

HANDOVER NOTES

February 12, 2010

We finally got to the MACONDO well MC-252. Field Arrival Trials were conducted and completed. Everything in sat condition.

SDP/Bridge Equipment

Still getting Net B errors on all the OS consoles. All other bridge equipment is in sat. condition just as you left it. All UPS' were tested as part of the Field Arrival test. The History station OS9 was rebooted.

Reference Systems/Sensors

GPS #3 is currently in monitor as it was when you left. Still waiting for the replacement antenna (RMS 1550038104614) GPS#1 is in and out, it is in monitor at this time. We are still waiting for the antenna and its connectors (RMS 1550038104552) The draft sensor is still in manual. Kongsberg has identified the fix for the software anomaly related to the draft sensors. A visit from a Kongsberg software engineer to the rig will be required in order to implement the fix. We have received a copy of the procedure of what they will need to do. James Kent suggested we wait until the next rig move. There are emails in Outlook if you want to take a peek. All other sensors are sat.

HiPAPs

We are also still waiting on a monitor for the APOS in the ECR (RMS 1550038104952) The STBD HiPap is in the raised position the computer is out of service. There are 3 spare batteries PF. Yancy and I replaced battery from TP 4282 in transit to Macondo. All transponders were changed back to there original channels

Fire and Gas System

Sprinkler system was loosing pressure. Pressure was down to 6.0 bar The system was pressured back up to 7.0 bar. There were a few problems one being the pressure relief valve, and the sight glass. The problem was temporarily fixed and has not been giving us any problems. Yancy reset the fire and gas a few times this hitch all detectors in passive/inhibited have been logged in the binder.

SVC

PCU's were rebooted twice this hitch. Tried to clear the net errors wasn't quite a success but they managed to clear a few of them.

The Electricians changed out the UPS batteries on SWBD #7 and #8. SWBD #3 and #7 are still showing UPS failures. During our 6 day maintenance period ESD #4 was tested. We were told that it worked as it was intended to.

Ballast System

The ballast system hasn't changed much since you were last here. Most of the valves timeout and the regulator valve SA needs to be pulsed up a few times to get it to work. I find the easiest way to get the valve open is by acknowledging the alarm, resetting, pulsing up and then finally giving it the open command.

Bulk System

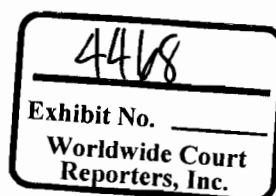
Chief mate and Bosun changed out a few valves this hitch two air valves and regulator valve. Valves XV214161 and XV255036 have been changed out. Valve XV255038 has been fixed. Valve XV255085 has to be operated manually due to the actuator not hooked up.

All bulk straps are up to date on the white board

Engineering

General maintenance on engineering equipment was conducted throughout my hitch. Purifier #4 is having issues it continues to trip. They have begun troubleshooting. Engine #1 is still blocked. They are still waiting on the turbo to get in.

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Generator #3 is back in service someone came out to help install the turbo. A spool piece has been replaced on SW Service Pumps #5 and #7. The discharge valve (VX323072) for SW Service Pump #2 will need to be replaced. The Engineers think that the shaft has broken from the paddle. The valve is showing open on the SVC but it is actually closed.

Thrusters

Thruster #2 is still O.O.S

Thruster #3 had a thruster motor leak earlier this hitch we didn't get an alarm while it was running. Engineers swapped the motor from thruster #2 to thruster #3. The thruster motor leak and thruster failure alarm is just a faulty sensor now so don't be alarmed.

Charts/Pubs

All is up to date. Still waiting on Pubs to come in. Chart 11323 came in.

Misc.

Due some issues on the drill floor Captain has asked that all jobs that we conduct here on the bridge that have a TSTP get printed out as a job and signed out once job is complete.

Ballast control Drill was input into GRS.

There are survey boats in the area. The lead vessel is the Western Trident. They are monitoring VHF ch. 16 and their cell # is 713-296-5370 in case you can't get a hold of them on the VHF.

Well that about covers it. IF there is anything I missed which I probably did check out Yancy's notes as well.

About your wedding just give the exact dates so that I can save the date. Have a good hitch see you when I get back.

Call if you need anything

Dre

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