



CHANGE PROPOSAL

Proposal No.: SS-10

| | |
|------------------------------------|------------------------------------|
| LOCATION (Name): Deepwater Horizon | DATE: 11/21/04 |
| CHANGE TITLE: BOP Test Rams | SUBMITTED BY: Kenneth-Peter Hildre |

REASON FOR CHANGE (CIRCLE ONE)

| | | | |
|-----------------|---|--|--------------------|
| Non-Conformance | Corrective Action <input checked="" type="checkbox"/> | Preventative Action or Routine Observation | Identification No. |
| | | | (If Applicable) |

CHANGE TYPE (CIRCLE ONE)

| | | | | |
|--|------------------|-----------------------|-------------|---|
| Organization | Policy/Procedure | Change to Regulations | MODU Design | Other <input checked="" type="checkbox"/> |
| Documented Practices MODU Operating Criteria Safety Systems/Critical Ops. Equip. | | | | |

SECTION A: Proposal Description, to be completed by Originator - additional details to be attached if necessary.

| | | |
|--------------------|----------------------------|----------------|
| Department: Subsea | Name: Kenneth-Peter Hildre | Date: 11/21/04 |
|--------------------|----------------------------|----------------|

Present Condition (What is the problem?) Bop Testing consumes rig critical path time. Trip times in deep water to run the BOP test plug and testing frequency significantly extend critical path of the well operation.

Proposal Reasons / Benefits (Expected Impact): Enhance rig w/ test ram capability. We will be converting the lower most ram cavity on the Deepwater Horizon to an inverted test ram. This will significantly reduce total time for BOP test by eliminating the need to pull out of the hole for a test plug. Our lower kill line will have to be modified and moved up to the next outlet. And our P/T sensors will be moved down to the lower most outlet. This will require TOI personnel and Cameron personnel as well to complete this work. Maximum test pressure ratings on all components will stay the same as they are now 15K. This project is estimated to cost 115k-120k. This will greatly help in performance of BOP test time on the Horizon. NOTE: MMS has stipulated that we tag out the rams and lower choke valves as "Out of Service" at each remote station, which will be done on both the Driller panel and Bridge Panel.

| | | |
|--|----------|-------------------------------------|
| Required Resources, Materials and Labor TOI personnel, Cameron and TIC | Major | <input checked="" type="checkbox"/> |
| | Moderate | |
| | Minor | |
| Department Supervisor: Mark Hay | Date: | |

SECTION B: Risk Factors (Brainstorming)

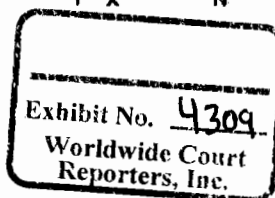
| | Y | X | N |
|---|---|-------------------------------------|-------------------------------------|
| Does the Change require a Risk Assessment? | | <input checked="" type="checkbox"/> | |
| Does the Change impact regulatory requirements? | | <input checked="" type="checkbox"/> | |
| Does the Change affect the Lightship or Center of Gravity (calculations)? | | | <input checked="" type="checkbox"/> |
| Does the Change a modification of installation drawings? | | <input checked="" type="checkbox"/> | |
| Does the Change Regulatory/Class approval? | | <input checked="" type="checkbox"/> | |
| Does the Change require Vendor involvement? | | <input checked="" type="checkbox"/> | |
| Does the Change require acceptance testing upon completion? | | <input checked="" type="checkbox"/> | |
| Does the Change affect spares inventory? | | <input checked="" type="checkbox"/> | |
| Does the Change alter Environmental risk? | | | <input checked="" type="checkbox"/> |
| Does the Change affect Safety Systems? | | <input checked="" type="checkbox"/> | |
| Does the Change require a new or different material? | | <input checked="" type="checkbox"/> | |
| Does the Change require new/revised software? | | <input checked="" type="checkbox"/> | |
| Does the Change require design calculations? | | | <input checked="" type="checkbox"/> |
| Does the Change require engineering approval? | | <input checked="" type="checkbox"/> | |
| Does the Change alter operating procedure? | | <input checked="" type="checkbox"/> | |

Risk Factors Findings

SECTION C: Documentation

| | |
|---|----------------|
| Drawing No.: | Drawing Title: |
| Other Documentation Required: | |
| Formal Risk Assessment Recorded (attach if necessary) | |

Y X N



CONFIDENTIAL

TRN-INV-01262577



CHANGE PROPOSAL

Proposal No.:

SECTION D: Weight Changes, to be completed by the Structural Responsible Person

| | | | |
|---------------------------------|------|------|------|
| Is there a weight change? Y N X | | | |
| Weight Change + | VCG: | LCG: | TCG: |
| - | | | |

SECTION E: Welding Procedures, to be completed by the Structural Responsible Person

| | |
|------------------------------------|-------------|
| Welding Procedures Required? Y X N | WPS No./Ref |
|------------------------------------|-------------|

SECTION F: Approvals

| | SIGNATURE | NAME | DATE |
|--------------------|-----------|------|------|
| Technical Manager | | | |
| Rig Manager | | | |
| Operations Manager | | | |
| Facility Manager | | | |

SECTION G: Agency Approving Review

| | |
|---------------------------|--------------------------|
| Approval Required? Y N X | |
| Agency: | |
| Date of Agency Submittal: | Contact: |
| | Date of Agency Approval: |

SECTION H: Technical Support, to be completed if engineering support is required.

| |
|-----------------------------------|
| Technical Support Required? Y X N |
| Engineer Assigned |

SECTION I: AFE

| | |
|----------------------|-------------------|
| AFE Amount \$115,316 | AFE No.: 45121020 |
| Local Tracking No.: | BSD: |
| Date of Completion: | Final Total Cost: |

SECTION J: Close Out

| | SIGNATURE | NAME | DATE |
|---|-----------|------|-------|
| Proposal work fully completed | | | |
| Drawings revised | | | |
| Drawings agency approved | | | |
| Equipment documentation package received | | | |
| Equipment documentation package agency approved | | | |
| Proposal Closed Out | | | |
| Rig Manager: | | | Date: |

Sheet 2

rig_dwh, maintenance

From: rig_dwh, oim [oim@dwh.rig.deepwater.com]
Sent: Tuesday, November 23, 2004 4:59 AM
To: DWH Toolpusher; DWH Sub-Sea; DWH Maintenance
Subject: FW: SS BOP test Rams.xls
Importance: High
Gentlemen,

This MOC was revised by Ken Reed. Kenneth make sure we send this one and keep it on file.

Jimmy Harrell
Deepwater Horizon OIM
Phone - 713-232-8265 or
713-232-8262.

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

From: Reed, Ken [mailto:KReed@houston.deepwater.com]
Sent: Monday, November 22, 2004 11:33 AM
To: Rig_DWH, Oim
Subject: FW: SS BOP test Rams.xls
Importance: High

Jimmy,

See the changes that I've made.

Ken

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

From: rig_dwh, oim [mailto:oim@dwh.rig.deepwater.com]
Sent: Sunday, November 21, 2004 1:57 PM
To: John Keeton
Cc: KReed@Houston.deepwater.com
Subject: FW: SS BOP test Rams.xls
Importance: High

John / Ken

MOC for Inverted Ram, original sent in rig mail for signatures.

Jimmy Harrell
Deepwater Horizon OIM
Phone - 713-232-8265 or
713-232-8262.

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

From: rig_dwh, maintenance [mailto:maintenance@dwh.rig.deepwater.com]
Sent: Sunday, November 21, 2004 3:24 PM
To: Horizon Oim (Deepwater Horizon OIM)
Cc: Horizon Subsea (Deepwater Horizon Subsea)
Subject: SS BOP test Rams.xls
Importance: High