

DATE 7-13-87

TO: OPS-3-4

FROM: FO-2-1

Unit ~~Plan of Exploration/DOCD and Environmental Report~~

Lease ~~NO~~ OCS 61312 Control No. J- 497

Office of  
Program Services

JUL 20 1987

Information Services  
Section



**Chevron U.S.A. Inc.**

935 Gravier Street New Orleans, LA 70112 • Phone (504) 592-6734

B. H. Hunley  
Manager  
Offshore Land Division

July 2, 1987



**PUBLIC INFORMATION COPY**

Supplemental Development Operations  
Coordination Document (DOCD)  
Main Pass Block 40 Unit  
Unit Agreement No. 14-08-0001-3847

Minerals Management Service  
Gulf of Mexico Region  
Office of Production and Development  
1201 Elmwood Park Blvd.  
New Orleans, LA 70123-2394

Attention Mr. Ralph Melancon,  
Acting Regional Supervisor, Production and Development

Gentlemen:



By letter dated April 10, 1987, the Minerals Management Service (MMS) approved Chevron's Annual DOCD for the Main Pass Block 40 Field Unit. Chevron would like to supplement the DOCD by changing the designation of the OCS-G 1312 #6 Well, which was approved on the current Annual DOCD at a location of 4375' FEL and 550' FNL of Main Pass Block 127, to the OCS-G 1312 #7 Well. Furthermore, Chevron wishes to supplement the DOCD by including the drilling of one additional well as follows:

Well Name:	OCS-G 1312 #6
Surface Location:	2000' FNL and 7000' FWL of Main Pass Block 127
Water Depth:	60'
Bottom hole Location:	
Proposed Total Depth:	
Objective:	
Estimated Life of Reserves:	

Chevron expects to commence drilling activity for OCS-G 1312 #6 on or about August 15, 1987, with estimate for trouble-free drilling and completion to require about thirty (30) days. Drilling will be completed on or about September 15, 1987.

Chevron plans to use Penrod Drilling Company's Rig "Penrod 86" or a similar type rig to drill the above mentioned well. This drilling rig contains well control and containment, pollution control, firefighting and life saving equipment and a sewage treatment system to comply with MMS and U.S. Coast Guard requirements. A sketch of this rig is attached along with general data sheets.

July 2, 1987

Onshore support and storage facilities required for the proposed well are Chevron's existing facilities located at Venice, Louisiana and Harvey, Louisiana. The existing base at Venice covers 45+ acres and is located adjacent to Grand Pass and Louisiana State Highway 23, and contains a dock with facilities for loading and unloading marine equipment, heliport, office and communication facilities. The Harvey base is small, 2.5 acres, and is used for temporary storage of casing and well equipment. This activity is not expected to increase base requirements.

Chevron U.S.A. Inc.'s "Oil Spill Contingency Manual" revision was approved by the MMS on November 10, 1986. Oil spill cleanup equipment is maintained at Venice, Louisiana, and time of deploying for equipment to the Main Pass Block 40 Field Unit is 4-6 hours.

In accordance with 30 CFR 250.34-2, we are enclosing the following:

1. A copy of a plat showing the location of the lease with respect to the Louisiana shoreline.
2. A copy of a geological structure map and schematic cross section plat for the proposed well.
3. A copy of the Shallow Drilling Hazards Report for proposed well OCS-G 1312 #6.
4. A copy of the Emissions Report for the proposed well.

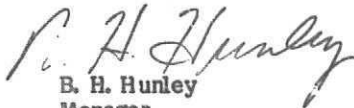
Chevron believes that the structure maps and the schematic cross section maps submitted with this proposed Development Plan are exempt from disclosure under the Freedom of Information Act, and should therefore not be made available to the public or provided to any affected state or to the executive of any local government.

An activity schedule incorporating the OCS-G 1312 #6 Well is attached.

If any further information is needed, please contact Mark K. Gress at 592-6039.

Sincerely,

CHEVRON U.S.A. INC.

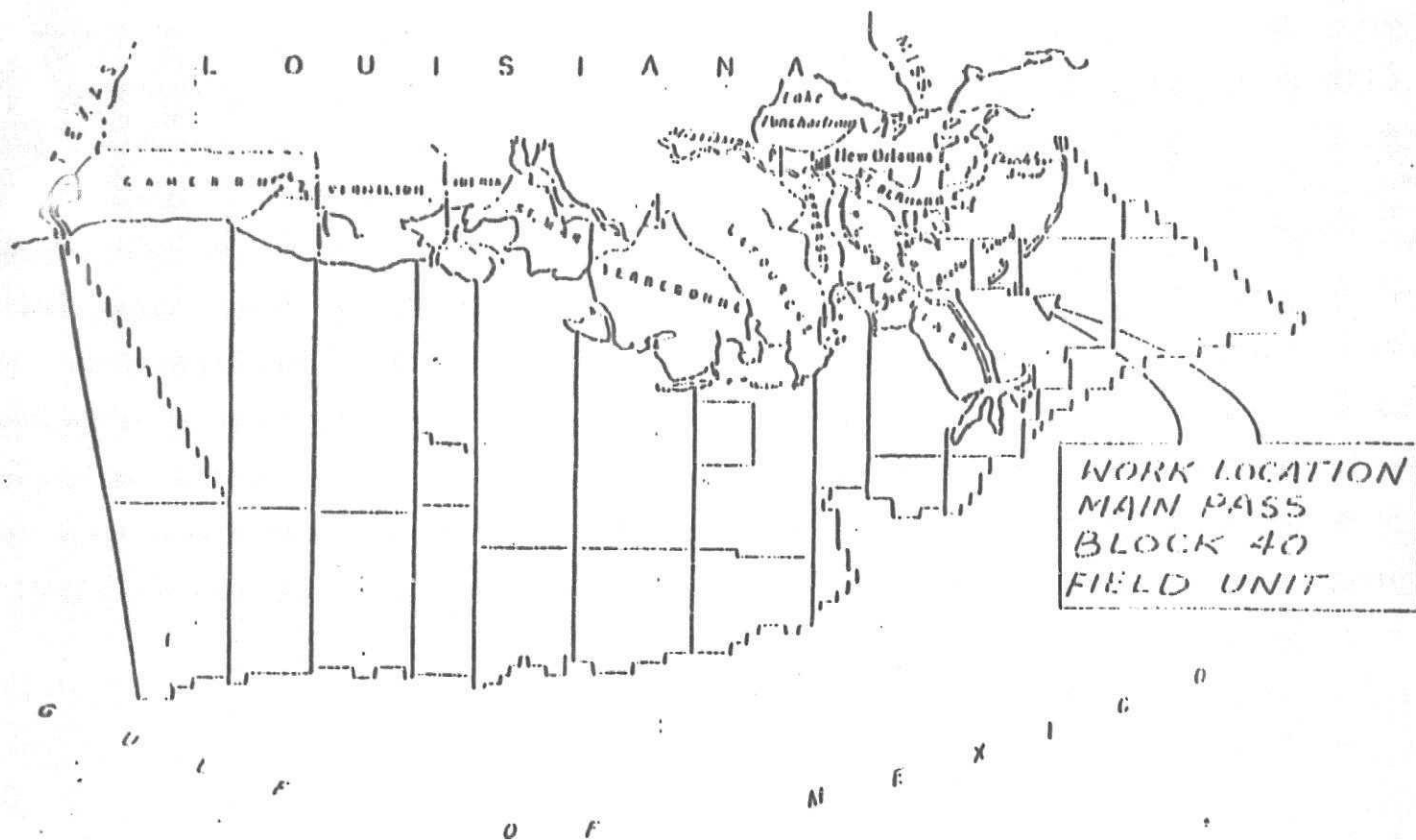


B. H. Hunley  
Manager  
Offshore Land Division

MKG:17126/3425  
Attachments

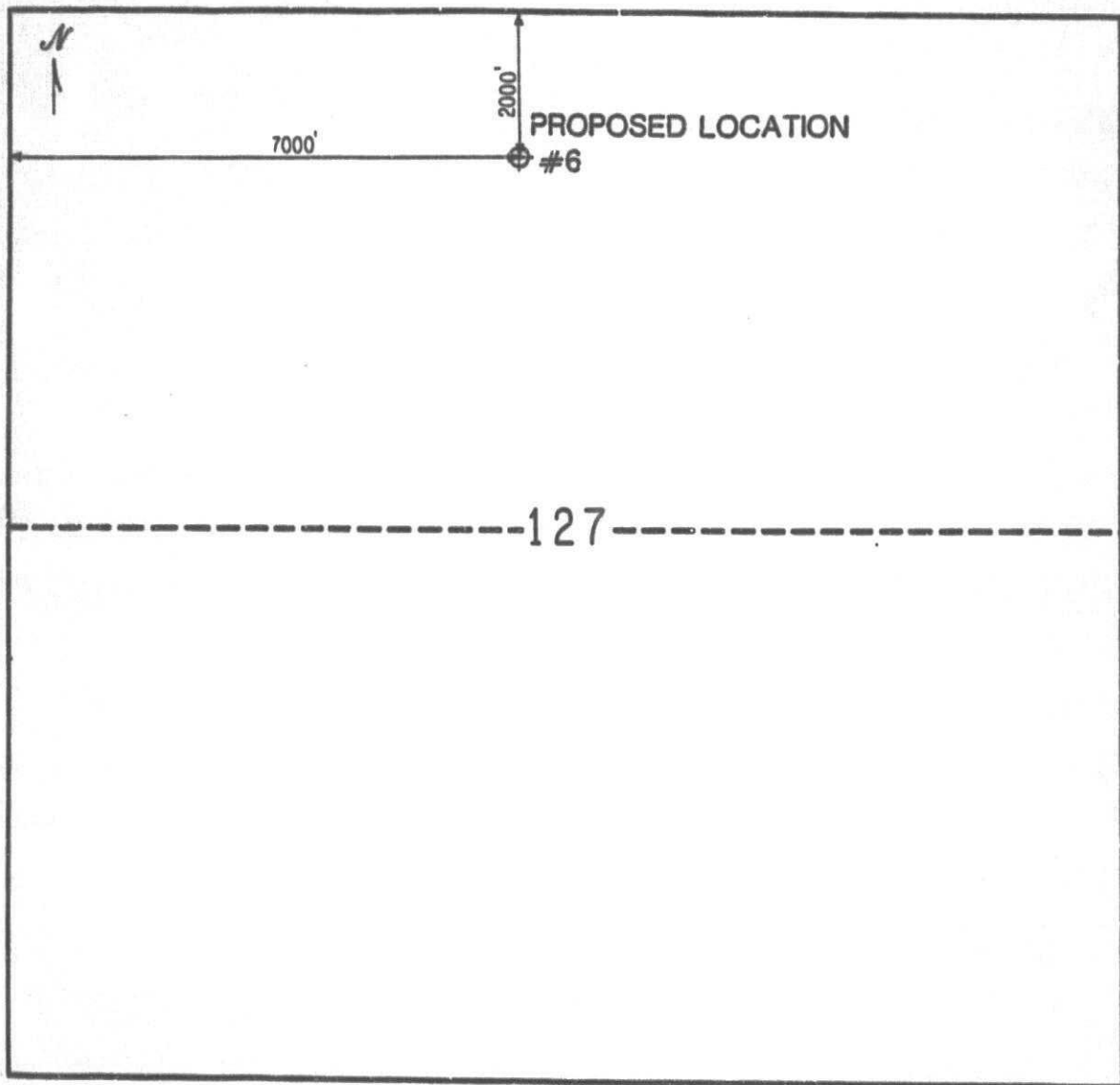
**ACTIVITY SCHEDULE**  
**MAIN PASS BLOCK 40 FIELD UNIT**

<u>From</u>	<u>To</u>	<u>Operations</u>	<u>Well Name</u>	<u>Drilling Rig</u>
8/15/87	9/15/87	Drill and Complete	OCS-G-1312 #6	Penrod 86



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REGIONAL MAP



LOCATION PLAT  
MAIN PASS BLOCK 127 FIELD  
OFFSHORE LOUISIANA.  
OCS-G-1312 #6

0' 2000'

## SHALLOW DRILLING HAZARDS REPORT

DATE: February 27 1987  
AREA: Main Pass Block 41 Field  
WELL: OCS-G-1312 #6  
LOCATION: 2000' FNL, 7000' FWL in Main Pass Block 127

### GEOLOGIC EVALUATION:

Drilling records and logs were reviewed for three wells in the proximity of the proposed surface location. The OCS-G-1312 #5 in Block 127 (2000' northeast of the proposed surface location) and OCS-G-3419 #1 in Block 116 (4500' northeast of the proposed surface location) do not indicate any shallow gas accumulation in either well. The OCS-G-1312 #2 in Block 127 (5950' southwest of the proposed surface location) showed 6' of gas at -976'. Nothing unusual was noted on the tour reports for OCS-G-1312 #2 or #5, indicating normal drilling conditions in the shallow section. No tour report was available for OCS-G-3419 #1. In addition, tour reports for OCS-G-1312 #1, #3 and #4 were reviewed. The report for the #1 well (7000' southwest of the proposed #6 location) indicated lost returns at 516', 1330' and 1875'. No other difficulties were noted on the tour reports.

### GEOPHYSICAL DATA REVIEWED:

The data reviewed included: "Hazard Study of Block 38 & 127 in Main Pass Area" by John E. Chance and Associates (October, 1980) consisting of sparker data, side scan sonar, fathometer, and magnetometer; and two conventional CDP lines WMP-15 and MP-81-19.

### GEOPHYSICAL RESULTS:

The seafloor in the block is nearly flat and featureless, dipping gently to the southeast at 6.0 feet per mile. Sediments are comprised of a sequence of sands, silts and clays which show minor anticlinal folding caused by differential weighting. The upper 25' of sediments appear to be enriched with biogenic gas but it is considered to be low pressure due to the absence of significant sediment deformation or mud bottom blowholes. No significant faulting of the near surface sediments was observed.

The proposed location is 1800' southeast of a S.N.G. 8" pipeline and 650' south of a Chevron 4" pipeline. There are no magnetic anomalies within 3000' of the proposed location.

There are no unidentified sonar contacts within 3000' of the proposed location.

Sparker lines 28 and 42 do not indicate any shallow anomalies at the proposed location. Both seismic lines WMP-15 and MP-81-19 show an amplitude anomaly at approximately -1100' (0.4 sec.) indicating gas saturated near surface sediments.

CONCLUSIONS:

Geophysical data and nearby well information indicate that no shallow drilling hazards should be encountered at the proposed location. Caution should be used when moving the drilling rig into place near the Chevron 4" pipeline and when drilling at approximately -1100' (0.4 sec.) where a high amplitude seismic event is present.

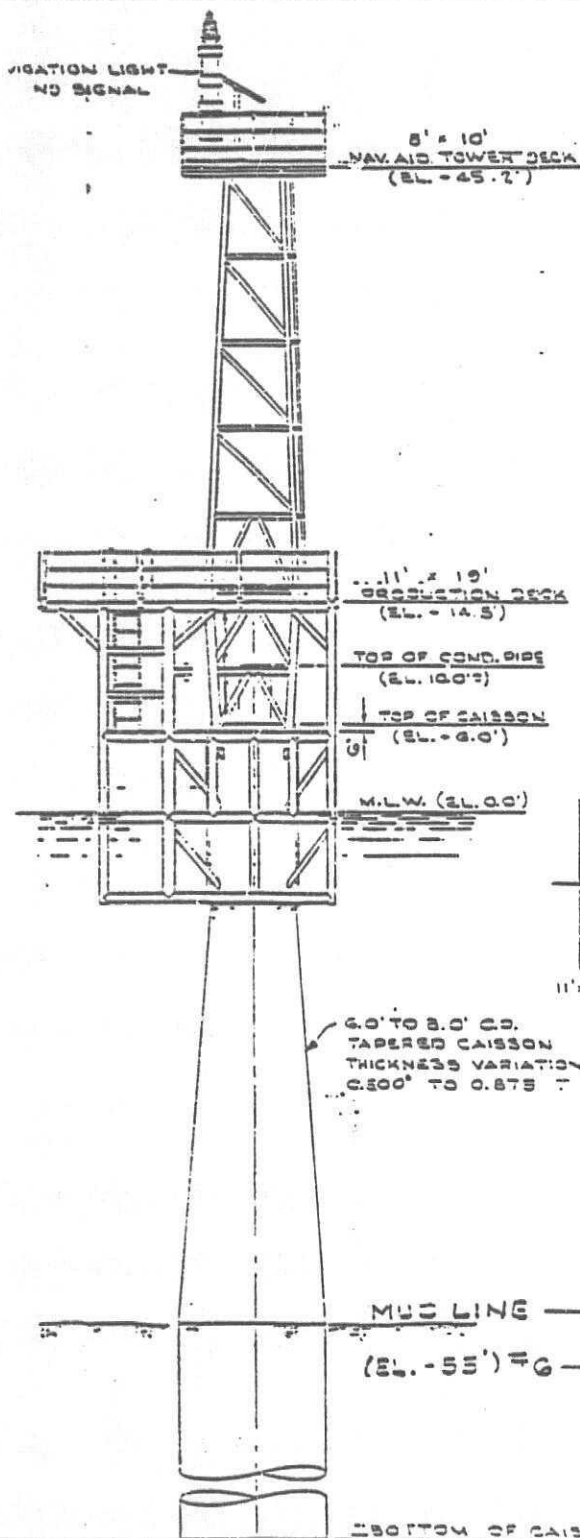
*D. R. Warren*

GEOLOGIST

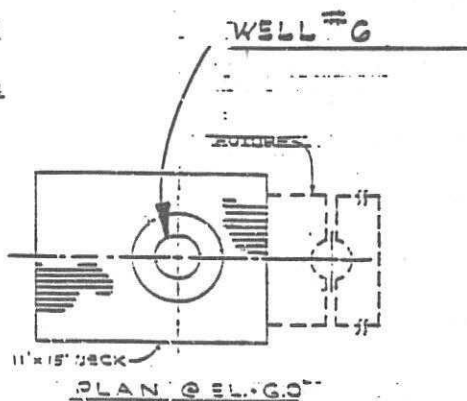
*Melvin D. DeBrock*

GEOPHYSICIST





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CHEVRON U.S.A. INC.  
MAIN PASS BLK. 41 FLD. UNIT  
CCS-G-1212 = G

PROPOSED CAISSON

ASTORIA, ORE. I.A.

## AIR QUALITY CALCULATIONS

OCS-G-1312 #6

### MAIN PASS BLOCK 41 FIELD

Air quality calculations are based upon the drilling of one well. Operations are expected to begin in August of 1987 and to require about 30 days. Fuel consumption for the drilling rig is estimated at 1,500 gallons per day. Details of the calculations are presented in Tables 1 - 3. All projected emissions are well below maximum allowable limits and this operation is therefore exempt.

TABLE 1

OCS-C-1312 #6

## PROJECTED AIR EMISSION

WELLS 1

BLOCK MAIN PASS BLOCK 41 FIELD

EMISSION SOURCE	RUN/TIME TIME/DAY	TAKEOFF & LAND- INGS/DAY	EMISSION FACTOR GALS/DAY	EMISSION FACTORS POUND/1,000 GALS.					EMISSION FACTORS AIRCRAFT TAKEOFF & LANDINGS					PROJECTED EMISSION 1-DAY PROJECTION IN #				
				SO <sub>2</sub>	NO <sub>x</sub>	CO	TSP	VOC	SO <sub>2</sub>	NO <sub>x</sub>	CO	TSP	VOC	SO <sub>2</sub>	NO <sub>x</sub>	CO	TSP	VOC
ILLING RIG	24 hrs.		1500	31.2	469	102	33.5	37.5						46.8	704	153	50.3	56.3
WCO BOAT (IN BERTH)	2 hrs.		4	31.2	469	102	33.5	37.5						0.1	1.9	0.4	0.1	0.2
WCO BOAT (IN BERTH)	2 hrs.		4	31.2	469	102		37.5						0.1	1.9	0.4	0.1	0.2
WELLS TAKE- & LANDINGS		4							.10	.57	5.7	.25	.32	0.7	2.3	23	1.0	2.0
1-DAY TOTAL														47.7	730	177	51.5	58.7

ABOVE NUMBERS IN POUNDS

Projected emissions are based on data from "Compilation of Air Pollutant  
Emission Factors", 3rd Edition AP-42, EPA, 1977. Table 3.2.3.-1 and  
Table 3.2.1.-1.

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TABLE 2

AREA Main Pass BLOCK 41 WELLS 1

PROJECTED EMISSIONS FROM EACH SOURCE  
BY AIR POLLUTANT FOR 1987  
Year

DRILLING OPERATIONS - WELLS

SOURCE	AIR POLLUTANT (T/YR)				
	SO <sub>2</sub>	NO <sub>x</sub>	CO	TSP	VOC
Drilling Rig Projected Emissions lb/day	46.8	704	153	50.3	56.3
Transportation-- Cargo Boat, Crew Boat, & Helicopter lb/day	0.9	6.1	23.8	.2	2.4
SUB-TOTAL lb/day	47.7	710	177	51.5	58.7
Miscellaneous 25% of Sub-Total	13.5	177.3	44.3	12.9	14.7
TOTAL in lb/day	61.2	887.3	221	64.4	73.4
TOTAL DRILLING DAYS	30				
TOTAL in Tons/year	.92	14.2	3.3	.97	1.1

TABLE 3

AREA Main Pass BLOCK 41 WELLS 1

EXEMPTION CALCULATIONS

E =  $340 \text{ (D}^{2/3})$  for carbon monoxide  
 E = 33.3 D for sulfur dioxide, nitrogen oxides, total suspended particulates, and volatile organic compounds  
 D = 10.5 Statute Miles  
 E = 16,303 CO  
 E = 305  $\text{SO}_2$ ,  $\text{NO}_x$ , TSP, and VOC

POLLUTANTS	"E" (T/YR.)	1987	EXEMPT
		HIGHEST YEAR PROJECTED EMISSIONS (T/YR.)	
$\text{SO}_2$	350	.46	Yes
$\text{NO}_x$	350	7.1	Yes
CO	16,303	1.7	Yes
TSP	350	.48	Yes
VOC	350	.55	Yes

E = The emission exemption amount expressed in tons per year.

D = The distance of the facility from the closest onshore area of a state expressed in statute miles.

## PENROD 86

### OFFSHORE MOBILE DRILLING PLATFORM

#### INTRODUCTION

The Marathon LeTourneau Cantilevered Substructure Jack-Up is a triangular shaped hull with three legs and cylindrical pointed spud cans. The hull is raised and lowered by electrically driven rack and pinion gears. The platform is classed by the American Bureau of Shipping, as a Self-Elevating Drilling Unit.

#### PRINCIPLE VESSEL DIMENSIONS:

Hull Length.....	207 feet
Hull Breadth.....	176 feet
Depth of Hull.....	20 feet
Gear Rack Height.....	24 feet
Overall Length of Spud Legs.....	360 feet
Aft Spud Caners.....	122 feet
Centerline of Aft Spuds to Centerline of Bow Spud.....	120 feet
Design Water Depth (Non-Hurricane with 25' penetration).....	250 feet
Rated Drilling Depth.....	25,000 feet
See Attached Grid for Cantilever Capacities	

#### LIQUID & DRY STORAGE CAPACITIES:

Drill Water.....	3,120 bbls.
Fresh Water.....	987 bbls.
Fuel Oil.....	1,958 bbls.
Bulk Mud/Cement.....	(4).....1,925 cu. ft. tanks
Liquid Mud.....	1,200 bbls.

#### CRANES:

Three Marathon LeTourneau Series PCM-110AS, 45 tons at 25 feet, boom length 100 feet.

#### QUARTERS:

Air conditioned accommodations for 7 men; two galleys and mess halls; five bed hospital.

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### ANCHORING SYSTEM:

Windlasses - (4) Marathon LeTourneau Series W-1500TS units with 2500' of 1 1/2" diameter wire rope.  
Anchors - (4) 10,000 lb. LWT type.

### HELIPORT:

Sikorsky S-61 capacity or equal.

## EQUIPMENT AND DRILLING INVENTORY

### DRAWWORKS:

National 1320-UE Drawworks with 20,500 feet capacity of 9/16 inch sandline, emergency rotary drive and a Baylor Model 6032 Eddy Current Brake. Drawworks driven by two D-79 electric motors rated at 2000 hoisting HP.

### POWER:

Three EMD MD12E3 diesel engines. Each engine is rated at 1650 continuous HP and drives a 1050 KW 600 volt AC generator.

Five Baylor basic "Thyrig II" units are used to supply DC power for drilling equipment.

### MUD PUMPS:

Two National Model 12P-160 Triplex Mud Pumps. Each independently driven by two EMD D-79 electric motors rated at 1600 HP and supercharged by electric driven 5" x 6" centrifugal pumps.

### DERRICK, SUBSTRUCTURE AND ACCESSORIES:

Derricks Service "147' high x 30' wide derrick with a static hook load capacity of 1,044,000 lbs. with 12" lines strung. One hundred (100) MPH wind load capacity with 130 stands of 4 1/2" O.D. drill pipe. National type 760-F, 535 ton capacity Crown Block with seven 60" diameter sheaves grooved for 1 3/8" wire line.

Adjustable casing stabbing platform.

Two 20 ton hoists installed below the substructure for handling the S.O.P. equipment.

### TRAVELING BLOCKS:

National Type 660-H-500, 500 ton traveling block with 6 - 60" diameter sheaves grooved for 1 3/8" wire line.

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HOOK:

National Type H-500, 500 ton capacity.

SWIVEL:

National Type H-650, 650 ton capacity.

ROTARY EQUIPMENT:

National Type C-375 rotary with 37 1/2" table opening independently driven by an EMD D-75 electric motor through a National two speed transmission. Baash-Ross drive bushing. Baash-Ross Kelly bushing with wiper assembly.

MUD MIXING:

Two 6" x 5" centrifugal mud mixing pumps. Each pump driven by a 100 HP AC electric motor.

MUD SYSTEM

Three 400 bbl. capacity liquids mud tanks and one 100 bbl. capacity slug tank. All active mud tanks equipped with Brandt Model MA-20 mud agitators. One P10C03 Sweco Desander Unit with three 10" cones. One P04C16 Sweco Desilter Unit with sixteen 5" cones. One Brandt high speed Dual Shaker. ~~BRANDT MUD CLEANER~~

DRILL PIPE AND DRILL COLLARS:

9,765 ft. of 4 1/2" O.D. 16.60#/ft. Grade E, Range 2 Drill Pipe with 6 1/4" O.D. x 4 1/2" API T.J.

4,960 ft. of 4 1/2" O.D. 20.00#/ft. Grade G, Range 2 Drill Pipe with 6 1/4" O.D. x 4 1/2" API T.J.

24 - 7" O.D. drill collars 30' long.

12 - 8" O.D. drill collars 30' long.

1 - Kelly 5 1/4" HEX by 2 13/16" bore by 40' long with 4 1/2" API RH pin.

1 (pair) Baash-Ross ST-60 rotary tongs 3 1/2" to 11 3/4" range.

2 - Byron-Jackson Type CC drill pipe elevators for 4 1/2" O.D. drill pipe.

1 - Baash-Ross 6 3/4" - 8 1/4" drill collar slip.

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1 - Baash-Ross 4 1/2" - 9 5/8" safety clamp.

2 - Baash-Ross SDU rotary slips for 4 1/2" drill pipe.

#### BLOWOUT PREVENTERS:

One Hydril 21 1/4" - 2000 psi W.P. type MSP; One Hydril 13 5/8" - 5000 psi W.P. type GL; One Cameron 13 5/8" - 10,000 psi W.P. type "U" single; One Cameron 13 5/8" 10,000 psi W.P. type "U" double; One 5,000 psi W.P. choke manifold with two adjustable chokes. Blowout preventers and choke manifold treated for H<sub>2</sub>S service.

Blowout preventer control unit is a Kookey Model ET25160-3BTM, 3,000 psi W.P. accumulator system.

#### COMMUNICATIONS EQUIPMENT:

55 Channel 25 watt VHF/FM Marine Transceiver

1 - 350 watt FM Transceiver

6 - 2 Channel VHF portable radios

1 - 100 watt FM Transceiver

1 - Inner Communication System with stations strategically located

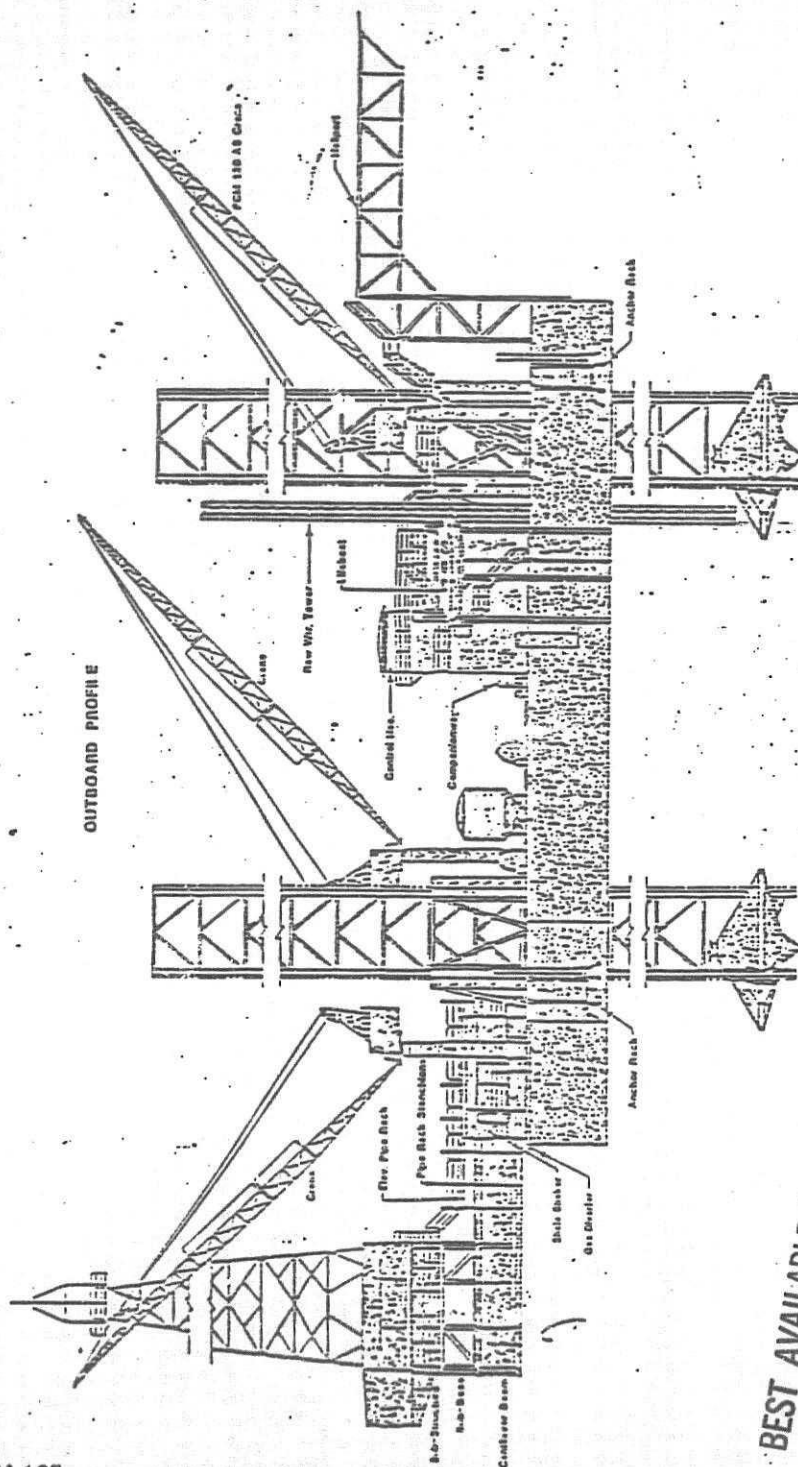
#### SPECIAL EQUIPMENT:

1. Baash-Ross Power Slips with 5 1/2" slip bodies and 4 1/2" slip inserts.
2. Automatic Driller.
3. Mud-Gas Separator.
4. Drilling Recorder.
5. Dual mud lines complete with dual standpipes and 3" x 60' - 10,000 psi test rotary hoses.
6. Halliburton HT-400 cement unit with recirculating mixer driven by two EMD D-79 electric motors.
7. Varco Model 6500 Power Sub.
8. Totco Pit Level and Flowline indicator.
9. Two Maxim TCF - 7.5 water distillation units - 15,000 gallons per day total.
10. Two 400 amps. welding machines and oxygen-acetylene equipment.
11. Halliburton heavy duty electric powered wireline unit with 14,000' of .092" line.

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12. OMSCO 6 5/8" 15,000 psi test upper Kelly valve.
13. TIW 10,000 psi test lower Kelly valve.
14. Gray inside B.O.P.
15. Drilco E-Z torque hydraulic cathead.
16. Fork lift truck for sack mud storage room.
17. Totco straight hole instrument 0 degrees - 8".
18. Overshots and Taper Taps for contractor furnished drill string.
19. One 15,000 psi test drill pipe safety valve.
20. Totco type "E" WLA-75 weight indicator, DCT 20-25 tong torque gauge, MG50 Pump pressure gauge, 379-35 Rotary RPM indicator, and 379-31 pump stroke indicators.
21. Baroid 821 Mud test kit.
22. Air tuggers in various sizes for use on rig floor and cellar deck area.
23. One central air system with two 490 CFM air compressors, one cold start compressor and one water cooled after cooler.
24. Diesel engine driven 250 KW emergency AC generator.
25. Baylo Filteron sewage treatment plant.
26. Drilco degasser.
27. Spinner Hawk Spinning Wrench.
28. 2 - 44 man Watercraft - Shatz covered life boats.

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PLATFORM 165

656-1405-81

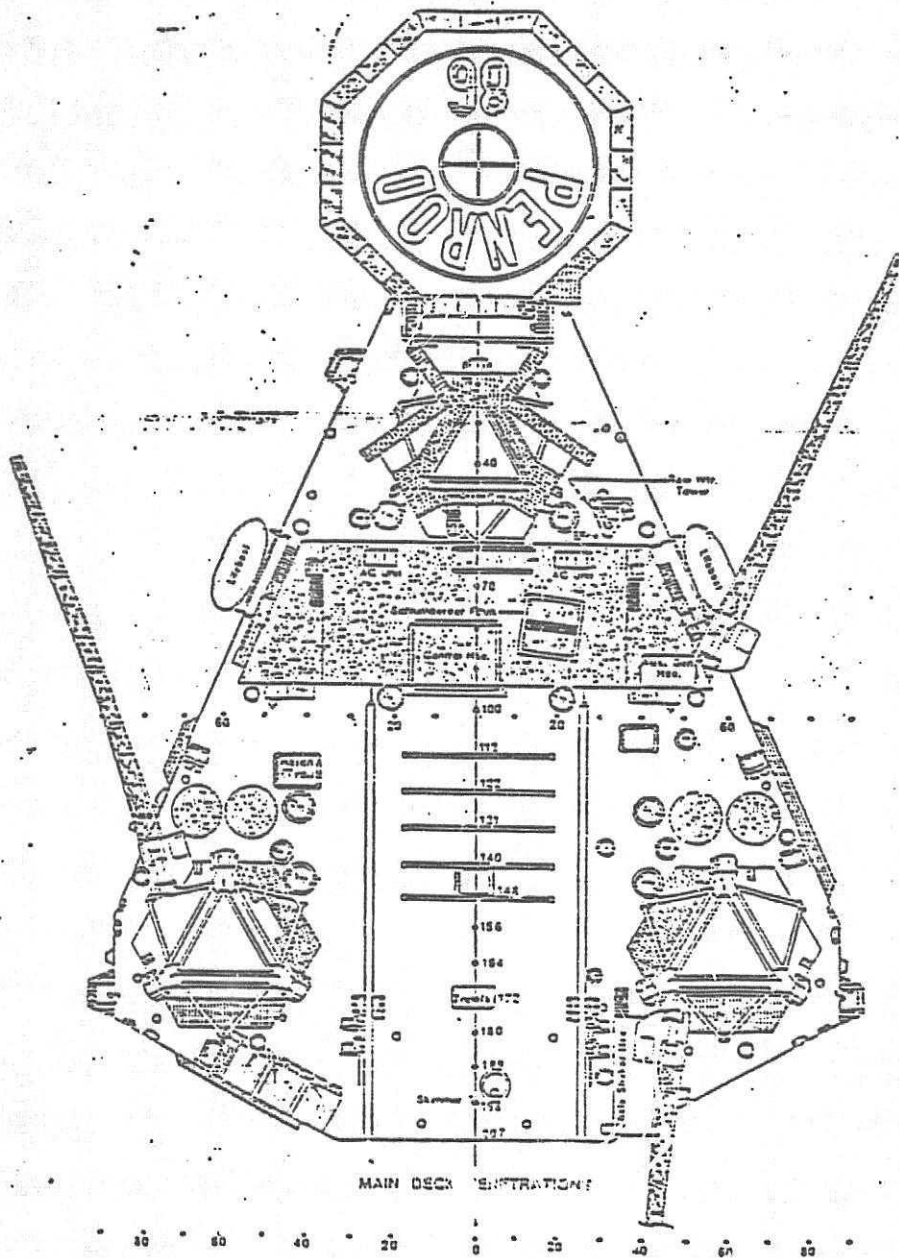
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**Marathon LeTourneau Company**  
Marine Division

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# MAIN DECK LAYOUT



MAIN DECK PENETRATION

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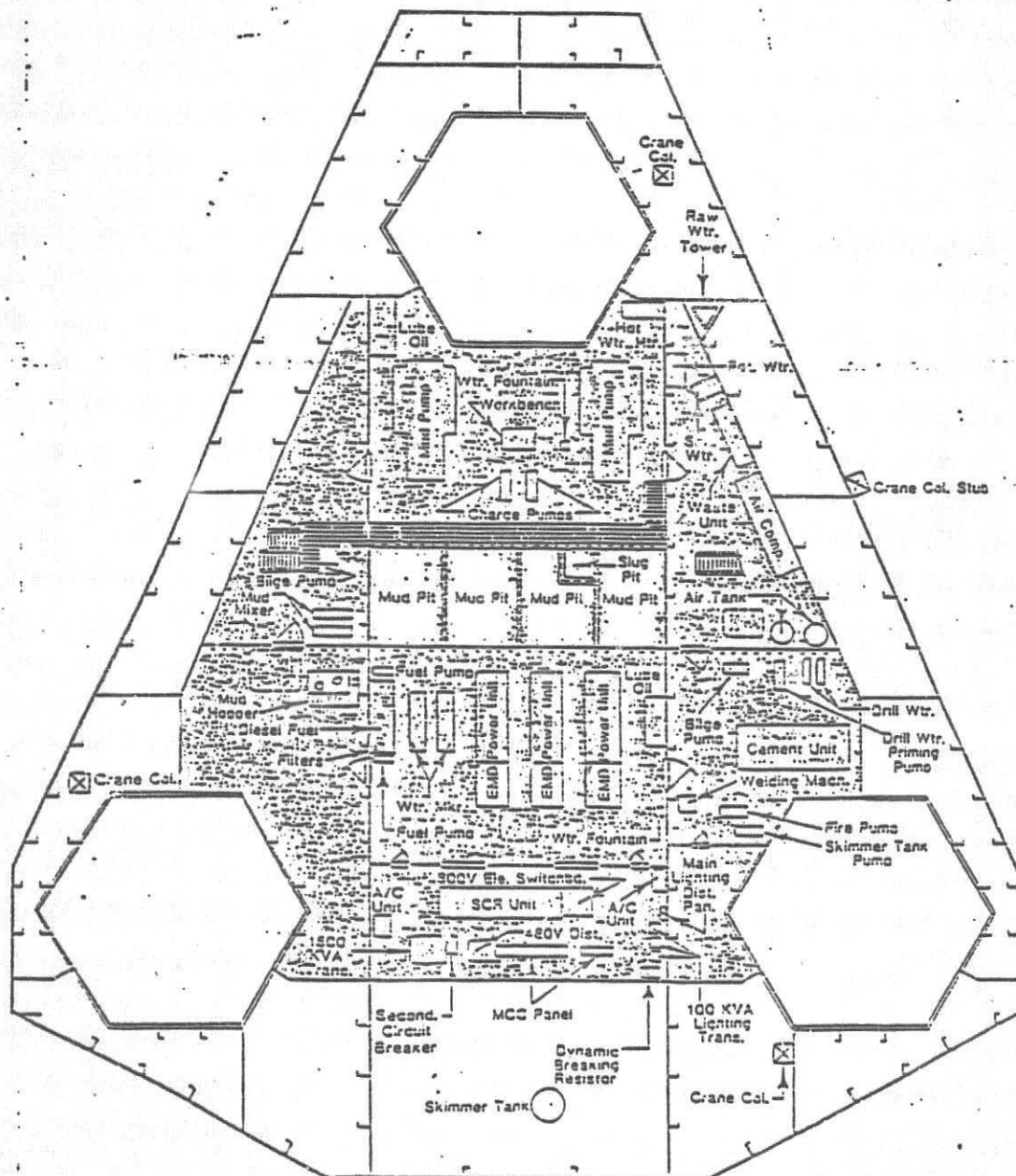
PLATFORM 165

### OVERALL DIMENSIONS



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# MACHINERY DECK LAYOUT



PLATFORM 165

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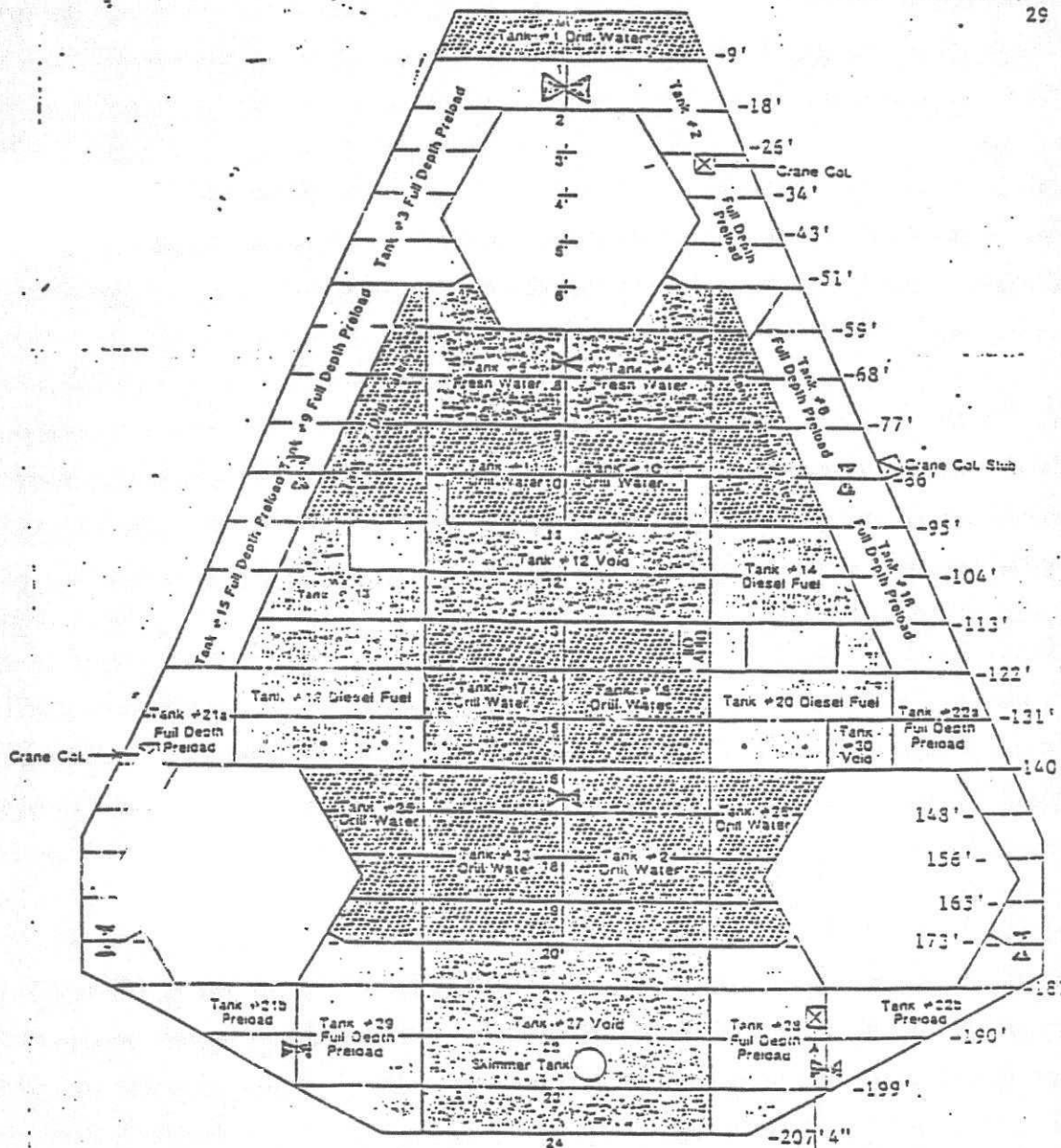


# INNER BOTTOM TANK LAYOUT

PRELOAD EQUALIZER VALVES = 8"  
FRESH WATER EQUALIZER VALVE = 6"

## DUMP VALVES

10" - Tanks 8, 9, 15, 16  
12" - Tanks 1, 3, 21, 22, 28, 29

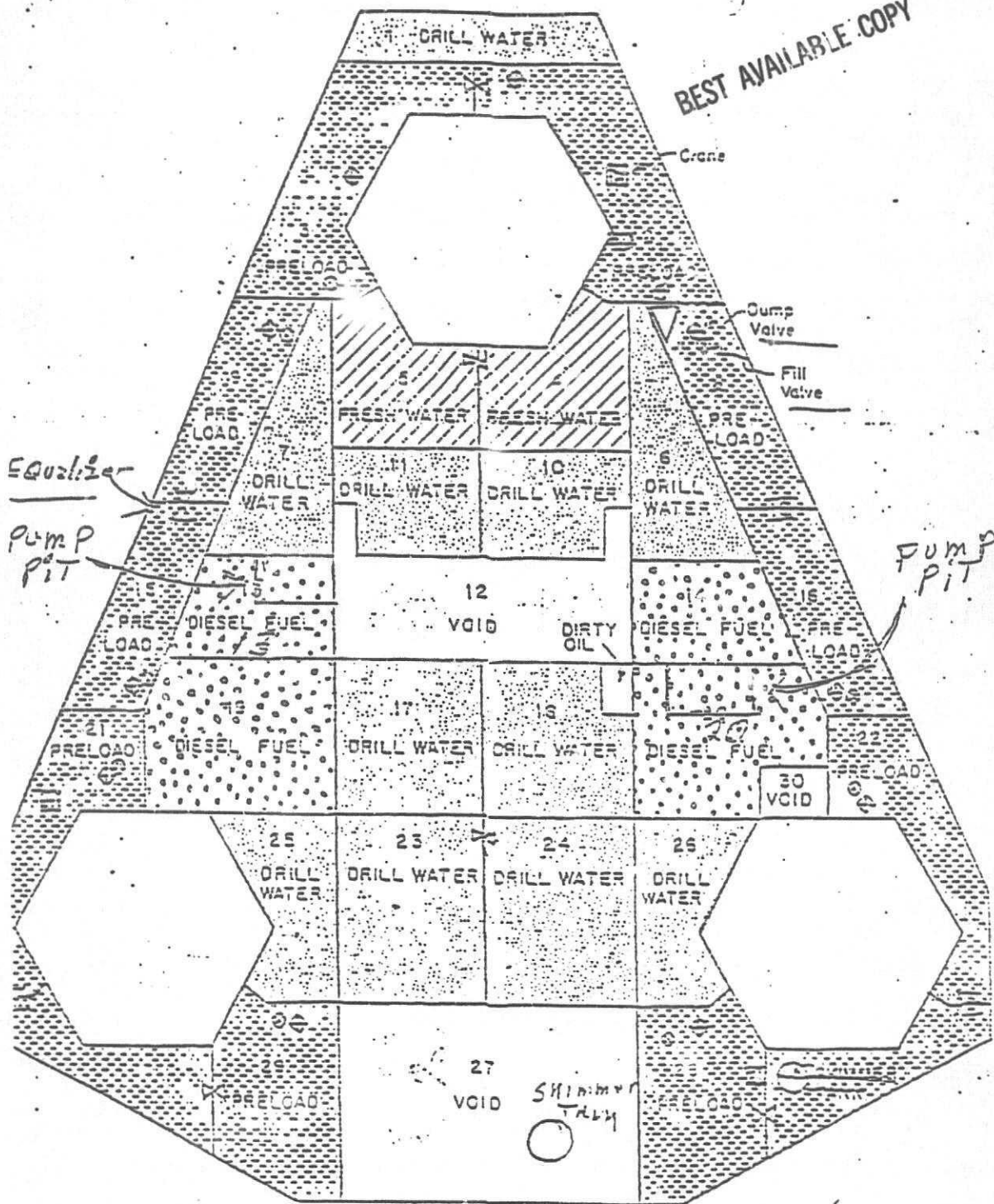


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PLATFORM 165

PENTACD 86

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0.0. x 1/2" WALL  
ORIZ. & DIAS. LEG  
MEMBERS

1/4" O.D. x 1/2" WALL  
1/2. LEG MEMBERS.

3/4" O.D. x 3/4" WALL  
3. LEG MEMBERS

2 ND. TOW POSITION  
STABILIZER BILLET (UPPER)

1ST. TOW POSITION  
STABILIZER BILLET (UPPER)

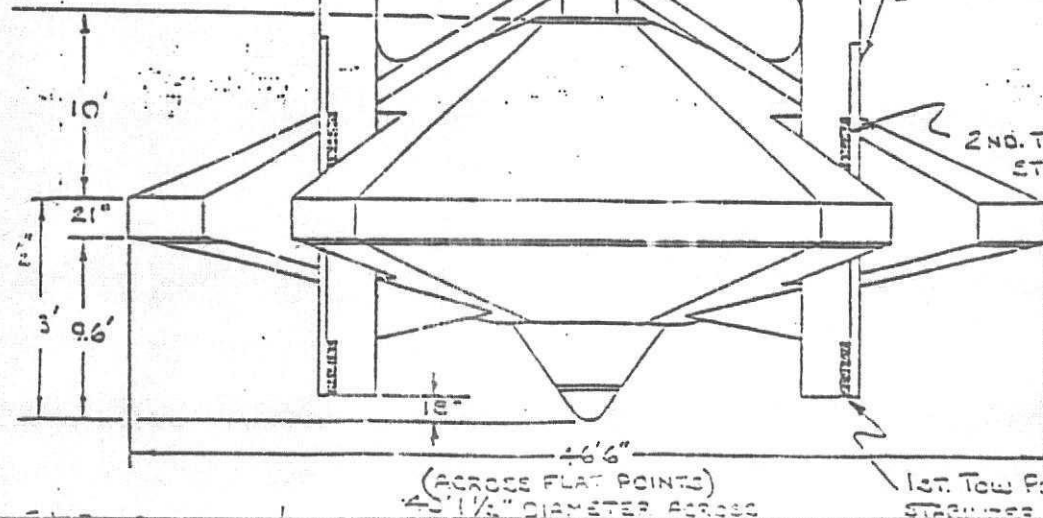
1ST. TOW POSITION -  
CAN 2 7/8" BELOW HULL

2ND. TOW POSITION -  
CAN 12 4 5/8" BELOW HULL

LAST 18'6" OF LEG POST  
HAS NO TEETH

2ND. TOW POSITION  
STABILIZER BILLET  
(LOWER)

1ST. TOW POSITION  
STABILIZER BILLET (LOWER)



PENROD 86  
LETOURNEAU HULL #165 OFFICIAL #643110  
LAST REVISION DATE - JAN '82 - BUILT 1981

11 Length & Width	207'4" X 176'	Basic Hull & Gear Units	4,423,650#
11 Length Inc. Heliport	279'	Leg Weight - 3 legs 360'	3,258,312#
11 Depth	20'	Lightship Less Fixed	7,681,962#
Number of Cranes	3	Total Fixed Load	3,994,075#
11 Rack	26'	Lightship & Fixed Less Cant.	10,266,037#
11 & Gear Rack	46'	Max. Var. Load Allowed	2,505,925#
11 Length	360.33'	Max. Fixed & Var. Allowed	6,500,000#
11 Port-Schd. Legs	120'	Preload	7,138,000#
11 Bow-Aft Legs	137.5'	Cantilever Weight	1,410,000#
11 Leg LCG	38'4"	Total Lightship	11,676,037#
11 Legs - LCG & TCG	160' - 60'	Max. Imposed Load Allowed	21,319,962# (2)
11 Diameter (across Flats)	40'	Lightship Less Cant. LCG	112.84'
11 Diameter (across Points)	46'	Lightship VCG	51.38' (3)
11 Ring Pressure (1 can)	5387 Lbs. Ft. (1)	Lightship TCG	+1.20'
11 ncs	9.6'	Leg VCG	136.2'
11 Wall	21"	Leg GLC	119.44'
11 Wall & Points	11'	LCB	119.44' (4)
11 Height Inc. Dome	21'4 1/2"	Displacement Per Foot	1,301,098#
11 Well Tower	127'	Total Independent Gear Unit	303,435#
11 Well Below Hull	104'	Load w/ Max. Variable	72 (5)
11 ft w/ Max. Variable	10.91'	Max. Crew Quarters	65'
11 Displacement (L.T.) Lightship	5213 tons	Heliport Size	S-61
11 Displacement (L.T.) Max. Var.	331 tons	Heliport Capacity	982 BBLs
11 ABS Load Line	10.9'	Total Potable Water Cap.	6651 BBLs
11 Water Depth	15'	Total Diesel Fuel Cap.	2056 BBLs
11 Water Depth	250'	Min. Leg Below Hull	0'
11 Mable Area	27' X 20'W	1st Tow Position (Can Below Hull)	1.2' (6)
		2nd Tow Position (Can Below Hull)	12.5'

FOOTNOTES \*

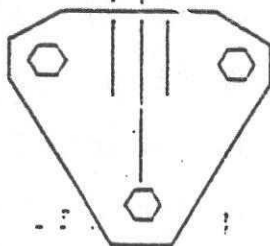
- (1) One Can - 1320 Ft. <sup>2</sup> - Assuming 25' Penetration, Max. Var. & Preload
- (2) W/ Max. Variable & Preload
- (3) Leg 12.38' Below Hull
- (4) Salt Water
- (5) Plus 6 Man Sick Bay
- (6) Leg 1.2' Below Hull

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10.0'	8.0'	6.0'	4.0'	2.0'	0'	2.0'	4.0'	6.0'	8.0'	10.0'	
305	360	415	490	585	695	810	935	1000	1000	935	810
370	425	495	585	690	810	935	1000	1000	935	810	690
435	510	595	695	805	935	1000	1000	935	805	695	595
530	615	705	810	935	1000	1000	935	810	705	615	530
640	730	830	945	1000	1000	1000	945	830	730	640	530
760	860	970	1000	1000	1000	1000	970	860	760	640	530
900	1000	1000	1000	1000	1000	1000	1000	1000	1000	900	760
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	900
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	860
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	810
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	730
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	615
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	510
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	425
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	360
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	305
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	40'
10.0'	8.0'	6.0'	4.0'	2.0'	0'	2.0'	4.0'	6.0'	8.0'	10.0'	

Distance Starboard of hull  
Centerline to Centerline of  
Rotary in feet.

Distance Port of hull  
Centerline to Centerline of  
Rotary in feet



Note: Weight is the  
combined allowable hook,  
rotary and setback (in kips)

#### LOAD LIMITATIONS

Within the limits shown above, the maximum component loadings are:

Hook Load	1000 kips
Rotary Load	750 kips
Setback	450 kips
Pipe Rack	500 kips (+)
Pipe Rack Decking	270 PSF
Individual Pipe Rack Beam	5 kips per linear ft.
Owner furnished equipment *	500 kips

(+) Loads in excess of this will result in a decrease of  
drilling load.

(\*) A pipe rack loading of 650 kips is permissible when the  
combined hook, setback, rotary and pipe rack load does  
not exceed 1500 kips. Pipe to be uniformly distributed  
in the rack area under all conditions.

CANTILEVER BEAM LOAD CHART  
for  
62 SD  
(fixed subbase)

BEST AVAILABLE COPY

Class H  
00 Sx. is considered  
completely full.

1925 Fe. 3

Barica  
2450 Sx. is considered  
completely full.

1725 Sx.	1725.1 Fe. 3	18'	2329 Sx.
1592 Sx.	1592.3 Fe. 3	17'	2150 Sx.
1460 Sx.	1459.6 Fe. 3	16'	1970 Sx.
1327 Sx.	1326.9 Fe. 3	15'	1791 Sx.
1194 Sx.	1194.2 Fe. 3	14'	1612 Sx.
1061 Sx.	1061.4 Fe. 3	13'	1433 Sx.
924 Sx.	923.7 Fe. 3	12'	1247 Sx.
796 Sx.	796.0 Fe. 3	11'	1075 Sx.
663 Sx.	663.2 Fe. 3	10'	895 Sx.
531 Sx.	530.5 Fe. 3	9'	716 Sx.
398 Sx.	397.8 Fe. 3	8'	537 Sx.
227 Sx.	226.7 Fe. 3	7'	374 Sx.
183 Sx.	183.1 Fe. 3	6'	247 Sx.
116 Sx.	116.1 Fe. 3	5'	157 Sx.
69 Sx.	68.8 Fe. 3	4'	93 Sx.
25 Sx.	24.6 Fe. 3	3'	47 Sx.
15 Sx.	14.7 Fe. 3	2'	20 Sx.

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