UNIVERSITY OF CALIFORNIA

MEMORANDUM

To: Public Information (MS 5034)
From: Plan Coordinator, FO, Plans Section (MS 5231)

Subject: Public Information copy of plan

Control # - S-05660
Type - Supplemental Exploration Plan
Lease(s) - OCS-G01572 Block - 189 South Timbalier Area
Operator - Chevron U.S.A. Inc.
Description - Well H
Rig Type - JACKUP

Attached is a copy of the subject plan.

It has been deemed submitted as of this date and is under review for approval.

Karen Dunlap
Plan Coordinator

<table>
<thead>
<tr>
<th>Site Type/Name</th>
<th>Bottom Lse/Area/Blk</th>
<th>Surface Location</th>
<th>Surf Lse/Area/Blk</th>
</tr>
</thead>
<tbody>
<tr>
<td>WELL/H</td>
<td>G01572/ST/189</td>
<td>6350 FSL, 6758 FWL</td>
<td>G01572/ST/189</td>
</tr>
</tbody>
</table>

ISS JUL 6:01PM 1:23

NOTED - SCHEXNAILDR
## Worst-Case Discharge Analysis

<table>
<thead>
<tr>
<th>Category</th>
<th>Regional OSRP &quot;Near-shore&quot; Worst-Case Discharge Scenario</th>
<th>Regional OSRP &quot;Far-shore&quot; Worst-Case Discharge Scenario</th>
<th>EP</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of Activity</strong> (Types of activities include pipeline, platform, caisson, subsea completion or manifold, and mobile drilling rig) **</td>
<td>Pipeline</td>
<td>Sub-sea completion</td>
<td>Supp. EP</td>
</tr>
<tr>
<td><strong>Spill Location (area/block)</strong></td>
<td>Chandeleur Sound Addition Block 11, (Inside barrier islands)</td>
<td>Green Canyon Block 205, OCS-G 6911</td>
<td>South Timbalier 189 OCS-G-1572</td>
</tr>
<tr>
<td><strong>Facility Designation (e.g., Well No. 2, Platform JA, Pipeline Segment No. 6373)</strong></td>
<td>20' Crude Oil line from Empire, LA to Pascagoula, MS – In state waters.</td>
<td>Well No. A-2, Genesis Deepwater Spar – MMS Facility ID No. 07</td>
<td>Well #H</td>
</tr>
<tr>
<td><strong>Distance to Nearest Shoreline (miles)</strong></td>
<td>2 miles</td>
<td>81 miles</td>
<td>38.7 miles</td>
</tr>
<tr>
<td><strong>Volume (See note below)</strong></td>
<td>146,847 barrels</td>
<td>2,404,250 barrels</td>
<td>1500 barrels</td>
</tr>
<tr>
<td><strong>Type of Oil(s) - (crude oil, condensate, diesel)</strong></td>
<td>Crude Oil</td>
<td>Crude Oil</td>
<td>Cond/Crude Oil</td>
</tr>
<tr>
<td><strong>API Gravity(s)</strong> - (Provide API gravity of all oils given under &quot;Type of Oil(s)&quot; above. Estimate for EP's)</td>
<td>22.3°</td>
<td>27.7°</td>
<td>38.0°</td>
</tr>
</tbody>
</table>

*Since Chevron has the capability to respond to the worst-case spill scenario included in its regional OSRP pending approval, and since the worst-case scenario determined for our (EP) does not replace the worst-case scenario in our regional OSRP, I hereby certify that Chevron has the capability to respond, to the maximum extent practicable, to a worst-case discharge, or a substantial threat of such a discharge, resulting from the activities proposed in our (EP).*

7. **DESCRIPTION OF DRILLING RIG AND POLLUTION PREVENTION EQUIPMENT** - Chevron U.S.A. Inc. plans to use jack-up drilling rig "Enso 95" or a similar type rig to drill the wells in South Timbalier Block 189. The rig will be monitored daily by a Chevron drilling representative and any waste oil or fuel resulting in pollution of the Gulf Waters will be reported to the representative in charge for immediate isolation and correction of the problem. Any spill will be reported to governmental agencies. Chevron will comply with all MMS Regulations during the course of the activities. The Regional Oil Spill Response Plan is discussed in Section 6. A description of the drilling rig "Enso 95" is Attachment #6.

8. **DISCHARGES** - All drilling discharges are regulated by EPA Region 6 NPDES General Permit GMG 290000 for the Gulf of Mexico, Outfall Nos. 413T AND 413A. They include the following type and estimated volumes.

### Drilling Fluids
- Although drilling mud is generally recycled, excess mud is sometimes discharged overboard. The volume and rate of discharge depend upon downhole conditions. Volume is estimated from either pump rate and length of time, or from tank capacity if the bulk discharge occurs. We estimate approximately 5,000 barrels of mud will be discharged. In no case will the discharge rate exceed 1,000 barrels per hour. Constituents of the mud are described in the list of mud additives (Attachment #7).
In compliance with 30 CFR 250.203, the following information is submitted for this proposed Supplemental Exploration Plan.

1. **HISTORY** – South Timbalier Block 189 is located off the Louisiana Coast in the Central Gulf of Mexico. A vicinity map showing the location of the block relative to the Louisiana coast is shown as Attachment #1.

2. **PROPOSED LOCATIONS** - Chevron proposes to drill one (1) additional well OCS-G-1572 “H” from the same surface location of the previously submitted Revised EP for OCS-G-1572 “F” and “G”. The surface location, bottom-hole location and total depth of this well is as follows. A location plat is included as Attachment #2.

<table>
<thead>
<tr>
<th>Block/Lease</th>
<th>Surface Location</th>
<th>Bottom-Hole Location</th>
<th>MD/TVD</th>
<th>Water Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST 189</td>
<td>6350’ FSL and 6758’ FWL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCS-G-1572 #H</td>
<td>X=2,297,096 Y=-65,933</td>
<td></td>
<td></td>
<td>145’</td>
</tr>
</tbody>
</table>

3. **DRILLING SCHEDULE**

<table>
<thead>
<tr>
<th>WELL</th>
<th>START DATE</th>
<th>DAYS</th>
<th>FINISH DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCS-G-1572 #H</td>
<td>09/10/01</td>
<td>21</td>
<td>09/30/01</td>
</tr>
</tbody>
</table>

4. **GEOLOGICAL AND GEOPHYSICAL DATA** -

The following documents are included as follows:
- Structure Maps (Attachment #3, #4)
- Schematic Cross-Section Maps (Attachment #5)

5. **ONSHORE SUPPORT BASE** - Chevron USA Inc. will use its existing onshore base facility located in Leeville, Louisiana. The base has adequate facilities for marine and air transportation to handle the equipment for this additional development plan in South Timbalier Block 189.

- Crew Boat: 8100 horsepower (5 trips/week)
- Supply Boat: 2576 horsepower (2 trips/week)
- Tug Boat: 2@ 4200 horsepower each (2 days/well)
6. **OIL SPILL RESPONSE PLAN** - The following information is regarding our approved Regional Oil Spill Response Plan (OSRP):

(1) The companies covered:
- Chevron USA Production Company, a division of Chevron U.S.A., Inc.
- Chevron Pipeline Company, a wholly owned subsidiary of Chevron Corporation;

The Regional OSRP was submitted to MMS on February 23, 2000 pending approval.

The activities proposed in this Exploration Plan (EP) are covered by the approved Regional Oil Spill Response Plan (OSRP).

(2) Our primary oil spill removal organizations that will supply equipment and personnel are:
  - Clean Gulf Associates (CGA) and
  - Marine Spill Response Corporation (MSRC)

(3) Any produced liquid hydrocarbons associated with this application will be transported by pipeline.

(4) CGA and MSRC have equipment pre-staged around the Gulf of Mexico. The major locations of this equipment are Lake Charles, Intracoastal City, Houma, Grand Isle, Port Jackson, and Venice, Louisiana; Galveston, Texas; and Pascagoula, Mississippi.

The following locations are noted as possible staging areas in the worst-case discharge scenarios in the pending Regional Oil Spill Response Plan:
- Grand Isle Shipyard – Grand Isle, LA
- Mississippi State Port Authority – Port of Gulfport - Gulfport, MS

Additional staging areas are Chevron's shorebase locations as follows:
- Intracoastal City, LA
- Leeville, LA
- Venice, LA
- Pascagoula, MS

Other staging areas will be pursued as warranted by any specific response.

<table>
<thead>
<tr>
<th>Type Storage Tank (indicate the specific oil type)</th>
<th>Tank Capacity (Barrels)</th>
<th>Number of Tanks</th>
<th>Total Capacity (Barrels)</th>
<th>Fluid Gravity (API°)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Fuel</td>
<td>358, 699, 358, 899</td>
<td>4</td>
<td>2,514</td>
<td>35°</td>
</tr>
<tr>
<td>Oil-Based Muds</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Oil-Based Inhibitors</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Aviation Fuel (JP5)</td>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Produced Fluids</td>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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*Jack-up Drilling Rig "Ensco 95"*

**BEST AVAILABLE COPY**

189st.doc

PUBLIC INFORMATION
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**DRILL CUTTINGS** - The drill cuttings are separated from the mud through the use of solids control equipment. Cuttings discharge rates and volumes will vary during the duration of the wells, and are measured by estimating the volume of hole drilled. Constituents of drill cuttings include sand, shale and limestone from the wellbore. The volume of drill cuttings discharged is estimated 1,500 barrels.

**WELL TREATMENT, COMPLETION OR WORKOVER FLUIDS** - These fluids (primarily seawater that has been circulated downhole) are sometimes discharged when in excess. The volume is calculated as for excess cement.

**SANITARY AND DOMESTIC WASTE** - The rate of discharge from the marine sanitation unit is approximately 25 gallons/man/day. An equal amount of domestic waste (from sinks, galleys, showers and laundries) is normally discharged.

**DECK DRAINAGE** - Consisting of rain water and wash water with no free oil, the volume of deck drainage is calculated by multiplying average rainfall by exposed deck area.

**UNCONTAMINATED WATER** - This includes non-contact cooling water, discharges from the firewater system, and freshwater make blowdown. Ballast water, which is sometimes used to maintain the stability of a drilling rig, might also be discharged. Volume and rates of discharge are not normally monitored.

**PRODUCED WATER** - This discharge would occur only in the instance that a production test is conducted after drilling the wells. The test would typically last 24 hours and much of the produced water would be vaporized as the hydrocarbon is burned. Excess water would be processed in a gravity separator and discharged in accordance with the limitations and conditions of the applicable NPDES Discharge Permit.

Wastes which cannot be discharged overboard will be transported to an appropriate treatment or disposal site, in accordance with all Federal, State and Local rules and regulations.

9. **HYDROGEN-SULFIDE (H₂S)** - In accordance with the requirement that the lease be classified regarding H₂S, based on the drilling of previous wells from this location, no nearby occurrences of H₂S associated with the activities were encountered; therefore, we request that the area in which the operations will be conducted be classified as an area where the absence of H₂S has been confirmed.

10. **AIR EMISSIONS** - Emissions associated with this activity will occur at a previously permitted location in South Timbalier Block 189, OCS-G 1572. As per Air Quality Regulations, tables in the attached Air Emissions Report (Appendix A) list the projected emissions during the proposed activities. Emissions from the proposed locations are estimated using the EPA Publications referenced in the tables. All calculations are based on worst possible situations. Actual emissions are expected to be considerably below those estimated.

11. **BOND REQUIREMENTS** - The activity proposed in this Supplemental EP is covered by Chevron's $3,000,000.00 area wide bond No. 89-76-1103 filed with the MMS pursuant to direction from the MMS Office of Adjudication.

12. **LEASE STIPULATIONS** - There are no lease stipulations in the South Timbalier Block 189 area which would affect any drilling or production associated with this EP.

13. **SAFETY FEATURES AND ENVIRONMENTAL SAFEGUARDS** - Chevron will comply with all pertinent regulations in 30 CFR 250.203, NTI's, and all federal and state documents to ensure that the proposed activities are safe and that there is minimal impact on the environment. Chevron will maintain compliance with the EPA NPDES Permit and lease agreement during the proposed activities in South Timbalier Block 189, Lease OCS-G-1572.

14. **NEW OR UNUSUAL TECHNOLOGY** - No new or usual technology will be used during the proposed activities in South Timbalier Block 189, Lease OCS-G-1572.
15. **COMPANY CONTACT**

   Shirley A. Rondeno  
   935 Gravier Street  
   New Orleans, LA 70112  

   E-mail address: sron@chevron.com  
   Phone: (504)592-6853  
   Fax: (504)592-6764
SURFACE LOCATION

OCS-G 1572
WELL "H"

\[ X = 2,297.036 \]
\[ Y = -65,933 \]
\[ LONG: 90.24, 31.7314^\circ \]
\[ LAT: 28.26, 53.4805^\circ \]

ATTACHMENT #2

CHEVRON

SO TIMB BLK 176 FLD
OFFSHORE LOUISIANA

SURFACE / LOCATION
BLK 189 OCS-G 1572
WELL "H"
ENSCO 95

RIG INFORMATION PACKET

TO ASSIST OPERATOR FOR

M.M.S. WELL PERMIT APPROVAL
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HULL COMPARTMENTATION
DESIGNATED SAFE WELDING AREA - M.M.S. APPROVED
LIMITS OF SERVICE ELEVATED

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CERTIFICATE OF FINANCIAL RESPONSIBILITY (U.S.C.G.)
CERTIFICATE OF DOCUMENTATION (U.S.C.G.)
CERTIFICATE OF CLASSIFICATION (A.B.S.)
INTERNATIONAL LOAD LINE CERTIFICATE (A.B.S.)
SHIP RADIO STATION LICENSE (F.C.C.)

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DIVERTER SYSTEM
DIVERTER CONTROL CIRCUIT
DIVERTER DETAIL (3 DWGS.)
B.O.P. STACK
CHOKE & KILL MANIFOLD

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HURRICANE PROCEDURES FOR JACK-UPS
WILKINS WEATHER TECHNOLOGIES LETTER OF SERVICES PROVIDED
SURVIVAL CRAFT LOCATION PLAN
STATION BILL
SECTION I

GENERAL ARRANGEMENT DRAWINGS / TECHNICAL DATA

BEST AVAILABLE COPY
ENSCO II
Main Deck - Major Dimensions
ENSICO II
Main Deck - Major Dimensions
Main Deck

1. Heliport
2. Quarters
3. Anchor Rack ((2) Bow and (2) Stern)
4. Starboard Crane
5. Port Crane
6. Anchor Winch ((2) Bow and (2) Stern)
7. Pipe Rack
8. Hatches
9. Raw Water Tower
10. Forward Leg Well and Leg No. 1
11. Starboard Leg Well and Leg No. 2
12. Port Leg Well and Leg No. 3
13. Shale Shaker, Mud Cleaner, Desander and Pumps
14. Skidding Unit (2)
15. Stairway
16. Radiators for Generators

Top of Quarters

17. Inflatable Liferafts (Port and Starboard)
18. Lifeboats (Port and Starboard)
19. Auxiliary Generator House
20. Control Room
21. Logging Unit
22. Tool House

Drill Floor

23. Cantilever Skid Girders (Port and Starboard)
24. Pipe Rack on Cantilever Skid Girder
25. Dragway
26. Pipe Ramp
27. Drawworks
28. Rotary Table
29. Dog House
30. Setback Area
1. SCR Room
2. Crane Pedestal
3. Bilge Pump (2)
4. Drill Water Pump (2)
5. Potable Water Pressure Set
6. Sanitary Water Pressure Set
7. Water Maker (2)
8. Air-Compressor/Dryer and Air Receiver
9. 150 kVA Transformer
10. 1500 kVA Transformer
11. Generators (3)
12. Mud Pump (2)
13. Charging Pumps (2)
14. Mud Mixing Pumps (2)
15. Surge Tank
16. Raw Water Tower
17. Stairs to Main Deck
18. Mud Agitator
19. F.O. Day Tank
20. F.O. Settling Tank
21. L.O. Day Tank
22. Surge Tank with Cutting Hopper
23. Cement Unit
24. Bulk Mud Tanks (4)
25. Bulk Cement Tank (4)
26. Sewage Treatment Unit
27. Water Heaters
28. Stairs to Mud Pits
29. Fire Pump (2)
30. Fuel Oil Transfer Pump (2) with Filter
CONDITIONS OF APPROVAL
FOR DESIGNATED SAFE WELDING AND BURNING AREAS

1. If a diesel intake point is located within 35 feet of the designated safe welding and burning area, the following must be adhered to:

   a. Welding and burning operations will not be performed while diesel loading or off loading operations are being performed due to the close proximity of the fuel line.

   b. A sign will be posted at the diesel intake point, indicating welding and burning will be shut down in the safe welding and burning area during diesel loading and off loading operations.

2. If a mud room hatch is located within 35 feet of the designated safe welding area, the hatch must be closed when welding and burning operations are being performed.

3. The designated safe welding and burning area will be clearly marked and identified.
ENSCO 95
LIMITS OF SERVICE
BOTTOM OPERATION CONDITIONS

The "ENSCO 95" is designed to withstand the combination of environmental conditions listed below. However, when winds exceed 95 knots, no pipe is allowed in setback. The criteria in the following table is based on the manufacturer's original design calculations:

<table>
<thead>
<tr>
<th>Design Environmental Conditions</th>
<th>Drilling</th>
<th>Survival</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Variable Load (kips)</td>
<td>4,816.00</td>
<td>2,942.00</td>
</tr>
<tr>
<td>Maximum Water Depth (ft)</td>
<td>252.63</td>
<td>252.63</td>
</tr>
<tr>
<td>(Includes all Tides)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leg Penetration (ft)</td>
<td>24.93</td>
<td>24.93</td>
</tr>
<tr>
<td>Maximum Wave Height (ft)</td>
<td>22.97</td>
<td>39.37</td>
</tr>
<tr>
<td>(Trough-to-Crest)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wave Period (sec)</td>
<td>6.80</td>
<td>8.90</td>
</tr>
<tr>
<td>Design Wind Speed (kt)</td>
<td>70.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Current (kt)</td>
<td>1.50</td>
<td>1.50</td>
</tr>
<tr>
<td>Air Gap (ft)</td>
<td>36.09</td>
<td>36.09</td>
</tr>
<tr>
<td>Footing Reaction (kips)</td>
<td>5,895.80</td>
<td>5,895.80</td>
</tr>
<tr>
<td>Footing Uniform Pressure (kips/sq. ft.)</td>
<td>52.89</td>
<td>52.89</td>
</tr>
<tr>
<td>Minimum Sea Water Temp. (deg. F)</td>
<td>32.00</td>
<td>32.00</td>
</tr>
<tr>
<td>Minimum Still Air Temp. (deg. F)</td>
<td>32.00</td>
<td>32.00</td>
</tr>
</tbody>
</table>

The drilling environmental conditions listed above impose additional loads on the legs:

Bow Leg : 1,202 kips
Aft Starboard Leg : 1,367 kips
Aft Port Leg : 1,367 kips

The raw water tower was designed for the above drilling environmental conditions. If environmental conditions become worse than those stated above for drilling, the raw water tower should be retracted and secured.

BEST AVAILABLE COPY
SECTION II

REGULATORY CERTIFICATES / DOCUMENT

BEST AVAILABLE COPY.
# Certificate of Inspection

**VEssel Name:** ENSCO 95
**Official Number:** D642112
**CALL SIGN:** WMSZ
**SERVICE:** MODU

**MATERIAL:** STEEL
**HULL MATERIAL:**
**HORSEPOWER:**
**PROPULSION:**

**PLACE BUILT:** JAPAN
**PLACE OF BUILT:**

**DATE BUILT:** 01NOV81
**GROSS TONS:** 5363
**NET TONS:** 1608
**OWN:** ENSCO OFFSHORE COMPANY
**IP:**

**OWNER:**
**OPERATOR:** ENSCO OFFSHORE COMPANY
620 MOULIN ROAD
P O BOX 750
BROUSSARD, LA 70518

---

**This vessel must be manned with the following licensed and unlicensed personnel, included in which there must be 2 certificated lifeboatmen and 0 certificated tankerman.**

<table>
<thead>
<tr>
<th>MASTER</th>
<th>MASTER &amp; 1ST CLASS PILOT</th>
<th>2 ABLE SEAMEN</th>
<th>CHIEF ENGINEER</th>
<th>FIREMEN-WATERTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHIEF MATE</td>
<td>CLASS PILOT</td>
<td>ORDINARY SEAMEN</td>
<td>1ST ASST. ENGINEER</td>
<td>OILERS</td>
</tr>
<tr>
<td>2ND MATE</td>
<td>RADIO OFFICER(S)</td>
<td>DECKHANDS</td>
<td>2ND ASST. ENGINEER</td>
<td></td>
</tr>
</tbody>
</table>

**OTHER REQUIRED CREW:** 1 OFFSHORE INSTALLATION MANAGER

**IN ADDITION, THIS VESSEL MAY CARRY:** 0 PASSENGERS, OTHER PERSONS IN CREW, PERSONS IN ADDITION TO CREW 68 INDUSTRIAL PERSONNEL.

**TOTAL PERSONS ALLOWED:**

---

**ROUTE PERMITTED AND CONDITIONS OF OPERATION:**

**LIMITED TO THE GULF OF MEXICO, NOT ON AN INTERNATIONAL VOYAGE.**

**SPECIAL TENSILE STEELS USED IN CONSTRUCTION. SEE CONSTRUCTION PORTFOLIO PRIOR TO COMMENCING REPAIRS.**

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*** SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION ***

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**WITH THIS INSPECTION HAVING BEEN COMPLETED AT GULF OF MEXICO (ST 008) ON 16MAR00, THIS CERTIFICATE IS ISSUED BY THE OFFICER IN CHARGE, MARINE INSPECTION, MORGAN CITY, LOUISIANA, TO BE IN ALL RESPECTS IN CONFORMITY WITH THE APPLICABLE VESSEL INSPECTION LAWS AND THE RULES AND REGULATIONS PRESCRIBED THEREUNDER.**

---

**PERIODIC REINSPECTIONS**

<table>
<thead>
<tr>
<th>DATE</th>
<th>ZONE</th>
<th>SIGNATURE</th>
</tr>
</thead>
</table>

**D. F. RYAN, CAPTAIN, USCG**
**OFFICER IN CHARGE, MARINE INSPECTION**
**MORGAN CITY, LOUISIANA**
**INSPECTION ZONE**
Department of Transportation
United States Coast Guard
National Pollution Funds Center
Arlington VA 22203-1804

No. 830963-12

VEssel CERTIFICATE OF FINANCIAL RESPONSIBILITY
(WATER POLLUTION)

Vessel Operator

ENSco OFFSHORE COMPANY

has established evidence of financial responsibility, in accordance with 33 CFR 138, to meet liability under section 1002 of the Oil Pollution Act of 1990, and under section 107 of the Comprehensive Environmental Response, Compensation, and Liability Act, which may result from the operation of the vessel named below:

Name of Vessel
ENSco 95

Effective Date: 06JUN98
Expiration Date: 06JUN01

The use of this certificate is subject to the provisions of Part 138 of Title 33 of the Code of Federal Regulations, as it is or may be amended, and the conditions on the reverse side of this certificate. This certificate is invalid if there are any erasures of alterations hereon (except permitted by 33 CFR 138), and is void if the operator named hereon is not the party responsible for operating the vessel.

Edward C. Armstrong
Chief, Vessel Certification
National Pollution Funds Center
By Direction
**Certificate of Documentation**

**Vessel Name:** ENSCO 95  
**Official Number:** 642112  
**Hailing Port:** NEW ORLEANS, LA

<table>
<thead>
<tr>
<th>Gross</th>
<th>Net</th>
<th>Length</th>
<th>Breadth</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>5363</td>
<td>1608</td>
<td>185.8</td>
<td>173.9</td>
<td>21.3</td>
</tr>
</tbody>
</table>

**Place Built:** OSAKA, JAPAN  
**Year Built:** 1981

**Owner:** ENSCO OFFSHORE COMPANY  
**Operational Endorsements:** REGISTRY

**Complete Records On File At:** NATL VESSEL DOC CTR

**Managing Owner:** ENSCO OFFSHORE COMPANY  
620 MOULIN ROAD  
P O BOX 750  
BROUSSARD, LA 70518

**Restrictions:**  
- NO COASTWISE OR GREAT LAKES LICENSE  
- NO FISHERY LICENSE

**Entitlements:** NONE

**Remarks:** NONE

**BEST AVAILABLE COPY.**

**This Certificate May Not Be Altered Except By Affixing Official Renewal And Address Change Decals On The Reverse.**

**ISSUED AT:** NATL VESSEL DOC CTR  
**Signature And Seal:**

**Issue Date:** DECEMBER 14, 1998  
**Issue Date:** DECEMBER 14, 1998  
**This Certificate Expires On The Last Day Of DEC 99 Unless Renewed By Decal On Reverse.**

**Signature:** D W JOSEPH  
**Documentation Officer:**

**Previous Edition Obsolete.**
CHANGES OF OWNER ADDRESS
AFFIX LABEL ISSUED BY DOCUMENTATION OFFICER

1. 2.

3. 4.

CERTIFICATE OF DOCUMENTATION RENEWAL RECORD
AFFIX ANNUAL RENEWAL DECALS SEQUENTIALLY
IN THE SPACES PROVIDED BELOW

1. 2. 3. 4.

5. 6. 7. 8.

When all renewal spaces are filled, go back to the first position and affix current decals over old decals.

This vessel must be marked with the Official Number, Name, and Hailing Port shown on the face of this certificate. This original certificate, which must be kept aboard the vessel at all times when the vessel is in operation, must be shown upon the demand of any person acting in an official capacity.

The person to whom this certificate is issued must surrender it to a Coast Guard documentation officer upon one or more of the following changes: Ownership of the vessel changes in whole or in part; general partners of a partnership owning the vessel change by addition, deletion, or substitution; port of record of the vessel changes; the gross tonnages or dimensions of the vessel change; the name of the vessel changes; the restrictions imposed on the vessel change by addition or substitution; legal name of any owner of the vessel changes; a tenant by the entirety over any part of the vessel dies; a self-propelled vessel becomes non-self-propelled; the trade endorsements for the vessel must be changed by a documentation officer; the discovery of a substantive or clerical error made by the issuing documentation officer; the vessel is placed under the command of a person who is not a citizen of the United States; or a change of the vessel changes.

Any change in address of managing owner must be promptly reported to a Coast Guard Documentation office.
U.S. COAST GUARD VESSEL DOCUMENTATION RENEWAL DECAL FORM

Attached is a decal which indicates that the Certificate of Documentation for the vessel named above has been renewed the next year. The Certificate of Documentation expires on the last day of the month and year indicated on the decal. The official number of your vessel is shown on the decal. Please verify that the number is the same as is shown on the document and report any discrepancies to this office.

Please remove the decal below from its backing and affix the new decal on the back of the Certificate of Documentation. If all the blocks on the back are filled with decals, place the new decal over the oldest decal. The placement of the decal is the last step in the renewal process. The decal must be affixed to the document to indicate the current status of the vessel. If any changes occur prior to the next year’s renewal (i.e., address, ownership, dimensions, etc.), please contact this office immediately in writing.

ENSCO OFFSHORE COMPANY
620 MOULIN ROAD
P O BOX 750
BROUSSARD, LA 70518

DEC 2000

BEST AVAILABLE COPY.
CERTIFICATE OF CLASSIFICATION

ENS CO 95

of New Orleans, LA, U.S.A.

Description Steel Barge Drilling Platform

Dimensions, Length 193.56', Breadth 173.87', Depth 21.33'

Tonnage, Gross 5,023, Net 5,023

Owner ENSCO OFFSHORE COMPANY

Shipbuilder HITACHI SHIPBUILDING & ENG.CO.

Engine Builder

Year of Build 1981 Hull Number K-1028

This is to Certify that the above has been surveyed in accordance with the Rules of this Bureau and entered in the Record with the Class

*AI & Self Elevating Drilling Unit

20 October 1998

Issue Date

Chief Surveyor/Director of Classification

31 March 2003

Expiration Date

Assistant Secretary

NOTE: This certificate evidences compliance with one or more of the Rules, Guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its firms or other authorized entities. The classification certificate is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by the certificate has met one or more of the Rules of American Bureau of Shipping. The certificate is governed by the terms and conditions on the reverse side hereof, and governed by the Rules and Standards of American Bureau of Shipping which shall remain the sole judge thereof.
ANNUAL SURVEY ENDORSEMENT

South Pacific Block 177
Mexico

9 April 1999

Surveyor to the American

Pan Ocean Offshore

Date 6 March 2000

Surveyor to the American

EXTENSION OF CLASS CERTIFICATE
THIS CLASSIFICATION CERTIFICATE IS EXTENDED UNTIL

Date

Please note that the classification of this vessel is automatically suspended and the certificate is void if not endorsed annually within three months of the due date of this document.

THIS CERTIFICATE IS NOT A CONFIRMATION OF
INTERNATIONAL LOAD LINE CERTIFICATE (1966)

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the

UNITED STATES OF AMERICA,

Certificate No.

by the American Bureau of Shipping

duly authorized for assigning purposes under the provisions of the Convention

<table>
<thead>
<tr>
<th>Name of Ship</th>
<th>Official Number or Distinctive Letters</th>
<th>Port of Registry</th>
<th>Length (L) as defined in Article 2(8):</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENSCO 95</td>
<td>642112</td>
<td>NEW ORLEANS</td>
<td>56.64 M</td>
</tr>
</tbody>
</table>

Freeboard assigned as:* (A new ship
Type of Ship: * (Type "A"
* An-existing-ship
{Type "B"
* Delete whatever is inapplicable.

Freeboard from Deck Line ⊆ TO CENTER OF RING 2,728 mm

<table>
<thead>
<tr>
<th>Season</th>
<th>Feet</th>
<th>Inches (T)</th>
<th>Inches (S)</th>
<th>Inches (W)</th>
<th>Inches (WNA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tropical</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Summer</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Winter</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Winter North Atlantic</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Note: Freeboards and load lines which are not applicable need not be entered on the certificate.

Allowance for fresh water for all freeboards N/A inches.

Note: All measurements are to upper edge of the respective horizontal lines.
The upper edge of the deck line from which these freeboards are measured is:

OPPOSITE TOP OF STEEL UPPER deck at side.

THIS CERTIFICATE IS VALID ONLY SO LONG AS THE OPERATING RESTRICTIONS IN THE UNIT'S STABILITY LETTER ISSUED BY THE COAST GUARD MARINE SAFETY CENTER AND DATED 13 MARCH 1990 ARE OBSERVED.

Date of initial or periodical survey 31 MARCH 1998

THIS IS TO CERTIFY that this ship has been surveyed and that the freeboards have been assigned and load lines shown above have been marked in accordance with the International Convention on Load Lines, 1966.

This certificate is valid until 31 MARCH 2003 ** subject to annual surveys in accordance with article 14(1)(c) of the Convention, and endorsement thereof on the reverse side of the Certificate.

** At the expiration of this certificate, applicable reissuance should be obtained in accordance with the Load Line Regulations.

Issued at Houston, Texas 26 OCTOBER 1998.

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

American Bureau of Shipping

BY THE DIRECTION OF MANAGER
CLASSIFICATION AND DOCUMENTATION CENTER

LL-9-A Rev. 7/96
THIS IS TO CERTIFY that at a periodical inspection required by article 14(1)(c) of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Place: Sinaloa Mexico Date 9 Apr. 1999

Surveyor to the American Bureau of Shipping

Place: Sinaloa Mexico Date 6 March 2000

Surveyor to the American Bureau of Shipping

EXTENSION OF LOAD LINE CERTIFICATE

The provisions of the Convention being fully complied with by this ship, the validity of this Certificate is, in accordance with Article 19(2) of the Convention, extended until

Place: Date:

Surveyor to the American Bureau of Shipping

Notes:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

2. When a ship is in fresh water or a river, the appropriate load line may be determined by the amount of the fresh water allowance. When the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

3. It is the owner's responsibility to furnish the master with approved information and instructions for loading and ballasting this vessel to provide guidance as to stability of the vessel under varying conditions of service and to avoid unacceptable stresses in the vessel's structure, as defined in 46 CFR 42.30-1.

4. The Antwerp North Atlantic Load Line applies only to vessels of 228 ft. in length or less, which enter any port of the North Atlantic during the winter months as defined by the Load Line Regulations in 46 CFR 42.30-5 and 42.30-35. The period during which the other seasonal load lines apply to different parts of the world are stated in the Load Line Regulations 46 CFR 42.30-5 to 42.30-30, inclusive.

5. This Load Line Certificate will be canceled by the Commandant, U.S. Coast Guard, if...
   (a) The annual surveys have not been carried out within three months either way of each anniversary date of the certificate.
   (b) The certificate is not endorsed to show that the ship has been surveyed as indicated in (a).
   (c) Material alterations have been made to the hull or superstructure such as would necessitate the assignment of an increased freeboard.
   (d) The fittings and appliances for the protection of the openings, guardrails, freezing points, or the means of access to the crew's quarters have not been in an effective condition as they were when the Certificate was issued.
   (e) The structural strength of the ship is lowered to such an extent that the ship is unsafe.

6. When this Certificate has expired or been canceled, it must be delivered to the Assigning Authority.

BEST AVAILABLE COPY
UNITED STATES OF AMERICA
FEDERAL COMMUNICATIONS COMMISSION

ENSCO OPERATING CO
MAC KAY COMM
2721 DISCOVERY DR
RALEIGH NC 27618

NOTE: LICENSES ARE NOW ISSUED FOR A TEN YEAR LICENSE TERM.

DETACH ALONG THIS LINE ONLY

SHIP/AIRCRAFT RADIO STATION LICENSE
(MUST BE POSTED ABOARD AIRCRAFT OR SHIP)

<table>
<thead>
<tr>
<th>Radio Service</th>
<th>FAA No./FCC Control No./Official Ship No.</th>
<th>Ship Radio Call Sign</th>
<th>Ship Radio Call Sign WS2</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHIP</td>
<td>642112</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Expiration Date</th>
<th>No. Ship/Aircraft in Fleet</th>
<th>Selective Calling Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-17-1998</td>
<td>11-17-2008</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station Identity</th>
<th>INMARSAT Number</th>
<th>Radio Requirements/Category</th>
<th>Type of License</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENSCO 195</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Frequencies contained in 47 C.F.R. Part 80, Subpart B including, but not limited to, the operation of any of the following: VHF Radiotelephone, SSB HF/DF Radiotelephone, Radar, ALL EPIRBs, Radiotelegraph, XB-DV/SSC, Satellite, Facsimile, and On-Board communications.

Vessel must carry equipment listed above only to the extent required by law, federal regulations, and treaties in force.

LICENSE SUBJECT TO FURTHER GENERAL CONDITIONS SET FORTH ON THE REVERSE SIDE

NOT TRANSFERABLE

ARCH 1994
SECTION III

WELL CONTROL EQUIPMENT / PROCEDURES

BEST AVAILABLE COPY.
DIVERTER PROCEDURE

WHILE DRILLING

IN THE EVENT OF FLOW RATE INCREASE OR PIT GAIN:

1. PICK-UP OFF BOTTOM.

2. CLOSE DIVERTER (BOTH DIVERTER VALVES WILL OPEN AUTOMATICALLY).

3. STOP PUMPS AND CHECK FLOW RATE. IF WELL IS FLOWING, CLOSE UP-WIND DIVERTER VALVE IF NECESSARY.

4. START BOTH PUMPS AND BRING THEM UP TO PREVIOUS PUMPING RATE. AFTER 15 SECONDS, INCREASE BOTH PUMPS TO MAXIMUM RATE PUMPING THE HEAVIEST DRILLING FLUID AVAILABLE. WHEN HEAVY FLUID IS DEPLETED OR CIRCULATED TO SURFACE, OBSERVE WELL IF FLOWING, CONTINUE PUMPING AT MAXIMUM RATE UNTIL FLOW IS DEPLETED. IF MUD IS DEPLETED, PUMP SEA WATER.

5. NOTIFY TOOLPUSHER AND COMPANY REPRESENTATIVE.

CREW MEMBER DUTIES

TOOLPUSHER/CO. REP. ........... SUPERVISE OVERALL OPERATION.

BARGE ENGINEER .......... MAN BARGE CONTROL ROOM. NOTIFY CREW BOAT FOR POSSIBLE EVACUATION.

DRILLER ................. IN CHARGE OF DRILL FLOOR (MAN DRAWWORKS AND CONTROL MUD PUMPS).

DERRICKMAN .............. MIX MUD AS REQUIRED.

CRANE OPERATOR and ROUSTABOUTS ............ ASSIST DERRICKMAN.

ALL FLOORHANDS ........... ASSIST DRILLER.

ENSCO Offshore Co.
September 1994
CHOKE MANIFOLD

Valves - #5, 6, 8, 10, 11, 12 & 13 are 3" x 10m.
Valves - #7 & 9 are 2" x 10m.
Valves - #14, 15, 16 & 17 are 3" x 5m.
SECTION IV

EMERGENCY EVACUATION PLAN (E.E.P.)

SUPPLEMENTAL INFORMATION
CHART NO. 1
Emergency Response Team (ERT)

Emergency on Installation

Rig contacts Rig Manager or Manager - On-Call (*)

Manager Contracts V.P. of Operations

Decision to assemble Emergency Response Team

No

Yes

Continue to assist Emergency

V.P. Operations Activates ERT

Two members are assembled in the Office?

Yes

No(*) ——> (*)& Continue to assemble ERT

Notify the rig that the ERT is installed in the office and will further assist the emergency

If person contacted by the rig is not already in the office - can now proceed to the office

Emergency Response Team Installed

(*) If not in the office, remains on station until the ERT is in place at which point, after passing control, proceeds to the office.
3.4 Evacuation of the Installation

The importance of a regular drill and exercises cannot be overstressed as the success of the evacuation will be dependent on the state of readiness and expertise of the crew.

<table>
<thead>
<tr>
<th>Action by OIM/TP</th>
<th>Action by Shore Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decide the urgency of the situation and determine how the evacuation shall be performed:</td>
<td>Ensure medical assistance and helicopter service are on standby.</td>
</tr>
<tr>
<td>1. By Helicopter</td>
<td>Liaise with installation, standby vessel, Coast Guard and Operator.</td>
</tr>
<tr>
<td>2. By Standby Vessel</td>
<td>Coordinate pick-up service with Operator (if possible).</td>
</tr>
<tr>
<td>3. By Lifeboat</td>
<td>Assemble ERT (see Section 2.2).</td>
</tr>
<tr>
<td>4. By Liferaft</td>
<td>It may be preferable to disembark survivors at a nearby installation rather than bring them back to base.</td>
</tr>
<tr>
<td>Inform Operator and/or helicopter service requesting transportation for abandoning rig.</td>
<td></td>
</tr>
<tr>
<td>Inform shore base of the decision taken and what help is required.</td>
<td></td>
</tr>
<tr>
<td>Inform Coast Guard and request immediate assistance of any vessel in the vicinity.</td>
<td></td>
</tr>
<tr>
<td>Sound the Abandon Rig alarm.</td>
<td></td>
</tr>
<tr>
<td>Shut down installation.</td>
<td></td>
</tr>
<tr>
<td>Muster all personnel at abandon rig station, check off their names and prepare for evacuation.</td>
<td></td>
</tr>
</tbody>
</table>

The order to abandon installation will be given by word of mouth by the OIM/TP or designated deputy (See Section 2.1).
ENS CO OFFSHORE COMPANY
EMERGENCY PROCEDURES MANUAL

Telephone List - Unit Office (Broussard)

TELEPHONE LIST: UNIT OFFICE (BROUSSARD)

ENS CO Offshore Company / Broussard Office
Telephone: 337-837-8500 / 800-322-3217
Fax: 337-837-8501

ENS CO Corporate Office / Dallas
Telephone: 214-922-1500
Fax: 214-355-0080

OIM/TP SHALL INFORM THE SHORE BASE OF ALL EMERGENCIES
IN THE FOLLOWING ORDER:

CONTACT THE RIG MANAGER (IF THE MANAGER ON C/B)
CONTACT THE RIG OPERATIONS MANAGER (IF THE RIG MANAGER CANNOT BE REACHED)
CONTACT THE V.P. OF OPERATIONS (IF THE V.P. OF OPERATIONS CANNOT BE REACHED)
CONTACT THE VICE PRESIDENT/UNIT MANAGER (IF THE V.P. OF OPERATIONS CANNOT BE REACHED)
CONTACT THE ENGINEERING MANAGER (IF THE ENGINEERING MANAGER CANNOT BE REACHED)
CONTACT AN OPERATIONS ENGINEER (IF THE ENGINEERING MANAGER CANNOT BE REACHED)
CONTACT THE QHSE MANAGER/ADVISOR ON CALL (IF THE QHSE MANAGER/ADVISOR CANNOT BE REACHED)
CONTACT THE PERSONNEL MANAGER (IF THE PERSONNEL MANAGER CANNOT BE REACHED)
CONTACT THE ADMINISTRATION MANAGER

BEST AVAILABLE COPY
4.2 TELEPHONE LIST OF AUTHORITIES & SERVICES

COAST GUARD DISTRICT OPERATIONS CENTER: (504) 589-6225
This number is manned 24 hrs. a day. No matter what your location is on the Gulf Coast, call this number and give Duty Officer your block number and pertinent information. The Duty Officer will relay this information to appropriate operations district, and give your any information you may need. Area covered is from Texas to the Flo Panhandle.

NATIONAL RESPONSE CENTER: 1 (800) 424-8802 Fax: (202) 479-7181
This number is called to report pollution incidents (non-emergency). Emergency situations should alert the United Sta Coast Guard.

NIGHT FLIGHT CAPABLE MEDICAL EVACUATION AIRCRAFT / SERVICES:

New Orleans / Venice Area
Air Care 800-382-4006
PHI 504-534-2631 or 504-534-7131
U.S. Coast Guard 504-393-6029

Lafayette Area
Air Med Services 1-267-1111 (LA) or 800-888-2733

Morgan City / Houma Area
Air Logistics 504-395-6191
ERA 800-256-2372 or 504-631-2469
PHI 504-631-2131
Air Med Services 1-267-1111 (LA) or 800-888-2733

Beaumont / Sabine Pass Area
PHI 409-971-2455 or 409-971-2423

Houston / Galveston Area
U.S. Coast Guard 713-491-0025

Corpus Christi Area
U.S. Coast Guard 512-939-2231

BEST AVAILABLE COPY
**United States Department of the Interior Minerals Management Service**

**Gulf of Mexico OCS Region**

<table>
<thead>
<tr>
<th>Office</th>
<th>Address</th>
<th>Office Number</th>
<th>Fax Number</th>
<th>Emergency Beeper Num.</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans District</td>
<td>900 N. Corporate Dr., Suite 100, New Orleans, LA 70112-3192</td>
<td>(304) 736-2503</td>
<td>(504) 736-2836</td>
<td>(304) 538-0231</td>
</tr>
<tr>
<td>Houma District</td>
<td>3804 Country Drive, P.O. Box 760, Bourg, LA 70341-0760</td>
<td>(304) 851-5884</td>
<td>(504) 879-2738</td>
<td>(504) 580-5367</td>
</tr>
<tr>
<td>Lafayette District</td>
<td>201 Energy Parkway, Suite 410, Lafayette, LA 70508</td>
<td>(318) 262-6632</td>
<td>(318) 262-6620</td>
<td>(318) 272-7266</td>
</tr>
<tr>
<td>Lake Jackson District</td>
<td>Oak Park Center, 102 Oak Park Dr., Suite 200, Clute, TX 77531</td>
<td>(409) 265-7147</td>
<td>(409) 265-7206</td>
<td>(409) 237-7322</td>
</tr>
<tr>
<td>Lake Charles District</td>
<td>920 Espada St., Suite 200, Lake Charles, LA 70655-2984</td>
<td>(318) 477-1265</td>
<td>(318) 477-9889</td>
<td>(318) 493-0716</td>
</tr>
<tr>
<td>Pipeline Section</td>
<td>1201 Elmwood Park Boulevard, New Orleans, LA 70123-2394</td>
<td>(504) 736-2591</td>
<td>(504) 736-2408</td>
<td>(504) 423-5340</td>
</tr>
</tbody>
</table>

Regular district office hours are 7 a.m. to 4:00 p.m., Monday through Friday. You should direct all calls outside these hours to the beeper number for the appropriate district or Pipeline Section.

---

**District Offices**

**Gulf of Mexico OCS Region**
MINERAL MANAGEMENT SERVICE DISTRICT AREA OF RESPONSIBILITY
FIELD OPERATIONS, GULF OF MEXICO DCS REGION

October 5, 1998

NEW ORLEANS DISTRICT
Alychubashe (AP)
Aviaxer (AT)
Brion Sound (BS)
Chactoel (CA)
Chactoel Area (S)
Chactoel Area, E. Add.
Chactoel Sound (SC)
Charlotter Harbor (CH)
De Sow Cane (DC)
Desin Dono (DD)
Dry Tortuga (DT)
Ewing Bank - (EW) Those blocks east of a line extending south from the west side of Ewing Bank 787 including those Ewing Bank blocks north and east of Grand Isle S. Add.
Florida Middle Ground (FM)
Gainesville (GV)
Grand Ile (GI)
Grand Ile, S. Add.
Henderson (HE)
Howell Hook (HH)
Key West (KW)
Lloyd (LL)
Land (LU)
Main Pass (MP)
Main Pass, E. Add.
Main Pass, S. Add.
Miami (MA)
Mississippi Canyon (MC)
Mobile (MO)
Pensacola (P)
Pelley Ridge (PR)
Rankin (RK)
South Pass (SP)
South Pass, E. Add.
South Pass, S. Add.
St. Peterburg (PB)
Tarpon Springs (TP)
The Elbow (EL)
Vienska Knoll (VK)
West Delta (WD)
West Delta, S. Add.

LAFOYETTE DISTRICT
Eugene Island (EI)
Eugene Island, S. Add.
Garden Banks - (GB) Those block east of a line extending south from the west side of block 94.
Keathley Canyon - (KC) Those blocks east of a line extending south from the west side of block 20.
South Marsh Island (SM)
South Marsh Island, N. Add.
South Marsh Island, S. Add.

LAKE CHARLES DISTRICT
East Cameron (EC)
East Cameron, S. Add.
Garden Banks - (GB) Those blocks west of a line extending south from the east side of block 53, and east of a line extending south from the west side of block 143.
Keathley Canyon - (KC) Those blocks west of a line extending south from the east side of block 19, and east of a line extending south from the west side of block 11.
Sabine Pass (Louisiana) (SA)
Vermillion (VR)
Vermillion, S. Add.
West Cameron (WC)
West Cameron, S. Add.
West Cameron, W. Add.

LAKE JACKSON DISTRICT
Allamare Canyon (AC)
Brazos (BA)
Brazos, S. Add.
East Breaker (EB)
Galveston (GA)
Galveston, S. Add.
Garden Banks - (GB) Those blocks west of a line extending south from the east side of block 142.
High Island (HI)
High Island, E. Add.
High Island, S. Add.
Keathley Canyon - (KC) Those blocks west of a line extending south from the east side of block 10.
Sabine Pass (Texas) (RX)

CORPUS CHRISTI SUBDISTRICT
Corpus Christi (CC)
Matagorda Island (MI)
Mustang Island (MI)
North Padre Island (PM)
North Padre Island, E. Add.
Port Isabel (PI)

HOUIMA DISTRICT
Bay Marchand (BM)
Ewing Bank - (EW) Those blocks west of a line extending south from the west side of Ewing Bank Block 787.
Green Canyon (GC)
Ship Shoal (SS)
Ship Shoal, S. Add.
South Timbalier (ST)
South Timbalier, E. Add.
South Pela (PL)
Walker Ridge (WR)
Law Enforcement Contact Numbers

Rigs working out of Mobile, Alabama
Mobile Co. Sheriffs Department (334) 690-8633

Rigs working out of Cameron, La
Cameron Parish Sheriff Department (337) 775-5111

Rigs working out of Fourchon, La
Lafourche Parish Sheriff Department (504) 798-2255

Rigs working out of Freshwater City, La
Vermilion Parish Sheriff Department (337) 893-0871

Rigs working out of Grand Isle, La
Grand Isle Police Department (504) 787-2204

Rigs working out of Houma, La
Terrebonne Parish Sheriffs Department (504) 876-2500

Rigs working out of Intracoastal City, La
Vermilion Parish Sheriff Department (337) 893-0871

Rigs working out of Morgan City, La
St. Mary Parish Sheriff Department (504) 384-1622

Rigs working out of Venice, La
Plaquemines Parish Sheriff Department (504) 564-2525

Rigs working out of Aransas Pass, TX
Aransas Pass Police Department (361) 758-5224

Rigs working out of Brownsville, TX
Cameron Co. Sheriff Department (956) 350-7290

Rigs working out of Corpus Christi, TX
Nueces Co. Sheriff Department (361) 887-2219
Law Enforcement Contact Numbers (Con’t)

Rigs working out of Freeport, TX
Brazoria Co Sheriff Dept (409) 849-2441

Rigs working out of Galveston, TX.
Galveston Co. Sheriff Department (409) 766-2322

Rigs working out of Port O’ Connor, TX.
Calhoun Co. Sheriff Department (361) 553-4646

Rigs working out of Sabine, TX.
Jefferson Co. Sheriff Department (409) 835-8668

Rigs working out of Surfside, TX.
Brazoria Co. Sheriff Department (409) 849-2441

Rigs working out of Orange, TX.
Orange Co. Sheriff Department (409) 883-2612

Rigs working out of Houston TX.
Harris Co. Sheriff Department (713) 221-6000
The following procedures are recommended to be adhered to by all units working offshore in the Gulf of Mexico during the hurricane season from June 1st to November 30th each year. These procedures are general and can be used as guidelines for each drilling contractor to establish or upgrade his own procedures.

I. GENERAL
II. PREPARATION FOR HURRICANE SEASON
III. HURRICANE ALERT
IV. SECURING & EVACUATION
V. RESUMING OPERATIONS
III.3 Operation manager should contact operator and advise of plans to insure that his plans and actions are coordinated, including securing the well and evacuation.

III.4 To secure assurance for the service of enough helicopters to evacuate the rig should it become necessary.

III.5 To start securing equipment not in use aboard the rigs and to remove extra drill pipe from derrick.

III.6 To ensure that a proper amount of fuel, oil and lubricant is aboard each rig.

III.7 To check navigational lights for proper operation.

IV. SECURING & EVACUATION

When the storm is seventy-two (72) hours away, or within 600 miles, order to SECURE and EVACUATE should be given by the operation manager. This order could be given sooner depending on the sea and weather conditions, as well as, the hurricane trend and projected intensity.

IV.1 Securing the Rig

Pull out of hole, laying down each joint or if possible, hang off in casing.

Clean derrick and all racked pipe, collars, etc.

Operator to set appropriate plugs and packoffs.

Close blind rams IF HOLE IS CLEAR.

Skid derrick to its forward utmost position, to install lock pins or jacks.

Weld stops on skid beams and chain rig package to pipe rack deck with steamboat ratchets.

Reduce variable load as much as possible.
Secure BOP with chains, turnbuckles, or steamboat ratchets.

Lay down and secure traveling block to drill floor, wrap a tugger line around the drill line and pull snug.

Secure all loose equipment and miscellaneous supplies and equipment by chains and steamboat ratchets.

Close and secure tightly all watertight doors and hatches.

Board up windows and set blinds on port holes.

Cover all exhausts and air intakes.

Secure all antennas and aerials.

Turn on navigational lights.

Start emergency generator.

Maintain a constant communication watch until final evacuation.

Update variable load and stability calculation.

Be sure that remaining variable load is evenly distributed between legs.

Secure all crane booms in their cradles.

Notify shore base before turning power off.

Kill and secure all engines.

**IV.2 Evacuation**

Prepare an orderly evacuation. If several flights are necessary, first evacuate personnel not needed to perform final steps of securing and preparing the rig.

Toolpusher is to notify shore base of last helicopter before shutting down power.
Toolpusher is to carry rig's logs, stability calculations, etc.

Toolpusher is to notify the office as soon as personnel are safely onshore.

V. RESUMING OPERATIONS

After passage of the storm, the return of the drilling crews to the rig is to be coordinated between the operator's supervisor and the operation manager.

Provision should be made for an aerial reconnaissance and on-site inspection to assess whether the rig is suitable for receiving the crew. The extent of this inspection should depend on the storm's intensity, its path, and the suspected damage (i.e.: different trim).

Any suspicion of damage should delay plans to return the crew and insurance surveyor's should be contacted at once.
Outline of Weather Support Services
Provided ENSCO Offshore Company
For the Northern Gulf of Mexico

<table>
<thead>
<tr>
<th>Products</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General and Site Specific GOM Forecast</strong></td>
<td></td>
</tr>
<tr>
<td>Includes a brief summary; a statement of</td>
<td>Twice per day</td>
</tr>
<tr>
<td>severe weather, when applicable; a tropical</td>
<td></td>
</tr>
<tr>
<td>weather discussion(seasonal); a 24 through</td>
<td></td>
</tr>
<tr>
<td>72 hour forecast of weather, winds and waves</td>
<td></td>
</tr>
<tr>
<td>at your particular site of interest; and an</td>
<td></td>
</tr>
<tr>
<td>extended seven day outlook for these areas</td>
<td></td>
</tr>
<tr>
<td><strong>Severe Weather Statements</strong></td>
<td>As needed</td>
</tr>
<tr>
<td>Severe weather warnings and amendments to the</td>
<td></td>
</tr>
<tr>
<td>regular reports, issued as conditions</td>
<td></td>
</tr>
<tr>
<td>warrant.</td>
<td></td>
</tr>
<tr>
<td><strong>1-4 Day Surface Prognosis</strong></td>
<td>Twice per day</td>
</tr>
<tr>
<td>Weather maps issued concurrently with the</td>
<td></td>
</tr>
<tr>
<td>regular morning reports.</td>
<td></td>
</tr>
<tr>
<td><strong>Tropical Storm Bulletins</strong></td>
<td>4 times per day</td>
</tr>
<tr>
<td>Tropical depression, tropical storm and</td>
<td></td>
</tr>
<tr>
<td>hurricane advisories and hurricane track/strike</td>
<td></td>
</tr>
<tr>
<td>probability charts every six hours for such</td>
<td></td>
</tr>
<tr>
<td>systems posing a threat to the Gulf of Mexico.</td>
<td></td>
</tr>
<tr>
<td>At the time these disturbances become a direct</td>
<td></td>
</tr>
<tr>
<td>threat to your activities, position updates</td>
<td></td>
</tr>
<tr>
<td>to the advisories are issued every three hours.</td>
<td></td>
</tr>
<tr>
<td><strong>Consultation Services</strong></td>
<td>24 hours a day</td>
</tr>
<tr>
<td>Complete consultation services, twenty-four</td>
<td></td>
</tr>
<tr>
<td>hours a day, seven days a week by Wilkens</td>
<td></td>
</tr>
<tr>
<td>Weather Technologies' meteorologists</td>
<td></td>
</tr>
<tr>
<td>regarding any weather related problem</td>
<td></td>
</tr>
<tr>
<td>affecting your operations.</td>
<td></td>
</tr>
</tbody>
</table>

*Best Available Copy*
SIGNALS

FIRE AN EMERGENCY-Intermittent ringing of the GENERAL ALARM BELLS for a period of not less than fifteen (15) seconds.
BANDON RIG-Continuous ringing of the GENERAL ALARM BELLS.
MAN OVERBOARD -Hail, and pass the word "MAN OVERBOARD".
DISMISSAL-from Emergency Stations, Three (3) short rings on the GENERAL ALARM BELLS.

GENERAL INSTRUCTIONS

1. Every individual shall familiarize himself with the location and duties of his Emergency Stations immediately upon reporting on board as shown on the complete Station Bill posted.
2. Distinction made between individuals on board is on the basis of rig duties performed, whether on duty or off.
3. Every individual on board shall make sure that in his berthing room a life preserver is present for each individual berthing therein; if not notify the ENSCO toolpusher immediately.
4. Entire rig complement shall be instructed in the performance of their special duties by individual instruction and by participation in weekly drills.
5. Emergency drills shall be conducted once each week by the person actually in charge of the rig. All personnel will report to their stations and prepare as during actual emergency. The wearing of life preservers and proper clothing is mandatory.
6. Person discovering FIRE shall immediately sound the alarm and commence to fight the fire with available equipment.
7. For Fire and Man Overboard occurrences, Emergency Squad, consisting of the drilling crew on tour, shall assemble with proper equipment at emergency.
8. Immediately upon hearing the Fire and Emergency Signal, fire pumps are to be started, all doors, ports, and airways are to be closed and all fans and blowers shut down. Fire hoses are to be led into the affected area as directed.

MAN OVERBOARD

9. Upon the sighting of a man in the water, person spotting the individual(s) shall give the call "MAN OVERBOARD" and immediately throw the nearest ring buoy(s) to the individual(s). He is to then station himself in a position where he can keep the individual(s) in sight and direct the pick-up.
10. Stand-by boat is to be called on the radio giving clear instructions as to the location of the individual(s) in the water.
11. Emergency crew, consisting of the drilling crew on tour, is to clear the life raft for launching and pick-up.
**DRILLING FLUIDS COMPOSITION**

- Fresh Water, Salt Water, Bentonite, Kaolin, Sepiolite, or Attapulgite Clays, Barite & Chemicals
- Various amounts and concentrations of sale and fresh waters, clays, barites and chemicals may be used.

**CHEMICALS AND ADDITIVES**

- Acrylamide - AMPS (Alkali Metal Salt of Acrylamido Alkyl sulfonated Acid) Copolymer
- Asphalt - Polypropylene Glycol Blend
- Calcium Chloride
- Calcium Lignosulfonate
- Calcium Methylcellulose
- Caustic Potash (Potassium Hydroxide)
- Caustic Soda (Sodium Hydroxide)
- Causticized Leonardite
- Chrome Lignosulfonate
- Citric Acid
- Corn Starch
- Cetosamer (Non-Ionic Surfactant)
- Fatty Acid Salt in Alkoxylated Alcohol Dispersion
- Gilsonite (Asphaltite)
- Glass or Plastic Beads
- High Molecular Weight Glycol
- Lignite (Leonardite)
- Lignite-Sulfonated Apyrene-Maleic Anhydride Copolymer
- Magnesium Oxide
- Modified Corn Starch
- Modified HEC
- Partially Hydrolyzed Poyacrylamide
- Polycrylamides & Vinyl Sulfonates-Vinylamide Copolymers
- Polyanionic Cellulose
- Potassium Chloride
- Potassium Lignite
- Potato Starch
- Quartenary Amine Salt (Cationic Ploymer Suspension)
- Salt of Carboxylic Acid Polymer
- Soda Ash (Sodium Carbonate Anhydrous)
- Sodium Acid Pyrophosphate (SAAP)
- Sodium Bicarbonate
- Sodium Carboxymethyl Cellulose
- Sodium Chloride
- Sodium Polyacrylate Copolymer
- Sulfonated Asphalt
- Surfactant Blends for Wetting Gilsonite
- Xantham Gum
- Zinc Oxide

**LOST CIRCULATION MATERIALS**

- Mica
- Walnut Shells
- Cellophane Flakes
- Fiber Products
- Thermostat Plastic Laminate
- Calcium Carbonate

**STUCK PIPE**

- Lime - Calcium Hydroxide
- Sodium Chloride
- Polyalpholephin & Food Grade Emulsifiers
- Carbonous Grind (Black Powder)

**OIL BASED MUD**

If the use of oil-based mud is indicated in the Drilling Program, or by Subsequent Sundry Notice, there will not be discharge of mud and cuttings overboard.

All mud and cutting and residue will be disposed at an approved 29-B Facility.

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**ATTACHMENT #7**
APPENDIX "A"
AIR EMISSIONS REPORT
SUPPLEMENTAL EP
SOUTH TIMBALIER BLOCK 189
LEASE OCS-G-1572

BEST AVAILABLE COPY

CHEVRON U.S.A. INC.
S. A. RONDENO
Date: DECEMBER 15, 2000
EXPLORATION PLAN (EP)
AIR QUALITY SCREENING CHECKLIST

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>Chevron U.S.A. Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA</td>
<td>South Timbalier</td>
</tr>
<tr>
<td>BLOCK</td>
<td>189</td>
</tr>
<tr>
<td>LEASE</td>
<td>OCS-6-1672</td>
</tr>
<tr>
<td>PLATFORM</td>
<td></td>
</tr>
<tr>
<td>WELL</td>
<td>FH</td>
</tr>
</tbody>
</table>

COMPANY CONTACT: A. Rasteno
TELEPHONE NO.: (604) 592-6853
REMARKS

<table>
<thead>
<tr>
<th>&quot;Yes&quot;</th>
<th>&quot;No&quot;</th>
<th>Air Quality Screening Questions</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td></td>
<td>1. Are the proposed activities east of 87.5° W latitude?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>2. Are H₂S concentrations greater than 20 ppm expected?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>3. Is gas flaring proposed for greater than 48 continuous hours per well?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>4. Is produced liquid burning proposed?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>5. Is the exploratory activity within 25 miles of shore?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>6. Are semi-submersible activities involved and is the facility within 50 miles of shore?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>7. Are drillship operations involved and is the facility within 120 miles of shore?</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td>8. Will the exploratory activity be relocated (same surface location) on a production facility?</td>
</tr>
</tbody>
</table>

If ALL questions are answered "No":
Submit only this coversheet with your plan; a full set of spreadsheets is not needed.

If ANY of questions 1 through 7 is answered "Yes":
Prepare and submit a full set of EP spreadsheets with your plan.

If question number 8 is answered "Yes":
Prepare and submit a full set of DOCD spreadsheets showing the cumulative emissions from both the proposed activities and the existing production platform.

Form MMS-138 (March 2000)
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