

From: MacKay, John (Aberdeen)
Sent: Saturday, May 15, 2010 11:41 PM
To: Blue, Mike (Houston); Boughton, Geoff (Houston); Reid, Tony (Houston); Turlak, Rob (Houston); Redd, Eddy (Houston); Hand, Steve (Houston); Schultz, Serge; Olsen, Asbjorn (Stavanger); Kozicz, John (Houston);

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Cc: Wellings, James S; gary.wulf@bp.com

Subject: DDII BOP with Choke Vening Capabilityt

Importance: High

Attachments: image001.wmz; image004.gif; image005.gif

Gents,

Earlier today we had a meeting with Hydril BOP representatives at BP office regarding what is required to install a Choke onto the DDII BOP which would allow 'venting' off of excess pressure once the DDII BOP has been landed and latched onto the DWH Lower BOP. At the end of the meeting it was indicated this would not be an option we should pursue but things have since changed.

At the request of Jim Wellings and Gary Wulf in a telecon earlier tonight I have been asked to follow up on this request.

There will be some correspondence between Ed Hemphill (Director at GE / Hydril) with the Transocean SME on Hydril BOPs and control systems regarding changes required (Geoff / Rob?).

The initial steps to be performed are the feasibility of changes and a realistic timeframe with involvement of rig personnel.

Change the present BOP arrangement – Test Rams fitted to lower cavity / change over to another set of Shear Rams. What is involved? Availability of parts? Function hard pipework changes etc...Gaskets / seals?

Relocate lower failsafe double to outlet below these Shear Rams. Hard pipework reported earlier to be onboard rig? Gaskets / seals? Function hard pipework changes etc...

Spare gaskets for blanking outlets?

Choke would be fitted below the Shear Ram outlet (outward of the lower failsafe valves).

Review control system for adequate spare functions? Choke would require 2 functions, a regulator could be required etc...