
Email:

Languages understood: English

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	APPX 2
SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF PORT CONTACTS			

APPENDIX 2

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	APPX 2
SHIPBOARD OIL POLLUTION EMERGENCY PLAN PORT CONTACTS			

1 CONTACT PROCEDURE

For international moves, the Master/Offshore Installation Manager (OIM)/Person-in-Charge (PIC) is to contact the Operations Department of Transocean; to receive port environmental contacts for all anticipated ports during the voyage. The Master/OIM/PIC is to Fax a copy of this page to the Operations Department and insert the reply copy in this section of this manual.*

Voyage from _____ to _____
 anticipated to begin on _____ and end on _____

1. First Port of Call _____
 Environmental Contact _____

2. Second Port of Call _____
 Environmental Contact _____

3. Third Port of Call _____
 Environmental Contact _____

Signed _____ Date: _____

* Use as many pages of this form as required to accommodate all anticipated Ports of Call.

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		SUBSECTION:	APPX 3
SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF UNIT INTEREST CONTACTS			

APPENDIX 3

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	APPX 3
SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF UNIT INTEREST CONTACTS			

1 EMERGENCY CONTACT PERSONNEL

Any of the following company personnel should be contacted during any and all emergencies. One of these persons will always be available for assistance. It should be noted the Person-in-Charge (PIC) of the Mobile Offshore Drilling Unit (MODU) has the ultimate and final authority in execution of emergency procedures. The personnel listed below can provide advice or assistance to the PIC.

1.1 NORTH AMERICA DIVISION (NAM) OFFICE

Address: Transocean Offshore Deepwater Drilling, Inc.
(Park 10) 1311 Broadfield Blvd.
Houston, Texas 77084

Office Telephone: (832) 587 8500

Office Fax: (832) 587 8723

In the event this telephone number is inoperable, the following quote of communication should be used:

CONTACT	OFFICE PHONE	HOME PHONE	CELL PHONE	SATELLITE PH.
Mac Polhamus Division Manager	(832) 587-8596			
Daun Winslow Ops. Manager Performance	(832) 587-8525			
John Keeton Rig Manager Performance	(832) 587-8533			
Glen Shropshire ISM Designated Person	(832) 587-8528			
Gary Butler ISM Alternate	(832) 587 8886			
Amelia Base Manager	(985) 631-1502			


1.2 EMERGENCY RESPONSE CENTER (ERC)

The Emergency Response Center*¹, located at Park 10, is equipped with telephone lines, an intranet/internet connected capable computer, wireless computer connectivity, Fax machine, television with cable reception, and video tape player and over head video display projector.

In the event that this ERC can not be utilized, the alternate is the Corporate ERC at the Corporate Headquarters in Houston. If none of the Houston ERCs are available; the Amelia Branch will be contacted to activate theirs. If

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF UNIT INTEREST CONTACTS			

all three previous centers are not accessible, a different location will be considered, determined and communicated at that time by the Division Manager or his designee.

If deemed necessary, the Human Resources department responds as directed to the first floor meeting room. This room is similarly equipped as the ERC and is intended to provide support to the main ERC for personnel matters. The instructions for this center are located in Section 3, Subsection 4 of the Gulf Coast Sector Emergency Response manual "Liaison with Relatives".

Provided below is a list of the telephone numbers that allow direct communication with the NAM Emergency Response Team (ERT) members in the response center:


Contact:	Telephone Number:
Emergency Coordinator	832-587-8701
Primary Contact	832-587-8702
Logistics Coordinator	832-587-8703
Authorities Coordinator (ISM)* ²	832-587-8704
Marine Coordinator	832-587-8777
Personnel Coordinator	832-587-8705
Log Keeper	832-587-8706
Company Security Officer (Alt. ISM)* ³	832-587-8707
Client Contact	832-587-8708
Response Center Fax	832-587-8709
HR - Personnel Coordinator	832-587-3918 / 3919

*¹ ERC lines are manned only when the ERC is convened or when the Team Leader designates.
 *^{2 & 3} ISM Code Designated Persons

- RESPONSE CENTER E-MAIL ADDRESS:
gcdemergencyresponsecenter@mail.deepwater.com

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Team members can log on the network on the Computer in the Emergency Response Center, or use a wireless enabled portable device. Open Outlook and access the Public Folder entitled GCD Emergency Response Center.

- Alternate Response Center : Corporate ERC 713-232-7686
- Secondary Response Center: Amelia Branch 985-631-1500 or 985-688-4819

2 NOTIFICATION RESPONSIBILITIES

The Deepwater Horizon is a vessel wholly owned by Triton Hungary Asset Management Limited Liability Company and no other joint venture partnerships are involved. Provision for emergency notification under this plan is the full responsibility of Transocean Offshore Deepwater Drilling, Inc. (TODDI), Houston, Texas under the following conditions:

1. In transit mode and not under drilling contract.
2. Off drilling contract and in a "stacked" condition.

3 NOTIFICATION SEQUENCE

Under these conditions, the primary responsibility for emergency notification rests with the MODU Offshore Installation Manager. The OIM notification priority list will be as follows:

A. First Party to be notified:


- Local contact if required by National Authorities in Area of Operation (See Section 4 of this manual) otherwise, first notification to (TODDI) Division Office.
- For United States Operations – National Response Center (See Section 4 of this manual).
- For International moves – Applicable Coastal State as shown in Appendix 1 of this manual).

B. Second Party to be notified:

- Division Office if first contact is National Authority
- For United States Operations – United States Mineral Management Service (See Section 4 of this manual).

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C. Third Party to be notified:

- Transocean Director - Risk Management, Houston, Texas
01 (713) 232-7640
- Transocean Operations Dept Emergency Pager After Hours:
01 (713) 768-4785
 - a) Director - Risk Manager notifies corporate officers
 - b) Director - Risk Manager notifies insurance broker representative.
 - c) For United States Operations – Applicable state agency. (See Section 4 of this manual.

D. Fourth Party to be notified:


- For United States Operations (Moves) – TODDI Division Office which is controlling the MODU operations. (See list at beginning of Appendix.)
- OIM Master notifies Flag State for any spills that may cause significant harm to the environment.
- Division Office notification responsibilities are:
Transocean, Houston, Texas
Director Risk Management
- Risk Manager Notifies:
Corporate Officers
Insurance broker representative

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		SUBSECTION:	APPX 4
SHIPBOARD OIL POLLUTION EMERGENCY PLAN EXAMPLE CHECK LIST FOR USE IN EMERGENCIES			

APPENDIX 4

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	8
		SUBSECTION:	APPX 4
SHIPBOARD OIL POLLUTION EMERGENCY PLAN EXAMPLE CHECK LIST FOR USE IN EMERGENCIES			

1 CHECKLIST FOR RESPONSE TO PIPELINE LEAKAGE DURING REFUELING OPERATIONS

Checklist for Response To Pipeline Leakage During Refueling Operations

<u>Action</u>	<u>Action Taken</u>		<u>Person Responsible</u>
Immediate Action:	<u>Yes</u>	<u>No</u>	
1. Sound Alarm on PA System	<input type="checkbox"/>	<input type="checkbox"/>	Person Discovering Incident
2. Initiate Emergency Response Procedures	<input type="checkbox"/>	<input type="checkbox"/>	OIM
Initial Response:			
1. Cease all fuel or oil transfer operations			Barge Supervisor or his designee
2. Close manifold valves	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor or his designee
3. Locate source of leakage	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor or his designee
4. Stop or reduce flow of oil	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor or his designee.
5. Comply with reporting procedures	<input type="checkbox"/>	<input type="checkbox"/>	OIM
6. Commence clean-up procedures using adsorbents and permitted solvents.	<input type="checkbox"/>	<input type="checkbox"/>	OIM/Barge / Supervisor Crane Operator
7. Ensure that collected residues are stored carefully for disposal in conformance to local regulations	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor

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2 CONTINGENCY PLAN FOR FUEL/OIL SPILL DUE TO TANK OVERFLOW

Checklist for Response To Fuel/Oil Spill due to Tank Overflow

<u>Action</u>	<u>Action Taken</u> <u>Yes/No</u>	<u>Person Responsible</u>
1. Close all overboard drains on deck and in machinery spaces	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. Reduce oil level in relevant tank by transferring oil into an empty or slack tank	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor
3. Prepare portable pumps if possible to transfer spilt oil to empty tank	<input type="checkbox"/> <input type="checkbox"/>	Crane Operator
4. Commence clean-up procedures using adsorbents and permitted Op. solvents	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor /Crane
5. Ensure that collected residues are carefully for disposal in conformance to local regulations	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor stored

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN EXAMPLE CHECK LIST FOR USE IN EMERGENCIES			

3 CONTINGENCY PLAN FOR FUEL/OIL SPILL DUE TO HULL LEAKAGE

Checklist for Response to Oil Spill Due to Hull Leakage

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Sound the emergency alarm on the PA system	<input type="checkbox"/> <input type="checkbox"/>	Any person noticing sheen on water
2. Notify OIM	<input type="checkbox"/> <input type="checkbox"/>	Any person noticing sheen on water
Further measures:		
1. Use MODU personnel to locate source of leakage	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. Prepare pumps for transfer of oil to other tanks or to another vessel.	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor or his designee.
Following identification of source of leak:		
1. Reduce head of fuel/oil by pumping into empty or slack tank	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor or his designee.
2. Evaluate necessity of pumping water into leaking tank to create water cushion and prevent further oil loss.	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor
3. If leakage is below waterline arrange diver inspection and possible temporary repair	<input type="checkbox"/> <input type="checkbox"/>	OIM

If it is not possible to specifically identify the leaking tank, the level of oil in the tanks in the vicinity of the suspected tank should be reduced. (Remember to consider the effects on hull stress and stability of the vessel. See the "Emergency Procedures" section of the Operations Manual. For tank capacities and ballasting procedures, see the "Stability" section of the Operations Manual. For stability calculation assistance, contact the Engineering Department of Transocean Offshore Inc.)

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4 GROUNDING

Checklist for Response to Oil Spill Due to Grounding

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Leave MODU "grounded"	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. Take on ballast water to hold MODU in position while fuel is transferred to an undamaged tank.	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor
3. Report any spill as shown in Section 2 of this manual.	<input type="checkbox"/> <input type="checkbox"/>	OIM


5 FIRE/EXPLOSION

Checklist for Response to Oil Spill Due to Fire/Explosion

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Sound the fire alarm.	<input type="checkbox"/> <input type="checkbox"/>	Any person discovering fire, notify OIM and take all appropriate actions.
2. Deploy MODU Alert Team.	<input type="checkbox"/> <input type="checkbox"/>	OIM
3. Determine extent of damage; determine appropriate damage control measures.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor
4. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	OIM
5. Request assistance as deemed necessary.	<input type="checkbox"/> <input type="checkbox"/>	OIM
6. If there is an oil spill in connection with the fire and explosion, inform appropriate parties in accordance with Section 2 of this manual.	<input type="checkbox"/> <input type="checkbox"/>	OIM

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6 COLLISION

Checklist for Response to Oil Spill Due to Collision

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Sound the emergency alarm and initiate emergency procedures.	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. Deploy MODU Alert Team.	<input type="checkbox"/> <input type="checkbox"/>	OIM
3. Determine whether there are casualties.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor
The OIM should assess the situation for pollution purposes as follows, taking action where appropriate:		
Further Response:		
1. Decide whether separation of the vessels may cause or increase the spillage of oil.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor
2. If any oil tanks are penetrated, reduce the risk of further spillage by isolating penetrated tanks or transferring oil to slack or empty tanks.	<input type="checkbox"/> <input type="checkbox"/>	Barge Supervisor
3. If there is a spill of oil in connection with the collision, inform the appropriate parties in accordance with Section 2 of this plan.	<input type="checkbox"/> <input type="checkbox"/>	OIM

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7 HULL FAILURE

Checklist for Response to Oil Spill Due to Hull Failure

<u>Action</u>	<u>Action Taken</u>	<u>Person Responsible</u>
Initial Response:	Yes/No	
1. Sound the emergency alarm and muster the crew.	<input type="checkbox"/> <input type="checkbox"/>	OIM
Further Response:		
1. Reduce speed or stop to minimize stress on the hull.	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. Assess the immediate danger of sinking or capsize.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor
3. Initiate damage control measures.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor
Pollution Response:		
1. If oil has spilled, or it is necessary to jettison oil in order to maintain stability, inform the appropriate parties in accordance with Section 2 of this plan.	<input type="checkbox"/> <input type="checkbox"/>	OIM
2. If the change in stability and stress cannot be calculated on board, contact company engineering department to arrange for the necessary calculations. (See Appendix 5 for Vessel Tank Plans).	<input type="checkbox"/> <input type="checkbox"/>	OIM
3. Consider the forecast weather conditions and the effect they may have on the situation.	<input type="checkbox"/> <input type="checkbox"/>	OIM/Barge Supervisor

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8 EXCESSIVE LIST

Checklist for Response to Oil Spill Due to Excessive List


<u>Action</u>		<u>Action Taken</u>		<u>Person Responsible</u>
Initial Response:		Yes/No		
1.	Stop and water/fuel transfer or ballast operation in progress.	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor
2.	If underway, reduce speed or stop	<input type="checkbox"/>	<input type="checkbox"/>	OIM
3.	Establish reason for list.	<input type="checkbox"/>	<input type="checkbox"/>	OIM/Barge Supervisor
Further measures:				
1.	Sound all tanks and compare soundings with last taken soundings.	<input type="checkbox"/>	<input type="checkbox"/>	Barge Supervisor
2.	If oil has spilled, or it is necessary to jettison oil in order to maintain stability, inform the appropriate parties in accordance with Section 2 of this Plan.	<input type="checkbox"/>	<input type="checkbox"/>	OIM
3.	If possible, take corrective action to rectify the situation.	<input type="checkbox"/>	<input type="checkbox"/>	OIM/Barge Supervisor

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APPENDIX 5

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1 GENERAL INFORMATION

Because of the risk of an oil spill during the transfer of fuel from a supply vessel to the **DEEPWATER HORIZON** and because regulations require a detailed procedure for this operation, the following plan is developed to assign a step by step procedure and to define personnel responsibilities.

- A. **Purpose:** To meet the requirements of the code of federal regulations (CFR) title 33, Navigation and Navigable Waters, Subpart C 155.720 and 155.750.
- B. **Policy:** All personnel involved with fuel oil transfer operations aboard the MODU must be familiar with the MODU's Operations Manual.
 - a. "Arrangement of Hull Tank Vents, Sounding and Fill Pipes"
Section 6, "Emergency Procedures and Safety"
 - b. "Fuel Oil Piping Schematic,"

2 FUEL LOADING PROCEDURE


- A. Before loading fuel (MDO) the Bridge Watch (Master) will be notified. The Master or his designee, in conjunction with the Chief Engineer will determine quantity, and into which tank (s) the fuel will be received. The PIC (person in charge) will be informed of these quantities etc., and ensure proper loading procedures are followed. The amounts in the designated tanks will be checked to make sure sufficient space is available, when the tank is filled to no more than 90%.
- B. An announcement is to be made on the PA, prior to and upon completion of fueling operations, to inform personnel of operations, and to ensure no welding, hot work operations and outside smoking will be permitted. Smoking will be permitted in the designated smoking area, next to the Coffee Shop. (33 CFR 156.120, bb, cc.) Notify Welder.
- C. The minimum number of people to be on duty during transfer is 3. The duties by title are:

1 st Assistant Engineer	PIC
2 nd Assistant Engineer	Alternate PIC, Monitor Tank Levels
Oiler (Motorman) or AB or Roustabout	Tends Manifold Watch

One (1) on tour Oiler/Motorman and one (1) Engineer on watch coordinate the fueling operation. The Oiler/Motorman will check and ensure that all valves not actually used for loading are closed before starting. This includes both Port and Stbd loading stations.

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- D. The Task Specific THINK Procedure will be reviewed and understood by all concerned parties.
- E. A Work Permit will be completed prior to commencement.
- F. Pressure test the Fuel Oil hose to 45 psi for 15 minutes,
- G. The Oiler (Motorman) or AB or Roustabout will then man the main deck loading station. The Engineer on watch will man the ECR.
- H. The Manifold Watch will have a portable radio establishing and maintaining contact with the ECR and supply boat before starting and also throughout the operation. The 1st Assistant Engineer or his designee will be assigned to go to the boat to take a sample and have the Declaration of Inspection signed.
- I. A Class "B" fire extinguisher, an Emergency Spill Container and oil absorbent material will be procured and present for use at the loading station.
- J. Upon completion of fuel loading operations, the 2nd Assistant Engineer/Oiler (Motorman) will secure all loading valves. He will then open the drain valve to #3 Fuel Oil Storage Tank. The hose will be lifted from the supply vessel and suspended in the air as high as possible draining the contents into the #3 Fuel Oil Storage Tank. The 2nd assistant Engineer/Oiler (Motorman) will then ensure all valves opened during the operation have been closed. This information will be communicated to the Engineer on watch.
- K. If a spill occurs the procedures outlined in the SOPEP are to be followed. In US waters the USCG is to be called at 1-800-424-8802.

3 FUEL TRANSFER PROCEDURE

Purpose / Objective:

- 1. To standardize the procedure for transferring fuel within the vessel.
- 2. To provide all personnel involved with the transfer operation a checklist which will ensure compliance with company policy, local and governmental regulations.

References:

33 CFR Part 156 – Oil Or Hazardous Material Pollution Prevention Regulations for Vessels


46 CFR Part 35 Operations

Material and Safety Requirements

- 1. Oil spill response equipment
- 2. Firefighting equipment
- 3. Fuel transfer hoses
- 4. VHF radios
- 5. Tools
- 6. Proper sounding equipment
- 7. Fuel transfer diagram
- 8. PPE

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9. Air Line
10. Pressure Indicator/Relief valve

Personnel responsible for Topside Diesel Oil Transfer are Chief Mate, First Engineer, Watch Duty Engineer, and Bosun to the following locations:

<u>Location</u>	<u>Valve location</u>
Pedestal Cranes	On Pedestal
Cement Room	In Cement room, Inboard bulkhead
Well Logging Unit	Roof of Draw Works Motor Shed
Standby Generator	In Standby Generator Room, Outboard of Engine
Diesel to Mud Pits	Port side Pit Room, Forward of Base Oil Valve

Line Valves - Location and Instructions

Topside Isolation Valves

The Topside Isolation Valves are located on the Main Deck at the Starboard Fueling Station (106v and 107v). These valves are opened only during Bunkering Operations or when it is necessary to transfer fuel Port to Starboard from a Storage Tank.

The Isolation valves for the Storage Tank to Settling Tank for fuel transfer are located at the Starboard Fueling Station (104v and 105v). These valves are open during normal operation and secured when taking on fuel.

Standby Generator Day Tank Valve

Located in the Standby Generator Room outboard of engine. This valve isolates the Standby Generator Day Tank and is normally closed, opened only to fill the tank.

Well Logging Unit Fill Valve

Roof of Draw Works Motor Shed, Aft Inboard bulkhead (across from stairs). This valve is normally closed, opened only to fill the unit.

Pump Valves


Located at the Transfer Pumps, normally closed.

The Diesel Oil Transfer Pumps are located on the O level in the Aft Pump Rooms, Port and Starboard (2 each side). Additionally a Diesel Oil Service Pump is located in the Port Fuel Oil Room (for fueling Cranes and deck equipment).

The Fuel Oil Transfer pumps are normally operated remotely from the ECR, but may be locally operated at the pump (breaker must be in Local control mode to start) The pumps may be stopped locally at any time by pushing the local stop button. The pumps are

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positive displacement helical gear pumps, which normally produces 3-5 bar. The Internal relief Valve is set for 6 bar. A remote sensor is monitored on the Simrad system. The Diesel Oil Service Pump is located in the Starboard Fuel Oil Room. It is normally operated locally, but it can be operated remotely from the ECR, when required to fuel cranes and deck equipment. It is a positive displacement helical gear, normal operating at 2-4 bar with an internal relief valve set at 4 bar.

Transferring Fuel to Settling Tanks from the Storage Tanks (normal operation)

- 1) Ensure valve to the desired Settling Tank (Port or Starboard) is opened.
- 2) Open the desired Storage Tank Suction Valve (High or Low)
- 3) Open Suction and Discharge valves on the desired pump
- 4) After ensuring that the valves are all indicating open on the Simrad system (green color or above 75%) start the appropriate transfer pump, using the Simrad system
- 5) Monitor the pump discharge pressure and the selected Settling Tank level to ensure the oil is going where it is intended
- 6) When the Settling Tank level reaches 1.9 m or approximately 50 cubic meters, secure the pump and close all the valves.
- 7) If/when abnormal levels, readings or pump operations occur STOP transfer immediately and investigate the problem.

Note: In case of an emergency, stop the pump immediately and secure the pump suction and discharge valves.

4 FUEL / LUBE OIL SCHEMATICS


See Drawings numbered HRBS-P78-000,P0029 sheets 1-5 (File # P0029A – P0029E) Fuel Oil Piping Schematic and P0028 sheets 1-13 (Lube Oil Service) at the end of this section, for detailed Valve information and line up.

4.1 SPILL PLAN ACTIONS:

- A. Notify the Bridge (124).
- B. Stop the source of the spill.
- C. Neutralize all sources of Ignition in the area.
- D. Isolate the spill area.
- E. Clean up the spill.
- F. Replenish consumable items from the Spill Control Locker.
- G. Evaluate cause of the incident.
- H. Determine the amount of spill (if any) that leaked overboard and notify all proper authorities.

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- I. Evaluate the performance of actions taken by rig crew.
- J. Revise/update the present spill action plan.

4.2 SPILL PLAN PROCEDURES:

Notify the Bridge at 124 immediately! The Bridge will alert the Response Team, Master, and OIM.

- A. Stop any fuel transfers.
- B. Make sure spill is contained with no possible discharge overboard.
- C. Make an announcement over the Public Address system indicating the location, type and severity of the spill. To make a page: Call 100.
- D. Shut down all welding operations.
- E. Identify the deck zone involved.

Stop the Source of the Spill:

- A. The preliminary actions of the person discovering the spill will be to stop the spill. All efforts are to be made to identify the source and take the necessary actions to stop the spill.
- B. The contents of the spill lockers will immediately be utilized.

Neutralize all Sources of Ignition in the Area:

- A. All Hot Work Permits are canceled at the first notification of a spill.
- B. The welder will stop all Hot Work and secure sources of ignition.
- C. Disconnect and/or remove any electrical equipment in the area.

Isolate the Spill Area:


- A. Ensure that all drains are secured and stop the spill from going into the water.
- B. Utilize the contents of all spill lockers.
- C. Isolate the area utilizing high visibility distinction **caution ribbon**.
- D. Utilize available materials and equipment to build a "dam" to minimize movement of the spill to other areas.
- E. Client or third party spill response plan may be implemented at this time, if necessary.

Clean-Up the Spill:

- A. All equipment and materials in the rig inventory and spill lockers will be utilized to clean up the spill.

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- B. All available hands will be utilized to quickly clean up the spill, which may include off-duty personnel.
- C. The areas nearest to exposed hazards, or subject to detrimental conditions if exposed to the spill will be cleaned up first.

Replenish Consumable Items from the Spill Control Locker:

- A. Replace all items used from the spill locker.
- B. Empty and dispose of all recovered material in the proper DOT drums.
- C. Prepare the spill locker for re-use.

Evaluate Cause of the Incident:

- A. Investigate and document events leading up to the cause of the spill.
- B. Determine if any additional preventative measures are necessary to adopt into the rig's environmental policy.

Determine the Amount of Spill (if any) that Leaked Overboard and Notify all Proper Authorities.

- A. Fill out the Deepwater Horizon Spill Report. Complete any forms or reports as may be needed by the client, or regulatory bodies.

Evaluate the Performance of Actions taken by the Rig Crew.

- A. Review the sequence of events and examine the actions taken by the response team.
- B. Identify areas of Improvement or modifications.

Revise/Update the Present Spill Action Plan.

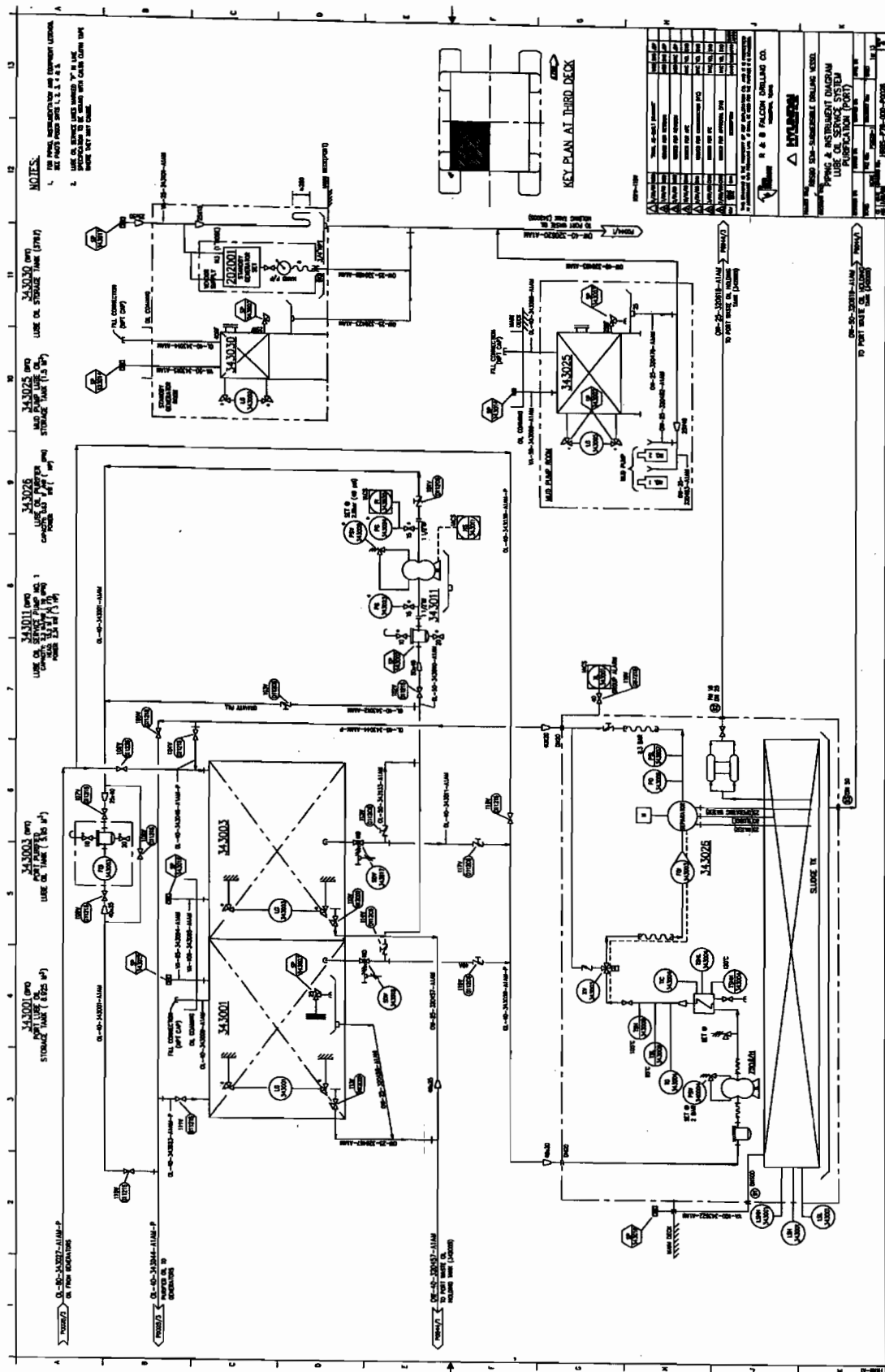
- A. Organize a meeting with all supervisors and team leaders.
- B. After reviewing all aspects of the spill incident, make necessary changes in the plan.
- C. Consider other events similar to the incident that may also be incorporated into the Spill Action Plan.

5 SPILL ZONES

Spill zone drawing located at the end of this section.

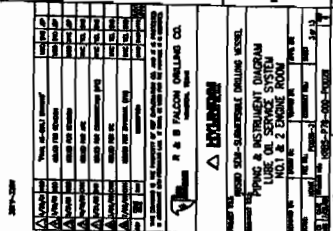
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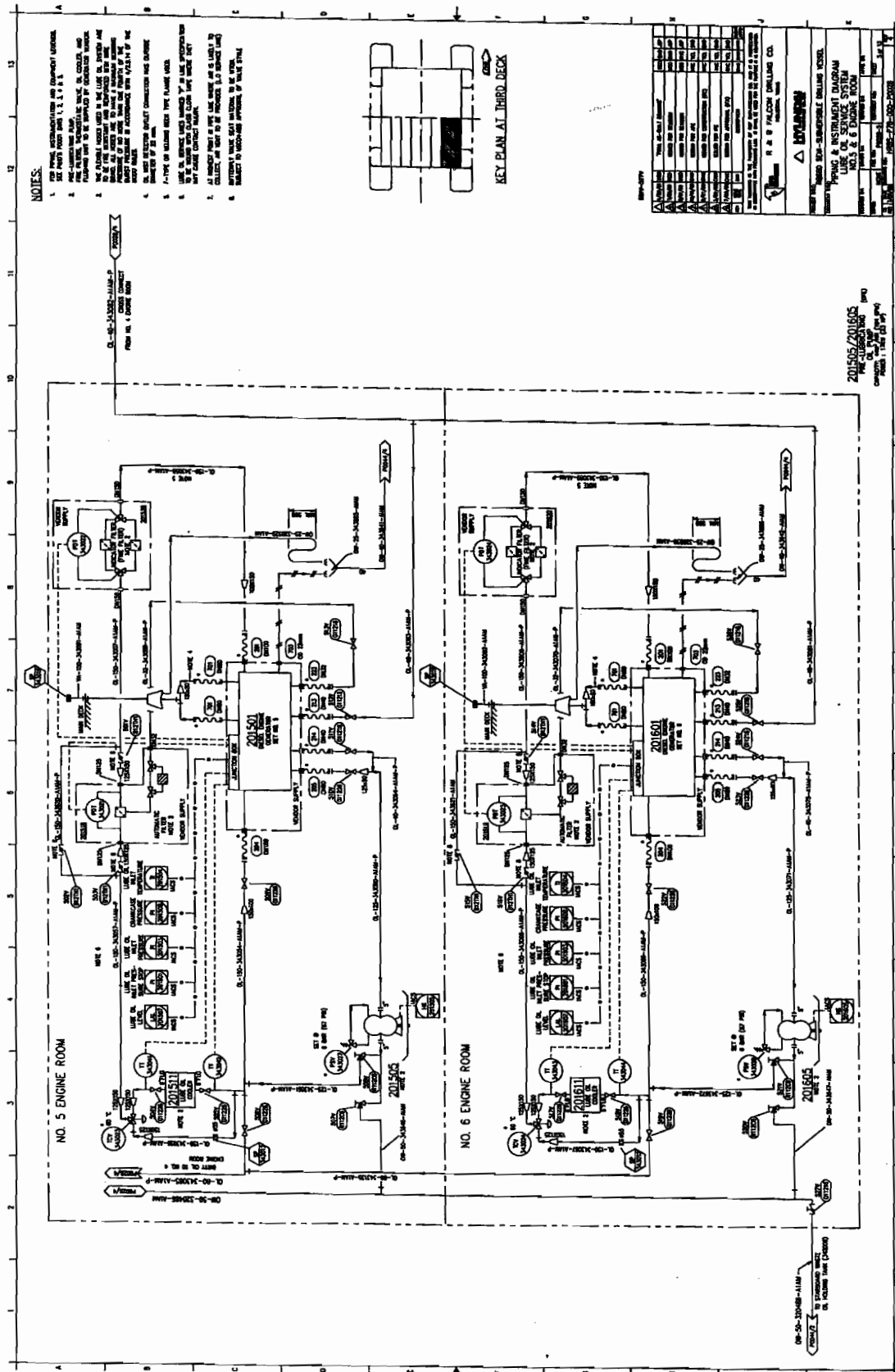


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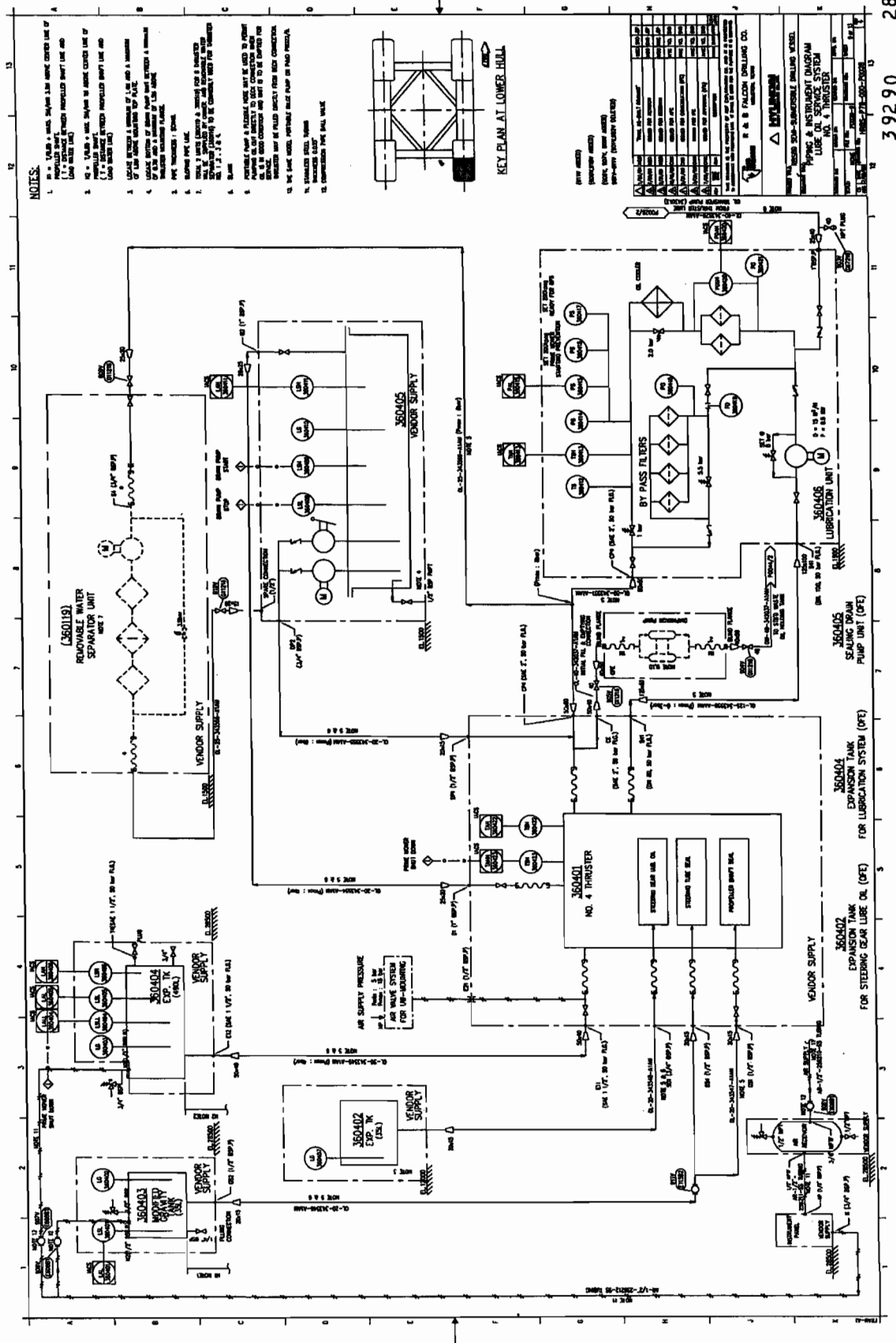


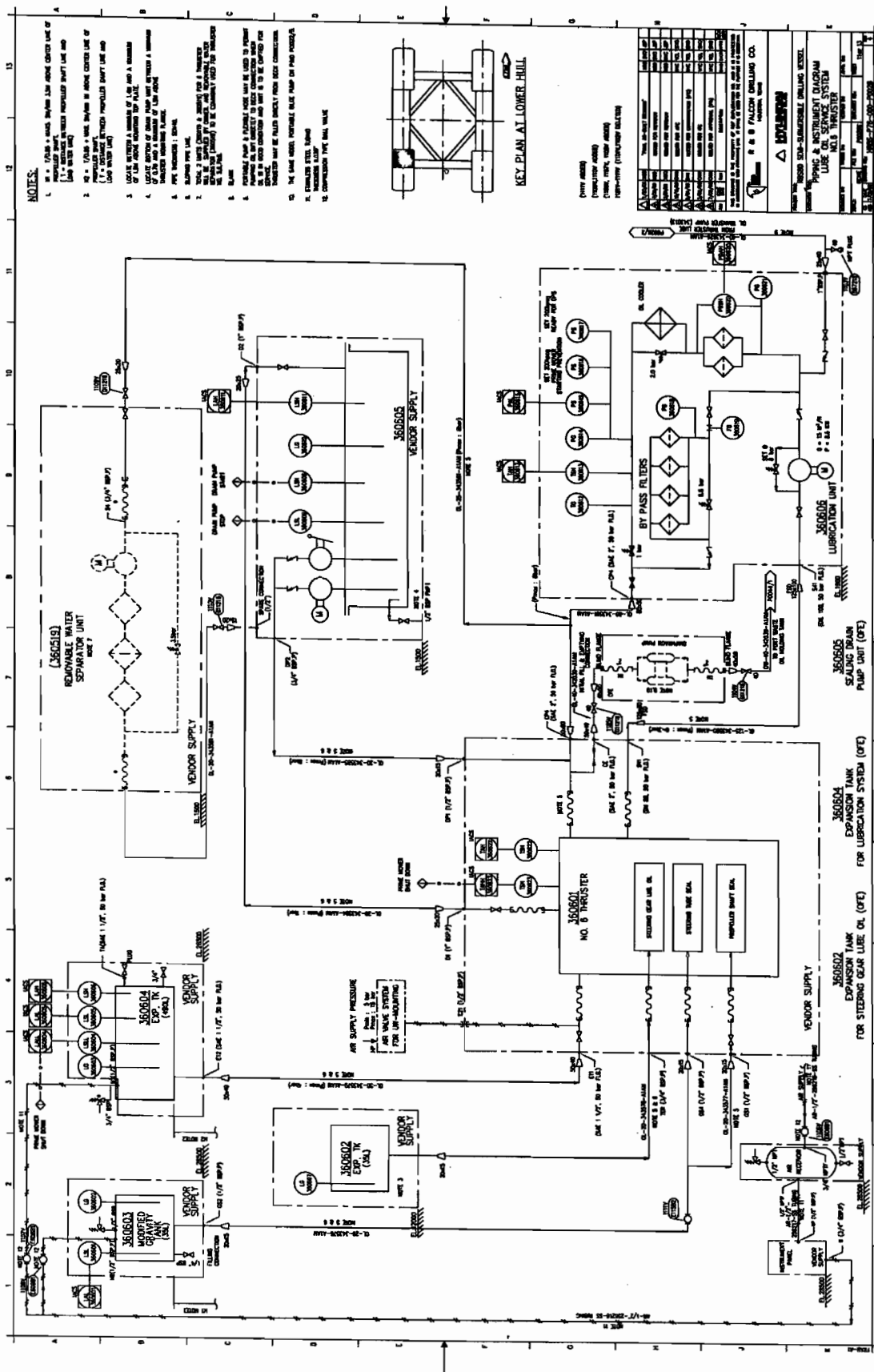


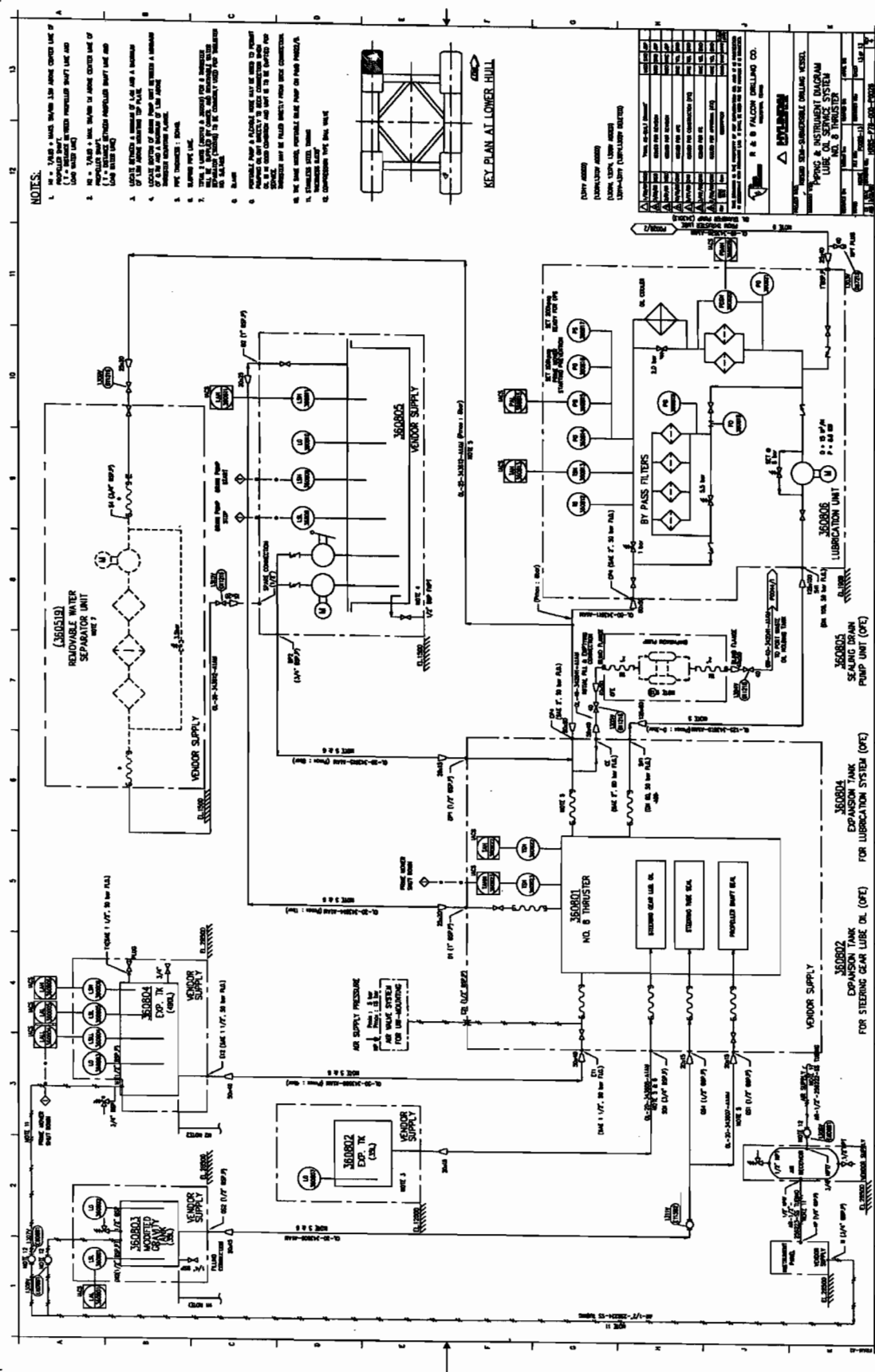
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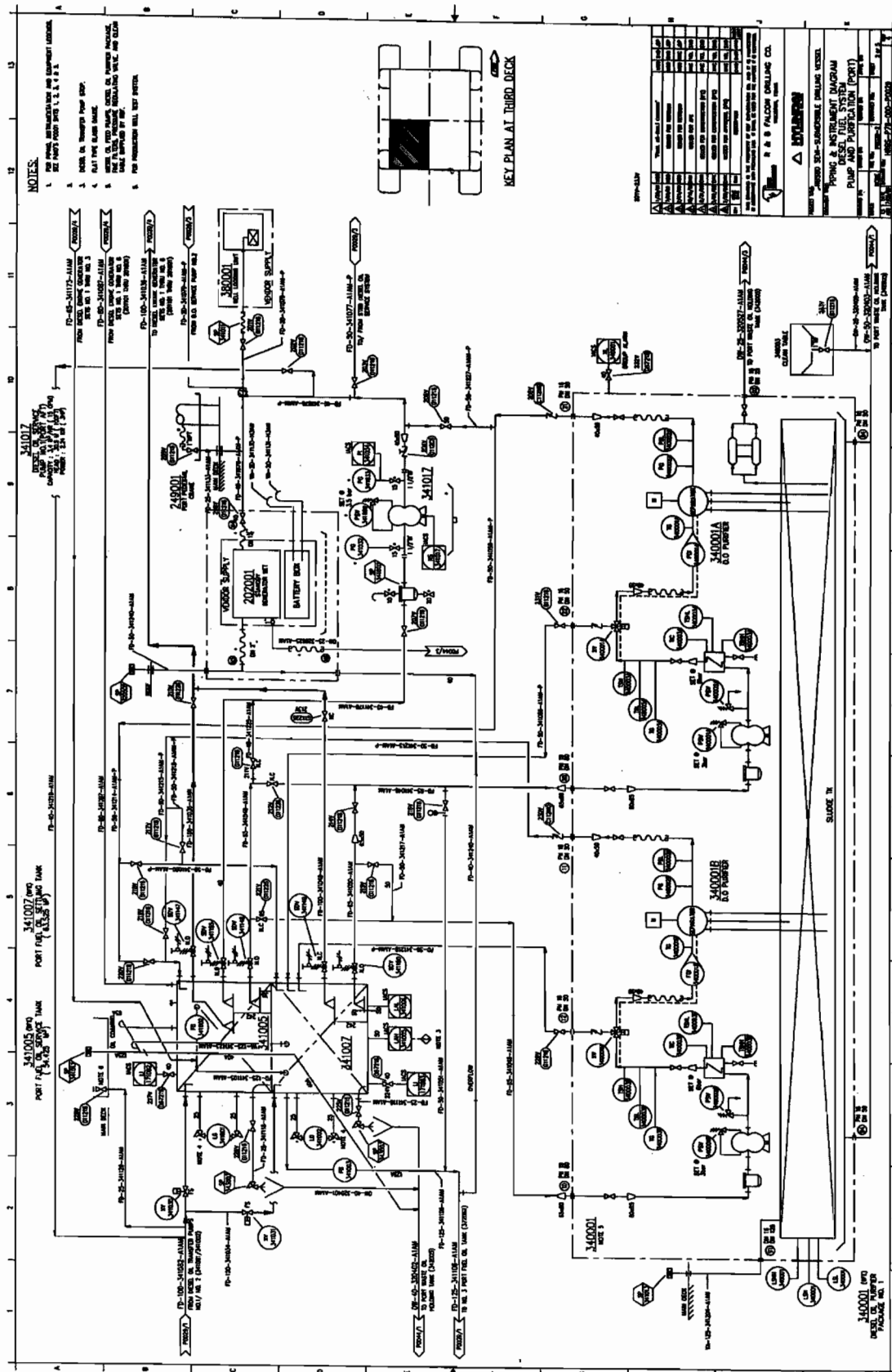




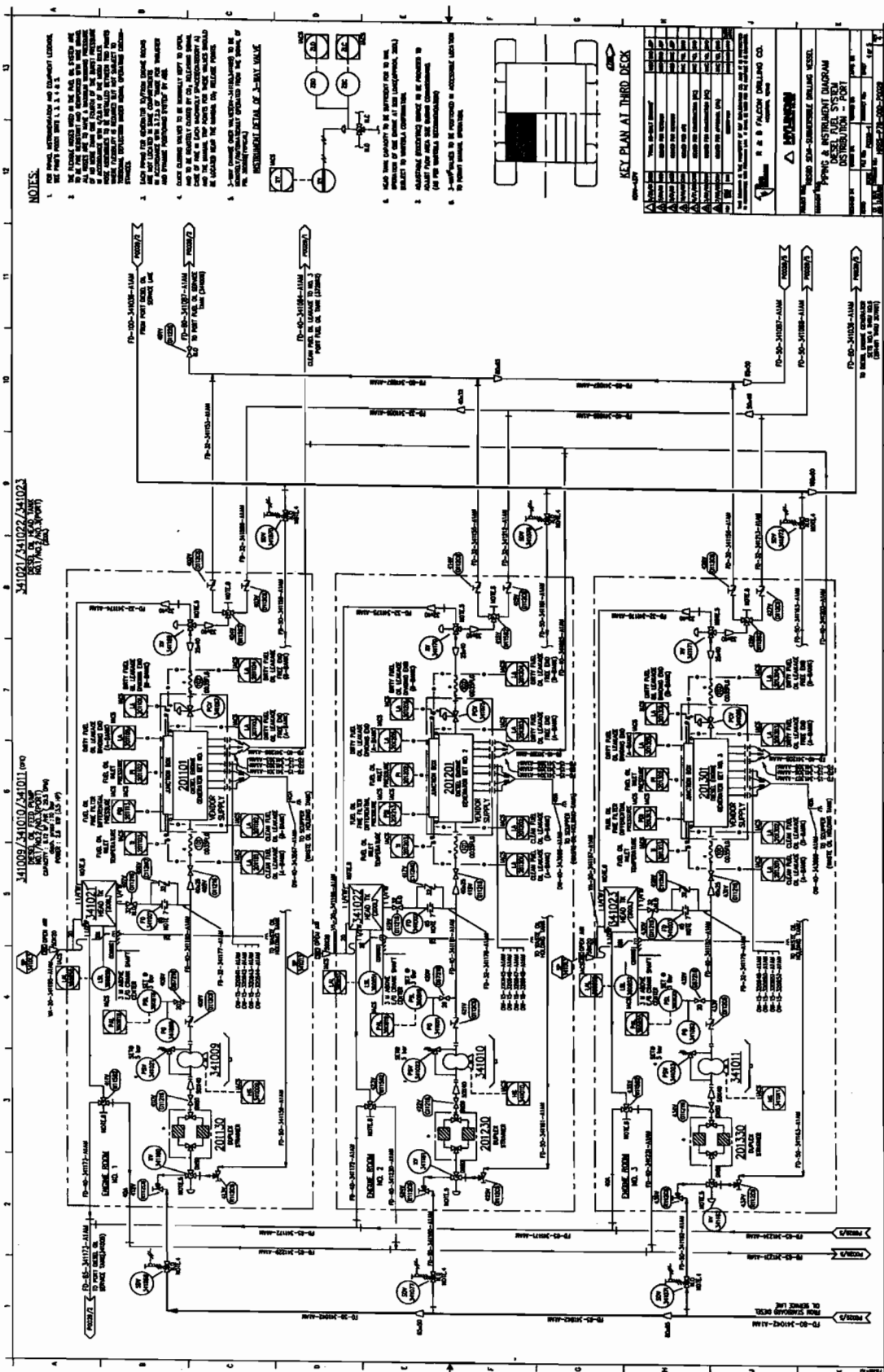















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APPENDIX 6


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SHIPBOARD OIL POLLUTION EMERGENCY PLAN LIST OF OIL SPILL RESPONSE EQUIPMENT CARRIED			

. The MODU carries sufficient materials to deal with a one-barrel oil spill. The **Spill RESPONSE Plan** for this vessel requires that deck bungs be available to be installed at all times. Following is a list of standard materials carried to deal with onboard spills:

- 2ea. Plastic over-pack drums
- 6ea. Shovels, "D" Handle, non sparking
- 6ea. Buckets, plastic, with bail
- 4ea. Buckets, plastic, mop, c/w mop wringers
- 4ea. Mops. Long handle
- 2ea. Long Handle Squeegees
- 2ea. Funnels, non-sparking, 12" diam, or larger
- 2ea. Barrel pumps, hand operated
- 2ea. Bilge pump, hand operated
- 1ea. Portable pump, air operated, Wilden M2
- 1ea. 50' Air hose, for the Wilden pump
- 1ea. 50' Suction Hose, for the Wilden pump
- 1ea. 50' discharge Hose for the Wilden pump
- 1ea. Halogen Work Light, portable with 50' of cord
- 11ea. Drain plugs, assorted sizes
- 4ea. Rolls "Caution" tape
- 5ea. Slicker Suits
- 5pr. Rubber Boots
- 5ea. Goggles
- 5ea. Respirators
- 10pr. Gloves – rubber
- 10pr. Gloves – leather
- 4ea. 25' of absorbent boom material
- 8bg. All purpose Absorbent Granules
- 8bx. 18" sq Absorbent pads
- 24ea. Disposal polythene bags, large yellow
- 5ea. Dust Pans, non sparking
- 5ea. Face Shields, full face, hard hat mounted

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN SPILL, DRILL, REVIEW REPORTS			


APPENDIX 7

SHIPBOARD OIL POLLUTION EMERGENCY PLAN

SPILL, DRILL, REVIEW REPORTS

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2 SPILL ACTIVITY LOG

1. Time Report Filed _____ Date _____
2. Official Report No. _____
3. Agency or Organization to Whom Report was made _____


4. Current Operation or Actions _____

5. Instructions Received _____

6. Name of Person or Agency Issuing Instruction(s) _____

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3 EMERGENCY PLAN REVIEW REPORT

3.1 MODU SECTION.


- A. Plan review date. _____
- B. Master/IM reviewing plan _____
- C. Suggestions for change (a) _____
- _____
- (b) _____
- _____
- (c) _____
- _____

3.2 DISTRICT MANAGEMENT SECTION.

- A. Plan review date. _____
- B. Plan reviewed by _____
- C. District Emergency Contact Changes _____
- _____
- D. 4) Local regulation changes _____
- _____

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN OIL SPILL - VOLUME ESTIMATING PROCEDURE			

The factors given in the following Spill Volume Estimation Form are used to estimate the volume of oil on the water in the spill, unless a more accurate amount is known by other means. These factors should be compared whenever possible to volumes estimated from the source of the spill (i.e. known production rates, pipe volumes or tank volumes). Due to the inability to accurately determine slick thickness, exact estimates of the volume of a spill are not possible by visual observation of the oil on the surface of the water. Therefore, spill volumes determined utilizing this method should be rounded off to avoid the appearance of an accurate determination.

In order to use the Spill Volume Estimation Form, it must determine if the oil layer observed is a film/sheen or a slick. The first section is used to estimate the volume of oil contained in sheens. If oil slicks are present (dark brown or black accumulations that dampen the surface of the water), the thickness of the oil layer exceeds the film thickness shown in the table format. Estimations for oil slicks should utilize the range of volumes given based on light or heavy oil as noted in Step 6 of the Spill Volume Estimation Form.

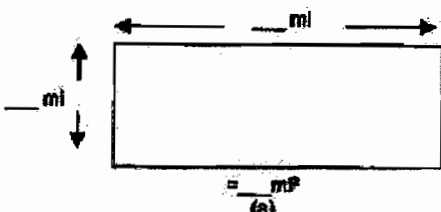
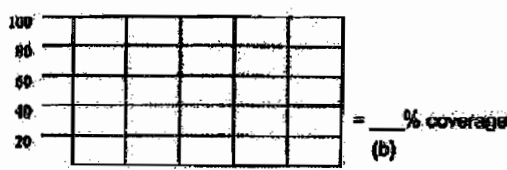
Table Explanation

Spill size and volume estimations are essential for identifying potential oil spill impact zones and shoreline arrival times. To estimate the quantity of oil on the water, establish the size of area affected by pollution, the percent of oil coverage within that area, and the appearance of oil. The appearance of oil determines gallons per square mile (based on the U.S. Coast Guard's field operations guide estimations table).

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SHIPBOARD OIL POLLUTION EMERGENCY PLAN
OIL SPILL - VOLUME ESTIMATING PROCEDURE

Table 1

<p>1) To establish the area affected by pollution:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine spill size (use aircraft if possible) <input type="checkbox"/> Draw an imaginary box around the oil <input type="checkbox"/> Measure the length and width of the box (5,280 feet = 1 mile) <input type="checkbox"/> Multiply the length x width = (a) mi² 																																																																	
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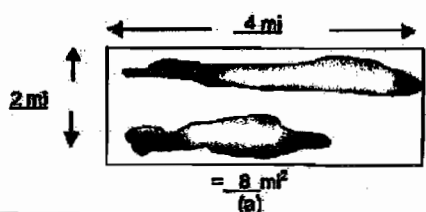
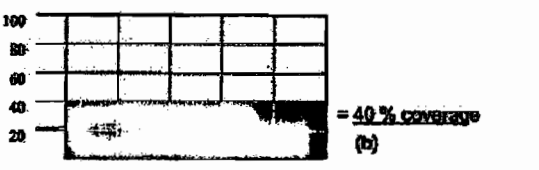
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**SHIPBOARD OIL POLLUTION EMERGENCY PLAN
OIL SPILL - VOLUME ESTIMATING PROCEDURE**


For example:

- ☐ The slick size equals 4 miles x 2 miles (1)
- ☐ The coverage is 40% (2)
- ☐ The appearance is 50% dull, 30% brightly colored and 20% slightly colored (4)

Table 2

<p>1) To establish the area affected by pollution:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine spill size (use aircraft if possible) <input type="checkbox"/> Draw an imaginary box around the oil <input type="checkbox"/> Measure the length and width of the box (5,280 feet = 1 mile) <input type="checkbox"/> Multiply the length x width = (a) mi² 																																																																	
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SECTION 9

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	9
		SUBSECTION:	N/A
HYDROGEN SULFIDE			

1 INTRODUCTION

This section describes the organizational structure, responsibilities, and duties of **DEEPWATER HORIZON** personnel during a Hydrogen Sulfide (H₂S) gas emergency.

1.1 LEVELS OF WELL CONTROL EMERGENCIES ARE DEFINED BELOW:

- Level 1 Any kick situation.
All parties are advised of the emergency.
Well control procedures are underway.
- Level 2 Further analysis of a Level 1 situation with continued adverse development now indicates that available equipment might not control the well. Calculations show that certified pressure capacity of the casing or BOP equipment may be exceeded during control procedures.
- Level 3 An uncontrolled well (blowout).
Control can no longer be exercised from the MODU.
The only course of action is to move or to evacuate the MODU.
One course is selected and followed immediately.
As the Deepwater Horizon would normally be operating in DP mode the primary course of action would be to initiate a EDS and move the rig off of the location.

1.2 ALARM SIGNAL

- Level 1 Verbal communication to all personnel.
- Level 2 Verbal communication to all personnel.
- Level 3 Rig whistle and alarm: a series of one long and one short ring on the vessel alarm. Announcement made over PA system.

When remote detectors detect gas H₂S the following alarms will be automatically activated about the rig:

- H₂S Gas (Low Level – 10 PPM) – AMBER Flashing Light
- H₂S Gas (High Level – 20 PPM) – Yelping Siren / Warbling horn, AMBER flashing light.


2 GAS MONITORING AND DETECTION

2.1 GAS DETECTION SYSTEM

- A. The Deepwater Horizon is equipped with a combination Detcon/Crowcon H₂S

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Gas Detection system consisting of:

1. A Central Gas Alarm Screen on the Bridge/CCR as part of the Simrad Safety System (SSS).
2. Remote Gas Alarm Screens are also provided in the locations that have Simrad Vessel Control (SVC) monitors – Driller Shack, Sack Room, Cement Room, Engine Control Room (ECR) and the Bridge/CCR.

B. There are 24 sensors in the system. The sensors are located as follows:

3. Rig Floor
4. Active Mud Pit Room
5. Galley Air Intake
6. Stbd. Fwd Electric Room
7. Transformer Room
8. Port Machinery Room
9. Moonpool
10. Shale Shakers
11. Stbd. Accommodation Air Intake
12. Port Accommodation Air Intake
13. Stbd. Machinery Room
14. Amidships Machinery Room

2.2 MONITORING BY MUD LOGGER

The Mud Logging Company personnel will constantly monitor the level of gases in the drilling fluid. They will keep the Toolpusher, Drill Crew, and the Operator's Senior Representative informed of gas concentrations in the drilling fluid regularly.


At the first indication that H₂S or other HC gases are present gases are present in concentrations that could be dangerous, the Mud Logger will notify the Driller, Toolpusher, and Operator's Senior representative, *in that order*. From the time of this first warning he/she will make announcements on the PA system. The OIM will announce a Level One (localized) Gas Emergency Condition.

2.3 MONITORING BY DRILLER

The Alarm Panel in the Driller's House will be monitored continuously by the Driller. If a gas emergency is detected, the Driller will alert the OIM, Toolpusher and personnel in the affected area.

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3 CONTROL MEASURES

The remainder of this section describes the responsibilities and duties of **DEEPWATER HORIZON** personnel in a developing H₂S Gas Emergency, making only general reference to control procedures. Actual control procedures are the subject of Company and Operators Well Control Policies.

4 RESPONSIBILITY

4.1 PERSONNEL WITHOUT SPECIFIC DUTIES:

4.1.1 GENERAL

- C. Be familiar with alarms and procedures described in this section and on the **DEEPWATER HORIZON** Station Bill.
- D. Be familiar with the effects and signs of H₂S.

4.1.2 LEVEL ONE

- A. Stays inside accommodations and stands by for further instructions.
- B. Stops welding/burning and all use of open flame.

4.1.3 LEVEL TWO

- A. Reports to muster station upon sounding of the emergency alarm.
- B. Follow instructions of the OIM/Master for a partial evacuation.

4.1.4 LEVEL THREE

- A. Executes the duties described in Section 10, if so ordered.


4.2 OFFSHORE INSTALLATION MANAGER:

4.2.1 GENERAL

- A. In overall command of gas control activities.
- B. Ensures the Safety of all Personnel.
- C. Advises Company shore-based management of emergency status.
- D. Determines the H₂S concentration.
- E. Decides whether the situation warrants Level One or Level Two Procedure.
- F. Determines the source and means to suppress the gas with operators Senior Representative's.
- G. Keeps Master informed of situation.

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4.2.2 LEVEL ONE

- A. Upon being notified that a Level One concentration has been reached at a specific location, notifies all personnel on the PA system that a Level One Gas Alert is in effect. (Level One concentration is an H₂S gas content reading greater than 20 PPM.)
- B. Have the CCR/Bridge repeat the announcement at regular intervals until the gas is controlled, or until a Level Two Alert is imposed.
- C. Directing the Toolpusher to have the Mud Process Area and Mud Pit Rooms checked by personnel using breathing apparatus.
- D. Have the Ballast Control Officer notify any Supply Vessels in the vicinity of the H₂S alert. (Vessels should proceed upwind of the MODU.)
- E. Finds the source and extent of gas with the Toolpusher and Operator's Senior Representative. Breathing apparatus will be used.
- F. Takes overall command of gas control activities.
- G. Monitors H₂S levels while efforts are being made to control gas.

4.2.3 LEVEL TWO

- A. Sounds the gas alarm declaring a Level Two Gas Emergency if control measures are unsuccessful. Takes immediate steps to begin evacuation of non-essential personnel. (If safe, the OIM will permit persons with specific gas control duties to continue their efforts while a partial evacuation of non-essential personnel is executed.)

***Note: Persons with specific gas control duties will wear breathing apparatus.**


- B. Have the Master order evacuees to a safe breathing area.
- C. Have the Crane Operator man upwind crane and prepare the personnel basket, if evacuation by crane is necessary.
- D. Orders a *thorough* check of all areas that may provide traps for residual gas by personnel wearing breathing apparatus, when the H₂S or other source has been eliminated.
- E. Determines when the situation is safe for return to normal operations and has personnel advised accordingly.

4.2.4 LEVEL THREE

- A. Advises Master that EDS will be initiated and to move rig away from site.
- B. Advises Master to "implement "Abandon Unit" procedures (See Section 10.)

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4.3 OPERATOR'S SENIOR REPRESENTATIVE:

4.3.1 GENERAL

- A. Advises and assists the Toolpusher in determining the source and extent of toxic gas.
- B. Ensures that Driller has shut down pumps.
- C. Determines and recommends means to suppress the H₂S gas, with the OIM's help.
- D. Notifies Operator's shore-based management.

4.3.2 LEVEL ONE

- A. Upon being notified of a Level One Alert, reports information to the OIM.
- B. Determines the source and extent of the gas with the OIM.
- C. Makes recommendations regarding means to suppress the gas. The following are offered as suggested determinative guidelines:
- D. Well Not Flowing – H₂S Gas Treatment with Chemicals
- E. In relatively low concentrations treating mud with H₂S suppressing chemicals may be possible and to continue to circulate well. H₂S concentrations with the mud pH reading should be carefully monitored as the well is circulated.
- F. Well Flowing H₂S: If the well is flowing, the gas bubble should not be allowed to the surface. Shut the well in, and with the OIM, make kill calculations. Discuss the situation with the Operator's shore-based management. When ready, the OIM will order kill procedures.

***Note: If H₂S is in the annulus and cannot be safely treated, the Bullheading Method should be considered as the prime method of well control for this problem.**


- G. H₂S Concentration greater than 20PPM
If H₂S concentrations reach 20 PPM, circulation should be stopped and the well killing operation begun. During and after the well killing operation, riser should be displaced and all mud circulated through the Poor Boy Separator, then vented.

4.3.3 LEVEL TWO

- A. Under the Level Two gas emergency alarm, the Operator's Senior Representative continues to advise the OIM on what further emergency steps are to be taken and exercises duties regarding H₂S suppression until safety is threatened and "AbandonUnit" is ordered.

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4.3.4 LEVEL THREE

- A. Under a Level Three gas emergency alarm, the Operator's Senior Representative exercises the Abandon Unit duties described in Section 10 Toolpusher.

4.3.5 GENERAL

- A. Assists the OIM and the Operator's Senior Representative in determining the source and extend of the H₂S gas release.
- B. Directs activities of the Drill crew to control the hazard.

***Note: Breathing apparatus will be used in executing these activities.**

4.3.6 LEVEL ONE

- A. Proceeds to the Drill Floor (with breathing apparatus) and checks gas concentrations with a portable H₂S gas detector.
- B. Ensures the Drill crew is equipped with breathing apparatus.
- C. Discovers the extent and source of the H₂S gas, with assistance of the OIM and the Operator's Senior Representative.
- D. Directs operations to control the hazard, carrying out the instructions of the OIM.
- E. Continues to direct H₂S suppression activities.
- F. Advises the OIM when the situation is under control.

4.3.7 LEVEL TWO


- A. Advises the OIM when Level Two conditions exist.
- B. Continues to direct gas suppression activities until ordered to evacuate or pull off location.
- C. Advises the OIM when the situation is under control.

4.3.8 LEVEL THREE

- A. Exercises "Abandon Unit" duties as directed

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4.4 TOOLPUSHER:

4.4.1 General

- A. Assists the OIM and the Operator's Senior Representative in determining the Source and extend of the H2S gas Release.
- B. Directs activities of the Drill Crew to control the hazard.

4.4.2 LEVEL ONE

- A. Proceeds to the Drill Floor (with breathing apparatus and checks gas concentrations with a portable H2S Gas Detector.
- B. Ensures the Drill Crew is Equipped with breathing apparatus.
- C. Discovers the extent and source of the H2S gas, with assistance of the OIM and the Operator's Senior Representative.
- D. Direct Operations to control the hazard, carrying out the instructions of the OIM.
- E. Continues to direct H2S suppression activities.
- F. Advises the OIM when the situation is under control.

4.4.3 LEVEL TWO

- A. Advises the OIM when Level Two Conditions exist.
- B. Continues to direct gas suppression activities until ordered to evacuate or pull off location.
- C. Advises the OIM when the situation is under control.

4.4.4 LEVEL THREE

- A. Exercises "Abandon Unit" duties as directed.

4.5 MECHANIC – ON TOUR:

4.5.1 GENERAL


- A. Executes orders as directed until the emergency is over.

4.5.2 LEVEL ONE

- A. Continues to exercise normal duties.

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4.5.3 LEVEL TWO

- A. Exercises normal duties until ordered to exercise duties for Abandon Unit or condition return to normal.

4.5.4 LEVEL THREE

- A. Exercise Abandon Unit duties as directed.

4.6 DRILLER:

4.6.1 GENERAL

- A. Ensures the crew uses breathing apparatus if an H₂S gas hazard is suspected.
- B. Takes control measures as directed by the Toolpusher.

4.6.2 LEVEL ONE

- A. Shuts down pumps and instructs the Drill Crew to put on breathing apparatus.
- B. Checks the flow.
- C. Shuts the well in if well is flowing. (If well is not flowing, awaits instructions of Toolpusher.)

4.6.3 LEVEL TWO

- A. Continues to execute the orders of the Toolpusher and directs activities of the Drill Crew in suppressing hazard until ordered to evacuate, or the situation is controlled.

4.6.4 LEVEL THREE

- A. Exercises Abandon Unit duties as directed.


4.7 DRILL CREW:

4.7.1 GENERAL

- A. Controls gas hazards as ordered by the Driller.

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4.7.2 LEVEL ONE

- A. Assists as directed in gas suppression activities.
- B. Continues suppression activities until ordered to evacuate or the situation returns to normal.
- C. Puts on breathing apparatus, in case of H₂S release.

4.7.3 LEVEL TWO

- A. Continues suppression activities until ordered to evacuate or situation returns to normal.

4.7.4 LEVEL THREE

- A. Exercises "Abandon Unit" duties as directed.

4.8 SUBSEA ENGINEER:

4.8.1 GENERAL

- A. Carries out instructions of the Toolpusher.

4.8.2 LEVEL ONE

- A. Assists, as directed, by the Toolpusher.

4.8.3 LEVEL TWO

- A. Continues to help as directed until orders for "Abandon Unit": or the situation returns to normal.

4.8.4 LEVEL THREE

- A. Exercising "Abandon Unit" duties as directed.


4.9 RADIO OPERATOR --:

4.9.1 GENERAL

- A. Reports to CCR/Bridge
- B. Maintains Crew Musters, assists as directed by the Master.

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4.9.2 LEVEL ONE

- A. Assists, as directed, by the Master.

4.9.3 LEVEL TWO

- A. Maintains crew musters and assists as directed by the Master.

4.9.4 LEVEL THREE

- A. Exercises Abandon Unit procedures as directed.

4.10 RSTC / MEDIC:

4.10.1 GENERAL

- A. Renders first aid to victims of gas exposure.

4.10.2 LEVEL ONE OR H₂S RELEASE

- A. Prepares for treatment of H₂S poisoning. Stands by at the hospital.
- B. Treats victims.

4.10.3 LEVEL TWO OR H₂S RELEASE

- A. Continues first aid/medical activities until ordered to evacuate by the Master.
- B. Directs transport of disabled persons during evacuation.

4.10.4 LEVEL THREE OR H₂S RELEASE

- A. Exercises Abandon Unit duties as directed.


4.11 CHIEF ENGINEER:

4.11.1 GENERAL

- A. Assists the OIM as directed.

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4.11.2 LEVEL ONE

- A. Assists the OIM/Master with technical support and communications upon Level One announcement concerning H₂S gas release.
- B. Directs departments to close all hatches and vents to the affected areas.

4.11.3 LEVEL TWO

- A. Remains on board and assists the OIM/Master in a partial evacuation.
- B. Prepares for Abandon Unit if ordered by the Master.

4.11.4 LEVEL THREE

- A. Exercises duties Abandon Unit duties if ordered by the Master (See Section 10)

4.12 CRANE OPERATOR – ON TOUR:

4.12.1 GENERAL

- A. Assists as directed during the emergency.

4.12.2 LEVEL ONE

- A. Ensures that chemicals required by the Mud Engineer for treatment of H₂S gas are available at mixing hoppers.

4.12.3 LEVEL TWO


- A. Acts as directed by the Toolpusher, e.g., manning position upwind on the crane if so ordered for partial evacuation (wearing breathing apparatus).

4.12.4 LEVEL THREE

- A. Exercises Abandon Unit duties as directed.

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4.13 MUD ENGINEER:

4.13.1 GENERAL

- A. Monitors mud properties. (Tests mud for H₂S contamination.)

4.13.2 LEVEL ONE

- A. Monitors mud density and other mud properties by:
 B. Running tests on mud while circulating.
 C. Continuing to test mud for H₂S contamination after escape of H₂S gas is detected.

***Note: In case of H₂S gas, wear breathing apparatus during all actions taken.**

- D. Carries out orders of the Operator's Senior Representative.

4.13.3 LEVEL TWO

- A. Assists, as directed, by the Toolpusher.
 B. Is prepared to follow well control procedures.

4.13.4 LEVEL THREE

- A. Exercises "Abandon Unit" duties as directed.


5 PARTIAL EVACUATION LIST

The list below comprises the *minimum* complement that will remain on board if a partial evacuation is ordered by the OIM.

1 – OIM	1 – First Engineer
1 – Master	1 – Second Engineer
1 – Chief Mate	1 – Motorman
1 – Second Mate/DPO	1 – Mechanical Supervisor
1 – Third Mate/ADPO	1 – Mechanic
1 – Operator's Senior Representative	1 – Electrical Supervisor
1 – Toolpusher	1 – Chief Electrician
1 – Driller	1 – Chief Electronic Technician
1 – Assistant Driller	1 – RSTC or Medic
1 – Derrick Man	1 – Mud Engineer
1 – Subsea Engineer	1 – Cementer
1 – Crane Operator	
1 – Chief Engineer	
24 TOTAL	

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6 HYDROGEN SULFIDE INFORMATION

6.1 GENERAL

Sour crude liberates appreciable amounts of hydrogen sulfide, which, if inhaled, is toxic and lethal. Hydrogen sulfide destroys the sense of smell, leading to a false sense of security since the absence of an H₂S smell after it is first noticed may not be from a reduction in concentration.

6.2 BREATHING APPARATUS

Breathing packs must be available for all personnel on a sour crude well site. For all other activities, compressed air breathing apparatus must be worn.

When work is to be carried out in any situation where hydrogen sulfide is expected, personnel should wear suitable breathing apparatus and safety belts, with lifelines to permit easy rescue. Resuscitation equipment must also be available on the MODU.

6.3 WORK IN POSSIBLE GAS-LADEN ATMOSPHERE


Anyone carrying out work or entering areas where gas may be encountered from accidental escape or change of wind should use a breathing pack and suitable personal protective equipment (PPE) and be accompanied by a second person. This person should stand by at a safe distance to render aid or to call for help if necessary.

Hydrogen sulfide is heavier than air and will, in calm conditions, accumulate in dangerous concentrations in depressions or in enclosed spaces, sumps, or valve boxes.

***Note: Avoid possible accumulation areas unless wearing suitable breathing apparatus.**

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6.4 EFFECTS OF H₂S CONCENTRATIONS

CLASSIFICATION	RESPONSE	H ₂ S CONC (PPM)
Immediate threat to life.	Immediate unconsciousness, death in a few minutes.	1000 – 2000
	Rapidly produces unconsciousness.	700 – 1000
Dangerous. May produce severe injury.	Pulmonary edema or bronchial pneumonia ½ – 1 hr exposure.	400 - 700
Injuries. May produce lost time.	Lung and eye irritation.	170 - 140
Irritation.	Slight symptoms after several hours.	70 – 150
	Minimum lung irritation.	20
	Minimum eye irritation.	10
Short Term Exposure.	No effect or minimal for 5 – 10 minutes.	20
Threshold Limit.	No effect, 8-hour continuous exposure.	10

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SECTION 10

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ABANDON UNIT/EVACUATION			

1 INTRODUCTION

This section of the manual describes the organization responsibilities and duties of the personnel on board in the event it is necessary to abandon the MODU Deepwater Horizon.

2 DECISION TO ABANDON

The decision to abandon the MODU will be made by the Master. It is the last resort for a given emergency having exhausted all available options to protect the safety of the MODU and personnel on board.

In making the decision to abandon the Master should consult with the OIM line supervisors and the Senior Client Representative.

3 GENERAL

The Prepare To Abandon Vessel signal is the continuous ringing of the general alarm and sounding of the Unit's whistle.

There are a number of methods and special equipment available in the event the MODU has to be abandoned: Helicopter, personnel basket to a supply vessel, lifeboats, life rafts, and directly into the sea.

The preferred method of abandonment is by helicopter transporting personnel either directly ashore or to another near by installation or vessel. Abandonment by helicopter is not always available or practical.


4 LIFEBOATS

The **DEEPWATER HORIZON** is equipped with three Fassmer type CLR-T 8.5 lifeboats and one type CLR-T 8.5 outfitted as a combined lifeboat / rescue boat with 73 person capacity each. The lifeboats are totally enclosed and are self-righting (all passengers **MUST** be secured by seat belts). The lifeboats have water spray and self-contained air supply systems providing a safety factor of at least 10 minutes, which should be sufficient for the boat to evacuate the area.

- A. A water spray system is fitted in each boat, which, when operating, reduces the adverse effect of fire on the boat's exterior while passing through burning oil on the sea.
- B. The lifeboats are outfitted with a self-contained air supply

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- C. The boats are motorized and can reach a minimum speed of 6.0 knots. Fuel is stored in the boat for a minimum period of running 24 hours at that speed.
- D. The engine fitted in the lifeboat can be started by hand or battery.
- E. The seating space should always be kept clear of items of equipment, Etc., which should be properly stowed.
- F. In case of abandonment, personnel are to board by entering through the side door and the stern door of the lifeboat.

5 ABANDONMENT BY LIFEBOAT


- A. The lifeboat Coxswain or Person In Command of the lifeboat, is identified on the posted Station Bill. Additionally, the Second In Command is also noted on the Station Bill.
- B. Coxswain must make it clear that they are in command, instill confidence in the survivors and must never hesitate or countermand their own orders. The safety of the survivors must always be very important to them.
- C. When the "Prepare to Abandon Vessel" signal is sounded, all personnel will don protective clothing and a life jacket and proceed, without delay, to the "Abandon Unit Stations" as announced over the Public Address System. Alternate muster stations will be announced as required. If crewmembers are in quarters, they should take the life jackets in the cabin with them. (Lifeboat arrangements and locations are provided on the Station Bill.
- D. The order to board the lifeboats and "Abandon Unit" will be given verbally by the Master or his next in command if he is incapacitated. The Chain of Command is shown on the Station Bill
- F. The Coxswain will lower the lifeboat after personnel are boarded and the command to "Abandon Unit" has been given by the Master
- E. When boats are waterborne, coxswains will release boat falls by means of RELEASE GEAR provided.

***Note: Boats cannot be released by this means while they are suspended in falls, unless the hydrostatic release is overridden**

- F. Boats' engines should be running before entering the water.
- G. When waterborne and falls released, (both falls can be disengaged simultaneously from within the boat), boats will clear the unit and look for and pick up other survivors in the water. Collect all lifeboats and/or life rafts and distribute survivors evenly, if necessary.
- H. If the vessel was on station when the emergency occurred, a **STANDBY VESSEL** may be available to receive the survivors. If the vessel was on a voyage the lifeboats can be tied together (weather conditions permitting) bow to stern and remain in the area of the

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incident to await rescue. Stream sea anchors when possible and practicable. One boat will take the lead. The lead boat Coxswain will be senior to Coxswains in other boats. Coxswains in other boats will remain in charge of their boats and their respective crews.

- I. GMDSS Lifeboat radios will be used to establish communications with rescue units. EPIRB units and SART units will aid rescuers in locating the lifeboats.

6 LIFEBOAT LOWERING PROCEDURE

Lowering can be accomplished from within the boat, without a winch operator on deck. To lower, the Coxswain pulls down on a wire entering the boat through the roof near the steering stand. While tension is maintained on the wire, the boat is lowered at a constant speed controlled by a centrifugal brake in the winch. The winch stops lowering immediately if the wire is released.


The following procedure should be followed for manning the lifeboat and operating the lowering device:

- A. All personnel should be embarked and should be instructed to secure their seat belts. All doors, ventilators and hatches should be tightly closed and seat belts secured.
- B. The person described as Coxswain should start the engine by means of the Start lever using the following procedure:
- C. Turn on Batteries.
- D. Throttle control mounted on the Port Side of steering console:
- E. Push in the button at the side of the control to disengage gears.
- F. Push the throttle control handle into full ahead position.
- G. The Coxswain should turn lever the Start Lever. The engine will then start.
- H. Put the engine throttle control handle into the neutral position until the boat is waterborne.
- I. The Coxswain immediately pulls lowering device control wire that is immediately overhead. The boat will commence lowering at approximately 120 feet per minute **while tension is kept on the wire**. Lowering stops immediately when the Coxswain releases the wire.
- J. When the boat is waterborne, the control wire should not be released immediately, to ensure that falls are slack. The helmsman pulls the release gear handle mounted on the starboard side of the steering console, which disengages both lifting hooks simultaneously.

***Note:** The release gear is designed so that it will not disengage until the boat is waterborne unless overridden. If the release gear does not function, or it becomes necessary to release before reaching

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the water, lift the plastic cover and raise the safety latch to the off position. The release gear will now function.

CAUTION! THIS PROCEDURE CAN DROP THE BOAT FROM ANY HEIGHT.

- K. Should the boat enter an oil fire or high toxic conditions. The valves on the air cylinders, located under the centerline seat and the manifold by the Coxswain need to be opened.
- L. The discharged air from the pump has a sufficient air supply for the engine when operating at full throttle with a boat speed of over 6 knots. Equally adequate air is discharged for the personnel, and sufficient to keep a slight positive pressure within the enclosed passenger space, keeping out external toxic fumes.
- M. A RED lever on the port side of the Coxswain's control panel controls the water spray.
- N. Immediately after the craft is waterborne, the helmsman takes the necessary action to steer the boat away from the danger area.

7 EMERGENCY RADIO EQUIPMENT

Each boat is equipped with an EPIRB and a SART (Search and Rescue Transponder). These devices have simple instructions with them, and each boat Coxswain should be familiar with their operation in advance. There are 3 GMDSS VHF radios on the Bridge/CCR and 3 in the ECR. The Coxswain will bring them to the lifeboats.

One 406 MHz EPIRB is mounted on the handrail at the forward lifeboat deck. It is the responsibility of the Senior DPO/Second Mate to activate the EPIRB and carry it with him to his lifeboat. The EPIRB uses satellite communications to alert Search and Rescue forces. It can operate anywhere in the world and is fully automatic. This gives SAR forces the name of the vessel, the number of personnel, and position.

8 EMERGENCY EQUIPMENT SUPPLIED WITH EACH SURVIVAL CRAFT

Each Frassmer 73 man lifeboat is fully equipped to meet SOLAS 74/83 regulations.


9 LIFE RAFT LAUNCHING PROCEDURES

There are six (6) 25 man life rafts on the rig. Three (3) are located forward by the lifeboat deck and three (3) located aft by the after lifeboat deck.

See instruction manual entitled, "DEEPWATER HORIZON Survival Life Rafts."

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10 RESPONSIBILITIES

10.1 MASTER:

- A. Decides to "Abandon Unit."
- B. Issues order to sound "Abandon Unit" Alarm.
- C. Ensures Persons-in-Command of lifeboats account for all persons assigned to the lifeboat.
- D. Keeps all lifeboats together in area of vessel, if practical, for ease of spotting by aircraft.
- E. Makes radio distress calls and alerts standby boat or work boat if available and when necessary.

10.2 SENIOR DPO/SECOND MATE:

- A. When notified by the Master:
 - Notifies the standby/workboat if available.
 - Activates EPIRB and sends distress broadcast.
- B. Proceeds to lifeboat station with EPIRB.

10.3 STEWARD:

- A. Ensures that all personnel have left the quarters.

10.4 ALL PERSONNEL:


- A. Upon hearing the Abandon Ship Alarm will:
- B. Put on warm clothing or headgear, as may be appropriate for weather conditions.
- C. Don life jackets
- D. Proceed immediately to their assigned lifeboat. There are four lifeboats 1&2 at the forward lifeboat station, and lifeboats 3&4 at the aft lifeboat station.

An announcement will be made over the public address system to identify to which lifeboat station, forward or aft, all personnel should report.

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SECTION 11

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FIRE AND EXPLOSION			

1 GENERAL

- A. The Mobile Offshore Drilling Unit (MODU) Deepwater Horizon has two trained teams on board called the Emergency Response Teams. The Team No. 1 (On Tour Crane crew) comprises the primary fire fighting team on the MODU. Team No. 2 (Off Tour Crane Crew) responds as per the On Scene Commander's instructions.
- B. The signal for a fire/explosion on the MODU is a seven (7) or more short soundings followed by one (1) long sounding of the General Alarm for not less than 10 seconds. Signals will be supplemented by announcements on the vessel's PA system and the unit's whistle.
- C. Emergency Team members shall proceed to the muster station as shown on the vessel Station Bill or as instructed by the Master or the On Scene Commander.
- D. The MODU Station Bill provides detailed instructions for all on board personnel. The MODU Firefighting Plan indicates the locations of all firefighting equipment.

2 RESPONSIBILITY

2.1 MASTER:


- A. Ensures the safety and evacuation of personnel.
- B. Determines the need for evacuation of the MODU.
- C. Trains the crew on firefighting.
- D. Coordinates and directs efforts of Fire Team(s) with the On Scene Commander.
- E. Directs visitors and service personnel to "Emergency" Stations.
- F. Advises personnel to return to duties or quarters, when MODU is considered secure.
- G. Determines and reports cause of fire/explosion and undertakes corrective action.

2.2 CHIEF OFFICER:

- A. Directs the Fire Teams as "On Scene Commander".
- B. Keeps the Master informed of firefighting efforts and advises of additional requirements.
- C. Train the crew on Firefighting.

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2.3 OIM:

- A. Co-ordinates well control / drill floor response.

2.4 TOOLPUSHER – ON TOUR:

- A. Local command on drill floor
- B. Co-ordinates well control with OIM.

2.5 SECOND MATE ON DUTY:

- A. Activate Fire/Emergency Alarm and announces location of fire on the public address system.
- B. Notify workboat, if available, of situation and advises boat to standby the MODU.
- C. Maintain Navigation / DP watch as directed.

2.6 THIRD MATE ON DUTY:

- A. Co-ordinate radio communications and assists as directed.

2.7 RADIO OPERATOR:

- A. Co-ordinates musters and assists as directed.

2.8 RSTC:

- A. Assists Medical Team

2.9 MEDIC:

- A. First Aid Team Leader. Provide Medical treatment.


3.0 RIG PERSONNEL:

- A. Sound alarm at the first indication of fire.
- B. Call the Control Room/Bridge at #124 giving location, type and intensity of fire, if possible.
- C. Report to assigned muster station, if tasks are not assigned.

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SECTION 12


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- 1.1 CAMERON AUTO-SHEAR CIRCUIT
- 1.2 CAMERON DEADMAN CIRCUIT

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EMERGENCY DISCONNECT PROCEDURE			

1 GENERAL

Emergency disconnect of the Riser/Lower Marine Riser Package (LMRP) from the Blowout Preventer (BOP) stack may become necessary due to one of the following circumstances affecting the ability of the vessel to maintain Dynamic Positioning (DP) over the wellhead location.

- DP system acoustic and or DGPS signal failure resulting in loss of location or drift-off.
- Thruster equipment or thruster control malfunction causing powered drive-off from location.
- Power blackout resulting in loss of maintenance of position (drift-off).
- Extreme weather or sea conditions forcing the rig off location (drift-off).

An Emergency Disconnect System (EDS) is installed to operate various BOP functions sequentially leaving the BOP and well in a safe condition prior to unlatching the riser connector and separating the LMRP from the BOP.

The decision when to begin the emergency disconnect function will be made based on horizontal displacement from the wellhead in feet calculating enough time in all environmental conditions to safely secure the well prior to unlatching the riser connector. This decision is based given consideration to the following limitations;

- Lower flex joint angle limits
- Slip joint stroke out
- Riser tensioner stroke out
- LMRP Connector unlatch limitations
- Environment – including extreme weather and current
- EDS Timing


1.1 EDS PHILOSOPHY

The system is designed to maintain an effective yet simple process of safe emergency disconnect in a multitude of environmental and working situations. A Philosophy of condition status relative to color is applied.

- GREEN** - Dynamic Positioning System (DPS) and Power Management System (PMS) systems functioning - normal operations.
- YELLOW** - Deteriorating station-keeping ability - prepare for disconnect.
- RED** - Continuing deterioration of station keeping ability and loss of position - disconnect.

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1.2 CONCURRENT ACTIVITY

The well center is primary, action taken is to first protect the operating personnel, the well (environment) and the equipment.

With the well secure, the focus is given to the well center equipment to prevent damage. The concurrent operation will immediately cease operations and stand by in the event of a Yellow Alert.

1.3 EDS CRITERIA

Relationship of the vessel offset from the well centerline and;
Upper and lower flex joint angles,
Telescopic joint stroke out,
Overpull and bending moment to the well head,

These have been calculated to qualify the following disconnect points in the two deepwater ranges the Deep Seas is to initially operate. If the Deep Seas is to operate in a water depth range less than 4000 feet, the criteria will be revisited.

**Refer to Appendix 2
DEEPWATER HORIZON – OFFSET CALCULATIONS**

Less than 6000 feet water depth

Yellow Alert = 100 feet vessel offset
Red Alert = 175 feet vessel offset

More than 6000 feet water depth

Yellow Alert = 100 feet vessel offset
Red Alert = 250 feet vessel offset


The Marin vessel tests indicate the radius from the well center has a standard deviation of 15 feet in a 24 foot sea. Statically, the DEEP SEAS would not be beyond 100 feet unless there were a DP system, or power system failure. These parameters will allow a safe disconnect in the event of loss of position.

Blackout

Blackout or total loss of power will result in loss of position. In extreme environmental conditions, disconnect is to be safely and immediately initiated. In moderate conditions, the disconnect will be made at the pre-set Condition Red watch circle limit. This decision will be made by the on tour Toolpusher.

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1.4 EMERGENCY DISCONNECT GENERAL REMARKS

1.4.1 HANG-OFF POINT

On the first trip in the hole after the BOP stack is run, the Driller is to establish the Hang Off Point. This is done prior to the cement being drilled out on the first string of casing. A calculation will estimate the hang off position at a particular well location and water depth. With the drill pipe tool joint located several feet above the estimated hang off point, the annular regulator pressure on the BOP stack will be reduced to <800 psi to help prevent damage to the rubber element. The annular preventer will be closed. The drill string will be slowly slacked off until the tool joint makes contact with the annular. Enough weight will be slacked off onto the annular preventer to verify the tool joint has tagged up and not being held up by the friction in the rubber. Once the tool joint is tagged up, the annular regulator pressure will be increased back to 1500 psi. This tag up point is then translated into a Top ram hang-off reference by adding 22.08 feet. This value will then be recorded in the Driller's console for use any time during a disconnect situation. The Driller must be aware of this value at all times.

1.4.2 HANG-OFF

Indicates that the drill pipe is hung-off on the Top Variable Pipe Rams and that the block maintains the drill string weight from these rams to the surface plus approximately 20,000# for disconnect and pipe shear tension.

1.4.3 YELLOW ALERT


Communication is established between the Dynamic Positioning Operator (DPO) and the Driller indicating a degradation of position. Preparations are made for disconnect, this situation may or may not result in final disconnect.

1.4.4 RED ALERT

At Red Alert the Driller is obligated to press EDS 1 Disconnect. The Driller is requested to do several tasks on Yellow Alert, however, if the situation is rapidly developing and he has not had time to complete all these steps, he will initiate EDS 1 Disconnect on Red Alert to disconnect the LMRP. This action includes all functions within except for closing the Top pipe rams.

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1.4.5 COMMUNICATION

There is redundant communication in the Drillers Console and in the CCR to insure that the Driller and the CCR can communicate in case of any emergency. The primary communication is a dedicated intercom between the rig floor and the CCR. Two other forms of communication are available: the rig telephone system with two numbers at each location; and battery backup telephones for use in case of loss of power. These communications are tested each tour to verify all systems are operational.

1.4.6 DRILL FLOOR ALARMS

Dual alarms indicating the loss of position are utilized as means to alert the Driller. Both of the alarms are integral to the MMI displays in the Driller's control station. In the event the CCR is having a station-keeping problem (with or without normal communication) an audible as well as a visual alarm will originate in the Driller's control MMI. Upon hearing and seeing the alarm, the Driller will be alerted CCR is having a problem with station keeping and react accordingly. Confirmation of vessel offset is via the Driller monitoring the vessel position and Electronic Riser Angle (ERA), on his display on the CCTV system.

1.4.7 DRILLER'S REACTION - DP ALERTS

Eight operations are listed in this text with guidelines for the crewmembers to follow in case of a station-keeping problem. There will, on occasion, be an operation that does not exactly match up to the information listed. On those occasions, the drill crew is to discuss and document Emergency Disconnect Procedures at the start of the operation so everyone is aware of what their responsibilities will be in case of station keeping problems.

If the Driller is unable to accomplish all of the necessary tasks before disconnect, his priorities should be:


- Ensure the safety of crewmembers
- Secure the well to protect the environment
- Reduce damage to the equipment
- Ensure that the LMRP is disconnected at Red Alert

1.4.8 NO POWER AVAILABLE TO DRILLER

In case of a blackout or Driller Limit, the Driller may not have power available to operate the drawworks (i.e., to pick up to hang the drill string off). If the operation is on bottom drilling, the Driller may elect to set the drill string on

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bottom, close the hang-off rams (Top rams) and continue slacking off until the tool joint makes contact with the rams and the pipe is hung off. This is contingent upon the blocks being high enough above the drill floor to allow the tool joint position to be above the hang off rams.

Another option that may be available is if the pipe is above the hang-off position the manual release can be used to lower pipe to (Top Rams). This is dependent upon time available and the circumstances of loss of position.

Two warning levels alert crewmembers to action during a potential and actual Emergency Disconnect Situation. The Yellow and Red Alerts are based on water depth and other considerations. These distances are posted in the CCR, Driller's Control Console, OIM's office and Toolpusher's office before running the BOP stack. These values are provided to the DEEPWATER HORIZON from Transocean Engineering in Houston.

Considerations must be taken into account when establishing DP Alert information for each well. These are flex joint angle, tensioner stroke out, and telescopic joint stroke out. With the DP Alerts, goals are set so that the LMRP will be disconnected:

- Before the Flex Joint Angle exceeds 5 degrees
- Before the riser tensioners stroke out
- Before the telescopic joint strokes out

In water depths less than 3000 ft DP Alert levels are driven by flex joint angle, (tensioner stroke out and telescopic joint stroke out are not a factor). In water depths greater than 3000 ft, DP Alert levels are driven by tensioner stroke out.

NOTE: It is probable that the BOP flex joint will increase sooner than calculated due to heavy mud, currents and/or bare riser joint weight.

1.4.9 ROV INTERVENTION

After an Emergency Disconnect the ROV will immediately be deployed. The ROV will give visual assistance for inspection of AX ring gasket and re-entry to the BOP.

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1 EMERGENCY DISCONNECT ACTIVATION

General Considerations

Actions to be taken at each of the DP Alert levels are dependent on the rig floor operation at the time. These Yellow and Red Alert actions are posted on the drill floor. The DEEPWATER HORIZON crews will strictly adhere to these Alert Actions and EDS drills will be executed weekly.

Listed below are eight operations with actions identified to be taken at each DP Alert. Other situations will arise that are different from these basic operations. In the situations not covered in this procedure, the Forward Driller or Senior Toolpusher on the rig floor is to DECIDE AND CONTROL actions to be taken.

Drill crews are to discuss Emergency Disconnect actions to be taken each time operations other than the ones listed in this text are planned.

Two EDS sequences are offered for various operations, i.e.;


- EDS 1 – “Shearables”
- EDS 2 – “None Shearables”

The correct EDS sequence must be consciously decided upon prior to the commencement of operations and selected at the BOP Central Control Unit. The eight operations covered in this text are:

- Drilling
- Tripping - Drill Pipe in BOP
- Tripping - Bottom Hole Assembly (BHA) in BOP
- Logging
- Running or Pulling Large O.D. Casing through the BOP
- Cementing
- Well Control Situation
- Well Testing

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1 DYNAMIC POSITIONING/DP STANDBY CONDITIONS

The DP Standby condition is set up to bring personnel to a higher state of readiness in extreme or unusual circumstances that may effect the ability of the vessel and or BOP system to function normally.

1.1 A DP STANDBY CONDITION MAY BE COMMANDED BY ANY OF THE FOLLOWING INDIVIDUALS.

- OIM
- Toolpusher
- Captain
- Mate
- DP Operator

1.2 A DP STANDBY CONDITION WILL BE IMPLEMENTED IN THE FOLLOWING CIRCUMSTANCES:

- Well Flow or Kick
- Well Testing
- Running or Pulling Casing larger than 13 5/8" through BOP
- Adverse Weather (including high current if deemed necessary)
- Emergencies (fire, vessel damage, etc.)
- Cementing
- Any condition causing a yellow alert
- Cutting or slipping drill line with pipe in the BOP

NOTE: A DP Standby condition may be implemented by the OIM at other times if he feels the conditions or operation warrants a higher state of readiness.


1.3 PERSONNEL DEPLOYMENT DURING A DP STANDBY

In any DP Standby condition, key personnel will be stationed at the following locations:

- Central Control Room (CCR): Electronic Technician
- Engine Control Room (ECR): Maintenance Supervisor or SR. Mechanic
- SCR Room/Power Distribution Area as required: Electrician or Electronic Technician

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NOTE: On order to Standby status, the DP Operator will notify the required personnel to remain at the station for the duration of Standby or until relieved of duty.

1.4 CEMENTING STANDBY

For a cementing standby condition, personnel deployment is altered slightly. Initially, the electrician will observe the start up of the cement job in the CEMENT UNIT ROOM to make sure all electrical equipment is operating properly. He will then go to the ECR room to standby during the remainder of the job if an Electronic Technician is not available to standby in the ECR room. The Sr. Mechanic and Mechanic on tour will split duties. One will standby in the CEMENT UNIT ROOM for the duration of the cement job.

1.5 NOTIFICATION OF STANDBY CONDITION


Any time Positioning Standby is implemented for adverse weather, positioning control degradation, or emergencies, the OIM, Captain, Maintenance Supervisor, Sr. Mechanic, Sr. Electrician, Chief Electronic Technician, Chief Mate & First Engineer will be notified by the DP Operator. If DP Standby is implemented for any of the remaining conditions (well testing, large O.D. casing, cementing), the standby personnel only, will be notified.

1.6 POWER SYSTEMS DURING STANDBY CONDITIONS

Sufficient power and thruster capability must be kept on line to handle the expected situation. The minimum number of main engines available is to be determined by the DP Operator. A minimum of four thrusters will be on line ready for use. If at any time during this condition the DP operator feels more power or thruster capability is needed, he is to take steps to make it available. If at any time these minimums cannot be met during a standby condition, the Captain and OIM are to be notified immediately.

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1 EMERGENCY DISCONNECT ACTIVATION - DRILLING

1.1 YELLOW ALERT

1.1.1 DRILLER

- A. Pick up off bottom and position the tool joint above the pre-recorded hang off point.
- B. Shut down all mud pumps.
- C. Hang off drill pipe - slack off to pre-recorded hang off weight
- D. Observe weight indicator - adjust as required to maintain hang off weight throughout process.

1.1.2 DRILL CREW

- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area, and clear person out the moon pool area.

1.1.3 ASSISTANT DRILLER

- A. Move PRS (pipe racking system) and other equipment away from the rotary and travelling block areas, and stop concurrent operations.
- B. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew and clear persons out the moonpool area).

1.1.4 SUBSEA ENGINEER


- A. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area.
- B. Establish communication with the rig floor from the tensioner panel, standby.

1.1.5 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of situation.

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1.2 RED ALERT

1.1.6 DRILLER


- A. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.
- B. Observe the riser tensioners and telescopic joint on the vessel Closed Circuit Television (CCTV) system.

1.1.7 SUBSEA ENGINEER

- A. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller

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1 EMERGENCY DISCONNECT ACTIVATION - TRIPPING (DRILL PIPE IN BOP)

1.1 YELLOW ALERT

1.1.1 DRILLER

Slack off or pick up drill string as required to position the tool joint above the pre-recorded hang off point

- A. Hang-off drill pipe - slack off to pre-recorded hang off point.
- B. Observe weight indicator - adjust as required to maintain hang off weight throughout process.

1.1.2 DRILL CREW

- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string, and persons in the moon pool.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area, and persons are clear of the moon pool area.

1.1.3 ASSISTANT DRILLER

- A. Move PRS (pipe racking system) and other equipment away from the rotary and travelling block areas, and clear all persons out of the moon pool area.
- B. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew).

1.1.4 SUBSEA ENGINEER


- A. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area, or on rig floor on the Hi-Tech screens.
- B. Establish communication with the rig floor from the tensioner panel, standby.

1.1.5 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of situation.

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1.2 RED ALERT

1.2.1 DRILLER


- A. Initiate EDS 1.
- B. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.
- C. Observe the riser tensioners and telescopic joint on the vessel CCTV system.

1.2.2 SUBSEA ENGINEER

- A. Observe riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observe to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller.

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1 EMERGENCY DISCONNECT ACTIVATION -TRIPPING (BOTTOM HOLE ASSEMBLY IN BOP)

NOTE: Blind shear rams and casing shear rams are not designed to cut drill collars. The operation is at risk while this section of the BHA is in the BOP stack. Consequently, the Driller is obligated to inform the DP Operator each time the BHA is about to enter the BOP stack. The DP operator then acknowledges to the Driller that all station keeping systems are normal and maintains a higher state of awareness while the BHA is in the BOP stack. The Driller then informs the DP Operator when the BHA is clear of the BOP stack and the DP Operator resumes normal watch procedures. Operational awareness is key to avoiding an EDS situation with the BHA in the BOP. DP Standby may be initiated depending on the size and length of the BHA.

1.1 YELLOW ALERT

- A. If power is available and the situation is deteriorating slowly, the Driller will proceed to run in the hole or pull out of the hole to get the drill collars either below or above the shear rams.

1.1.1 DRILLER

- A. If there is no power to the drawworks and or no time to re-position the BHA below or above the BOP - the Driller will stand by for further information from the DP Operator.

1.1.2 DRILL CREW


- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string, and clear all persons out of the moon pool area.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area.

1.1.3 ASSISTANT DRILLER

- A. Move PRS (pipe racking system) and other equipment away from the rotary and travelling block areas.
- B. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew).

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1.1.4 SUBSEA ENGINEER

- A. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area or use the Hi-Tech screen.
- B. Establish communication with the rig floor from the tensioner panel, standby, if unable to use the Hi-Tech screen.

1.1.5 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of situation.

1.2 RED ALERT

NOTE: This is an extreme and very "NO OTHER OPTIONS AVAILABLE" Procedure !

1.2.1 DRILLER

- A. Initiate EDS-1 (be prepared to pull on the drill string to assist breaking of BHA).
- B. Confirm the proper functions are operating by observing the BOP.
- C. Panel within the Driller's console station.
- D. Observe the riser tensioners and telescopic joint on the vessel CCTV system.

1.2.2 ASSISTANT DRILLER

- A. Alert ROV personnel to deploy ROV to close upper blind/shear rams.

1.2.3 SUBSEA ENGINEER

- A. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller.

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1 EMERGENCY DISCONNECT ACTIVATION - LOGGING WITH WIRELINE

1.1 YELLOW ALERT

1.1.1 DRILLER

- A. Inform the Wireline operator of problem and instructs operator to pull tools above the BOP stack as quickly as possible.
- B. Shut off all mud pumps if circulating through boost line while logging.
- C. Stand by for further input from DP Operator.

1.1.2 DRILL CREW

- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area and wireline area, and all persons are clear of the moon pool area.

1.2 RED ALERT

1.2.1 DRILLER

- A. Initiate EDS 1, once confirmed by DP Operator.
- B. Confirm the proper functions are operating by observing the BOP panel within the Driller's console.

1.2.2 SUBSEA ENGINEER


- A. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller.

1.2.3 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of the situation.

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1 EMERGENCY DISCONNECT ACTIVATION - RUNNING LARGE OD CASING - DP STANDBY

NOTE: The situation of having casing larger than 13 5/8" in the BOP stack is very similar to tripping with the drill collars in the BOP stack. The Blind/Shear or Casing Shear rams are not designed to cut Large OD casing. Operational awareness is key to avoiding an EDS situation with large OD casing in the BOP.

1.1 YELLOW ALERT

1.1.1 DRILLER

- A. Position the casing string so that there is one full joint of landing string above the rig floor
- B. Standby for further information from the DP Operator

1.1.2 DRILL CREW

- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area. Stop concurrent operations.

1.1.3 ASSISTANT DRILLER


- A. Move PRS (pipe racking system) and other equipment away from the rotary and travelling block areas.
- B. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew)

1.1.4 SUBSEA ENGINEER

- A. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area.
- B. Establish communication with the rig floor from the tensioner panel, standby if unable to use the Hip-Tech screen.

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1.1.5 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of situation.

1.2 RED ALERT

1.1.6 DRILLER

- A. Initiate EDS 1 once confirmed by DP Operator. (be prepared to pull on string is required to assist breaking.
- B. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.
- C. Observe the riser tensioners and telescopic joint on the vessel CCTV system.

1.1.7 ASSISTANT DRILLER


Alert ROV personnel to deploy ROV to close upper blind/shear rams.

1.1.8 SUBSEA ENGINEER

- A. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller

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1 EMERGENCY DISCONNECT ACTIVATION –CEMENTING (HANGER LANDED IN WELLHEAD)

NOTE: Before any cementing activity, the CCR will be placed on Cementing Standby. This action is designed to position technical personnel at critical areas of the rig in the event a situation develops requiring their immediate assistance. Operational awareness is key to avoiding a EDS situation while cementing operations are in process.

1.1 YELLOW ALERT

1.1.1 DRILLER

- A. Notifies the Toolpusher at the cementing unit that a Station keeping situation exists and that the rig is at Yellow Alert. The Toolpusher may request the cement operation cease and begin displacement of cement from the string.
- B. Adjust landing string weight to pre-recorded hangoff weight (Active Heave Drawworks should be in service).
- C. If cement displacement is not complete the Toolpusher may allow displacement to continue depending on the situation.
- D. If timing is uncertain, cease displacement .

1.1.2 CEMENT UNIT OPERATOR

On notification that the rig is at Yellow Alert, stop mixing cement and begin displacement of cement from the drill string if instructed by Toolpusher.

1.1.3 DRILL CREW


- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string.
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area.

1.1.4 ASSISTANT DRILLER

- A. Move PRS (pipe racking system) and other equipment away from the rotary and travelling block areas.
- B. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew).

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1.1.5 SUBSEA ENGINEER

- A. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area
- B. Establish communication with the rig floor from the tensioner panel, standby.

1.1.6 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of situation.

1.2 RED ALERT

1.1.7 DRILLER


- A. Ensure cement displacement is ceased immediately.
- B. Initiate FEDS 1 once confirmed by DP Operator.
- C. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.
- D. Observe the riser tensioners and telescopic joint on the vessel CCTV system.

1.1.8 SUBSEA ENGINEER

- A. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller.

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1 EMERGENCY DISCONNECT ACTIVATION - CEMENTING (SETTING PLUGS)

NOTE: When rigging up to pump cement as in setting cement plugs, the Driller will position the drill string so that it is above his hang off point in case the ship has a loss of power. Operational awareness is key to avoiding an EDS situation while cementing operations are in process.

1.1 YELLOW ALERT

1.1.1 DRILLER

- A. Notifies the Toolpusher that Station keeping problem exists and that the rig is at Yellow Alert. The Toolpusher may request the cement operation cease and begin displacement of cement from the string.
- B. If cement displacement is not complete the Toolpusher may allow displacement to continue depending on the situation.
- C. If timing is uncertain, cease displacement.
- D. Hang off drill pipe - slack off to pre-recorded hang off weight.
- E. Observe weight indicator - maintain hang off weight throughout process.

1.1.2 CEMENT UNIT OPERATOR

On notification that the rig is at Yellow Alert, stop mixing cement and begin displacement of cement from the drill string if instructed by Toolpusher.

1.1.3 DRILL CREW


- A. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string .
- B. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area, and clear all persons out of the moon pool area.

1.1.4 DP OPERATOR

- A. Notify Captain and appropriate technical personnel of the situation.
- B. Keep the Driller informed of the status of the situation.

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1.2 RED ALERT

1.2.1 DRILLER


- A. Ensure cement displacement is ceased immediately.
- B. Initiate EDS 1.
- C. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.
- D. Observe the riser tensioners and telescopic joint on the vessel CCTV system.

1.2.2 SUBSEA ENGINEER

- A. Observes riser tensions and telescopic joint for proper lift off after disconnect.
- B. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller

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		SUBSECTION:	11
EMERGENCY DISCONNECT PROCEDURE			

1 EMERGENCY DISCONNECT ACTIVATION - WELL CONTROL

NOTE: Well Control is the point at which a kick is detected and the well is shut in. All designated rig technicians are placed on Positioning Standby to ensure coverage of critical points on the rig in case of a station-keeping emergency.

1.1 YELLOW ALERT


- A. Driller
 - a. Stop the well kill circulation shut all pumps off.
 - b. For most well control situations, the drill string will be hung off on the Top variable pipe rams - if the well circulation is on a closed annular the procedure is the same the Driller always maintains a tool joint above the hangoff position.
 - c. Slack drill string off to pre-recorded hangoff weight.
 - d. Secure Choke and Kill manifold.
- B. Drill Crew
 - a. On notification of Yellow Alert, remove any equipment that may be near the rotary/drill string .
 - b. Stand by for instructions from the Driller away from the rotary table and ensure that no one enters the rig floor area, and clear persons out of the moon pool area.
- C. Assistant Driller
 - a. Notify the Toolpusher, OIM, Subsea Engineer, and Company Representative that a Disconnect Situation is in effect (This notice may be done by one of the drill crew)
- D. Subsea Engineer
 - a. On notification of Yellow Alert, the Subsea Engineer proceeds to the Riser Tensioner Panel to monitor tensioners and telescopic joint in the moonpool area.
 - b. Establish communication with the rig floor from the tensioner panel, standby.

1.2 RED ALERT

- A. Driller
 - a. Initiate FINALEDS 1.
 - b. Confirm the proper functions are operating by observing the BOP panel within the Driller's console station.

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- c. Observe the riser tensioners and telescopic joint on the vessel CCTV system.
- B. Subsea Engineer
 - a. Observes riser tensioners and telescopic joint for proper lift off after disconnect.
 - b. Observes to verify RRP functions have operated correctly and communicates status of the moonpool equipment with the Driller.
- C. Assistant Driller
 - a. Monitor riser annulas for gas that may have been trapped under the Top Pipe Rams. Trapped gas may be migrating to the surface, prepare to close the diverter.

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EMERGENCY DISCONNECT PROCEDURE			

1 EMERGENCY DISCONNECT ACTIVATION - WELL TESTING

NOTE: There will be a separate, very detailed procedure used when well testing operations are to be initiated. That procedure will be developed by the Transocean **DEEPWATER HORIZON** Drilling Engineer and Operations team, Client Operations and Well testing teams. As a minimum, the DEEPWATER HORIZON will be in DP Standby whenever the well is open to the surface.

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EMERGENCY DISCONNECT PROCEDURE			

1 EMERGENCY DISCONNECT SEQUENCE

Upon activation, the Emergency Disconnect System automatically sends commands to operate various BOP functions in a predetermined sequence to place the BOP and well in a safe condition before unlatching the riser connector.

There are two EDS sequence options available on the **DEEPWATER HORIZON**;


EDS #1 – The Sequence Select function does not close any pipe rams. Upon EDS 1 activation the well is secured by closing the **Blind shear rams** and St locks Prior to unlatching the LMRP connector. This sequence utilizes one set of sealing rams are vented. Time 46 seconds.

EDS #2 – The Sequence Select function does not close any pipe rams. Upon EDS 11 activation, **casing shear rams followed by the lower shear rams** are closed prior to unlatching the LMRP connector. The casing shear rams shear the casing and the blind shear rams close and seal the wellbore a few seconds afterward. This sequence utilizes one set of sealing rams. Time 75 seconds.

NOTE: There are a number of ancillary functions common with each of the two EDS sequences. These are not listed to avoid confusion.

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EMERGENCY DISCONNECT PROCEDURE APPENDIX 1: EMERGENCY DISCONNECT (EDS) SEQUENCE			

1 EMERGENCY DISCONNECT (EDS) SEQUENCE


Note: The time = seconds is time function is *initiated* – not completed

1.1 EDS 1 – BLIND SHEAR RAMS

<u>TIMING</u>	<u>ACTION</u>	
T-0 sec.	HP Blind Shear	Close
	Blind Shear	Close
	Press/Temp Connector	Retract
	Stack Accumulator Charge	Charge
	St Lock	Lock
T-1sec.	Upper Inner Choke	Close
	Upper Outer Choke	Close
	Lower Inner Choke	Close
	Lower Outer Choke	Close
	Upper Inner Kill	Close
	Upper Outer Kill	Close
	Lower Inner Kill	Close
	Lower Outer Kill	Close
	Casing Shear	Vent
T-5	C & K Connector	Pri Unlatch
	C & K Connector	Sec Unlatch
T-18	Upper Annular	Vent
	Lower Annular	Vent
	Stack Accumulator Charge	Isolate
	Stack Accumulator Dump	Isolate
	Blind Shear	Vent
	HP Casing Shear	Vent
	Casing Shear	Vent
	Lower Inner Choke	Vent
	Lower Outer Choke	Vent
	Upper Inner Choke	Vent
	Upper Outer Choke	Vent
	Lower Inner Kill	Vent
	Lower Outer Kill	Vent
	Upper Inner Kill	Vent
	Upper Outer Kill	Vent

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	Lower Pipe Ram	Vent
	Middle Pipe Ram	Vent
	Upper Pipe Ram	Vent
	Stack Beacon Arm	Vent
	Wellhead Connector Gasket Release	Vent
	Wellhead Connector Sec.	Vent
	Wellhead Connector Pri.	Vent
	Tubing Hanger Pin	Vent
	Auto Shear	Vent
T-22	HP Blind Shear & ST Lock	Vent
T-23	Output Signal to Hydralift Stack Stinger Seals –	De Energize (B & Y)
T-25	Stack Stinger LMRP Connector Pri. LMRP Connector Sec.	Retract (B& Y) Unlatch Unlatch
T-26	LMRP Connector Regulator	Increase
T-46	LMRP Connector Regulator De Energize Signal to Hydralift De Activate EDS & EDS Lamp Off	Increase Off

1.2 EDS 2- CASING SUPER SHEARS AND BLIND SHEARS


T-0	HP Casing Shear Casing Shear Press/Temp Connector Stack Accumulator	Close Close Retract Charge
T-1	Lower Inner Choke Lower Outer Choke Upper Inner Choke Upper Outer Choke Lower Inner Kill Lower Outer Kill	Close Close Close Close Close Close
	Upper Inner Kill Casing Shear	Close Vent

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T-75 LMRP Connector Regulator Increase Off
De Energize Signal to Hydralift
De Activate EDS & EDS Lamp Off

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EMERGENCY DISCONNECT PROCEDURE			


**APPENDIX 2 OFFSET CALCULATIONS "STRAIGHT LINE" CALCULATIONS
COMPARISONS OF WATER DEPTH TO ANGLE TO DISTANCE OFFSET**

3000 FT TO 8000 FT

Water Depth	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft
3000	3.0	5.1	154	4.2	7.2	217	5.2	8.9	266	6.0	10.3	308
3050	3.0	5.1	155	4.2	7.2	219	5.1	8.8	269	5.9	10.2	310
3100	2.9	5.0	156	4.2	7.1	221	5.1	8.7	271	5.9	10.1	313
3150	2.9	5.0	157	4.1	7.1	223	5.0	8.7	273	5.8	10.0	315
3200	2.9	5.0	159	4.1	7.0	225	5.0	8.6	275	5.8	9.9	318
3250	2.9	4.9	160	4.0	7.0	226	5.0	8.5	277	5.7	9.9	320
3300	2.8	4.9	161	4.0	6.9	228	4.9	8.5	279	5.7	9.8	323
3350	2.8	4.9	162	4.0	6.9	230	4.9	8.4	282	5.6	9.7	325
3400	2.8	4.8	164	4.0	6.8	232	4.8	8.3	284	5.6	9.6	328
3450	2.8	4.8	165	3.9	6.8	233	4.8	8.3	286	5.5	9.6	330
3500	2.8	4.7	166	3.9	6.7	235	4.8	8.2	288	5.5	9.5	333
3550	2.7	4.7	167	3.9	6.7	237	4.7	8.2	290	5.5	9.4	335
3600	2.7	4.7	169	3.8	6.6	238	4.7	8.1	292	5.4	9.4	337
3650	2.7	4.6	170	3.8	6.6	240	4.7	8.1	294	5.4	9.3	340
3700	2.7	4.6	171	3.8	6.5	242	4.6	8.0	296	5.4	9.2	342
3750	2.7	4.6	172	3.8	6.5	243	4.6	8.0	298	5.3	9.2	344
3800	2.7	4.6	173	3.7	6.4	245	4.6	7.9	300	5.3	9.1	347
3850	2.6	4.5	174	3.7	6.4	247	4.5	7.8	302	5.3	9.1	349
3900	2.6	4.5	175	3.7	6.4	248	4.5	7.8	304	5.2	9.0	351
3950	2.6	4.5	177	3.7	6.3	250	4.5	7.7	306	5.2	9.0	354
4000	2.6	4.4	178	3.6	6.3	251	4.5	7.7	308	5.2	8.9	356
4050	2.6	4.4	179	3.6	6.2	253	4.4	7.7	310	5.1	8.8	358
4100	2.5	4.4	180	3.6	6.2	255	4.4	7.6	312	5.1	8.8	360
4150	2.5	4.4	181	3.6	6.2	256	4.4	7.6	314	5.1	8.7	362
4200	2.5	4.3	182	3.6	6.1	258	4.4	7.5	316	5.0	8.7	365
4250	2.5	4.3	183	3.5	6.1	259	4.3	7.5	318	5.0	8.6	367
4300	2.5	4.3	184	3.5	6.1	261	4.3	7.4	320	5.0	8.6	369
4350	2.5	4.3	185	3.5	6.0	265	4.2	7.3	325	4.9	8.4	375

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EMERGENCY DISCONNECT PROCEDURE				

Water Depth	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft
4500	2.4	4.2	189	3.4	5.9	267	4.2	7.3	327	4.9	8.4	378
4550	2.4	4.2	190	3.4	5.9	268	4.2	7.2	329	4.8	8.3	380
4600	2.4	4.1	191	3.4	5.9	270	4.2	7.2	331	4.8	8.3	382
4650	2.4	4.1	192	3.4	5.8	271	4.1	7.1	332	4.8	8.3	384
4700	2.4	4.1	193	3.4	5.8	273	4.1	7.1	334	4.7	8.2	386
4750	2.4	4.1	194	3.3	5.8	274	4.1	7.1	336	4.7	8.2	388
4800	2.4	4.1	195	3.3	5.7	276	4.1	7.0	338	4.7	8.1	390
4850	2.3	4.0	196	3.3	5.7	277	4.0	7.0	340	4.7	8.1	392
4900	2.3	4.0	197	3.3	5.7	279	4.0	7.0	341	4.6	8.0	394
4950	2.3	4.0	198	3.3	5.7	280	4.0	6.9	343	4.6	8.0	396
5000	2.3	4.0	199	3.3	5.6	281	4.0	6.9	345	4.6	8.0	398
5050	2.3	4.0	200	3.2	5.6	283	4.0	6.9	347	4.6	7.9	400
5100	2.3	3.9	201	3.2	5.6	284	3.9	6.8	348	4.6	7.9	402
5150	2.3	3.9	202	3.2	5.5	286	3.9	6.8	350	4.5	7.8	404
5200	2.3	3.9	203	3.2	5.5	287	3.9	6.8	352	4.5	7.8	406
5250	2.2	3.9	204	3.2	5.5	288	3.9	6.7	353	4.5	7.8	408
5300	2.2	3.9	205	3.2	5.5	290	3.9	6.7	355	4.5	7.7	410
5350	2.2	3.8	206	3.1	5.4	291	3.9	6.7	357	4.4	7.7	412
5400	2.2	3.8	207	3.1	5.4	293	3.8	6.6	358	4.4	7.7	414
5450	2.2	3.8	208	3.1	5.4	294	3.8	6.6	360	4.4	7.6	416
5500	2.2	3.8	209	3.1	5.4	295	3.8	6.6	362	4.4	7.6	418
5550	2.2	3.8	210	3.1	5.3	297	3.8	6.5	363	4.4	7.6	420
5600	2.2	3.8	211	3.1	5.3	298	3.8	6.5	365	4.3	7.5	422
5650	2.2	3.7	212	3.1	5.3	299	3.7	6.5	367	4.3	7.5	424
5700	2.2	3.7	213	3.0	5.3	301	3.7	6.5	368	4.3	7.5	425
5750	2.1	3.7	214	3.0	5.3	302	3.7	6.4	370	4.3	7.4	427
5800	2.1	3.7	214	3.0	5.2	303	3.7	6.4	372	4.3	7.4	429
5850	2.1	3.7	215	3.0	5.2	305	3.7	6.4	373	4.3	7.4	431
5900	2.1	3.7	216	3.0	5.2	306	3.7	6.4	375	4.2	7.3	433
5950	2.1	3.7	217	3.0	5.2	307	3.7	6.3	376	4.2	7.3	435
6000	2.1	3.6	218	3.0	5.1	309	3.6	6.3	378	4.2	7.3	437
6050	2.1	3.6	219	3.0	5.1	310	3.6	6.3	380	4.2	7.2	438
6100	2.1	3.6	220	2.9	5.1	311	3.6	6.2	381	4.2	7.2	440
6150	2.1	3.6	221	2.9	5.1	312	3.6	6.2	383	4.1	7.2	442
6200	2.1	3.6	222	2.9	5.1	314	3.6	6.2	384	4.1	7.2	444
6250	2.1	3.6	223	2.9	5.0	315	3.6	6.2	386	4.1	7.1	446
6300	2.0	3.5	224	2.9	5.0	316	3.5	6.1	387	4.1	7.1	447
6350	2.0	3.5	224	2.9	5.0	318	3.5	6.1	389	4.1	7.1	449
6400	2.0	3.5	225	2.9	5.0	319	3.5	6.1	391	4.1	7.0	451

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DEEPWATER HORIZON
EMERGENCY RESPONSE MANUAL
DWH-HSE-PR-001

SECTION: 12

SUBSECTION: APPX 2

EMERGENCY DISCONNECT PROCEDURE

Water Depth	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft	Deg	%WD	Ft
6450	2.0	3.5	226	2.9	5.0	320	3.5	6.1	392	4.0	7.0	453
6500	2.0	3.5	227	2.9	4.9	321	3.5	6.1	394	4.0	7.0	455
6550	2.0	3.5	228	2.8	4.9	323	3.5	6.0	395	4.0	7.0	456
6600	2.0	3.5	229	2.8	4.9	324	3.5	6.0	397	4.0	6.9	458
6650	2.0	3.5	230	2.8	4.9	325	3.5	6.0	398	4.0	6.9	460
6700	2.0	3.4	231	2.8	4.9	326	3.4	6.0	400	4.0	6.9	462
6750	2.0	3.4	232	2.8	4.9	327	3.4	5.9	401	4.0	6.9	463
6800	2.0	3.4	232	2.8	4.8	329	3.4	5.9	403	3.9	6.8	465
6850	2.0	3.4	233	2.8	4.8	330	3.4	5.9	404	3.9	6.8	467
6900	2.0	3.4	234	2.8	4.8	331	3.4	5.9	406	3.9	6.8	468
6950	2.0	3.4	235	2.8	4.8	332	3.4	5.9	407	3.9	6.8	470
7000	2.0	3.4	236	2.9	4.8	333	3.5	6.1	408	3.9	7.0	472
7050	2.0	3.4	236	2.8	4.7	334	3.5	6.0	410	3.9	7.0	473
7100	1.9	3.5	237	2.8	4.7	335	3.5	6.0	412	3.9	6.9	475
7150	1.9	3.3	238	2.7	4.7	336	3.5	6.0	413	3.8	6.9	476
7200	1.9	3.3	239	2.7	4.7	337	3.4	6.0	415	3.8	6.9	478
7250	1.9	3.3	240	2.7	4.7	338	3.4	5.9	416	3.8	6.9	480
7300	1.9	3.3	241	2.7	4.7	339	3.4	5.9	418	3.8	6.8	481
7350	1.9	3.3	241	2.7	4.6	340	3.4	5.9	419	3.8	6.8	483
7400	1.9	3.3	242	2.7	4.6	341	3.4	5.9	421	3.8	6.8	485
7450	1.9	3.3	243	2.7	4.6	342	3.4	5.9	422	3.8	6.8	486
7500	1.9	3.3	244	2.7	4.6	345	3.3	5.6	423	3.8	6.5	488
7550	1.9	3.2	245	2.6	4.6	346	3.2	5.6	424	3.7	6.5	490
7600	1.9	3.2	246	2.6	4.6	348	3.2	5.6	426	3.7	6.5	492
7650	1.9	3.2	247	2.6	4.6	349	3.2	5.6	427	3.7	6.4	493
7700	1.9	3.2	247	2.6	4.5	350	3.2	5.6	429	3.7	6.4	495
7750	1.8	3.2	248	2.6	4.5	351	3.2	5.5	430	3.7	6.4	497
7800	1.8	3.2	249	2.6	4.5	352	3.2	5.5	431	3.7	6.4	498
7850	1.8	3.2	250	2.6	4.5	353	3.2	5.5	433	3.7	6.4	500
7900	1.8	3.2	251	2.6	4.5	354	3.2	5.5	434	3.7	6.3	501
7950	1.8	3.2	251	2.6	4.5	356	3.2	5.5	436	3.6	6.3	503
8000	1.8	3.2	252	2.6	4.5	357	3.1	5.5	437	3.6	6.3	505

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EMERGENCY DISCONNECT PROCEDURE			


1 BOP FUNCTION CAPACITIES

THERE ARE TWO ANNULARS

BOP Function	US Gallons
Annular Open	51.0
Annular Close	45.0
Riser Connector Lock	18.5
Riser Connector Unlock	14.9
C/K Isolation Valve Open	3.0
C/K Isolation Valve Close	3.0
C/K Valves Open	1.5
C/K Valves Close	1.5
C/K Connector Extend	1.0
C/K Connector Retract	1.0
Upper Shear Rams Close	24.6
Upper Shear Rams Open	23.4
Casing Shear Rams Close	71.3
Casing Shear Rams Open	67.1
Upper V-Pipe Rams Close	24.6
Upper V-Pipe Rams Open	23.4
Middle V-Pipe Rams Close	24.6
Middle V-Pipe Rams Open	23.4
Lower V-Pipe Rams Close	24.6
Lower V-Pipe Rams Open	23.4
Stack Connector Latch	42.2
Stack Connector Unlatch	52.8

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EMERGENCY DISCONNECT PROCEDURE			

1 AUTOSHEAR AND BACKUP SYSTEMS

1.1 AUTOSHEAR CIRCUIT

1.1.1 OPERATION:

The Autoshear Circuit is designed to close the Blind Shear Rams and lock the ST Locks in the event of an unplanned disconnect of the LMRP and lower BOP stack. A poppet valve is located between the LMRP and the lower BOP that will fire in the event the LMRP is raised accidentally. This allows 4000 PSI closing pressure to be applied to the Blind Shear rams via the dedicated HP Shear accumulator bottles located on the lower BOP stack. This will seal the well bore in spite of the loss of Rigid Conduit Supply pressure from the surface. This function is armed from either of the two Control Panels after the BOP has been landed.

Three conditions must be satisfied **SIMULTANEOUSLY** for the DEADMAN function to activate.


- Loss of communication between both pods.
- Loss of communication from pods to surface.
- Loss of hydraulic pressure from the Rigid Conduit Supply

Hydraulic supply power for the DMS functions is independent of the rigid conduit line and is supplied via the HP Shear accumulator bottles located on the lower BOP stack. Upon all three of the above conditions being satisfied, the HP Blind Shear rams will close. The power supply for the pods is maintained through batteries located in the SEMS in the Mux section of the pods. Each pod is independent of one another so there are power supplies and batteries in each.

The DMS is usually associated with some catastrophic event such as the riser parting, fire in the moon pool, etc. If the riser should part at the lower flex joint or some other part of the riser system, the DMS sequence will initiate and leave the well in a safe condition.

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		SUBSECTION:	APPX 4
EMERGENCY DISCONNECT PROCEDURE			

1.2 DEADMAN CIRCUIT


THE DEADMAN SEQUENCE IS AS FOLLOWS:

<u>TIMING</u>	<u>ACTION</u>	
T-0	Riser Stinger Stack Stinger	Extend Extend
T-5	Riser Stinger Seals Stack Stinger Seals	Energizer Energizer
T-7	Rise Stinger Stack Stinger HP Shear Rams	Vent Vent Close
T-37	HP Shear Rams	Vent

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SECTION 13

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		SUBSECTION:	N/A
UNCONTROLLED DRIFT/MOORING FAILURE/LOSS OF CONTROL IN-TRANSIT			

1 GENERAL

The danger of an uncontrolled drift is always present. This hazard would occur with loss of all power generating capabilities. A complete failure of the power system would render the vessel dead in the water and un-maneuverable, posing a threat to the safety of the vessel, personnel, and the environment.

2 RESPONSIBILITIES

2.1 MASTER:

- A. Master in overall command of the emergency, ensuring the safety of personnel and the drilling vessel.
- B. Determine path and speed of drift.
- C. Notify standby / supply vessel, if available, to immediately come alongside and prepare to take towline.
- D. Notify USCG or local authorities, operator, and Transocean Sedco Forex's district office of possible need for assistance.
- E. Have mate on watch (GMDSS. Radio Operator) notify all vessels and fixed platforms of potential hazard posed by vessel.
- F. Maintain a constant radar and visual watch for vessels and structures in path of drilling vessel.

2.2 OFFSHORE INSTALLATION MANAGER


- A. Work in conjunction with Master to ensure the safety of the vessel, personnel and well.
- B. Ensure proper action / preparation is taken on the Rig Floor.
- C. Maintain communication with Toolpusher and Subsea Engineer during well securing operations.

2.3 CENTRAL CONTROL ROOM / BRIDGE:

- A. As directed by Master, contact all vessels and fixed platforms in area and advise of situation. Request possible assistance.
- B. Maintain radar and visual watches.
- C. Maintain radio watch.
- D. Ensure all watertight doors are closed.
- E. Maintain hourly weather log.
- F. Perform necessary fixes of vessel position determining speed and direction of draft.
- G.

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2.4 MARINE CREW:

- A. On orders from Master, attempt to pass tow line(s) to work boat(s).


2.5 ENGINEERING / MAINTENANCE DEPARTMENT:

- A. Chief Engineer to maintain communication with master of situation.
B. Effect necessary repairs to vessels propulsion system.

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SECTION 14

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		SUBSECTION:	N/A
DAMAGED VESSEL/LOSS OF STABILITY, STRUCTURAL FAILURE/COLLISION WITH ANOTHER VESSEL			

1 REFERENCES

Transocean Offshore, DEEPWATER HORIZON, Operating Manual & Station Bill

2 RESPONSIBILITIES

2.1 MASTER:

- A. Assume command of the vessel.
- B. Ensure safety of personnel.
- C. Secure the unit.
- D. Ensure that drilling operations have been halted, the well secured and that the rig has been disconnected from the well.
- E. Call for muster of all personnel and check for possible missing personnel. Dependent on the seriousness of the situation either the "Fire/Emergency" Signal or the "Prepare to Abandon Vessel Alarm" Signal will be sounded (appropriate announcements and instructions will be given over the PA system).
- F. Determine extent of damage, with assistance of Technical Team.
- G. Notify local Air/Sea Rescue and prepare for the evacuation of personnel.
- H. Notify work boats to standby alongside to offer assistance and/or evacuate rig personnel.
- I. Attempt to stabilize the vessel.
- J. Advise work boat, if available to:
 - Prepare to accept rig personnel.
 - Accept towline from the rig.

2.2 TECHNICAL TEAM:


- A. Assess damage and advise the Master on the structural integrity of the unit.
- B. Supervise vessel repairs.

2.3 RADIO OPERATOR:

- A. Notify (as directed by the Master):
 - a. Authorities with jurisdiction over the area in which the unit is operating.
 - b. Helicopter Operator (giving weather conditions and required number of personnel to be evacuated).
 - c. Other vessels or rigs/installations in the area.
 - d. Transocean Offshore District Office and requesting assistance as needed.

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- e. Operator Base and advising of any assistance he can provide.
- f. Work boat Captain

2.4 MARINE CREW:

A. Chief Mate

- a. Stabilize the vessel from the SVC console in the CCR/Bridge or by directing the Emergency Ballast Team at the local ballast control stations.
- b. Supervise towing preparations.

B. Boatswain and Able Seamen: As directed by the Chief Mate:

- a. Pass towlines to work boats as required.
- b. Assist as directed.

2.5 OIM:

- a. Co-ordinate well control / drill floor response
- b. Ensure that drilling operations are immediately halted and that the well

2.6 OPERATOR REPRESENTATIVE:

- a. Assist the OIM in halting drilling operations and securing the well
- b. Establish communications with shore base.

2.7 DRILL CREW:

- a. Secure well under the direction of the OIM.

2.8 CAMP BOSS:


- a. Co-ordinate accommodations check.
- b. Ensure all personnel in quarters are advised of emergencies.

3 DAMAGE CONTROL

Damage control is the process of reducing the impact of flooding situations by controlling the spread of water to adjacent compartments using various watertight appliances.

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3.1 GENERAL

To maintain a high state of readiness against the possibility of damage and subsequent flooding, the following points must be observed.

- A. Adequate stability will always be maintained including minimizing the free surface in tanks.
- B. The vessel will never be loaded to exceed the maximum operating draft of 23 meters.
- C. Main deck hatches to Engine Room Spaces and other compartments below the main deck will always be closed unless moving required equipment/stores in or out of the compartment(s) below.

All manual watertight doors to the accommodations and other spaces, and all hydraulic watertight doors in the columns and pontoons, will remain closed and secured unless actually in use for passage or authorized work. Personnel will re-secure doors when moving through the unit.

3.2 WATERTIGHT INTEGRITY:

The Deepwater Horizon semi-submersible drilling rig is subdivided by a number of longitudinal and transverse watertight boundaries / bulkheads. The overall damaged stability of the Deepwater Horizon is dependent on the integrity of these watertight boundaries. There are various openings provided in the watertight boundaries for access by personnel and materials in the form of sliding watertight doors and watertight (dogged) hatches. The normal position for these accessways should be the closed position.

3.2.1 OPENINGS IN BULKHEADS

- No openings may be made in these boundaries without authorization of the American Bureau of Shipping (ABS) and Transocean.


3.3 EMERGENCY COMMAND CENTER - CCR/BRIDGE

During any emergency, the Central Control Center / Bridge will be manned by the following personnel:

- Master /
- 2nd Mate/DPO (On Duty)
- 3rd Mate/ADPO (On Duty)
- Offshore Installation Manager (OIM)

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- Operating Company's Representative
- Chief Engineer
- Radio Operator

Telephones and radios are located within the CCR/Bridge to maintain contact with all areas of the unit. All relevant plans (damage control, fire fighting, etc.) are displayed or are readily available.

3.4 DAMAGE CONTROL PARTY (TECHNICAL TEAM)

The Technical Team is the Damage Control Party. It is their duty to assess the situation and recommend methods for effecting repairs and for controlling any flooding.

The Technical Team consists of the following:

- Electrical Supervisor – Team Leader
- Mechanical Supervisor
- Driller (Off Duty)
- Electrician (On Duty)
- Electronic Technician – On Duty)
- Mechanic (On Duty)
- Welder (On Duty)

All other personnel without specific emergency response duties will be available to assist all directed in controlling the situation.

3.5 EMERGENCY PROCEDURES


In case of damage, the following steps will be followed:

- The CCR Bridge will secure the sliding watertight (hydraulic) doors.
- The Fire Teams and/or Technical Team will secure other doors.
- The Technical Team will secure all electric, hydraulic, mechanical, Pneumatic and ventilation systems in the area including vent flaps.
- The Technical Team will ensure the watertight integrity of the affected Compartment by closing inlets/outlets, scuppers and all other openings As directed by the Master.

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SECTION 15

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	15
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HELICOPTER CRASH			

1 REFERENCES

Transocean Offshore, DEEPWATER HORIZON, Policies and Procedures Manual, Section 4, Subsection 4.1

2 GENERAL

The Central Control Room (CCR) on the rig will be in continuous contact with the airport control tower, Operator's Shore Base, and/or the helicopter, as appropriate, during helicopter flight operations.

If the rig's SSB transmitter interferes with air traffic, the SSB must not be used during a helicopter flight.

If a helicopter fails to report (and no contact can be made) within fifteen minutes of a scheduled check in time, the Helicopter Base/CCR must initiate the emergency procedures.

The Master has overall responsibility for safety during helicopter operations on the rig.

A helicopter crash on deck is a very serious incident. Saving the lives of Helicopter Crew and Passengers are dependent on rescue actions performed within the first one to two minutes by rig personnel.

The Bosun, or other designated Helicopter Landing Officer (HLO), will direct all activities on the helicopter deck, including loading and unloading baggage and fueling operations.

The HLO or his designee will assure adequate fire protection is provided for each takeoff and landing by ensuring that firemen are dressed in a full bunker coat, fire hat, boots and are standing by the helideck foam monitor(s) ready to meet all incoming and outgoing flights.

Drills will be held to familiarize personnel designated as the Helicopter Fire Team with procedures and equipment. Drills held will be recorded in the Deck logbook.


3 SPECIAL CIRCUMSTANCES

This section deals with specific job assignments and responsibilities in case of a helicopter emergency. Two possible emergencies are envisioned:

- Helicopter crashes on deck.
- Helicopter crashes en route to or from rig.

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HELICOPTER CRASH			

3.1 RESPONSIBILITIES (HELICOPTER CRASH ON DECK)

3.1.1 MASTER

- A. Coordinate rescue and fire fighting activities.
- B. Ensure the HLO immediately activates the fire fighting equipment.
- C. Activates Fire & Emergency alarm with an announcement on the Public Address System.
- D. Evacuate those personnel from the crash site that are not involved in rescue or fire fighting activities preparing for the evacuation of the rig, if required.
- E. Direct activities of additional Fire Fighting and Support Teams.
- F. Instruct CCR Watch Officer/ GMDSS Radio Operator to initiate distress communications, to notify Local Rescue Coordination Center, Airport Control Tower, Standby Vessel, Operator's Shore Base and Transocean Sedco Forex Shore Base.
- G. Make a damage inspection with the Offshore Installation Manager (OIM), Chief Engineer and Electrical and Mechanical Supervisors when the situation is brought under control.

3.1.2 OFFSHORE INSTALLATION MANAGER:

- A. Advise Operator's Senior Representative and Toolpusher to halt drilling operations and standby for possible disconnect.
- B. Assist Master.
- C. Coordinate investigation and report. Ensure that a complete report is sent to Transocean Sedco Forex Shore Base Management.

3.1.3 TOOLPUSHER:


- A. Assisting the OIM, coordinate drilling operation and other rig activities.
- B. Coordinate with Operator's Senior Representative to determine the course of well activities.
- C. Direct activities of Drill Crew to secure the well, if a decision is made to stop drilling.

3.1.4 OPERATOR'S SENIOR REPRESENTATIVE:

- A. Consult the OIM on the necessity of suspending drilling operations.
- B. Notify Operator's Shore Base Management.

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HELICOPTER CRASH			

3.1.5 HELICOPTER LANDING OFFICER (HLO):

- A. Sound alarm and assume on site direction of rescue and fire fighting activities.
- B. Direct Helicopter Team rescue operations.

4 RESPONSIBILITIES (HELICOPTER CRASH EN ROUTE)

4.1 HELICOPTER LANDING OFFICER (HLO):

- A. Sound alarm to CCR and assume on site direction of rescue and fire fighting activities if necessary.
- B. Direct Helicopter Team rescue operations if required.

4.2 MASTER:

- A. Instruct CCR Watch Officer/GMDSS Radio Operator to initiate distress communications, and to contact closest marine vessel or installation, Local Rescue Coordination Center, Operator's Shore-base, and Transocean Sedco Forex Shore Base.
- B. Coordinate rescue activities until the Local Rescue Coordination Center is mobilized.
- C. Order rescue craft launched to pick up survivors or assist in search, (if required).
- D. Continue to coordinate rescue efforts until Local Rescue Coordination Center advises that they will assume control.

4.3 OIM:


- A. Advise Transocean Sedco Forex Base and Operator's Senior Representative of persons on board the helicopter and other crash details as they become available.
- B. Assist Master.

4.4 OPERATOR'S SENIOR REPRESENTATIVE:

- A. Notify Operator's Shore Base Management and provide details as they become available.
- B. Assisting the Offshore Installation Manager (OIM) in coordination efforts.

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		HELICOPTER CRASH	

4.5 CCR/DESIGNATED GMDSSRADIO OPERATOR

- A. Establish and maintain communication with the helicopter en route to and from the vessel, according to instructions given in the Operation Manual.
- B. Advise the Master of all details upon hearing a distress message from the helicopter or otherwise learning of crash.
- C. Carry out communication instructions of the Master.
- D. Notify the Helicopter Base of Operations of the helicopter casualty and alerting the OIM.
- E. Ascertain crash location by all available means.
- F. Pass information on crash location, injuries, etc., to the Master when possible.
- G. Make any announcements as ordered by the Master.
- H. Communicate information to Standby Vessel Captain, Support Vessel Captain, or others participating in the rescue, when requested by the Master.
- I. Advise the Local Rescue Coordination Center of details when they become available.
- J. Advise Transocean Sedco Forex Shore Base of Personnel on Board (POB) and other crash details when they are available.
- K. Continue to make communications with rescue vessels, Local Rescue Coordination Center and Transocean Sedco Forex Shore Base as directed; until relieved or until the emergency is canceled.

4.6 STANDBY/SUPPLY VESSEL CAPTAIN:

- Execute orders given by the rig's Master/CCR.

4.7 RSTT/MEDIC:

- Provide medical assistance to crash victims as required.

4.8 RESCUE BOAT TEAM:


- A. Assemble at the Rescue Boat and prepare to launch the boat.
- B. Launch the boat and participate in search and rescue activities as ordered by the Master.

Note: Team Members include:

- 3rd mate (On Duty)- Coxswain
- Mechanic (On duty)
- Electrician (On Duty)

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- 2 -Roustabout (On Duty
- RSTC
- Other personnel may be ordered to assist as directed

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SECTION 16

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	16
		SUBSECTION:	N/A
CONFINED SPACE RESCUE			

1. INTRODUCTION

This section of the manual describes the organization, responsibilities, and duties of the personnel on board the MODU in the event that a rescue from a confined space is required.

Alarm signals are not specifically designated for these actions, as each situation will be unique. If deemed necessary by the OIM / Master, the alarms specified on the station bill and ensuing actions may be used.

2. SCOPE

Our primary concern is for the safety of our employees. While achieving this, the safety of the rig, and the environment will be considered.

3. TRAINING

Many of the actions that are required from crewmembers during this situation are also standard responses to other onboard emergency situations. The weekly emergency drill exercises will incorporate elements of rescue scenarios as appropriate.

4. GENERAL

TO EFFECTIVELY RESCUE PERSONNEL FROM CONFINED SPACES, THE POLICIES FOUND IN HQS-HSE-PP-01, SECTION 4.2.2 PERMIT TO WORK, AND HQS-HSE-PP-01, SECTION 4.5.5, FALL PROTECTION, ARE TO BE FOLLOWED AT ALL TIMES.


THE POLICIES AND PROCEDURES FOUND IN SECTION 3, "MEDICAL EMERGENCY RESPONSE PLAN", OF THIS EMERGENCY RESPONSE MANUAL ARE TO BE UTILIZED IF PERSONNEL SUSTAIN INJURIES.

MATERIALS AND EQUIPMENT STORED IN EMERGENCY AND SOPEP LOCKERS, SUCH AS FIRE TEAM RADIOS, ADDITIONAL PPE AND EMERGENCY OR PROTECTIVE EQUIPMENT SHOULD BE UTILIZED.

DUE TO THE EXTREME HAZARDS ASSOCIATED WITH CONFINED SPACE RESCUE, PLACING OF ADDITIONAL PERSONNEL AT RISK MUST BE MINIMIZED.

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CONFINED SPACE RESCUE			

5. RESPONSIBILITIES

5.1. ALL PERSONNEL:

Immediately upon receiving notification of the need for a confined space rescue, report this information immediately to their supervisor. Supervisors will report the situation to the OIM / Master and assist, with their crews as directed.

Assist the stand-by person at the confined space as directed.

5.2. OIM / MASTER

Upon receipt of notification, liaise with the company operator representative, if on board, to determine if current rig operations should continue. Respond as necessary.

Activate Emergency Response or Alert Teams to assist, if needed.

Stop all hot work within the confined space. Shut off all welding / cutting gasses to the confined space. This includes flammable gasses such as acetylene, propane, MAPP and nonflammable oxidants, such as Oxygen, or compressed air used for combustion. If possible, withdraw all welding / cutting hoses. (Once the hazards to personnel are identified, welding or cutting materials may be reintroduced to the confined space to assist rescue).

Maintain ventilation to the confined space. If other openings are available into the confined space, these should be opened and additional ventilation established. This will help ensure a clear path is available for rescuers through the main opening.

Assess the situation thoroughly prior to additional personnel entering the confined space.

Direct that all isolations / lockouts / tag outs of piping, penetrations or equipment to the confined space are "hands on" verified prior to rescue personnel entering the space.

Direct that sufficient SCBA units to be brought to the scene suitable for all personnel in the confined space and those about to enter. (If it has been absolutely proven that the rescue is not required due to atmospheric / breathing concerns, it is not required that rescuers don the SCBA units).

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5.3. CLERK/RADIO OPERATOR

Determine status of available field assets, such as helicopters, supply boats, stand-by boats, and nearby installations. Liase with the company operator representative, if on board, to mobilize assistance as necessary. Assist with communications as directed by the OIM / Master.

5.4. CONFINED SPACE STANDBY PERSON


Immediately raise the alarm if there are indications (throughout the agreed system of communication or otherwise), of the personnel within the confined space being affected by the atmosphere or other hazardous situation. After raising the alarm on no account should the stand-by stationed at the entrance attempt to enter the confined space before additional help has arrived. Entrance to the confined space to be authorized by the OIM/Master.

Assist as directed by the OIM / Master.

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SECTION 17

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		SUBSECTION:	N/A
SABOTAGE / CRIMINAL ACTS / RIOTS OR WAR			

1 INTRODUCTION

This section of the manual describes the organization, responsibilities, and duties of the personnel on board the MODU in the event that Sabotage, Criminal or Acts of War are committed against the rig.

Alarm signals are not specifically designated for these actions, as each situation will be unique. If deemed necessary by the OIM / Master, the alarms specified on the station bill and ensuing actions may be used.

Our primary concern is for the safety of our employees. While achieving this, the safety of the rig, and the environment will be considered.

2 GENERAL

2.1 TRAINING

The OIM / Master will meet the training requirements of HSE-001, 4.3.5 part 4.5.2. This training will be completed within 90 days of assuming the OIM/Masters position. Written approval from the Regional Manager or Regional Operations Manager is required if this training can not be completed within the specified time period.

Many of the actions that are required from crewmembers during these situations are also standard responses to other onboard emergency situations. The weekly emergency drill exercises will incorporate elements of scenarios to encompass situations that may arise from hostile actions. For example: Ballast Control (Loss of Stability) drills would address responses that might arise from both hostile and operational hazards.

3 RESPONSIBILITIES


3.1 ALL PERSONNEL

Upon identifying any situation or condition that could be construed as sabotage or criminal act will report this information immediately to their supervisor. Supervisors will report the situation to the OIM / Master and assist as directed.

If a riot is suspected or believed imminent, the rig will be secured against damage and personnel protected within the structure, if appropriate. The responses found in the other sections of this manual can provide assistance. For example: Section #6, Hurricane Evacuation and Extreme Weather include actions to secure and evacuate the rig.

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When word is passed to the crew by the OIM / Master that one of these conditions has been identified, crewmembers will use the buddy system for all movement about the rig. Materials and equipment stored in Emergency and SOPEP lockers, such as fire team radios, should be utilized.

3.2 OIM / MASTER

Upon receipt and verification that a hazardous situation is about to, or has occurred, liase with the client / company man and establish a course of action, which may include securing rig operations. As different levels of threats exist, response will vary also. In all cases the rig manager will be informed.

When sabotage or criminal acts are confirmed, the best course of action may be to keep this information confidential while seeking external assistance.

For Riots or Acts of War, the US Coast Guard should be contacted. The assistance of the FBI or other governmental agencies may also be required. This should be discussed with the Coast Guard when the first report is made. Contact numbers can be found in Section #2 & #8.

If necessary, activate the onboard Emergency Command Center.

3.3 RADIO OPERATOR

Test all external means of communication available, including Inmarsat voice and fax, MF & HF Telex, GMDSS equipment, telephone and Internet connections. Prepare preliminary messages.

If conditions warrant the EPIRB and SART units can be manually activated and left in place.

Rig is equipped with a GMDSS Radio installation has a backup installation located in the ECR. As this area is somewhat remote from the main area, thought should be given, if conditions warrant, to having one of the GMDSS Radio Operators proceed to the ECR and activate the equipment while they are still able.


3.4 CHECK LISTS

3.4.1 SITUATION DEVELOPMENT

1. What event is occurring?
2. What impact does the event have on current rig operations?
3. Is there a threat?

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4. What is the who, what, when, where, and why of the current situation?
5. What is the local and general area context of the unfolding events? Near by DP hazards, well conditions, disconnect limitations, etc.

3.4.2 CRISIS ASSESSMENT

1. Is there a plan for the condition?
2. Should the emergency alarm be sounded?
3. Should the emergency command center be activated, and a response team formed?
 - a. Operations Assistance
 - b. Information Gathering
 - c. Logistics
 - d. Communications
 - e. Public Affairs
 - f. Legal
 - g. Medical
 - h. Other
4. Is information being received adequate to meet planning needs?

3.4.3 COURSE OF ACTION DEVELOPMENT


1. What do we want to accomplish?
2. Has the OIM/ Master been encouraged to use his initiative and propose a course of action?
3. What resources are available and how long before they could arrive?
4. What medical plan support is available, and how long before they arrive?
5. What actions should be initiated to obtain additional support?
6. What are the environmental support capabilities available?
7. What are the major uncertainties in the situation?
8. What is the backup course of action in case the primary fails or is inappropriate?
9. What other alternatives are available?

3.4.4 EXECUTION PLANNING

1. Will the selected course of action accomplish the objectives of the decision? If not, has this been clearly outlined to management?
2. Are command arrangements clear, unambiguous, and understood by all parties?
3. Has sufficient coordination with personnel been conducted?

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		SUBSECTION:	N/A
SABOTAGE /CRIMINAL ACTS / RIOTS OR WAR			


3.4.5 EXECUTION

1. Are any changes necessary to assure that the course of action will accomplish the objectives?
2. Is the operation proceeding according to plan?

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SECTION 18

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	18
		SUBSECTION:	N/A
TOTAL POWER FAILURE BLACKOUT RECOVERY PROCEDURES			

1 PRIMARY BLACKOUT RECOVERY PROCEDURES BY ZONE

In each zone, please find location of these sheets and note that BREAKERS on all MCC's and panels have been color-coded to indicate proper position. Breakers that are normally closed will be identified with a RED square painted on them. This will be standard on all MCC's and panels that are critical to power generation and distribution.

VHF Radio Channels: Bridge #66
 ECR #66
 All Others #66

Other VHF radio channels may be utilized as required.

1.1 ZONE 0 – CCR/BRIDGE

Confirm that all screens on Simrad Vessel Control (SVC) have updated. Monitor POWER STATUS page throughout recovery.

Applicable SVC screens can be monitored for the following:


1. Status of ALL ALARMS
(Acknowledgement is accomplished by using the "Acknowledge Button")
2. DIESEL OIL
Verify that diesel oil priming pumps are running on operating engines.
3. MACH. – Salt Water AFT
Verify that sea chest valves are open.
One pump in each corner should be running (sw pump #1 or sw pump #3 and sw pump #2 or sw pump #4).
4. MACH. – Salt Water FWD
Verify that sea chest valves are open.
One pump in each corner should be running (sw pump #5 or sw pump #7 and sw pump #6 or sw pump #8).
5. MACH. – Fresh Water AFT port
Fw aux. Cooling pump #1 or #2 port running.
6. MACH. – Fresh Water AFT stbd
Fw aux. Cooling pump #1 or #2 stbd running.
7. MACH. – Fresh Water AUX (FWD & AFT)
Thruster auxiliary cooling pumps.
8. POWER UPS

ACKNOWLEDGE ALL ALARMS

Re-check All alarms.

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TOTAL POWER FAILURE BLACK OUT RECOVERY PROCEDURES			

1.1.1 ASSIGNED PERSONNEL

- Master
- Chief Mate
- Second Mate/DPO
- Third Mate/ADPO
- Electronic Techs Off Duty

1.1.2 RESPONSIBILITIES OF ZONE 0

- A. Check in with drill floor.
- B. Announcement of blackout.
- C. Silence all alarms (Thruster, Machinery & Power).
- D. Perform blackout recovery checks with SVC Blackout Recovery Sheet.
- E. Establish salt water and auxiliary cooling water forward and aft.
- F. Start up thrusters, verification of reference quality.
- G. Inform Chief Engineer in ECR, when vessel control is established.
- H. Establish ventilation to battery lockers.
- I. Reset and establishment of ventilation and HVAC.
- J. Verify proper UPS Operation (ET).

1.2 ZONE 1 – STANDBY GENERATOR

1.2.1 ASSIGNED PERSONNEL


- On-Tour Electrician
- Off tour Mechanic
- Off tour Motorman

1.2.2 RESPONSIBILITIES OF ZONE 1

- A. The standby generator will only start-up if the main engines fail to come back on line. Time delay of 10 minutes. If the main engines fail to come back on line proceed with the following:
- B. Verify that one of the battery banks is selected.
- C. Start the standby generator if it hasn't already started.
- D. Verify that the ventilation dampers are opening.
- E. Visual inspection of engine and generator including pressures and temperatures.
- F. Close the breaker to the main bus if it wasn't done in auto mode.
- G. Inform zone secure to Chief Engineer in ECR. DO NOT leave zone unless directed. Standby at zone location for further orders.

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<div>TOTAL POWER FAILURE</div> <div>BLACK OUT RECOVERY PROCEDURES</div>			

- H. After main engines are on line: (confirmation from ECR only) disconnect the standby generator from bus and shutdown.

1.3 ZONE 2 – MAIN POWER

- A. Off Tour Electrician – check 480V main switchboard, starboard, including vital services MCC.
- B. Port forward 480V Main Switchboard- Verify breakers are closed
 - a. MCC # 4, port fwd ventilation
 - b. MCC # 14, port fwd equipment
- C. Stbd forward 480V Main Switchboard- Verify breakers are closed
 - a. MCC # 3, stbd fwd ventilation
 - b. MCC # 13, stbd fwd equipment
- D. Port aft 480V Main Switchboard- Verify breakers are closed
 - a. MCC # 1, port aft drilling
 - b. MCC # 6, port aft ventilation
 - c. MCC # 12, port aft equipment
- E. Stbd aft 480V Main Switchboard- Verify breakers are closed
 - a. MCC # 2, stbd aft drilling
 - b. MCC # 5, stbd aft ventilation
 - c. MCC # 11, stbd aft equipment
 - d. MCC # 29, hazardous area ventilation
- F. If the main engines did not come on line, assist as directed from the 1st engineer. Know where the interlock breakers are for #3 main engine and #4 main engines.
- G. Electricians both on and off tour, verify that aft UPS's and chargers are on-line and properly aligned.

1.4 ZONE 3 – ENGINES AND MACHINERY

1.4.1 ASSIGNED PERSONNEL


- 2nd Engineer on tour
- Motorman on tour

1.4.2 RESPONSIBILITIES OF ZONE 3

- A. Check all Mechanical resets on main engines (rig savers, over-speeds, rack stop levers, fuel oil shut-off valves).
- B. Verify saltwater and fresh water auxiliary cooling is aligned and running.

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TOTAL POWER FAILURE BLACK OUT RECOVERY PROCEDURES			

- C. Verify that generator cooling pumps are running when the engines start-up.
- D. Verify that main rig air compressors are started.
- E. Inform Chief Engineer in ECR when area is secured. DO NOT leave zone until directed.

1.5 ZONE 4 – ECR

1.5.1 ASSIGNED PERSONNEL


- Chief Engineer
- 1st Engineer
- Electrical Supervisor
- Electronic Tech on tour –

1.5.2 RESPONSIBILITIES OF ZONE 4

- A. Chief Engineer
 - a. In charge.
 - b. Corresponds between Zones.
 - c. Relays information to CCR/Bridge.
- B. 1st Engineer
 - a. Monitor main engines and equipment that deals with power and machinery.
 - b. If main engines did not come back on line after 10 minutes, select main engine #3 or #4 for a cold start from the standby generator. Verify that the standby generator is running and connected to the 480V main bus.
 - c. Tell the electrician to close the "interlock breaker" and the breaker labeled "From Standby Generator" on #3 main engine switchboard or #4 main engine switchboard depending on which engine is to be started.
 - d. Close the breaker to the Start Air Compressor. Run until the pressure is 30 bar.
 - e. Open the breaker to the Start Air Compressor
 - f. Close the breaker to the lube oil pre-lube pump, fuel oil priming pump, fresh water generator pump and start.
 - g. Start main engine.
 - h. Start another main engine and put it on the main bus.
 - i. Tell the electrician to open the "interlock breaker" and the breaker. Put the main engine on the main bus. Start engine room ventilation for the engine room.

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- k. Remove the #3 or #4 main engine from the main bus and stop it.
 - l. Open the Stand-by Generator breaker to #3 or #4 main engine switchboard.
 - m. Open the breaker in the #3 or #4 switchboard from Stand-by Generator.
 - n. Close the interlocking breaker in the #3 or #4 main switchboard.
 - o. Parallel the Stand-by Generator with the 480 bus, either forward or aft. Close the 480 bus breaker, either forward or aft.
 - p. Take the load of the Stand-by Generator and shut the engine down.
 - q. Arrange main bus to normal operating status.
- C. Electrical Supervisor
 - a. Discover cause of blackout

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SECTION 19

	DEEPWATER HORIZON EMERGENCY CONTINGENCY MANUAL DWH-HSE-PR-001	SECTION:	19
		SUBSECTION:	N/A
DAMAGE OF RADIOACTIVE SOURCE			

1 ENVIRONMENTAL POLLUTION CONTROL INCLUDING LOSS OR DAMAGE TO A RADIOACTIVE OR EXPLOSIVE SOURCE

The objective of this section is to provide guidelines to onboard personnel for Environmental Pollution, not covered elsewhere in the manual.

These types of materials are routinely shipped worldwide. To assist personnel when conditions warrant the following type of information should be maintained on board, or procured prior to use.

MSDS: (Material Safety Data Sheets) This information should accompany the material. To assist rigs with MSDS sheets the following link is one of many on the internet. Click on this link, then select the alphabetical name of the company which will take you to MSDS's
<http://hazard.com/msds/>

(National Institute for Occupational Safety & Health) found at:
<http://www.cdc.gov/niosh/homepage.html>. This web site contains specific emergency response resources.

USCG CHRIS: (Chemical Hazard Response Information System) This web site is maintained by the US Coast Guard and contains material designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals. <http://www.chrismanual.com/>

2 GENERAL


Materials that present a hazard as environmental pollution generally also are hazardous to onboard personnel. All attempts should be made to minimize personnel exposure to these materials. Prior to loading these containers, careful inspection should be made. Damaged shipping containers should not be brought onto the rig.

2.1 TRAINING

Personnel involved in materials handling are required by company policy to undergo riggers training. As part of this training, personnel should be instructed to identify damaged shipping containers, and associated hazards.

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DAMAGE OF RADIOACTIVE SOURCE			

3 RESPONSIBILITIES

3.1 ALL PERSONNEL

Immediately upon identifying a container that appears damaged, or witnessing the loss of a container, inform the OIM, Master, CCR or any supervisor. Assist as needed

3.2 OIM / MASTER

- A. Investigate the report and determine if a possible environmental release could occur.
- B. If the possibility of environmental release exists, contact the client / company man to identify the source owner. Inform the rig manager (or duty manager), the USCG, the Operator (client), Source Owner and relevant Authorities.
 - Request Field Liaison(s) as required.
 - If open-air radiation is present, make sure all personnel maintain a safe distance from the source. Follow advice from Source Owner and Authorities.
 - Discuss transportation / recovery requirements with the Source Owner, client, and the Authorities as required.
 - Discuss possible evacuation with client, rig manager, and the Authorities as required.
 - Carry out all required notifications.

3.3 TOOLPUSHER / DECK FOREMAN / CRANE OPERATOR / ASST. CRANE OPERATOR

- Report damaged container to OIM, Master or CCR.
- Organize deck crew; clear the area, direct personnel as needed.


3.4 MASTER / CHIEF OFFICER

- Organize the marine crew; assist the OIM as needed.

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SECTION 20

	DEEPWATER HORIZON EMERGENCY RESPONSE MANUAL DWH-HSE-PR-001	SECTION:	20
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RESCUE FROM HEIGHTS			

1 INTRODUCTION

This section of the manual describes the organization, responsibilities, and duties of the personnel on board the MODU in the event that a rescue from a height or depth is required.

Alarm signals are not specifically designated for these actions, as each situation will be unique. If deemed necessary by the OIM / Master, the alarms specified on the Station Bill and ensuing actions may be used.

2 SCOPE

Primary concern is for the safety of all rig personnel. While achieving this, the safety of the environment and rig equipment will be considered.

3 TRAINING

Much of the training that is required from the crewmembers during this situation is also standard response to other onboard emergency situations. The weekly emergency drill exercises will incorporate elements of rescue scenarios as appropriate.

4 GENERAL

TO EFFECTIVELY RESCUE PERSONNEL FROM HEIGHTS THE POLICIES FOUND IN THE HQS-HSE-PP-01 SECTION 4.5.5, "FALL PROTECTION", WILL BE FOLLOWED AT ALL TIMES.


IF PERSONNEL SUSTAIN INJURIES THE POLICIES AND PROCEDURES FOUND IN SECTION 3, "MEDICAL EMERGENCY RESPONSE PLAN", OF THIS EMERGENCY RESPONSE MANUAL ARE TO BE UTILIZED.

MATERIALS AND EQUIPMENT STORED IN EMERGENCY AND SOPEP LOCKERS, SUCH AS FIRE TEAM RADIOS, ADDITIONAL PPE AND EMERGENCY OR PROTECTIVE EQUIPMENT WILL BE UTILIZED AS NEEDED.

DUE TO THE HAZARDS ASSOCIATED WITH RESCUE FROM HEIGHTS, PLACING OF ADDITIONAL PERSONNEL AT RISK MUST BE MINIMIZED.

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5 RESPONSIBILITIES

5.1 ALL PERSONNEL

Immediately upon receiving notification of the need for a rescue from heights, report this information immediately to their supervisor. Supervisors will report the situation to the Bridge/CCR at Extension 124 and OIM/Master and assist the crews as directed.

5.2 MASTER

Upon receipt of notification, liase with the company operator representative, if on board, to determine if current rig operations should continue. Respond as necessary.

Proceed to Bridge/CCR, which will serve as control point.

Activate Emergency Response or Alert Teams to assist, if needed.

Notify shore Based personnel as per the contact information in **Section 2** as needed. It may be necessary to maintain an open line if communication circuits become fully utilized.

6 PLAN

6.1 Emergency Rescue Team (ERT).

6.1.1 Chief Mate:


Immediately proceed to the scene and assume the duties and responsibilities as Incident Commander. Incident Commander to manage radio communications and contact with the Bridge/Central Control Room, providing updates on status as operation proceeds.

6.1.2 On Tour Toolpusher, RSTT, Crane Operator, RSTC, OSA

All designated rescue personnel: proceed to **Emergency Gear Lockers** and take appropriate rescue gear to the scene. Report to Incident Commander.

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6.1.3 RSTC:

Proceed immediately to the scene. Establish a safe area, directing arriving personnel to lay out and organize rescue gear. Assume duties as dedicated liaison between ERT and RSTT.

6.1.4 RSTT:

Procure emergency response medical pack and proceed to the scene. Assume medical command, directing all communications, needs and instructions through the RSTC.

Radio / electronic communications will be tested and verified prior to any personnel going aloft or into a confined space for a rescue or recovery.

7 DETERMINE IF JOB IS RESCUE OR RECOVERY.

7.1 **RESCUE:** Executed immediately upon completion of a THINK plan..

7.2 **RECOVERY:** Ample time for retrieval of victim. Minimization of risk to responders is paramount.

The THINK Planing process will be used before and during rescue or recovery operations.

8 RESCUE TECHNIQUES

- All available means of fall protection for rescue operations


8.1 POWERED LIFTING DEVICES

Certified man riding / lifting devices will be used as primary rescue means, if available and appropriate. This would include crane baskets, Pal Fingers, work baskets, man riders etc. If man riding operations are utilized for rescue operations, ensure certified operators are operating the equipment.

- **USE OF THESE DEVICES MAY BE ROUTINE, BUT STRESS IS VERY HIGH DURING RESCUE OPERATIONS, ESPECIALLY FOR CRANE OPERATORS.**

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8.2 NON POWERED LIFTING DEVICES

Personnel powered devices, including hand crank recovery lifelines, block & tackle, come-along, man ropes, etc are to be used if certified powered devices are not available

9 OVER WATER RESCUE

Use PFD workvest for all rescuers in conjunction with the Stand-By boat or Rescue craft, as appropriate, with procedures found in **Section 5** of this manual.

10 RESCUE CONSIDERATIONS


The specifics of each rescue will different. Unique rigging may be required to safely conduct a rescue. Nothing in this section prohibits any safe method of rescue. All operations conducted as part of the rescue will be thoroughly reviewed by using the **THINK PROCESS**.

The following points are to be utilized as appropriate.

- Utilize approved Rescue Devices as available.
- Rescue device shall be one that is able to ascend and descend the victim utilizing one man.
- Ensure each anchor point for each person (victim and rescuer) is capable of withstanding a minimum force of 5,000lbs per man. All padeyes used as anchor points shall NOT be torch cut.
- Rescue device shall be one that minimizes a fall of a victim to a risk ALARP. (As Low As Reasonably Practical)
- Maintain 100% fall protection during rescue operations. For both rescuer and victim.
- Rescuer on running end of rope will be below and off set from the victim.
- Maintain communication through out rescue operation.
- If victim was utilizing Self-Retracting Lifelines (SRL), do not remove SRL unless required for safe rescue, this will be determined by on scene leader. SRL will continue to provide fall protection for victim as secondary device.
- Ensure rescuers have proper fall protection.
- Safety Harness, Lanyards, 100% tie off (two points of contact at all times), Beam Straps or other proper tie off.
- A mechanical hauling system is preferred over a manually operated hauling system. The rescue traveling block will be raised from below rescue scene by heaving line.
- All rescuers should be identified to eliminate confusion. (Fire watch identifying mesh vests could be utilized for example.) Start from closest to victim. (Rescuer #1 may

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be the RSTT because the victim may require immediate advanced life support or special packaging prior to extrication.

- 11 **A CASE DEBRIEFING WILL BE CONDUCTED BY THE INCIDENT COMMANDER FOLLOWING RESCUE OPERATIONS WITH ALL PARTIES INVOLVED. WRITTEN REPORT WILL BE SENT TO THE RIG MANAGER AND REGION QHSE MANAGER.**

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01	01	9/30/03	Quality Coordinator	Sec. 2	Emergency Notification
01	01	11/14/03	Medical Coordinator	Sec. 3	Contact names and phone numbers
01	11	10/24/04	Medical Coordinator	Sec. 3	Contact names and phone numbers
01	02	12/13/04	E & Q Coordinator	Sec. 2	Emergency Notification
01	n/a	12/22/05	E & Q Coordinator	Sec. 8	See TOR of Sec 08 - SOPEP
01	01	02/18/05	E & Q Coordinator	Sec. 16	Reference to HSE Manual
01	01	02/18/05	E & Q Coordinator	Sec. 20	Reference to HSE Manual
01	01	06/02/05	E & Q Coordinator	Sec. 6, Sub 3	Weather Service changed to Impact Weather
01	12	06/06/05	Medical Coordinator	Sec. 3	Allen For bis replaces Lori Page
02	01	03/31/06	Mark Canada, Quality Manager	All	New Manual Review
02	02	05/15/06	Mark Canada, Quality Manager	Sec. 6	TOC – Addition: Appx. 7
02	02	05/15/06	Mark Canada, Quality Manager	Sec. 6, Sub. 1, 2 & 4	Hurricane Evacuation / Extreme Weather
02	03	05/15/06	Mark Canada, Quality Manager	Sec. 6, Appx. 3	Storm Arrival Time Calculation Sheet
00	00	05/15/06	Mark Canada, Quality Manager	Sec. 6, Appx. 7	Communication Check List
02	04	05/18/06	Mark Canada, Quality Manager	Sec.2	Contact List
02	14	05/18/06	Mark Canada, Quality Manager	Sec.8, TOR	Addition
02	07	05/18/06	Mark Canada, Quality Manager	Sec. 8, Appx. 3	Contact List
02	05	05/25/06	Mark Canada, Quality Manager	Sec. 2	Contact List
02	14	05/25/06	Mark Canada, Quality Manager	Sec. 8, TOR	Addition
02	08	05/25/06	Mark Canada, Quality Manager	Sec. 8, Appx. 3	Contact List
02	06	05/30/06	Mark Canada, Quality Manager	Sec. 2	USCG Contact Information
03	17	05/30/06	Bill Winney, Medical Services Manager	Sec. 3	pp 3.2 Formalities – G. Shropshire Contact Information
02	15	05/30/06	Mark Canada, Quality Manager	Sec. 8, TOR	Update
02	09	05/30/06	Mark Canada, Quality Manager	Sec. 8, Appx. 3	pp 3. Notification Sequence, bullet D. 4 th Party

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02	03	06/22/06	Mark Canada, Quality Manager	Sec. 6	TOC – Addition of New Appx. 8
02	03	06/22/06	Mark Canada, Quality Manager	Sec. 6, Sub. 2	HEP: Emergency Notification – Added pp 4. OIM Abandonment Duties
00	00	06/22/06	Mark Canada, Quality Manager	Sec. 6, Appx. 8	New Appendix: "Automatic Rig Position Reporting Equipment Set Up"
02	03	08/28/06	Mark Canada, Quality Manager	Sec. 6, Sub. 1	HEP, Overview – pp 6.1 last paragraph: Change Sec. 4 for Sub. 4 & Appx. 6
02	04	08/28/06	Mark Canada, Quality Manager	Sec. 6, Sub. 2	HEP, Introduction: pp 4.2 OIM/Master: Addition - when to reprogram the automatic positioning reporting.
02	04	08/28/06	Mark Canada, Quality Manager	Sec. 6, Sub. 4	HEP, Description of Plan: Changes to pp 3. Phases II & III - Content pp 5. Phases I, II, III & Barge Eng./Chief Mate - Appendices Reference
02	02	10/10/06	Mark Canada, Quality Manager	ERM Cover	New Revision & date
02	02	10/10/06	Mark Canada, Quality Manager	Sec. 8, TOC	Addition – New Appx. 8
02	16	10/10/06	Mark Canada, Quality Manager	Sec. 8, TOR	New entries: 1. Table of Contents 2. Change to Sub. 2 3. New Appx. 8
02	02	10/10/06	Mark Canada, Quality Manager	Sec. 8, TOC	U.S. Reporting Requirements
02	00	10/10/06	Mark Canada, Quality Manager	Appx. 8 (New)	Oil Spill – Volume Estimating Procedure
02	03	02/15/08	Monina Harris Qty. Administrator	ERM Cover	Change revision number and date – Updates on the DWH ERM, Vol. 2
02	04	02/15/08	Monina Harris Qty. Administrator	ERM Cover	Change revision number and date
02	02	02/15/08	Monina Harris Qty. Administrator	Sub. 1	Part 2: ABS Classification - replaced Maltese Cross for symbol (✱) and replaced Organization Chart.
02	07	02/15/08	Monina Harris Qty. Administrator	Sub. 2	pp 1.1 Emergency Contact Information: Replace T. Juran's information for M. Polhamus' & Glen Shropshire for D. Winslow & new Company administration – Add Emergency Response Center Information.
02	02	02/15/08	Monina Harris Qty. Administrator	Sec. 2 Appx. 01, 02, 03 & 04	Addition of the date in each form and minor format changes
02	17	02/15/08	Monina Harris Qty. Administrator	Sec. 8 TOR	New USCG Coastal State Contacts
02	03	02/15/08	Monina Harris Qty. Administrator	Sec. 8, Appx. 1	New USCG Coastal State Contacts

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02	10	02/15/08	Monina Harris Qty. Adm.	Sec. 8, Appx. 3	pp 1.1 Emergency Contact Information: Replace T. Juran's information for M. Polhamus' & Glen Shropshire for D. Winslow & new Company administration – Add Emergency Response Center Information.
02	05	May 15, 2008	Monina Harris, Qty. Adm.	ERM - Cover	New Rev. number and date
02	02	May 15, 2008	Monina Harris, Qty. Adm.	ERM - TOC	Updated title for Section 6
02	08	May 15, 2008	Matt Decker Qty. Coord.	Sec. 2	Emergency Notification – Changed pp 2.1. Gulf of Mexico Sector for North America Division (NAM), and Region for Division in contact list. Emerg. Resp. Team: Added: Marine Coordinator.
02	19	April 30, 2008	Matthew Clark Med. Serv. Mgr.	Sec. 3	Medical Emergency Response Plan (MERP) fully reviewed
02	n/a	May 15, 2008	Monina Harris Qty. Adm.	Sec. 6	HEP was fully reviewed – Title of the HEP Section changed to: Hurricane Evacuation Plan (HEP) / Adverse / Impending Weather - All headers changed
02	04	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, TOC	Header and footer changed – No change to TOC
02	04	May 15, 2008	Matt Decker Qty. Coordinator	Sec. 6, Sub. 1	HEP, Overview – Added Unit to the word Vessel = Vessel/Unit – Added PIC to Master/OIM. Part 4. HEP Annual Reviews changed to the 1 st Quarter.
02	05	May 15, 2008	Marco Tulio QHS&E Manager	Sec. 6, Sub. 2	Part 3 "General" – Last part of the paragraph reworded
02	04	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Sub. 3	Added Unit to the word Vessel = Vessel/Unit – Part 3 "General: Changed Gulf of Mexico for North American Division
02	05	May 15, 2008	Marco Tulio QHS&E Manager	Sec. 6, Sub. 4	Added Unit to the word Vessel = Vessel/Unit – Added PIC to Master/OIM. Minor word changes. Part 3, Phase II, Phase III: phase deletions. Part 5 "Responsibilities", Radio Operator, Phase IV: deletion of last three lines.
02	02	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Appx. 1	Minor changes to titles and subtitles
02	02	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Appx. 2	Minor changes to titles and subtitles
02	03	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Appx. 3	Minor changes to titles and subtitles
02	02	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Appx. 4	Minor changes to titles and subtitles
02	02	May 15, 2008	Marco Tulio QHS&E Manager	Sec. 6, Appx. 5	"Definitions / Abbreviations" Addition of: Adverse / Impending Weather, Contractor, Client, and Operator

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**DEEPWATER HORIZON
EMERGENCY RESPONSE MANUAL
DWH-HSE-PR-001**

SECTION: N/A
SUBSECTION: N/A

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ISSUE NO.	REVISION NO.	DATE	AUTHORITY	SECTION	DESCRIPTION
02	02	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 6, Appx. 6	Changes to Header and Footer
02	00	May 15, 2008	Marco Tulio QHS&E Manager	Sec. 6, Appx. 7	New Appendix – Maintenance Department Procedure Checklist
02	01	May 15, 2008	Marco Tulio QHS&E Manager	Sec. 6, Appx. 8	Previous Appx 8 deleted "Automatic Rig Position Reporting Equipment Set Up". Appx 7 "Communication Check List" has become Appx 8. Changes to Header and Footer, added Unit to Vessel = Vessel/Unit – Part 4, pp 4.2: replaced "enters the Gulf" for Threatens the Gulf.
02	18	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 8, TOR	Addition: Entry for new Appx. 1 "List of Local State Contacts" & Change in Appx. 3 "Emergency Contact List"
02	03	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 8, Appx. 1	List of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated March 31, 2008
02	11	May 15, 2008	Monina Harris, Qty. Administrator	Sec. 8, Appx. 3	Emergency Notification – Changed pp 2.1. Gulf of Mexico Sector for North America Division (NAM), and Region for Division in contact list. Emerg. Resp. Team: Added: Marine Coordinator.
02	01	May 15, 2008	Monina Harris, Qty. Administrator	Station Bill	Station Bill, Letter of Approval by NAM Manager Dated 02/19/2008
02	03	May 15, 2008	Monina Harris, Qty. Administrator	DWH ERM Approval	Deepwater Horizon Emergency Response Manual, Issue 03, Rev. 03 Approval by NAM Manager
02	06	Aug. 31, 2008	Monina Harris, Qty. Adm.	ERM - Cover	New Rev. number and date
02	09	Aug. 31, 2008	Matt Decker Qty. Coord.	Sec. 2	Emergency Notification, 2.1 Contact Chart – Added Rig Manager Asset Information and 2.2 in 2 nd . Paragraph alternate Emergency Response Centers
02	19	Aug. 31, 2008	Monina Harris, Qty. Administrator	Sec. 8, TOR	Addition: Entry for new Appx. 1 "List of Local State Contacts" & Change in Appx. 3 "Emergency Contact List"
02	05	Aug. 31, 2008	Monina Harris, Qty. Administrator	Sec. 8, Appx. 1	List of Local State Contacts – New IMO list of National Operational Contact Points, Circular 4, dated June 30, 2008
02	02	Aug. 31, 2008	Monina Harris, Qty. Administrator	Sec. 8, Appx. 2	Added Person-in-Charge (PIC) to 1 st line and Minor changes to format
02	12	Aug. 31, 2008	Monina Harris, Qty. Administrator	Sec. 8, Appx. 3	Emergency Notification – 1.1 Contact Chart: Added Ops. Manager Asset information and 1.2 alternate ERC paragraph.
02	04	Aug. 31, 2008	Monina Harris, Qty. Administrator	DWH ERM Approval	Deepwater Horizon Emergency Response Manual, Issue 03, Rev. 03 Approval by NAM Manager

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DEEPWATER HORIZON STATION BILL

ABANDON UNIT STATIONS

LIFEBOAT #1 ALTERNATIVE: LIFEBOAT #3 LIFERAFT: FORWARD		LIFEBOAT #2 ALTERNATIVE: LIFEBOAT #4 LIFERAFT: AFT	
MASTER 3rd MATE (On)	IN COMMAND 2nd IC: COXSWMAN 3rd IC: PREPARE LIFERAFTS TAKE MUSTER	CHIEF MATE 2nd MATE (On) 3rd MATE (On) RSTC	IN COMMAND 2nd IC: COXSWMAN 3rd IC: PREPARE LIFERAFTS TAKE MUSTER
2nd IC is responsible for VHF/RADIO/PIR etc.		2nd IC is responsible for VHF/RADIO/PIR etc.	
ALL OTHER PERSONS IN ROOM NUMBERS		ALL OTHER PERSONS IN ROOM NUMBERS	
221, 225, 231, 233, 237, 239, 241, 243, 245, 247, 249, 253, 255, 257, 259, 311, 317, 319, 321, 323, 331, 333, 335, 337, 339, 341, 343, 345, 347, 351, 353, 355, 357, 359		225, 229, 235, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359	
AS DIRECTED BY COXSWMAN, ENTER BOAT AND ANSWER MUSTER		AS DIRECTED BY COXSWMAN, ENTER BOAT AND ANSWER MUSTER	

CHAIN OF COMMAND

MASTER
CHIEF MATE
INSTALLATION MANAGER

Master	C.M.
Chief Mate	C.M.

EMERGENCY CONTACT

To raise the alarm in the event of any emergency, contact the CCR/Bridge on phone #124

EMERGENCY SIGNALS

Fire & Emergency	Seven (7) or more short blasts followed by one (1) long blast on the vessel's General Alarm for a period of not less than 10 seconds.
Prepare to Abandon Unit	Continuous ringing of the general alarm bells and sounding of the Unit's whistle.
Man Overboard	The order to Abandon Unit will be given verbally by the Master.
LEI Gas (High Level)	Hall, and pass the words "MAN OVERBOARD" and 3 long soundings of the unit's whistle.
H ₂ S Gas (Low Level-10 PPM)	BLUE flashing light.
H ₂ S Gas (High Level-20 PPM)	AMBER flashing light.
All Clear	Yellow Star / Working horn, AMBER flashing light.
	Three short rings of the general alarm bells and/or unit's whistle.
	These signals may be accompanied by an announcement on the vessel's PA system.

GENERAL INSTRUCTIONS

- All personnel shall familiarize themselves with the location and duties of their 'Fire & Emergency Stations' and 'Lifeboat' and 'Alternate Lifeboat Stations' as shown on the Station Bill immediately upon reporting onboard.
- All personnel shall ensure that there is a serviceable lifeboat for each bunk in higher cabin. Notify the head of the Marine Department immediately if there are not enough lifeboats in the cabin. If the geographic location requires intervention rather than these must also be checked. Spare lifeboats are located at the lifeboat muster stations for emergency party and on duty personnel and visitors.
- All personnel shall attend an orientation briefing on board the vessel. The briefing will include instructions in the contents of this station bill and other SOLAS issues.
- All personnel will participate in all 'Emergency Drills' as if it were an actual emergency. All personnel will be dressed in full work attire including general PPE. The P.L.C. is the only person with the authority to excuse personnel from attending emergency drills.
- During periods of rough weather or hazardous operations all watertight doors and openings are to be kept closed at the P.L.C.'s instruction. All watertight doors in the columns to be kept closed at all times except for normal traffic.
- Any person discovering a fire shall immediately do the following:
 - Raise the alarm (activate manual call point, call emergency contact number, etc.)
 - Contain or fight the fire using available equipment (without holding his or her own safety).
 - Evacuate the area if necessary to personal safety.
- On detection of any Oil/Chemical spill, the CCR/Bridge must be informed immediately and measures started to contain the spill utilizing available spill control equipment.
- All accidents, incidents, major hazardous conditions must be reported immediately.
- White outboard, Operator, Vessel and Service Personnel shall follow all Transocean SedcoForex safety instructions, rules and regulations. Failure to do so will result in their removal from the rig.
- Responsibility for GMDSS communications will be assigned by Master.
- Chief Mate is responsible for the inspection and maintenance of emergency and life-saving equipment.
- Master: See SOLAS Training Manual for additional information (IMO MODU Code 14.3.18)

FIRE & EMERGENCY

- Upon receiving a confirmed fire report, the 2nd Mate On Duty shall sound the 'Fire & Emergency' alarm.
- All personnel with assigned duties will report to their respective 'Fire & Emergency' muster stations. All other personnel will do full work attire including PPE and lifeboats and report to their assigned 'Abandon Unit Muster Station'.
- In the event of a fire, the 'Emergency Response Team #1' will be primary fire team.
- The 'Bridge (CCR)' will secure the sliding watertight doors and the 'Fire Teams' and/or 'Technical Team' will secure other doors. The 'Technical Team' will secure all electric, hydraulic, mechanical, pneumatic and ventilation systems in the area including vent fans. They will also secure the watertight integrity of the affected compartment by closing hatchways, scuppers, skylights, portholes, and all other openings as directed by the Master.
- Fire and Emergency stations are shown on the accompanying diagram. It is the responsibility of all personnel onboard to know the location of their respective 'Fire & Emergency' muster stations and any associated emergency duties.
- For all helicopter arrivals and departures the helicopter operations team must be on station and the team members assigned and ready.

ABANDON UNIT

- Upon hearing the 'Abandon Unit' signal all personnel will don protective clothing and their lifeboats (or immersion suit if required) and report immediately to their assigned 'Abandon Unit Station'.
- All the 'Abandon Unit Station' personnel will standby in an orderly fashion to facilitate the mustering of personnel and then await further orders. Do not attempt to board lifeboats until ordered to do so.
- In the event that a primary 'Abandon Unit Station' or assigned 'Life Raft Station' is rendered inoperable, personnel from that station must report to their alternate 'Abandon Unit Station' or assigned 'Life Raft Station'.
- Lifeboat allocation and respective duties are listed on this station bill. All personnel will make themselves familiar with the location of their primary and alternate 'Abandon Unit Stations'.
- The boat to be lowered by the crane will be the one where all personnel are boarded. The 2nd and 3rd Asst. Engineers are to prepare and launch the lifeboats as directed.
- The order to board the boats and 'Abandon Unit' will be given verbally by the Master or his assistant in command if he is incapacitated, the 'Chief Of Command'.

H₂S GAS

- In the event that the rig will be working in a known Hydrogen Sulfide (H₂S) gas area a separate H₂S contingency plan will be posted.
- All personnel will make themselves familiar with the following sections of the H₂S contingency plan:
 - H₂S alarm signals
 - Action to take on hearing H₂S alarm
 - Location of Safe Breathing Areas
 - Location of Wind Direction Indicators
 - Location and use of Breathing Apparatus

MAN OVERBOARD

- Any person sighting an individual(s) in the water shall immediately begin shouting 'Man Overboard' and will proceed to throw the nearest life ring(s) to the individual(s) in the water.
- The person shouting the 'Man Overboard' call will position himself to maintain visual contact with the individual(s) in the water and will help direct the 'Man Overboard Rescue Team'.
- Any Person hearing the call 'Man Overboard' will immediately locate the caller and relay the information to the CCR/Bridge.
- The Master will take charge of the overall rescue operation and will start the Standby list (if available) to provide assistance giving clear instructions as to the location of the individual(s) in the water.
- If at night, a light should be directed on the individual(s) in the water to facilitate maintaining visual contact.
- If conditions permit the Master may authorize the launching of the 'Rescue Craft' named by the 'Man Overboard Rescue Team'.
- The Crane Operator on tour should designate two routeabouts to man the Rescue Boat and two routeabouts to assist on deck. The Crane Operator should then proceed immediately to the crane nearest the man overboard and prepare to winch out a personnel basket to assist in retrieval.

RESCUE TEAM	
Master	Command - Co-ordinate rescue
3rd Mate	Co-swain
Mechanic (On duty)	Assist as directed
Electrician (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
RSTC (On duty)	Assist as directed - Provide medical care if casualty
HOSPITAL	
Medic	Prepare hospital to receive casualty


FIRE AND EMERGENCY STATIONS

COMMAND CENTER - CONDUITAGE	
Master	Overall command - Co-ordinate all emergency response activities
Installation Manager	Co-ordinate well control / drill floor response
Chief Engineer	Provide technical support
2nd MATE/CO (On duty)	Mainline navigation / DP watch as directed
3rd MATE/CO (On duty)	Co-ordinate radio communications, assist as directed
Radio Operator	Co-ordinate radio communications, assist as directed
Company Man (Senior)	Co-ordinate direct response only
EMERGENCY RESPONSE TEAMS	
TEAM #1 - FIRE LOCKER #1	
Team Leader	Local Command - Assess fire
Crane Op (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
TEAM #2 - FIRE LOCKER #2	
Team Leader	Local Command - Assess fire
Crane Op (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
DAMAGE CONTROL & ENGINEERING	
POWER & SERVICES - ECR	
2nd Asst. Engineer (On duty)	Mainline ECR Watch
3rd Asst. Engineer (On duty)	Assist as directed
Officer (On duty)	Assist as directed
TECHNICAL TEAM - ECR	
Team Leader	Team Leader
Electrical Supt.	Assist as directed
Mechanical Supt.	Assist as directed
Driller (On duty)	Assist as directed
Electrician (On duty)	Assist as directed
E.T. (On duty)	Assist as directed
Mechanic (On duty)	Assist as directed
Welder (On duty)	Assist as directed
BOP CONTROL ROOM	
Asst. Sub-sea Engineer	Secure BOP Room
HELIDECK OPERATIONS TEAM	
Local Command	Engage fire & hose parties
Don fire suit, Assst as directed	
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
Routeabout (On duty)	Assist as directed
PERSONS WITHOUT EMERGENCY DUTIES	
All personnel without emergency duties are to report to their Abandon Unit Muster Station immediately dressed in full PPE and lifeboats. All the 'Abandon Unit Station' personnel shall form up in an orderly fashion and standby for mustering and to assist as directed by the station commander.	

FIRST AID TEAM - HOSPITAL	
Medic	Provide medical treatment
Floorman (On)	Stretchers - Assist as directed
Floorman (On)	Stretchers - Assist as directed
Floorman (On)	Stretchers - Assist as directed
ACCOMMODATION CLEARING	
Camp Boss	Local Command - Co-ordinate - Notify bridge when bunk check is complete
Cook(s) (On duty)	Secure kitchen equipment
Galley Hand (On duty)	Assist as directed
Laundry Man (On duty)	Assist as directed
W/R (On duty)	Assist as directed
Note: These are first response duties, after performing these report to 'Abandon Unit Station'	

WELL CONTROL TEAM - DRILL FLOOR	
Toolpusher (On duty)	Local Command - Assist as directed
Chief Rig (On duty)	Well control
Driller (On duty)	Assist as directed
Asst Driller (On duty)	Assist as directed
Asst Driller (On duty)	Assist as directed
Pumpman (On duty)	Standby pump room
Floorman (On duty)	Assist as directed
Floorman (On duty)	Assist as directed
Senior Sub-sea Engineer	BOP Control Panel

EMERGENCY BALLAST TEAM	
Master	In Command - Bridge
Chief Mate	Assist as directed
2nd Mate (On duty)	Ballast Panel - Port Fwd.
Toolpusher (On duty)	Ballast Panel - Port Fwd.
2nd Mate (Off duty)	Ballast Panel - Port AR.
Toolpusher (On duty)	Ballast Panel - Port AR.
3rd Mate (On duty)	Ballast Panel - Stbd. Fwd.
Asst. Driller (On duty)	Ballast Panel - Stbd. Fwd.
3rd Mate (Off duty)	Ballast Panel - Stbd. AR.
Asst. Driller (Off duty)	Ballast Panel - Stbd. AR.

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Station Bill			

1 EMERGENCY RESPONSE MANUAL STATION BILL APPROVAL

Revision 7

Revision Date: April 2004


Revised by: Shelli Weiss

Approved by:


 Jurgen Sager, Regional Operations Manager

June 14, 2004

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APPROVED BY

10-13-08


John Keeton, Rig Manager Performance

10/17/08


Mac Polhamus, Division Manager

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