

From: Allen, Thad ADM  
Sent: Sunday, May 23, 2010 9:14:04 PM  
To: JHL  
Subject: FW: BP Houston Update

More ...

-----Original Message-----

From: Cook, Kevin RDML  
Sent: Sunday, May 23, 2010 9:10 PM  
To: Neffenger, Peter RDML  
Cc: Allen, Thad ADM; Landry, Mary RADM  
Subject: BP Houston Update

Peter,

I'm wrapping up here for the day. I attended the 1630 management meeting and plans remain the same as reported in my earlier email. BP is executing their plan to be ready for the Wed top kill, and they are focused on details like which hoses are hooked up, what pressure sensors are working (acoustic telemetry back to ROV), and the like. They are truly engineers.

I think BP clearly understands that one path forward is not enough. While there is significant focus on the top kill, there is very strong focus on the post top kill (failure) path. This would very likely be a procedure where the riser is cut above the LMRP (lower marine riser package which sits on top of the BOP). BP conducted a test cut at Oceaneering Corp today and it was successful. If attempted on site, the quality of the cut will be integral to the way forward. BP has fabricated a LMRP "cap" (snug fit following a good cut) and a "top hat" (less precise fit due to a bad cut). Both are outfitted with methanol and nitrogen purge to avoid the hydrates. Whether the cap or top hat is used, it will be connected to a riser and collected on the surface similar to the RITT. As I mentioned earlier, oil outflow would be increased after the riser is cut and before the cap or top hat is installed.

I believe my presence in representing the NIC has served some value. The senior BP folks are very concerned that the senior government folks understand their level of effort. In addition to having my questions answered in meetings, I created the opportunity to engage key BP seniors in their work spaces. They were very willing to make time and seemed candid in their assessments of COAs and potential pitfalls. My engagements were a tangible reminder of the NIC's interest.

My overall sense is that BP is moving as quickly as they can. There really are a lot of details to tend to when working with the specialized equipment at such great depths and such a large number of support vessels on the surface (in a relatively confined area). I am neither optimistic nor pessimistic regarding the Wed target date; time will tell.

I would propose to spend one more day walking around, engaging the BP seniors, and gaining the 1st hand assessment of progress. Unless directed otherwise, I will return to DC late Monday and be available to brief out on Tuesday.

-Kevin

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