

From: LeNormand, William [/O=CCC/OU=CCC-CLY-BACK
END/CN=RECIPIENTS/CN=LENORMANDW]

7/11/2010 7:31
PM

To: Kelley; Merrick M

Cc:

Bcc:

Subject: RE: NEXT STEP - BLUE POD Operations

Attachments:

I will be back on the 20 of July if you need me back on the rig look like all went well keep up the good work

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

From: Kelley, Merrick M [mailto:Merrick.Kelley@bp.com]

Sent: Sun 7/11/2010 1:16 PM

To: Discover Enterprise; oim.den@deepwater.com; Skidmore, Ross R (SWIFT TECHNICAL SERVICES); Ehret, Barrett J (MANATEE, INC)

Cc: Ellis, Gary G (SWIFT TECHNICAL SERVICES); Stoltz, Dan; Schilling, David A.; LeNormand, William; Van Lue, Jason; Erwin, Carter; Boughton, Geoff (Houston); Hand, Steve (Houston); Kelly, William G; Gullion, Steve D (Clover Staffing); Alan Krenek; Fuselier, Jimmy; Discover Enterprise Logistic Coordinator; Al Monthiry, Wissam; Lynch, Richard; Gray, George E; Smart, John C; Sankar, Maniram; King, Paul J (Houston)

Subject: NEXT STEP - BLUE POD Operations

DEN OIM, WSLs and Subsea Supervisors

We still have a few pieces of the puzzle to put together w/r/t the ultimate long term plan for being able to operate the Horizon BOP stack, but one of those outcomes is potentially using the Enterprise. Because of that, I felt it was important to give everyone some perspective on timing and requirements, as follows:

Timing

- * The earliest we would need to switch control of the BOP to the blue pod would be July 14th to July 15th (based on success with the capping stack work that is currently ongoing)
- * The latest we would need to switch control of the BOP to the blue pod would be July 31st (coincides with the change out of the Q-4000 and Clear Leader as containment vessels)
- * The most likely, and subject of this email, we would need to switch control of the BOP to the blue pod would be July 20th (coincides with most probably subsea construction and SIMOPS success cases)

Objective : Reduce dependancy on Yellow Pod and Operate from Blue Pod

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- * Establish Blue Pod Operation (requirement #1)
- * The Clear Leader has to be ready to flow back (requirement #2)

Equipment Plan

- * Attached is a scope of supply for the operating/deployment system we have utilized on the Q-4000 and the one most likely to be employed form the Enterprise. Please note that some of this equipment is already onboard the rig, while other components are in Fourchon and/or Houston.
- * The key thing that this attachment gives the weights and dims of the equipment to help plan for deck layout/management scenarios.
- * The current plan is to mobilize the remaining equipment that is not in Fourchon to Fourchon Heavy Lift by Tuesday (July 13th)

Logistic Plan

- * Load required Oceaneering LARS equipment and Cameron equipment onboard next vessel enroute to the Enterprise by July 13th to ensure the vessel can sail Wednesday (July 14th)

People Plan

- * Mobilize required Oceaneering (TWOCS) and Cameron personal to the Enterprise on July 14th.

Rig up Plan

- * Equipment arrives offshore to Enterprise = July 15th
- * Rig up, install, load test of LARS = July 15th to July 18th
- * Install UTA with LARS on seabed = July 19th
- * Deploy mux cable and hotline with LARS, hook up and power up the blue pod from the Enterprise = July 20th

Engineering Plan

- * Need to run a swab with TOI engineering to finalize assumptions on structural members in this location based on previous work conducted for the Spirit

Attachments

- * OIE LARS Scope of Supply
- * DEN and DSP comparison of LARS location

Please don't hesitate to give me a call or email with questions. This information is to get the ball rolling on this effort.

Thanks

Merrick

<<Lars on DS and DE.doc>> <<0370206.pdf>>

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