
 CAMERON CONTROLS				Date 28/JUNE/2010	
Daily Report Sheet					
Project Title: SUBSEA Blue POD INTERVENTION		Client : BP/ TRANSOCEAN		Location: GOM MC399	
RIG NAME: Horizon / BP		Prepared By: William LeNormand		Contact No: 281-366-7376	
Worksite Contacts: (Name, Company, Tel & Fax)		Cameron Field Representatives: William LeNormand			
Ray Picard, Transocean		JL Hall			
Summary of Service Performed and equipment Worked on: (Including Description, Serial No and Part No.)		<i>Work Codes:</i> Electrical – E Hydraulic / Mech. – M		<i>Software – SW</i> Other / Admin – O	Type
28/JUNE/2010 Travel					Hrs
29/JUNE/2010 <ul style="list-style-type: none"> Departed Homa at 3:30 am for BP Heiloport Arrived at BP Heiloport at 4:30 am for check in for the Discoverer Enterprise Arrived to the Discoverer Enterprise approx 9:45 am at 12:15pm to 1:30pm attended safety briefing Located Cameron equipment the Job box is on the Q4000 due to weather it was not shipped last night Meet with sub sea on work scope If we can't get the pod up to night the sea may be a factor and could delay the job 					
30/JUNE/2010 <ul style="list-style-type: none"> Installed WinT in the two laptops and the INI. Check With sub sea on the Nas. Of Bop fulid Checked the cable for sem Started cutting the tubing and PBOF Stand by for pod 					
1/JULY/2010 <ul style="list-style-type: none"> Have a leak on the blue pod ROV function for the stingers need to get ROV feed to help With the problem trying to get to the boat to help Due to weather we cannot change the heading of the vessel to pull pod at this time Will be on standby till we the heading right to pull the pod The first PETU was sent to the heliport 					
2/JULY/2010 <ul style="list-style-type: none"> Trying to get on the work boat to help with the problem with pod On standby for boat to look at the leak on the blue pod Pulled the ROV to get tool to open the ball valve on the subsea ACC. 					
3/JULY/2010 <ul style="list-style-type: none"> 12:00 PM Started work on the blue pod and found that the valve for the ROV was passing At 2000 psi so ask Ray to go to 3000 Psi Closed valve Pumped up acc. To 3000 this took 2hr Opened ball valve and the pod Stack stinger De-energize than Retract Riser stinger Went to De-energize and then Retract 3:30 started running pipe to pull pod 12:28 on stand for off loading oil 16:13 ROV to hook up to pod 35' from pipe to pod 16:25 Tried to Retract stinger and hot stab leaked at the pod reinstalled the hot stab and pressured up on the hot stab with 2500 psi and would not retract pumped The Acc. Up to 3100 psi and it retract with no problem 					

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<ul style="list-style-type: none"> 17:50 picked pod up on AFT top drive pod came off the LMRP and drifted out and the ROV did a fly by the PBOF cable was hanging ,ROV stab was removed and the ROV was following it to the moon pool Stand by on pulling the pod due to the PRS is down MMS will be on the rig at tomorrow at 12:00 to start pod work 		
4/JULY/2010 <ul style="list-style-type: none"> 00:00- 06:00 06:00-06:45 06:45-12:00 12:00-13:00 13:00-14:21 14:00-15:08 	<p>Aft Rotary continue pull out the hole with the Blue Pod up, the OI3 Rov retrieved the 200" jumper with the 17 D , and stored on the accumulator pack, the Enterprise Rov followed the Blue Pod to surface</p> <p>Skid the cart under the Blue Pod, and land and secure on cart and Move the Pod to area in Moon Pool for evaluation and Deck Testing. While standing by waiting on the MMS and USCG, get hot lines ready, with tools need to remove the component we prep on the Olympic Challenger.</p> <p>Held meeting with Enterprise Team, Bp, MMS, USCG, Cameron, Tim Williams and Ray Picard. Discussed the scope of work with the Blue Pod, with removing and tagging components. (Reviewed the Hazards in the work area and communication in work area) The group met in the work area inspected and began The work scope.</p> <p>Remove and tagged components. Below is the list of components list as Items on Blue Pod.</p> <p>Item #1 1- 3/8" Pilot line for pod select Item #2 1- 3/8" Conduit/Hot line read back line Item #3 1- 1/2' solenoid valve supply Item #4 1-62 flange for the supply line.(pod S1 supply) Item #5 1- Mux cable with Rough Neck connector. Item #6 1- PBOF cable from the STM/SEM Item #7 1-STEM strap Item #8 1- PBOF cable for SEM to STM Item #9 1- Bandit Clip for securing the Rough Neck Connector. Item #10 1- O-Ring from the PBOF cable. Item #11 1- O-Ring from the PBOF cable. Item #12 1-RCB cable Item #13 1- PBOF cable from the STM/SEM Item #14 1- O-Ring from the PBOF cable. Item #15 1- SAE Flange X NPT Hydraulic supply line, Note found shaving in flow meter, cause from cutting the 1 1/2" supply line on the Olympic Challenger.(Took Item #15 out the lock box to use to hook up the 1" supply line, once the correct fitting get out here will but back in the lock Box. Item #16 1- Sample of the Shavings Item #17 1- PBOF cable from the STM/SEM Item #18 1 Bandit Strap Item #19 1- O-Ring from the PBOF cable. Item #20 1- O-Ring from the STBM Item #22 1-O-Ring from SEM Item #21 1-O-Ring from STM</p> <p>Made up 1" Hydraulic Supply line, for the deck test on the Blue Pod in the subsea shop</p>	



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- 15:08-16:02 Attempted to locate 1 1/2' x 1' Swedge Lock fitting with 5000 psi work pressure to connect to the flow meter for the 1" Hydraulic supply for The Blue Pod. (Remove Item #15 to use to hook up the 1" Hydraulic Supply line for the deck test of the Blue Pod. This item will be put back into the lock box.
- 15:08-17:52 The blue and yellow pod did not have the same pipe work when the pod Select valve was removed by the Rig this is why the parts from Cameron Did not work
Electronics Tech installed the new PBOF cables from the STM to SEM.
PN 2185879-22-05
- 17:52-18:00 Powered up Blue Pod on A SEM and got verification that PETU was communicating with the Blue Pod.
- 18:00-19:00 The Blue Pod Recovery Team suspended scope of work for dinner.
Open Hydraulic Supply to the Blue Pod, and supply hose for the Bop room ruptured, change out hose, open Hydraulic Supply
- 19:00-20:04 To Blue Pod, no leaks.
- 20:04-20:10 Selected SEM A, reviewed the position of the regulators switched to SEM B
- 20:10-20:20 And reviewed position of regulator no concerns.
- 20:20-21:30 Retracted Stack Stingers and energized both LMRP, and Stack Stinger.
Deck test the Mark II Blue Pod as per Cameron Procedures, on the A SEM.
- 21:30-23:39 Deck test the Mark II Blue Pod as per Cameron Procedures, on the B SEM.
- 23:39-00:00 Notice that BOP manifold Regulator began leaking, The Pod Recovery Team suspended operation till morning. Team gathered in the sub sea Shop and discussed the scope of work for tomorrow.
- 00:30 Will order a new regulator from Cameron to replace the BOP manifold Reg.

Started on report will send when tomorrow

5/JULY/2010

- 06:00-08:00 Attended departmental meeting with Bp, Transocean and reviewed the planned operation for the day.
- 08:00-09:20 Standing by waiting on the Blue Pod team gather and continue with the Blue Pod Testing.
- 09:20-09:54 Rig up PETU, power up Blue Pod on SEM B got verification Blue Pod communications.
- 09:54-10:04 Performing check on Blue Pod on A and B SEM for the Sub Sea Electronics Module Test.
- 10:04-10:27 Performing check on Blue Pod on A and B SEM for the Sub Sea Electronics Module Test, as per Cameron procedure, perform Deadman test and failed watt the time at 3.5 minutes did not fire Deadman, once we put the power back on the PETU the Deadman fired, on SEM A.
- 10:27-11:27 Review drawings # SK-122178-21-06. Perform Battery check on 9 and 27 volt with a new calibrated meter (Fluke Type 115 RMS MultiMate Serial #12990354 Item #2538790 (1) GAH9. The SEM A 9 volt reading 8.78 volts SEM B 9 volts reading .142 volts reading on the 27 volt 7.61. Dustin Atwood the Transocean person checking the Battery, ET Supervisor.
- 11:27-12:37 Blue Pod Team break for lunch.
- 12:37-13:15 Held discussion about the Blue Pod, calling town and what is the next step to move forward with the Blue Pod.
- 13:15-13:49 Held conference call with town about continue completing the Subsea Electronic Module Testing.
- 13:49-14:20 Blue Pod Team returned to the Blue Pod work area, and prepared to continue with Electronics Module test on SEM B.

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<ul style="list-style-type: none"> 14:20-15:45 15:45-17:00 	<p>Began test on SEM B with the Electronics Module test as per Cameron Procedure. Test unsuccessful Review the procedure, that addresses the issues with the Deadman.</p> <p>Review the paper work and sign off on the Blue Pod test procedure, and</p> <p>The Electronics Module Test, up date the reports and give copy to the MMS and USCG.</p>	
<p>6/JULY/2010</p> <p>8:00- 10:00</p> <ul style="list-style-type: none"> Order parts from Cameron 1 n2 pump to be charged to BP \$38000.00 Order 1 ½ regulator for BOP manifold to replace the one on the blue pod it was rebuild in 2008 Order a 1 ½ " FNPT to 1"JIC 5000 psi for the pod S1 Supply Order parts to put a flush valve on the pod to remove the salt water 1"NPT close nipple ,T, ball valve <p>Found the slip ring from the yellow MUX</p> <p>Installed jumper and tested</p>		
<p>7-6-10 Was called to go out to the Transocean Discoverer Enterprise and relieve Country, Travel to PHI in Houma LA. Checked in and got fit tested for a respirator</p>		
<p>7-7-10 Checked in at 0430 and got fit tested for a respirator, got to rig at 0845 went through safety briefing, finished up with briefing 01020 changed into work clothes went and found Country he was trying to finish up with getting both PETU up and running so I helped him on getting it tied in to the MUX reel and he found that both PETU were cross talking Country wanted to tie the MUX cable straight into the SEM and bypass the 700 ft PBOF cable, we found that it worked fine so the 700 ft PBOF cable is just straight wiring it does not have shielded wiring in it so we got with SUBSEA Ray and BP rep Randy to ask them what they want to do Randy said that no matter what we have to use the 700 ft PBOF cable so Country told them no problem but we will not be using both PETU just one of them and we would have to shut down the system when we change between SEM A & SEM B. BP agreed with that. Country left the rig at 1530 and I went with Ray and the boys to put pressure on the Blue POD and start function testing the POD per deck test procedure after doing a bleeder port test on all valves we went in to doing the function test after a complete function test on both A&B SEM's we found the ST-lock valve not working properly and one haft inch stack stinger seal leaking on the upper outer kill port. I found a rebuild kit for the ST- lock valve Ray is going to have the night crew rebuild the valve and replace the ½ inch stinger seal then we will run through another test on the POD.</p>		
<p>7-8-10 Ray and I went out and found the night crew had rebuild the ST-lock valve and replace the stinger seal. I powered up the PETU and turned on the fluid so we could run through another function test with the ST-locks and found that the valve is still sticking. We removed the valve took it apart and found some small burs on the shuttle where it slides on both end caps of the valve we polished the burs off reassembled the valve installed it back on the POD pressured up the system and made a function test. Found that the valve is working as designed dropped both stingers to check for more stinger seals leaking I found 9 haft inch seals leaking, 5 on the riser stinger, 4 on the stack stinger and 2, 1 ½ inch seals leaking one on each stinger we replaced the bad seals and pressured up again to check for leaks no leaks found, test completed. We arranged to get the POD moved to well center to be ran back down to the stack. Me, Ray and Randy tied floats to the 700 ft control hose and cable every 60 ft. after we tied on all floats we started rolling the hose and cable onto the POD. Due to testing on the drill floor we were on standby until they are complete with testing. Ray and Randy attached the hose and cable ends to the stab plate that they made.</p>		
<p>7-9-10 over the night they ran the POD down to 40 ft of the stack. Around 0930 started moving the POD into position on the stack once put into place around lunch time Ray told me to get packed up</p>		

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	Ray and I were going back to shore. Got my FSO signed by BP rep. Chopper back to land and start my trip home around 1930. 7-10-10 Returned home.		

Total Daily Hours:	HYD / MECH:	OTHER:	SW:	ELEC:
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ISSUES AND ACTIONS	DATE SUBMITTED	STATUS	DATE CLOSED

Project Summary Status.

Field Performance Report Register (FPR)		

Technical Query Register (TQ)							
TQ No	Date Raised	Raised By	Submitted To	Date Response Received	Result Closed / open	Date closed out	Closed out authority.

Software Corrective Action Report Register (SCAR)							
SCAR No	Date Raised	Raised By	Submitted To	Date Response Received	Result Closed / open	Date closed out	Closed out authority.

Material Request Register (MR)							
Material Request No	Date Raised	Raised By	Submitted To	Airway bill no.	Parts Shipped	Partial Delivery Rec'd	

Engineering Change Notification Register (ECN)			
ECN No	ECN Description	Work Completed by.	Date closed out

Job List. (Details of Work scope to be carried out.)

[illegible]

