

From: Skelton, Jake  
Sent: Sun May 04 23:38:02 2008  
To: Reed, James T; Spears, Randy  
Cc: Knudsen, Torben; Guide, John; Keeton, John; Little, Ian; Daigle, Keith G  
Subject: Forward plan for BOP annulars  
Importance: Normal

Gentlemen,

I have talked to Torbin, John Keeton, Ian Little so far today.

I have yet to get a hold of John Guide.

The consensus is that the following is the agreed plan for the BOP annulars.

Once at surface we should carry out a visual inspection of both annulars.

This inspection would be the customary one run to visually check that everything is in place and no surprises.

The rig is to commence mobilization to Tamara as soon as the BOP's are secure on surface and all pre-move tasks are carried out. (Pre-move task include the rig's decision weather or not to load / off load the work boat at that time)

We will test only the upper annular prior to running the BOP stack for the P&A on Tamara.

The Houston office will contact MMS Monday morning to inform them that the P&A work on Tamara will be conducted with only the Upper Annular, with the Lower Annular locked out.

Wholesale change out of both Annulars will be done prior to the Freedom well.

The risks that were discussed;

1) Upper Annular tests on surface and fails on sea floor.

Mitigation; two options.

A) Pull the LMRP and repair annular(s).

B) Depending at what point in the P&A operations the failure happens; Contact MMS and discuss finishing the P&A operations with drillpipe rams only.

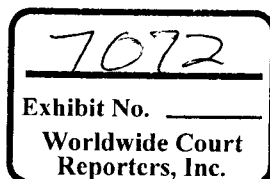
2) MMS request that both annulars are working prior to running BOP stack

a) Result would be changing gears and start repairs after starting mobilization to Tamara starts

b) Feel this is a low probability scenario and we are willing to take that risk.

If this is unclear, please do not hesitate to call me. I am home tonight.

Jake Skelton



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