



## **SECTION IV**

# **EMERGENCY EVACUATION PLAN (E.E.P.) & SUPPLEMENTAL INFORMATION**



# **NORTH AND SOUTH AMERICA EMERGENCY RESPONSE MANUAL**



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## Revision Log

<b>Revision Date</b>	<b>Number</b>	<b>By</b>	<b>Revision Details</b>
09/31/2011	1	SHE department	Document Origination.
10/31/2011	2	Operations	Revision and editing of the procedure.
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## **1. Purpose**

- 1.1. To document the North South America Business Unit's (NSABU) procedure for the response to, and the reporting of, an emergency situation.

## **2. Objective**

- 2.1. This Emergency Response Manual (ERM) is designed for use within the NSABU when handling emergency situations or events. This document contains approved emergency sequences for the Offshore Installation Manager's (OIM) use in combating emergencies at sea.

## **3. Application**

- 3.1. This ERM is applicable to all NSABU drilling rigs and will be utilized by the OIM and his command team to elaborate Rig Specific Emergency Procedures.
- 3.2. Furthermore, the ERM may be utilized as training material for the OIM, offshore command team, ship/rig master and shore based ERT personnel during Major Emergency Management (MEM) training.
- 3.3. The OIM and Rig Manager are responsible for implementing the emergency procedures contained within this manual.
- 3.4. Emergency procedures will be made readily available to all employees for review, all personnel should be encouraged to review and fully understand the Emergency Response Procedures.
- 3.5. Emergency Response Procedures (ERPs) will be reviewed with employees before and after training exercises, when significant changes have been made, and annually as an overview. The latter may be conducted at a General Safety Meeting.

## **4. References**

- 4.1. Well Control Manual (PR-CO-OPS-003)
- 4.2. Security and Response Manual (PR-CO-OPS-001)
- 4.3. Emergency Response for Offshore Operations (ST-CO-SHE-015)
- 4.4. Marine Operating Manual
- 4.5. Hurricane Response for Jackups (PR-NSA-OPS-001)
- 4.6. Hurricane Response for Semi-Submersibles (PR-NSA-OPS-016)
- 4.7. Hurricane Response for Drill Ships (PR-NSA-OPS-034)
- 4.8. NSA Emergency Drills procedure (PR-NSA-SHE-026)
- 4.9. Operator Emergency Evacuation Plan (EEP)

## **5. Definition**

- 5.1. There are no definitions required for the understanding of this document.



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## 6. General Emergency Requirements

### 6.1. General Principle: Preservation of Life

- 6.1.1. The governing principle of an emergency response process is the preservation of life; that of the whole crew and that of the emergency teams.
- 6.1.2. Almost all emergencies develop over a period of time, and usually there is early warning of an impending event which, if properly identified and acted on, will prevent the occurrence of the event.

### 6.2. Primary Obligations

- 6.2.1. Upon the occurrence of an emergency offshore, the Vice President of NSABU or the next level of contact as hereafter listed will determine if the circumstances of the incident warrant the assembly of the Shore Based Emergency Response Team (ERT). Serious incidents are considered on a case-by-case basis with the ERT being activated as defined by the Vice President of NSABU.
- 6.2.2. It must always be considered that the primary obligation in any situation is the preservation of life. Therefore, certain actions to preserve life and limb may be required at the site before the administrative authorities can be fully informed. It is a duty, nevertheless, to keep all authorities fully informed as soon as possible.
- 6.2.3. If there is an emergency, or possible emergency, endangering the seaworthiness or stability of the rig or otherwise involving a risk of death or serious personal injury, the OIM must take any measures deemed necessary or expedient to meet or avoid the emergency. Thus, while these emergency procedure guidelines are to be followed as a general rule, the OIM is empowered to add to, delete, or otherwise vary them in light of prevailing circumstances.

### 6.3. Lines of Communication

- 6.3.1. Should the rig require support from the Shore Base during an emergency, the OIM will contact the Rig Manager assigned to the rig.



6.3.2. The OIM shall inform the shore base of all emergencies in the following order:

**Contact Rig Manager or delegated Person.**

*If Rig Manager cannot be reached:*

**Contact the Rig's Manager – Operations.**

*If Manager – Operations cannot be reached:*

**Contact the General Manager**

*If General Manager cannot be reached:*

**Contact Personnel on call.**

#### 6.4. Training Requirements

- 6.4.1. At a minimum all OIM's shall receive Major Emergency Management (MEM) training.
- 6.4.2. The members of the Shore Based ERT, offshore command teams and offshore emergency teams are required to have skills and experience in dealing with Emergency situations.

#### 6.5. Emergency Drills

- 6.5.1. Emergency exercises shall be conducted offshore in accordance with the NSA Emergency Drills procedure (PR-NSA-SHE-026).
- 6.5.2. Joint exercises between onshore and offshore shall be conducted at least annually.
- 6.5.3. A report of all events or exercises shall be prepared and kept at the shore base office. The report shall provide the description of the situation, the response details, the consequences and any recommended corrective actions required to improve the process.

#### 6.6. Documentation

- 6.6.1. Bridging Document
  - 6.6.1.1. A bridging document shall be in place to coordinate the Operator's emergency response effort with that of EnSCO.
- 6.6.2. Emergency Response Manual (ERM):
  - 6.6.2.1. The Operations Manager, Rig Manager, OIM, and SHE Manager will retain a current edition of the ERM in their respective offices.



6.6.3. Station Bill.

6.6.3.1. A current Station Bill shall be posted at strategic locations throughout the rig and will be available to personnel at all times.

6.6.4. Personnel On Board List

6.6.4.1. The OIM is responsible for maintaining an up-to-date list of persons onboard the rig at all times.

6.6.5. Telephone List:

6.6.5.1. The OIM is responsible for maintaining an up-to-date list of:

- The local Ensco office telephone.
- Direct Rig Manager.
- Manager-Operations.
- SHE Manager.
- Human Resources.
- Regulatory Agencies.
- Medical Evacuation aircraft services (including night flight capable services).
- Oil spill response service.
- Nearest medical facility.
- Local Coastal State authorities.



## 7. Onshore Emergency Responsibilities

### 7.1. Shore Based Emergency Response Team (ERT)

- 7.1.1. The Rig Manager is normally the first person to contact onshore and responsible for providing support during an emergency on the rig.
- 7.1.2. After notification of an emergency from the rig, the Rig Manager will notify the Manager – Operations for discussions and assistance as required.
- 7.1.3. The Manager – Operations will contact the General Manager to inform him of the situation and subsequently the General Manager will inform the Vice President of NSABU.
- 7.1.4. The Vice President of NSABU, or his designate, will evaluate the emergency and decide if the ERT is needed.
- 7.1.5. The Shore Based ERT consists of the following personnel:

<b>Primary</b>	<b>Secondary</b>
• Vice President – NSABU	General Manager
• General Manager	Manager - Operation
• Manager – Operations	Rig Manager(s)
• Rig Manager(s)	Other Rig / Asset Manager(s)
• Director – Finance and Administration	Other Rig / Asset Manager(s)
• SHE Manager	Other Rig / Asset Manager(s)
• Engineering member (as appropriate)	Other Rig / Asset Manager(s)
• Other Rig Managers (as appropriate)	Other Rig / Asset Manager(s)
• Human Resources member (as appropriate)	Other Rig / Asset Manager(s)

- 7.1.6. If considered necessary by the Manager – Operations, personnel annotated in flow charts Number 1 and Number 2 will assemble in the emergency response center. .
- 7.1.7. In order to ensure continuity of communication and proficiency of resources during an ERT meeting, the Manager – Operations shall determine and control what resources and positions are required to be in attendance. Only participants authorized by the ERT leader will be allowed to convene within the designated meeting place.
- 7.1.8. As necessary, the Manager – Operations has the authority to request assistance from any individual, company, or agency. The General Manager and Vice President of NSABU will assess the information and determine whether the Corporate Security & Emergency Response Team Leader (as defined in PR-CO-OPS-001) should be notified or whether the local ERT can handle the situation satisfactorily.



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Vice President - NSA

PR-NSA-SHE-025

16-Mar-12

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Chart No. 1 – Shore Base Emergency Response Team (ERT)

Events	OIM	Rig Manager(s)	Manager - Operations	General Manager	Vice President - NSABU	Director Finance & Admin	SHE Member	Engineering Member	HR Member	Security & Response Leader (Corporate)
Emergency on Rig										
Contact Rig Manager or Rig Manager on-call	○									
Contact Manager - Operations		○								
Contact General Manager			○							
Contact Vice President - NSABU				○						
Decide to assemble ERT					◇					
If decided NOT to assemble ERT: Personnel must continue to assist with emergency		○	●	○						
If decided YES to assemble ERT - activate ERT					○					
Notify rig that ERT is assembled and will assist with emergency		○								

Activity ○ Responsible Person ● Decision ◇



Chart No. 2 – Setup of the Shore Base Emergency Response Team (ERT) Controlling an Emergency

Events	OIM	Rig Manager(s)	Manager - Operations	General Manager	Vice President - NSABU	Director Finance & Admin	SHE Member	Engineering Member	HR Member	Security & Response Leader (Corporate)
Contact members of the ERT		<input type="radio"/>								
ERT Members		<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Rig informed ERT is assembled		<input type="radio"/>								
Contact Operator Management		<input type="radio"/>								
Contact relevant authorities, government agencies		<input type="radio"/>								
Contact Corporate Chief Operating Officer / Inform of emergency situation					<input type="radio"/>					
Coordinate medical facilities / doctors if necessary							<input type="radio"/>			
Contact police, civil authorities if necessary									<input type="radio"/>	
Coordinate dock, hotels, transportation if necessary									<input type="radio"/>	
Contact relatives if necessary									<input type="radio"/>	
Contact Security & Response Leader if necessary				<input type="radio"/>	<input type="radio"/>					
All media contact										<input type="radio"/>
Provide support as needed			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Activity  Responsible Person  Decision



## 8. Offshore Emergency Responsibilities

### 8.1. Offshore Emergency Command Team

- 8.1.1. All units in NSABU shall define a Command Team whose purpose is to coordinate, organize and address all emergencies. The team will be a central point of decision making and command during such event.
- 8.1.2. The team shall be composed of:
- Command Team Leader
  - Command Team Coordinator (*Optional*)
  - Muster Coordinator
  - On Scene Command Liaison
  - Event Logger
  - Client Liaison
- 8.1.3. The OIM has the duty of designating the Command Team in accordance with the manning availability of his unit.
- 8.1.4. It is also the duty of the OIM to clearly define a Command Center for the management of emergency events.

### 8.2. Command Team Leader (Command Team)

#### 8.2.1. *Nomination*

- 8.2.1.1. The nominated Command Team Leader nominated shall be the OIM who will have complete authority in any emergency.
- 8.2.1.2. Should the OIM become incapacitated and unable to assume control of the emergency, the unit shall have a previously defined Chain of Command. The following positions shall be considered as secondary Command Team Leader:
- On Duty Toolpusher
  - Off Duty Toolpusher
  - Barge Engineer
  - Control Room Operator
- 8.2.1.3. The Command Team Leader makes the executive decisions after consultation with the members of the team, and it is the members of the team and the leaders of the Emergency Teams who will action those decisions.

#### 8.2.2. *Initial Action*

- 8.2.2.1. On hearing the emergency alarm the Command Team Leader should proceed to the designated Command Center.

8.2.2.2. It is essential when-ever an alarm has been raised, that the Command Team Leader resists any temptation to remain at or go to the scene of an emergency.

8.2.2.3. The Command Team Leader will report to the Muster Coordinator upon entering the Command Center.

### 8.2.3. ***Emergency Action***

8.2.3.1. The Command Team Leader will, as quickly as possible, and together with his team, assess the situation and develop a plan and instruct the team to put the plan into effect.

8.2.3.2. The Command Team Leader will consider whether actions are going to be taken solely to save life, or whether the action is to be taken to minimize damage for the purpose of safeguarding life and protecting the asset. The Command Team Leader should seek advice from the Command Team.

8.2.3.3. The Command Team Leader understands that his emergency action plan requires constant review, updating and perhaps changed entirely as the emergency escalates. .

8.2.3.4. The Command Team Leader should ensure that communications are maintained with the Emergency Teams, his mustered personnel, the Rig Manager, and Shore Based Emergency Response Team (ERT). The Command Team will communicate with helicopters, responding vessels, and with any vessels transiting the area as a means of acquiring assistance. .

8.2.3.5. The Command Team Leader is ultimately responsible for the implementation and coordination of his plan. However, the Command Team Leader will delegate the implementation of the plan to the various members of his Command Team and will monitor their performance accordingly. He will intervene if their actions are not effective or if he considers the on scene emergency teams to be in danger.

## 8.3. **Command Team Coordinator (Command Team) - *Optional***

### 8.3.1. ***Nomination***

8.3.1.1. The On Duty Toolpusher, or a person designated by the OIM, may act as Command Team Coordinator.

### 8.3.2. ***Initial Actions***

8.3.2.1. On hearing the emergency alarm, the Command Team Coordinator will take his Grab Bag and lifejacket and proceed to the Command Center.

8.3.2.2. The Command Team Coordinator will report to the Muster Coordinator upon entering the Command Center.

### 8.3.3. ***Emergency Actions***

8.3.3.1. The Command Team Coordinator will immediately review the adequate scenario of the Emergency Response Manual (ERM) and verbally relay each action item to the OIM. The OIM will not personally read the manual as he must keep aware of all positions and dialogue within the command center. The Command Team Coordinator will find the appropriate emergency in the ERM and relay action items to the OIM for execution. This will help keep the OIM in his command position whilst he maintains command and control during the emergency.



- 8.3.3.2. In addition to reading aloud each step in the check-list, the Command Team Coordinator shall monitor the activities of the Command Center.
- 8.3.3.3. He will provide advice to prompt the OIM when actions or communications may be required. Conversely, it is imperative that the Command Team Coordinator speak out when he recognizes an error in the OIMs judgment and/or when misinformation is being relayed in the Command Center.
- 8.3.3.4. He should review the actions being taken against the check lists contained in the ERM and ensure that essential activities are being carried out. Where standard tasks are being missed, such as shutting down of ventilators or making the well safe he should prompt the OIM.
- 8.3.3.5. If decided not to designate a Command Team Coordinator, the OIM shall redistribute these responsibilities to other members of the Command Team.

#### 8.4. Muster Coordinator (Command Team)

##### 8.4.1. *Nomination*

- 8.4.1.1. The Off Tower Dynamic Positioning Operator (DPO), Barge Engineer, or a person designated by the OIM may act as Muster Coordinator.

##### 8.4.2. *Initial Action*

- 8.4.2.1. On hearing the emergency alarm, the Muster Coordinator will take his Grab Bag and lifejacket and proceed to the Command Center.
- 8.4.2.2. It is his first duty to count the heads of the Command Team and to identify anyone missing.

##### 8.4.3. *Emergency Action*

- 8.4.3.1. It is the duty of the Muster Coordinator to reconcile numbers of personnel mustered and numbers present in the emergency teams and there-after to identify the numbers and names of any missing persons or casualties. As information becomes available he should (1) immediately advise the Command Team Leader of the muster report and (2) communicate with the GMDSS Operator who in turn must pass the information to the Onshore Emergency Response Team.
- 8.4.3.2. During any precautionary de-manning or evacuation process, other than a total evacuation of all personnel by Lifeboat, it is the Muster Coordinator's job to track personnel by name from the rig via their evacuation means to their eventual place of safety.

#### 8.5. On Scene Command Liaison (Command Team)

##### 8.5.1. *Nomination*

- 8.5.1.1. The Barge Engineer, On Duty Toolpusher, or a person designated by the OIM may act as Muster Coordinator.

##### 8.5.2. *Initial Action*

- 8.5.2.1. On hearing the emergency alarm, the On Scene Command Liaison will take his Grab Bag and lifejacket and report to the Command Center.



8.5.2.2. The On Scene Command Liaison will report to the Muster Coordinator upon entering the Command Center.

**8.5.3. *Emergency Actions***

8.5.3.1. It is the duty of the On Scene Command Liaison to act as a focal point for communications between the On-Scene Commander (OSC) and the Command Team Leader. He is expected to analyze tactical decisions in conjunction with the OSC whilst keeping the Command Team Leader informed. The On Scene Command Liaison will defer all tactical decisions to the Command Team Leader for approval.

**8.6. Event Logger (Command Team)**

**8.6.1. *Nomination***

8.6.1.1. The On Tour Ballast Control Operator (BCO), Off Duty Toolpusher, or a person designated by the OIM may act as Event Logger.

**8.6.2. *Initial Action***

8.6.2.1. The Event Logger should take his lifejacket and proceed to the Command Center.

8.6.2.2. The Event Logger should report to the Muster Coordinator will report to the Muster Coordinator upon entering the Command Center.

**8.6.3. *Emergency Actions***

8.6.3.1. The Event Logger should maintain the Log off event in the Command Center except for those relating to personnel.

**8.7. Client Liaison (Command Team)**

**8.7.1. *Nomination***

8.7.1.1. The Client Representative may be designated as Client Liaison, or a person designated by the client.

**8.7.2. *Initial Action***

8.7.2.1. On hearing the emergency alarm, the Client Liaison will take his Grab Bag and lifejacket and report to the Command Center.

8.7.2.2. The Client Liaison will report to the Muster Coordinator upon entering the Command Center.

**8.7.3. *Emergency Action***

8.7.3.1. The Client Representative will act as a focal point for communications between the Command Team and the ashore.



## 8.8. Radio Operator

### 8.8.1. *Nomination*

8.8.1.1. The Radio Operator, a licensed GMDSS Operator, or person designated by the OIM may act as Radio Operator.

### 8.8.2. *Initial Action*

8.8.2.1. On hearing the emergency alarm, the Radio Operator will take his Grab Bag and lifejacket and report to the Rig Control Room.

8.8.2.2. The Radio Operator will report to the Muster Coordinator upon entering the Rig Control Room.

### 8.8.3. *Emergency Action*

8.8.3.1. He has the primary responsibility of carrying out the requirements of the Command Team in relation to communications.

8.8.3.2. He may be required to communicate with:

- Coastal State Authorities
- All stations via the following broadcasts: Distress, Urgent, and/or Safety.
- Assigned support vessels or other vessels in the vicinity.
- Aircraft (helicopters or fixed-wing).
- Emergency Response Center (ERT) Houston.

## 8.9. On Duty Ballast Control Operator (BCO) – *where applicable*

### 8.9.1. *Nomination*

8.9.1.1. The On Duty Ballast Control Operator or a person designated by the OIM will fulfill this position.

### 8.9.2. *Initial Action*

8.9.2.1. On hearing the emergency alarm, the On Duty Ballast Control Operator will take his Grab Bag and lifejacket and report to the Rig Control Room.

8.9.2.2. The On Duty Ballast Control Operator will report to the Muster Coordinator upon entering the Rig Control Room.

### 8.9.3. *Emergency Action*

8.9.3.1. He has the responsibility of carrying out the requirements of the Command Team in terms of the provision of fire water or the operation of the ballast system.

8.9.3.2. He may also be required to sound alarms as necessary and make follow-up PA announcements.

8.9.3.3. He may be assigned other activities in relation to the provision of services depending on the situation.

8.9.3.4. If decided not to designate an On Duty Ballast Control Operator, the OIM shall redistribute these responsibilities to other members of the Command Team.



## **8.10. Accommodation Clearing Team**

### **8.10.1. *Nomination***

8.10.1.1. The Camp Boss, stewards, or person(s) designated by the OIM may act as the Accommodation Clearing Team.

### **8.10.2. *Initial Action***

8.10.2.1. The Accommodation Clearing Team will ensure that all cabins are cleared and report to the Muster Checker and Command Center.

8.10.2.2. They will proceed to their assigned muster stations or emergency team when needed.

## **8.11. Muster Checkers**

### **8.11.1. *Nomination***

8.11.1.1. As per muster list or as designated by the OIM

### **8.11.2. *Initial Action***

8.11.2.1. On alarm the Muster Checkers proceed to either their Primary Lifeboat Stations or as instructed by the OIM over the PA system.

8.11.2.2. They should maintain communications with the Command Team.

### **8.11.3. *Emergency Action***

8.11.3.1. Muster Checkers will check personnel who are mustered at the selected muster area. They should check the PPE being worn by those mustered at this time.

8.11.3.2. When their muster is complete, they should communicate this to the Muster Coordinator in the Command Center. They may be required to pass on information from the Command Team Leader, depending on the effectiveness of the PA system.

8.11.3.3. On receiving instructions to move from the muster area to the selected lifeboats they are required to guide their teams. If embarkation and evacuation is required, they should assist the Life boat commander to distribute personnel appropriately in the Lifeboat.

8.11.3.4. The Muster Checkers may also be required to instruct mustered personnel who have been given emergency duties by the Command Team Leader. They should ensure that the assigned persons clearly understand where they have to go and why. They should ensure that the assigned persons are provided with communication means.

## **8.12. Lifeboat Commander(s) / Coxswain(s)**

### **8.12.1. *Nomination***

8.12.1.1. These positions shall be given to appropriately qualified personnel.

### **8.12.2. *Initial Action***

8.12.2.1. On hearing the emergency alarm, personnel shall muster as instructed by the OIM.

### **8.12.3. *Emergency Action***



8.12.3.1. On being instructed, the Life Boat Commander will go to their lifeboats, take command, and assist with the loading / launching of the boats.

### 8.13. On Scene Commander (OSC)

#### 8.13.1. *Nomination*

8.13.1.1. As designated on the muster list or by the OIM.

#### 8.13.2. *Initial Action*

8.13.2.1. On hearing the emergency alarm the OSC should establish communications with the Command Center, advise it of the situation and of any plans he has to deal with the situation.

8.13.2.2. **In case of Gas (H<sub>2</sub>S or otherwise), the Command Team Leader will muster with ALL personnel in the galley or other temporary safe refuge indoors.**

#### 8.13.3. *Emergency Action*

8.13.3.1. The OSC provides the overall management of the Emergency Teams at the scene, acting as a focal point for communications to and from the site to the Command Team.

8.13.3.2. He may advise the Emergency Response Team leaders on best action, decide on levels of response, or ensure otherwise that actions to combat emergencies are carried out observing safe working practices.

### 8.14. Fire & Emergency Teams

#### 8.14.1. *Nomination*

8.14.1.1. The Primary Fire and Emergency Team may be composed of the following however rig type and manning restrictions may alter this:

- On-duty Crane Operator (Team Leader)
- On-duty Roustabouts
- On-duty Deck Foreman
- Welder

8.14.1.2. The Secondary Fire and Emergency Team may be composed of the following however rig type and manning restrictions may alter this::

- Off-duty Crane Operator (Team Leader)
- Off-duty Roustabouts
- Off-duty Deck Foreman

#### 8.14.2. *Initial Action*

8.14.2.1. On hearing the alarm the team members should don their normal protective clothing then proceed to their muster point.

8.14.2.2. Once the team is complete the team leader should contact the OSC to report names and numbers and receive instructions. If the team is not complete within a few minutes the Team Leader should contact the Muster Coordinator with the names of the missing person/s.

#### 8.14.3. *Emergency Action*

8.14.3.1. They should then carry out the instructions of the Command Team.

8.14.3.2. Whilst on scene, the Team Leaders should ensure that their teams carry out the instructions given directly by the OSC

8.14.3.3. The teams should form mutually supportive groups under the guidance of the Team Leaders. They should avoid becoming separated and should always be considering their own safety and their fellow team members safety during any emergency activities.

### 8.15. **Helicopter Emergency Team**

#### 8.15.1. *Nomination*

8.15.1.1. The Helicopter Emergency Team is usually composed of the Helicopter Landing Officers or equivalent.

#### 8.15.2. *Emergency Action*

8.15.2.1. The Helicopter Emergency Team will provide first response during any emergency occurring during planned helicopter operations.

### 8.16. **Rescue Boat Team / Rescue Craft Team**

#### 8.16.1. *Nomination*

8.16.1.1. The Rescue Boat Team may be composed of the following however can differ due to rig type and manning constraints:

- Barge Engineer (Coordinator)
- On-duty Mechanic
- On-duty Toolpusher
- On-duty Crane Crew

#### 8.16.2. *Emergency Action*

8.16.2.1. The Rescue Boat team will man and launch the Rescue Boat and carry out Search and Rescue (SAR) operations as required by the Command Team Leader.

8.16.2.2. The team is made up of personnel who may have other emergency duties and will have to be released to man the rescue boat.



## 8.17. Hospital Team

### 8.17.1. *Nomination*

8.17.1.1. The Hospital Team shall be composed of the Medic and person(s) designated by the OIM.

### 8.17.2. *Initial Action*

8.17.2.1. On hearing the emergency alarm the members of the Hospital Team should shut down the activities in which they are engaged if on duty, and proceed directly to the rig hospital.

8.17.2.2. Once his team is complete the Medic should contact the Command Team to report names and numbers and receive instructions. If the team is not complete within a few minutes he should contact the Muster Coordinator with the names of the missing person/s.

### 8.17.3. *Emergency Action*

8.17.3.1. The task of the Hospital Team is to render first aid within the rig hospital and on site, as required by the Command Team Leader, and to provide Stretcher Teams.

8.17.3.2. To carry out any medical requirements resulting from the emergency.

## 8.18. Drilling Team

### 8.18.1. *Nomination*

8.18.1.1. The Drilling Team members are:

- Driller (Team Leader)
- The On-duty Assistant Driller
- The On-duty Derrickhand
- The On-duty Floorhands
- Subsea Engineer (if pertinent to the unit)

### 8.18.2. *Initial Action*

8.18.2.1. The task of the Drilling Team is to immediately stop drilling and shut in the well during a major emergency or as the OIM directs.

8.18.2.2. It may be that the emergency is an escalation of an event which is already in progress relating to drilling activities. In this case, on hearing the alarm the Drilling Team Leader must ensure that those personnel who normally work on or about the Drill Floor, but who have emergency duties elsewhere, depart. The Drilling Team Leader must then communicate with the Command Team to check in personnel numbers and to ask for instructions.

8.18.2.3. If, as part of the drilling function, they are assigned to tasks in other locations, such as the Shaker House or the Mud Room, they should leave these locations and report, only returning to their previous duty if instructed to do so. Equipment or systems which are going to be left should be put in a safe condition.



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8.18.3. *Emergency Action*

- 8.18.3.1. In well control events which have been upgraded to emergencies, the Drilling Team Leader will take control of the Drilling Team and carry out the plan as per instructions from the Command Team. The actions may be well control activities which may require the Drilling Team Leader to determine when control has been lost, and therefore when the Drill Floor should be vacated and personnel sent to the Lifeboat Muster Stations
- 8.18.3.2. Specific actions may be required, either at the request of the Command Team or else when the Drilling Team Leader recognizes them to be appropriate.



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## **9. Emergency Scenarios**

### **9.1. Generalities**

- 9.1.1. The following scenarios describe a series of basic steps to be followed in a specific emergency event.
- 9.1.2. Part of these steps may not be applicable according to the type of unit. Therefore, the OIM has the responsibility of reviewing such steps and designing rig specific procedures to tackle the defined scenario.
- 9.1.3. The offshore emergency responsibilities defined within the scenarios may be modified by the OIM to suit the manning availability of the unit and should not be seen as definitive.
- 9.1.4. The rig specific emergency procedures are to be authorized by OIM and Rig Manager.

### **9.2. List of Scenarios**

Scenario 1: Shallow Gas Blowout - Subsea (Open Hole or Subsea Pipeline Failure)

Scenario 2: Shallow Gas Blowout in the Cellar Deck

Scenario 3: Reservoir Blowout at the Drill Floor

Scenario 4: Toxic Gas Release

Scenario 5: Escape of Flammable Gases

Scenario 6: Fire/Explosion in Mud Processing Areas (Due to Entrained Gas)

Scenario 7: Well Test Area Fire/Explosion

Scenario 8: Fire In Accommodation

Scenario 9: Fire/Explosion in the Machinery Spaces

Scenario 10: Mooring Failure

Scenario 11: Collision

Scenario 12: Structural Failure (due to Extreme Weather)

Scenario 13: Loss of Stability (For Internal Reasons)

Scenario 14: Loss of Control in Transit

Scenario 15: Helicopter Crash on Installation

Scenario 16: Helicopter Crash into the Sea Close to the Installation

Scenario 17: Helicopter Overdue

Scenario 18: Vessel Overdue

Scenario 19: Man Overboard

Scenario 20: Pollution Incident

Scenario 21: Serious Injury/Illness



Scenario 22: Infectious Person/Quarantine

Scenario 23: Serious Crime Onboard

Scenario 24: Sabotage

Scenario 25: Loss of Power/Blackout

Scenario 26: Loss of Automatic Station Keeping

Scenario 27: Search and Rescue

Scenario 28: Movement of the Seabed affecting the stability of the rig



**SCENARIO 1**

**Shallow Gas Blow-out Subsea – No Riser**

(Open Hole or Subsea Pipeline Failure)

*Potential Outcomes*

- Accommodation impairment may occur. Abandonment may be necessary. If timely action is not taken then escape to the sea is a worst case possibility.
- Pollution may occur as a result of this event.

*Means of Detection*

- Bubbles seen by assigned observers.
- Blowout detected by ROV on seafloor.
- Gas in air resulting in gas alarm in Control Room.

LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>1</b>	These actions and communications will be initiated as soon as a shallow gas release is identified	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Commence pumping kill mud	Driller	Derrickman	
2	Sound General Alarm	Driller	BCO	
3	Ensure cranes shut down	Barge Engineer	Crane Operator	
4	Ensure Fire Pumps are ready for operation	BCO	BCO	
5	Move all vessels on location (request 360 degree search for possible MOB). Request vessels advise of fire / Smoke locations.	BCO	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>Rig Manager on call</b> <b>Provide the following information:</b>  Name of OIM and Rig Situation (shallow gas blowout subsea; include rig's position, weather, number of personnel onboard) Potential Plan Tasking Name/location of assisting vessel(s)/aircraft (if applicable) Any other relevant information Request acknowledgement	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	



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4	<b>On scene vessel(s)/aircraft</b>	OIM	BCO	
5	<b>On Coastal State Authorities</b>	OIM	BCO	
6	<b>Adjacent rigs</b>	OIM	BCO	
7	<b>Client</b>	Client Rep	Client Rep	
LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)			TIME
<b>2</b>	These actions and communications will be initiated as soon as first actions have been carried out.			<b>0-5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Prepare drill string for letting go</b>	Drill Tm Ldr	Drilling Team	
2	<b>Check Accommodation for personnel</b>	Accom Srch	Accom Srch	
3	<b>Carry out shutdowns</b>	OIM	BCO	
4	<b>Ensure appropriate vents are shut for the workshop and storage areas on the rig</b>	OIM	OSC	
5	<b>Check wind direction for possible escape route</b>	OIM	BCO/Barge Supervisor	
6	<b>Initiate deluges as appropriate</b>	OIM	BCO	
7	<b>Prepare Lifeboats for operation</b>	OIM	Coxswains	
8	<b>Check for return of Permits to Work</b>	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to Update Rig Manager on call</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>3</b>	These actions and communications will be initiated as soon as pumping of kill mud is completed and if gas release continues.	<b>5-10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Carry out additional shutdowns to include all equipment with the exception of critical drilling and station keeping equipment</b>	OIM	BCO	
2	<b>Shut down all ventilation not required for critical equipment</b>	OIM	BCO	
3	<b>Configure and activate monitors or deluge to protect Selected Muster Station(s) if available</b>	OIM	OSC	
4	<b>Let go drill string</b>	Driller	Drill Team	
5	<b>On successful operation communicate with Command Team</b>	Driller	Driller	
<b>OR</b>				
6	<b>On unsuccessful operation communicate with Command Team</b>	Driller	Driller	
<b>OR</b>				
7	<b>After 3 minutes Command Team communicate with Drilling Team to abandon operation</b>	OIM	OIM	



	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	OIM	
4	Continue to update—on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	

**IF DRILL STRING RELEASE SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>4</b>	These actions and communications after drill string disconnection have failed.	<b>10-15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Resound General Alarm – Public Announcement - Recover all Emergency Teams to Selected Muster Station(s)	OIM	BCO	
2	Public Announcement – Moving off location or Release of Moorings			
3	Advise all vessels on location of intended move	OIM	Logistics	
4	Move off location via DP or through Release of Moorings	OIM	DPO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	OIM	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update-Coastal State Authorities	OIM	BCO	
6	Continue to update-adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF MOVE OFF SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>5</b>	These actions and communications will be initiated as soon as Move Off or automatic Release of Moorings has been unsuccessful. ONLY 5 MINUTES ALLOWED FOR THIS ACTION	<b>15-20 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Attempt manual release of designated moorings	OIM	OSC	
2	Move off using winch power if appropriate	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Update Rig Manager and/or ERT Houston as conditions warrant	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	OIM	
3	With on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	With Coastal State Authorities	OIM	BCO	



5	With adjacent rigs	OIM	Logistics/BCO	
6	With Client	Client Rep	Client Rep	

LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME		
<b>6</b>	To be initiated upon decision to abandon rig. ONLY 10 MINUTES ALLOWED FOR THIS ACTION	<b>20-30 mins</b>		
	ACTION	AUTHORITY	OPERATOR	✓
1	Resound General Alarm – Public Announcement - Recover all Emergency Teams to Selected Muster Station(s).	OIM	BCO	
2	Provide “Abandonment Update” to Command Team	OIM	OIM	
3	Public Announcement – Prepare to Abandon	OIM	OIM	
4	Broadcast MAYDAY	OIM	BCO	
5	Sound Abandon Alarm	OIM	BCO	
6	Public Announcement – Abandon Rig		BCO	
7	Launch lifeboats (OIM to Coxswain – via radio) - 1 lifeboat remains for Command Team	OIM	Coxswain	
8	Turn over Command of Rig to nearby vessel or aircraft (if applicable). Provide information contained in #2 below.	OIM	OIM	
9	Establish “Last Communication” call with Rig Manager and/or ERT	OIM	OIM	
10	Complete Abandonment Checklist	OIM	OIM	
11	Initiate a full shut-down of the rig	OIM	BCO	
12	Depart Command Center for lifeboat	OIM	OIM/Command Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update-Rig Manager on call Provide the following information:  Name of OIM and Rig. Situation (abandoning rig) Total crew complement. Number of lifeboats departing. Number of personnel in each lifeboat. Number of personnel left behind or unaccounted for Location of personnel left behind Total number of personnel leaving Rig Name of unit Command given to Rendezvous Position with on scene vessel (if appropriate) Any other relevant information. Request acknowledgement. This is my last communication	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	



LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>7</b>	These actions and communications will be initiated as soon as the rig has moved off location.	<b>30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Monitor location of gas release	OIM	BCO/Drill Team	
2	Establish status of all personnel	OIM	Muster	
3	Make Preparations to downman (if applicable)	OIM	Muster	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager on call	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO / ERT	
5	Continue to update adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION - SHALLOW GAS BLOWOUT SUBSEA (NO RISER)	TIME
<b>8</b>	These actions and communications will be initiated on arrival of helicopters.	<b>1 hour (location dependent)</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Carry out down-manning by helicopter (if applicable)	OIM	Muster	
2	Survey Damage	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig on call	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	Continue to update adjacent rigs	OIM	Logistics/BCO	
6	Continue to update-Client	Client Rep	Client Rep	



## SCENARIO 2

### Shallow Gas Blowout in the Cellar Deck

(Leak from Riser between the Sea Surface and the Rig Floor)

#### Potential Outcomes

- Accommodation impairment may occur. Abandonment may be necessary. If timely action is not taken then escape to sea is a worst case possibility.
- Pollution may occur as a result of this event.

#### Means of Detection

- Gas in Mud
- Gas in Air resulting in Gas Alarm in Control Room.
- Unexpected changes in rate of penetration.
- Detected influx.

#### Variables

- If control is not achieved by use of the BOP then release of the LMRP is required

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>1</b>	These actions and communications will be initiated as soon as a shallow gas release is identified at the Cellar Deck	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Close in BOPs	Driller	Derrickman	
2	Follow diverter procedure from Well Control Manual	Driller	Drill Team	
3	Sound General Alarm	Driller	Driller/BCO	
4	Public Announcement – Muster as per Station Bill	OIM/BCO	BCO	
5	Ensure Fire Pumps are ready for operation	BCO	BCO	
6	Ensure cranes shut down	Barge Engineer	Crane Operator	
7	Move all vessels on location (request 360 degree search for possible MOB). Request vessels advise of fire / Smoke locations.	BCO	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	With Rig Manager or Emergency Response Team (ERT): Provide the following information:	OIM	OIM	



	<b>Name of OIM and Rig</b> <b>Situation (shallow gas blowout in the cellar deck; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	OIM	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>2</b>	These actions and communications will be initiated as soon as first actions have been carried out.	<b>0-5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Check Accommodation for Personnel</b>	Camp Boss	Camp Boss	
2	<b>Carry out shutdowns</b>	BCO	BCO	
3	<b>Ensure appropriate vents are shut for the workshop and storage areas on the rig</b>	OIM	OSC	
4	<b>Check wind direction for possible escape route</b>	OIM	BCO/Barge Supervisor	
5	<b>Initiate deluges as appropriate</b>	OIM	BCO	
6	<b>Prepare Lifeboats for operation</b>	OIM	Coxswains	
7	<b>Shutdown all permitted activities</b>	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager on call</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	OIM	
3	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>With adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>With Client</b>	Client Rep	Client Rep	

**IF BOP CLOSURE SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>3</b>	These actions and communications will be initiated if well kill operations are ineffective and the gas release is continuing at the Cellar Deck and/or a Diverter washout has occurred.	<b>5-10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Carry out shutdown level 2 (Port or Starboard E/Room)</b>	OIM	BCO	



2	Shut down selected Generator Room Flaps	OIM	DCT 2	
3	Configure and activate monitors or deluge to protect Selected Muster Station(s) if available	Command Tm	OSC	
4	Operate Shear Rams and/or Kill and Choke Valves	Driller	Drill Team	
5	If operating Shear Rams and/or Kill and Choke Valves unsuccessful, disconnect LMRP	Driller	Drill Team	
6	If LMRP release unsuccessful, release the riser	Driller	Drill Team	
7	If riser release unsuccessful, fail the riser by detensioning it	Driller	Drill Team	
8	After 3 minutes Command Team communicate with Drilling Team to abandon operation	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager / ERT	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	OIM	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	

**IF LMRP DISCONNECT SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>4</b>	These actions and communications after drill string disconnection have failed.	<b>10-15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Resound General Alarm – Public Announcement - Recover all Emergency Teams to Selected Muster Station(s)	OIM	BCO	
2	Public Announcement – Moving off location or Release of Moorings	OIM	BCO	
3	Advise all vessels on location of intended move	OIM	Logistics	
4	Move off location via DP or through Release Moorings	OIM	DPO	
5	Move off location via Automatic Release of Moorings	OIM	OSC/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager / ERT	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	OIM	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF MOVE OFF SUCCESSFUL, GO TO LEVEL 7**



LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>5</b>	These actions and communications will be initiated as soon as Move Off or automatic Release of Moorings has been unsuccessful. ONLY 5 MINUTES ALLOWED FOR THIS ACTION	<b>15-20 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Attempt manual release of designated moorings</b>	OIM	OSC	
2	<b>Move off location using winch power if appropriate</b>	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager / ERT</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	OIM	
3	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update</b>	Client Rep	Client Rep	

**IF MOVE OFF SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>6</b>	To be initiated upon decision to abandon rig. ONLY 10 MINUTES IS ALLOWED FOR THIS TASK.	<b>20-30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Resound General Alarm - PA Announcement - Recover all Emergency Teams to Selected Muster Station(s)</b>	OIM	BCO	
2	<b>Provide "Abandonment Update" to Command Team</b>	OIM	OIM	
3	<b>Public Announcement – Prepare to Abandon</b>	OIM	BCO	
4	<b>Broadcast MAYDAY</b>	OIM	BCO	
5	<b>Sound Abandon Alarm</b>	OIM	BCO	
6	<b>Public Announcement – Abandon Rig</b>		BCO	
7	<b>Launch lifeboats (OIM only – via radio) - 1 lifeboat remains for Command Team</b>	OIM	Coxswain	
8	<b>Turn over Command of Rig to nearby vessel or aircraft (if applicable). Provide information contained in #2 below</b>	OIM	OIM	
9	<b>Establish "Last Communication" call with Rig Manager and/or ERT Houston</b>	OIM	OIM	
10	<b>Initiate a complete shutdown of the rig</b>	OIM	BCO	
11	<b>Depart Command Center for lifeboat</b>	OIM	OIM/Command Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT</b> <b>Provide the following information:</b>  <b>Name of OIM and Rig.</b>	OIM	OIM	



	<b>Situation (abandoning rig)</b> <b>Total crew complement.</b> <b>Number of lifeboats departing.</b> <b>Number of personnel in each lifeboat.</b> <b>Number of personnel left behind or unaccounted for</b> <b>Location of personnel left behind</b> <b>Total number of personnel leaving Rig</b> <b>Name of unit Command given to</b> <b>Rendezvous Position with on scene vessel (if appropriate)</b> <b>Any other relevant information.</b> <b>Request acknowledgement.</b> <b>This is my last communication</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	OIM	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>7</b>	These actions and communications will be initiated as soon as the rig has moved off location.	<b>30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Monitor location of gas release</b>	OIM	BCO/Drill Team	
2	<b>Establish status of all personnel</b>	OIM	Muster	
3	<b>Make Preparations to downman (if applicable)</b>	OIM	Muster	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager / ERT</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	OIM	
3	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - SHALLOW GAS BLOWOUT IN CELLAR DECK	TIME
<b>8</b>	These actions and communications will be initiated on arrival of helicopters.	<b>1hour (location dependent)</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Carry out down-manning by helicopter (if applicable)</b>	OIM	Muster	
2	<b>Survey Damage</b>	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager / ERT</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	



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5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	



### SCENARIO 3

### Reservoir Blowout at the Drill Floor

*Potential Outcomes*

- Early identification of the problem should ensure the availability of ships and helicopters.
- Accommodation impairment may occur.
- Evacuation may be necessary.
- If timely action is not taken then escape to sea is a worst case possibility.
- Pollution may occur as a result of this event.

*Means of Detection*

- Gas in Mud – usually by Mud Loggers.
- Gas in Air resulting in Gas Alarm in Control Room.
- Unexpected changes in drilling torque.
- Detected influx.

*Variables*

- LMRP is required.

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>1</b>	These actions and communications will take place during the time when well control is still taking place but when in the judgment of the Senior Toolpusher, loss of control seems likely.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Close in BOPs	Driller	Derrickman	
2	Sound General Alarm	Driller	Driller/BCO	
3	Public Announcement – Muster all personnel as per Station Bill or at the direction of the OIM	OIM/BCO	BCO	
4	Initiate all deluges as appropriate	BCO	BCO	
5	Prepare for Well Kill Operations	Driller	Drill Team	
6	Increase pressure on Slip Joint Seal	Driller	Drill Team	
7	Ensure cranes shut down	BCO	Crane Operator	
8	Move all vessels on location upwind (request 360 degree searches for possible MOB). Request vessels advise of fire/smoke locations.	BCO	BCO	
9	Initiate Helicopter precautionary demanning	OIM	Logistics	
10	Request Helicopter cover for evacuation	OIM	Logistics	



11	Identify which moorings to release (if applicable)	BCO	BCO	
12	Check wind direction for possible escape route	OIM	BCO	
13	Prepare Lifeboats for Operation	OIM	Coxswains	
14	Check for return of all work permits	OIM	BCO	
15	Request Medical assistance	OIM	Rig Manager	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>Rig Manager on call</b> <b>Provide the following information:</b>  Name of OIM and Rig Situation (reservoir blowout at the drill floor; include rig's position, weather, number of personnel onboard) Potential Plan Tasking Name/location of assisting vessel(s)/aircraft (if applicable) Any other relevant information Request acknowledgement  If conditions warrant: (1) Request (2) helicopters and/or medical assistance. (2) Request ERT contact Coastal State Authorities.	OIM	OIM	
3	Update crew through Public Announcements	OIM	OIM	
4	Update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Update client	Client Rep	Client Rep	

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>2</b>	These actions and communications will take place when the Toolpusher judges that control has been lost. This may be some time after initiation of well control activities.	<b>0 to 60 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Operate Shear Rams	Driller	Driller	
2	Shut all Choke and Kill Valves	Driller	Driller	
3	Carry shutdown of non-essential equipment	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager <u>and/or ERT as conditions permit</u>	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	Continue to update adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	

**IF OPERATION OF SHEAR RAMS AND VALVE CLOSURE SUCCESSFUL,  
GO TO LEVEL 7**



LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>3</b>	To be initiated in the event of failure of the Shear Rams or possibly Kill Lines or Valves.	<b>1 hour 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Activate all deluge systems	OIM	BCO	
2	Configure and activate monitors or deluge to protect Selected Muster Station(s) if available	OIM	OSC	
3	Prepare Drill String for letting go	Driller	Drill Team	
4	Release Drill String	Driller	Drill Team	
5	Prepare to release LMRP	Driller	Drill Team	
6	Initiate EDS	Driller	Drill Team	
7	If EDS release unsuccessful, release the Riser	Driller	Drill Team	
8	If Riser release unsuccessful, Fail the Riser by detensioning it	Driller	Drill Team	
9	After 3 minutes Command Team communicate with Drilling Team to abandon operation	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF LMRP DISCONNECT SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>4</b>	These actions and communications after drill string and LMRP disconnection has taken place or else after 3 minutes.	<b>1 hour 8 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Resound General Alarm – Public Announcement - Recover all Emergency Teams to Selected Muster Station(s)	OIM	BCO	
2	Public Announcement – Moving off location or Release of Moorings	OIM	BCO	
3	Advise all vessels on location of intended move	OIM	Logistics	
4	Move off location via DP or through Release Moorings	OIM	DPO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	



5	Continue to update-Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF MOVE OFF SUCCESSFUL, GO TO LEVEL 7**

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>5</b>	These actions and communications will be initiated as soon as automatic mooring release has been unsuccessful. ONLY 5 MINUTES ALLOWED FOR THIS ACTION	<b>8 - 20 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Attempt manual release of designated moorings	OIM	OSC	
2	Move off location using winch power if appropriate	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	OIM	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	Continue to update adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	

**IF MOVE OFF SUCCESSFUL GO TO LEVEL 7**

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>6</b>	To be initiated on unsuccessful attempt to manually release moorings. ONLY 10 MINUTES IS ALLOWED FOR THIS TASK.	<b>20-30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Resound General Alarm - PA Announcement - Recover all Emergency Teams to Selected Muster Station(s)	OIM	BCO	
2	Provide “Abandonment Update” to Command Team	OIM	OIM	
3	Public Announcement – Prepare to Abandon	OIM	OIM	
4	Broadcast MAYDAY	OIM	BCO	
5	Sound Abandon Alarm	OIM	All Personnel	
6	Public Announcement – Abandon Rig		BCO	
7	Launch lifeboats (OIM only – via radio) - 1 lifeboat remains for Command Team	OIM	Coxswain	
8	Turn over Command of Rig to nearby vessel or aircraft (if applicable). Provide information contained in #2 below	OIM	OIM	
9	Establish “Last Communication” call with Rig Manager and/or ERT Houston	OIM	OIM	
10	Initiate full shutdown of rig	OIM	BCO	
11	Depart Command Center for lifeboat	OIM	OIM/Command Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Rig Manager on call / ERT Houston	OIM	OIM	



	<p><b>Provide the following information:</b></p> <p>Name of OIM and Rig.          Situation (abandoning rig)          Total crew complement.          Number of lifeboats departing.          Number of personnel in each lifeboat.          Number of personnel left behind or unaccounted for          Location of personnel left behind          Total number of personnel leaving Rig          Name of unit Command given to          Rendezvous Position with on scene vessel (if appropriate)          Any other relevant information.          Request acknowledgement.          This is my last communication</p>			
3	Continue to update crew through Public Announcements	OIM	OIM	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>7</b>	These actions and communications will be initiated as soon as the rig has moved off location.	<b>30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Monitor location of gas release	OIM	BCO/Drill Team	
2	Establish status of all personnel	OIM	Muster	
3	Make Preparations to downman (if applicable)	OIM	Muster	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	OIM	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION – RESERVOIR BLOWOUT AT THE DRILL FLOOR	TIME
<b>8</b>	These actions and communications will be initiated on arrival of helicopters.	<b>1hour (location dependent)</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Carry out down-manning by helicopter (if applicable)	OIM	Muster Coordinator	



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2	Survey Damage	OIM	OSC	
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	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager / ERT Houston	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 4 Toxic Gas Release

### *Potential Outcomes*

- Fatalities due to exposure to the gas or serious injury may result.

### *Means of Detection*

- Gas in Mud – usually by shakers, pits, etc.
- Gas in Air resulting in Gas Alarm in Control Room.

### *Variables*

- Toxic gas expected.
- Toxic gases unexpected.
- Levels of LEL identified in terms of ppm.

LEVEL	INITIATION – TOXIC GAS RELEASE	TIME
<b>1</b>	To be initiated as soon as an unexpected indication of Toxic Gas occurs.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Stop Drilling and make Well Safe</b>	Driller	Drill Team	
2	<b>Sound Toxic gas-Alarm</b>	BCO	BCO	
3	<b>Public Announcement – designated muster area</b>	OIM	BCO	
4	<b>Ensure fire pumps are ready for operation</b>	BCO	BCO	
5	<b>Prohibit helicopter landings/takeoff</b>	OIM	BCO	
6	<b>Move all vessels on location</b>	OIM	BCO	
7	<b>Check for return of Permits to Work</b>	OIM		

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Rig Manager on call</b> <b>Provide the following information:</b>  <b>Name of OIM and Rig</b> <b>Situation (toxic gas release; include rig’s position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b>	OIM	OIM	



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	<b>Request acknowledgement</b>			
3	<b>Update crew through Public Announcements</b>	OIM	BCO	
4	<b>On scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Coastal State Authorities</b>	OIM	BCO	
6	<b>Adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – TOXIC GAS RELEASE	TIME
<b>2</b>	This action assumes that the presence of Toxic gas-is Present. To be initiated as soon as a level of gas in air of more than 10 ppm is detected anywhere on the rig.	<b>0 - 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Initiate appropriate well control procedure / shut well in</b>	Driller	Drill Team	
2		BCO	BCO	
3	<b>Public Announcement – Toxic Gas - Muster personnel in the designated Muster area</b>		BCO	
4	<b>Ensure Drilling Team suited with proper PPA and / or BA sets</b>	Driller	Drill Team	
5	<b>Carry out shutdown of non-essential equipment</b>	OIM	BCO	
6	<b>Prohibit Helicopter landing/takeoff</b>	OIM	Logistics / BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Manager on call</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – TOXIC GAS RELEASE	TIME
<b>3</b>	These actions and communications will be initiated as soon as Drilling personnel are suitably protected and Non-Essential personnel mustered.	<b>10 - 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Initiate procedure to keep gas in formation</b>	Driller	Drill Team	
2	<b>Request Medical Assistance if personnel are unaccounted for</b>	OIM	Logistics/BCO	
3	<b>Report results of POB account to ERT and if necessary, initiate search for missing personnel</b>	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	



5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	

**IF Toxic Gas CONTAINED, EMERGENCY OVER**

LEVEL	INITIATION – TOXIC GAS RELEASE	TIME
<b>4</b>	These actions and communications will be initiated if the efforts to circulate out are not successful.	<b>30 - 60 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Carry out actions necessary to Kill Well</b>	OIM	Drilling Team	
2	<b>Monitor Gas Levels</b>	OIM	Driller	
3	<b>Setup Triage Facilities if required</b>	OIM	Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	



## SCENARIO 5

### Escape of Flammable Gases

*Potential Outcomes*

- Fatalities due to exposure to flammable gases
- Explosion.
- Injured personnel.

*Means of Detection*

- Gas in Mud – usually by Shakers, OIB, etc.
- Gas in Air resulting in Gas Alarm in Control Room.

*Variables*

- Weather
- Wind speed/direction.
- Ignition sources.

LEVEL	INITIATION – ESCAPE OF FLAMMABLE GASES	TIME
<b>1</b>	To be initiated as soon as a report of flammable gas escapes is received.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Stop Drilling and make Well Safe</b>	Driller	Drill Team	
2	<b>Sound General Alarm</b>	BCO	BCO	
3	<b>Public Announcement – Gas Release – All personnel muster as per Station Bill, or at the direction of the OIM</b>	OIM/BCO	BCO	
4	<b>Secure all ignition sources</b>	OIM	BCO	
5	<b>Carry out level rig shutdowns as appropriate</b>	OIM	BCO/DCT-2	
6	<b>Ensure Fire Pumps are ready for operation</b>	BCO	BCO	
7	<b>Prohibit helicopter landings/takeoff</b>	OIM	BCO/BCO	
8	<b>Move all vessels on location upwind (request 360 degree search for possible MOB)</b>	OIM	BCO	
9	<b>Return all work permits</b>	OIM		

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update-Rig Manager on call Provide the following information:  Name of OIM and Rig</b>	OIM	OIM	



	<b>Situation (escape of flammable gas; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Coastal State Authorities</b>	OIM	BCO	
6	<b>adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – ESCAPE OF FLAMMABLE GASES	TIME
<b>2</b>	These actions take place after initial report of flammable gas escape.	<b>0 - 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Muster checker reconciles muster station reports – advises OIM of missing / injured personnel</b>	OIM	Muster Checker	
2	<b>OSC ensures that Emergency Teams are mustered and dressed-out</b>	OIM	OSC	
3	<b>Check Accommodation for personnel</b>	Camp Boss	Camp Boss	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – ESCAPE OF FLAMMABLE GASES	TIME
<b>3</b>	These actions and communications will be initiated as soon as confirmation of secure of ignition sources is obtained and/or muster checker has confirmed reconciliation.	<b>10 - 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Initiate procedures to secure gas leak as per Well Control Manual or at the direction of the OIM</b>	OIM	BCO/OSC	
2	<b>Request Medical Assistance if personnel are unaccounted for</b>	OIM	Logistics/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	



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5	Continue to update-Coastal State Authorities	OIM	BCO	
6	Continue to update-adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	

LEVEL	INITIATION – ESCAPE OF FLAMMABLE GASES	TIME
<b>4</b>	These actions and communications will be initiated if gas leak has been repaired and gas is allowed to disperse.	<b>30 - 60 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Monitor gas levels and location(s)	OIM	BCO	
2	Monitor wind direction – move rig (DP) as applicable in order to use natural ventilation to allow gas to disperse	OIM	DP Operator	
3				
4	Setup Triage Facilities in the case of major casualties	OIM	Medic	
5	Utilize hand-held gas detectors to check air for gas levels	OIM	OSC	
6	Recover downed personnel (if applicable) when gas no longer present	OIM	OSC	
7	Administer first aid to affected personnel	Medic	Medic	
8	Make preparations for MEDIVAC	OIM	HLO	
9	OIM consult with Rig Manager/ERT Houston for opinion/recommendations – OIM provide Medical examination report	OIM	OIM	
10	MEDIVAC personnel (if applicable) – consider if personnel are to be escorted	OIM	OIM	
11	Return to normal operations when escaped gas deemed no longer a threat to personnel or rig	ERT	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig manager / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 6

### Fire/Explosion in Mud Processing Areas (Entrained Gas)

#### Potential Outcomes

- Fatalities.

#### Means of Detection

- Fire detection and alarm in Rig Control Room.
- Visual description of fire.
- Pollution may occur as a result of this event.

#### Variables

- Fuel for ignited gas.
- Fire in Shaker House.
- Fire in Pit Room.
- Fire in Pump Room.

LEVEL	INITIATION – FIRE/EXPLOSION IN MUD PROCESSING AREAS	TIME
<b>1</b>	These actions and communications will be initiated as soon as the fire is detected, which may, under some circumstances be after an explosion.	<b>0 mins</b>

1	<b>Sound General Alarm</b>	Driller	Driller/BCO	
2	<b>Public Announcement – Muster personnel as per Station bill</b>	OIM/BCO	BCO	
3	<b>Carry out rig shutdowns as appropriate</b>	OIM	BCO	
4	<b>Ensure fire pumps are ready for operation</b>	BCO	BCO	
5	<b>Shut in well</b>	Driller	Drill Team	
6	<b>Ensure cranes shut down</b>	Crane Operator	Crane Operator	
7	<b>Move all vessels on location upwind (request 360 degree search for possible MOB). Request vessels advise of fire / smoke locations</b>	BCO	BCO	
8	<b>Return all work permits</b>	OIM	BCO	
9	<b>Prohibit Helicopter takeoff/landing</b>	OIM	BCO	
10	<b>Provide OSC with MSDS if necessary</b>	OIM	RSTC	
	<b>COMMUNICATIONS</b>	<b>AUTHORITY</b>	<b>OPERATOR</b>	✓
1	<b>Communications as above</b>			
2	<b>Continue to update-Rig Manager on call Provide the following information:  Name of OIM and Rig</b>	OIM	OIM	



	<b>Situation (fire/explosion in mud processing area; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE/EXPLOSION IN MUD PROCESSING AREAS	TIME
<b>2</b>	These actions and communications will be initiated as soon as first actions have been taken.	<b>0 - 3 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Electrically isolate mud processing equipment</b>	OIM	Electrical Supervisor	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager on call</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE/EXPLOSION IN MUD PROCESSING AREAS	TIME
<b>3</b>	These actions and communications will be initiated once all emergency teams are active.	<b>30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Continue Fighting fire</b>	OIM	OSC	
2	<b>Setup Triage facilities if major casualties</b>	OIM	Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	



LEVEL	INITIATION – FIRE/EXPLOSION IN MUD PROCESSING AREAS	TIME
<b>4</b>	These actions and communications will be initiated once the fire has been extinguished.	<b>30 min – 1 H</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Provide boundary cooling for space</b>	OIM	OSC	
2	<b>Downman to Well Control Event</b>	ERT	OIM	
3	<b>Conduct damage assessment</b>	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Update Rig Manager / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	



## SCENARIO 7

### Well Test Area Fire/Explosion

*Potential Outcomes*

- Loss of life or injuries amongst emergency teams.
- If the fire is not extinguished it will burn for a prolonged period due to fuel source.
- Pollution may occur as a result of this event.

*Means of Detection*

- Fire detection and alarm in Ballast Control Room.
- Operation of Manual call button by person

*Variables*

- Fuel for ignited gas.
- Fire in Shaker House.
- Fire in Pit Room.
- Fire in Pump Room.

LEVEL	INITIATION – WELL TEST AREA FIRE/EXPLOSION	TIME
<b>1</b>	These actions and communications will be initiated as soon as the fire is detected, which may, under some circumstances be after an explosion.	<b>0 mins</b>

1	<b>Sound General Alarm</b>	Driller	Driller/BCO	
2	<b>Public Announcement – Muster all non-essential personnel as per Station Bill or at the direction of the OIM</b>	BCO	BCO	
3	<b>Carry out rig shutdowns as appropriate</b>	OIM	BCO	
4	<b>Ensure fire pumps are ready for operation</b> <b>Ensure fire pumps are ready for operation</b>	BCO	BCO	
5	<b>Shut in well</b>	Driller	Drill Team	
6	<b>Ensure cranes shut down</b>	Crane Operator	Crane Operator	
7	<b>Move all vessels on location upwind (request 360 degree searches for possible MOB). Request vessels advise of fire/smoke locations.</b>	BCO	BCO	
8	<b>Return all work permits</b>	OIM	BCO	
9	<b>Prohibit Helicopter takeoff/landing</b>	OIM	BCO	
10	<b>Provide OSC with MSDS</b>	OIM	RSTC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			



2	<p><b>Continue to update-Rig Manager on call</b>  <b>Provide the following information:</b></p> <p>Name of OIM and Rig          Situation (fire/explosion in mud processing area; include rig's position, weather, number of personnel onboard)          Potential          Plan          Tasking          Name/location of assisting vessel(s)/aircraft (if applicable)          Any other relevant information          Request acknowledgement</p>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – WELL TEST AREA FIRE/EXPLOSION	TIME
<b>2</b>	These actions and communications will be initiated as soon as first actions have been taken.	<b>0 - 3 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Electrically isolate mud processing equipment</b>	OIM	Electrical Supervisor	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – WELL TEST AREA FIRE/EXPLOSION	TIME
<b>3</b>	These actions and communications will be initiated once all emergency teams are active.	<b>3 - 8 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Extinguish fire using all possible means</b>	OIM	OSC	
2	<b>Setup Triage facilities if major casualties</b>	OIM	Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	



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4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – WELL TEST AREA FIRE/EXPLOSION	TIME
<b>4</b>	These actions and communications will be initiated once the fire has been extinguished.	<b>8 - 45 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Provide boundary cooling for space</b>	OIM	OSC	
2	<b>Downman to Well Control Event Manning</b>	ERT	OIM	
3	<b>Conduct damage assessment</b>	OIM	OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	



## SCENARIO 8

### Fire in Accommodation

*Potential Outcomes*

- The most likely casualties are personnel trapped in cabins.
- If the fire is not extinguished it will likely burn with considerable smoke.
- Personnel will likely be safe when mustered on deck.

*Means of Detection*

- Fire discovered and manual call button pressed.
- Fire detected and alarmed in Control Room.

*Variables*

- Length of time before fire is discovered.

LEVEL	INITIATION – FIRE IN ACCOMMODATION	TIME
<b>1</b>	These actions and communications will be initiated as soon as a fire is alarmed or discovered.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Sound General Alarm</b>	BCO	BCO	
2	<b>Public Announcement – Muster all non-essential personnel as per Station Bill or at the direction of the OIM</b>	OIM/BCO	BCO	
3	<b>Ensure fire pumps are ready for operation</b>	BCO	BCO	
4	<b>Catering Staff clear unaffected Accommodations of Personnel</b>	OIM	Camp Boss	
5	<b>Shut in Well</b>	Driller	Drill Team	
6	<b>Move all vessels on location upwind (request 360 degree search for possible MOB). Request vessels advice of fire/smoke locations.</b>	BCO	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update-Rig Manager on call</b> <b>Provide the following information:</b>  Name of OIM and Rig Situation (fire/explosion in mud processing area; include rig’s position, weather, number of personnel onboard) Potential Plan Tasking	OIM	OIM	



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	Name/location of assisting vessel(s)/aircraft (if applicable) Any other relevant information Request acknowledgement			
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE IN ACCOMMODATION	TIME
<b>2</b>	These actions and communications will be initiated as soon as OSC is mustered with Fire Teams and is ready to combat fire (if fire is still burning).	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Electrically isolate Galley or Laundry (as applicable)	OIM	OSC	
2	Request Medical assistance	OIM	OIM	
3	Consider relocation of ECC from Auxiliary ECC	OIM	OIM	
4	Verify electrical isolation of Galley or Laundry (as applicable)	OIM	Electrical Supervisor	
5	Verify boundary cooling	OIM	OSC	
6	Direct OSC to attack fire (with OSCs concurrence and readiness)	OIM	OSC	
7	Setup Triage facility (as appropriate)	OIM	Medic	
8	Consider future down-manning (if applicable)	ERT	ERT	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update-Coastal State Authorities	OIM	BCO	
6	With adjacent rigs	OIM	Logistics/BCO	
7	With Client	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE IN ACCOMMODATION	TIME
<b>3</b>	These actions and communications will be initiated once the fire has been extinguished or has gone out (on the notion that serious damage has been done).	<b>10 – 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Ventilate area	OIM	OSC	
2	Set fire watch (record name of person standing fire watch)	OIM	OSC	
3	Begin overhauling damaged compartments	OIM	OSC	
4	Conduct damage assessment (request assistance from shore if necessary)	OIM	OSC	
5	Provide damage assessment to Rig Manager and/or ERT Houston	OIM	OIM	
6	Begin down-manning (if applicable)	ERT / OIM	OIM	



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	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 9

### Fire/Explosion in the Machinery Spaces

#### Potential Outcomes

- Sustained combustion due to presence of significant fuel source (fuel oil / lube oil).
- Fatalities are possible.
- Loss of power generation.
- Evacuation may be necessary.

#### Means of Detection

- Fire discovered and manual call button pressed.
- Fire detected and alarmed in Control Room.

#### Variables

- Length of time before fire is discovered.
- Fuel source for fire.
- Space containing fire.
- Availability of fixed suppressant system.

LEVEL	INITIATION – FIRE/EXPLOSION IN MACHINERY SPACES	TIME
<b>1</b>	These actions and communications will be initiated as soon as a fire is alarmed or discovered.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Sound General Alarm	BCO	BCO	
2	Public Announcement – Muster all non-essential personnel as per the Station Bill, or at the direction of the OIM	OIM/BCO	BCO	
3	Ensure Fire Pumps are ready for operation	BCO	BCO	
4	Energize Sprinklers (if applicable)	BCO	BCO	
5	Energize deluge as applicable	BCO	BCO	
6	Catering Staff clear unaffected Accommodations of Personnel	Camp Boss	Camp Boss	
7	Initiate appropriate shutdowns	BCO	BCO	
8	Shut in Well	Driller	Drill Team	
9	Move all vessels on location (request 360 degree search for possible MOB). Request vessels advise of fire / smoke locations.	BCO	BCO	



	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<p>Continue to update-Rig Manager on call:</p> <p>Provide the following information:</p> <p>Name of OIM and Rig</p> <p>Situation (fire/explosion in machinery space; include rig's position, weather, number of personnel onboard)</p> <p>Potential</p> <p>Plan</p> <p>Tasking</p> <p>Name/location of assisting vessel(s)/aircraft (if applicable)</p> <p>Any other relevant information</p>	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE/EXPLOSION IN MACHINERY SPACES	TIME
2	These actions and communications will be initiated as soon as OSC is mustered with Fire Teams and is ready to combat fire (if fire is still burning).	0 – 15 mins

	ACTION	AUTHORITY	OPERATOR	✓
1	Electrically isolate Machinery Space	OIM	OSC	
2	Isolate Fuel source to Machinery Space	OIM	OSC/BCO	
3	Shut in well	Driller	Drill Team	
4	Secure ventilation to Machinery Space and affected areas	OIM	OSC/BCO	
5	Request Medical assistance	OIM	OIM	
6	Return work permits	OIM	BCO	
7	Verify electrical isolation of Machinery Space	OIM	OSC	
8	Verify boundary cooling	OIM	OSC	
9	Direct OSC to attack fire (with OSCs concurrence and readiness)	OIM	OSC	
10	Verify COMPLETE crew musters and accountability before energizing Installed Suppressant System in Machinery Space (double-check muster count and work permits).	OIM	Muster Coordinator	
11	Setup Triage facility (as appropriate)	OIM	Medic	
12	Consider future down-manning	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update-Coastal State Authorities	OIM	BCO	



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6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – FIRE/EXPLOSION IN MACHINERY SPACES	TIME
<b>3</b>	These actions and communications will be initiated once the fire has been extinguished or has gone out (assuming that serious damage has been done).	<b>15 - 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Ventilate area</b>	OIM	OSC	
2	<b>Set fire watch (log name of person standing fire watch)</b>	OIM	OSC	
3	<b>Begin overhauling damaged compartments once ventilation is complete (test compartment for CO<sub>2</sub> in the event that the fixed gaseous system was discharged)</b>	OIM	OSC	
4	<b>Conduct damage assessment</b>	OIM	OSC	
5	<b>Provide damage assessment to Rig Manager and/or ERT Houston</b>	OIM	OIM	
6	<b>Begin down-manning (if applicable)</b>	ERT/OIM	ERT/OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	



## SCENARIO 10

### Mooring Failure

*Potential Outcomes*

- Catastrophic Equipment failure.
- Potential for evacuations.

*Means of Detection*

- Unusual movement of rig.
- Unusual noises.
- Unexpected change of trim.

LEVEL	INITIATION – MOORING FAILURE	TIME
<b>1</b>	These actions and communications will be initiated immediately after the mooring failure has been identified.	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Sound General Alarm</b>	BCO	BCO	
2	<b>Public Announcement – Muster all personnel as per Station Bill, or at the direction of the OIM</b>	OIM/BCO	BCO	
3	<b>Shut in well (if time permits)</b>	Driller	Drill Team	
4	<b>Public Announcement – Prepare to abandon rig</b>	OIM	OIM	
5	<b>Prepare lifeboats for operation</b>	OIM	Coxswain	
6	<b>Check accommodation for personnel</b>	Camp Boss	Camp Boss	
7	<b>Broadcast MAYDAY (CH16 VHF-FM 156.8 MHZ, 2182 KHZ or any radio frequency available)</b>	OIM	BCO/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager Provide the following information:</b> Name of OIM and Rig. Situation (mooring failure - abandoning rig; include rig's position, weather; sent MAYDAY broadcast). Total crew complement. Number of lifeboats departing. Number of personnel in each lifeboat. Number of personnel left behind or unaccounted for Location of personnel left behind Total number of personnel leaving Rig Name of unit Command given to (if applicable) Rendezvous Position with on scene vessel (if applicable)	OIM	OIM	



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	<b>Any other relevant information. Request acknowledgement.</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – MOORING FAILURE	TIME
<b>2</b>	These actions and communications will be initiated as soon as OSC is mustered and ready.	<b>10 - 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Secure all watertight doors and manual vents</b>	OIM	OSC	
2	<b>Attempt to maintain trim</b>	BCO	BCO	
3	<b>Public Announcement - Make preparations to abandon rig</b>	OIM	Entire Crew	
4	<b>Sound Abandon Alarm</b>	OIM	BCO	
5	<b>OSC/Emergency team load lifeboats</b>	OIM	OSC	
6	<b>Launch lifeboats</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Update Rig Manager and / or ERT Houston as conditions warrant</b>	OIM	OIM	
2	<b>Update Coastal State Authorities</b>	ERT	ERT	
3	<b>Update adjacent rigs</b>	OIM	BCO	
4	<b>Update Client</b>	Client Rep	Client Rep	



## SCENARIO 11

### Collision

#### Potential Outcomes

- Evacuation may be necessary (due to size and speed of vessel).
- Failure to evacuate may result in escaping to sea.
- Pollution may occur as a result of this event.

#### Means of Detection

- Visual
- AIS
- Detected on Radar

#### Variables

- Passing or visiting vessel.
- Dimensions of vessel (e.g. weight, length, cargo).
- Speed of vessel.
- Impact area.
- Degree of impact.

LEVEL	INITIATION - COLLISION	TIME
<b>1</b>	These actions and communications will be initiated when the vessel identified as being on a collision course is within 5 NM from rig.	<b>0 – 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Attempt to contact errant vessel (i.e. radio, flashing light, bell/gong, signal flares); Notify OIM	BCO	BCO	
2	Dispatch any vessel on location in direction of errant vessel	OIM/BCO	BCO	
3	Dispatch incoming helicopter in direction of errant vessel (if applicable)	OIM/BCO	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			

LEVEL	INITIATION - COLLISION	TIME
<b>2</b>	These actions and communications will be initiated if the vessel arrives at 1 NM and has not altered her course away from the rig.	<b>15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓



1	Public Announcement – Muster all non-essential personnel at Lifeboats	OIM	BCO	
2	Prepare Lifeboats for operation	OIM	Coxswains	
3	Check Accommodation for personnel	Camp Boss	Camp Boss	
4	Shut in well and prepare for EDS	OIM	Driller	
5	DPO to prepare to move the rig to avoid collision	OIM	DPO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>update-Rig Manager on call:</b>  <b>Provide the following information:</b>  Name of OIM and Rig Situation (fire/explosion in machinery space; include rig’s position, weather, number of personnel onboard) Potential Plan Tasking Name/location of assisting vessel(s)/aircraft (if applicable) Any other relevant information	OIM	OIM	
3	update crew through Public Announcements	OIM	BCO	
4	update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	update Coastal State Authorities	OIM	BCO	
6	update adjacent rigs	OIM	Logistics/BCO	
7	update Client	Client Rep	Client Rep	

LEVEL	INITIATION - COLLISION	TIME
<b>3</b>	These actions and communications will be initiated once it can be seen that collision is inevitable and then immediately after collision has occurred.	<b>15 - 25 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Sound General Alarm	OIM	BCO	
2	Public announcement – Muster all personnel as per Station Bill or at the direction of the OIM	OIM	BCO	
3	Execute ballasting/deballasting to maintain trim (if applicable)	OIM	BCO	
4	Conduct damage assessment; contact Rig Manager for assistance if necessary	OIM	OSC/Muster	
5	Commence down-manning (if applicable)	OIM	Rig Manager	
6	Regain trim/stability	BCO	BCO	
7	Prepare for abandonment or relocation as appropriate	OIM	Command Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update-Coastal State Authorities	OIM	BCO	
5	Continue to update-adjacent rigs	OIM	Logistics/BCO	
6	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 12

### Catastrophic Structural Failure

*Potential Outcomes*

- There may be no time to complete abandonment checklist.
- Progressive structural failure is more likely in adverse weather.
- Evacuation may be necessary.
- If opportunities to evacuate are not taken in time, it may be necessary to eventually escape to sea
- Pollution is a possible result of this event.

*Means of Detection*

- Unusual movement of rig.
- Unusual noises.
- Flood or leak detection activated.
- Unexpected change of trim.

*Variables*

- Type of failure.

LEVEL	INITIATION – STRUCTURAL FAILURE	TIME
<b>1</b>	These actions and communications will be initiated immediately after the structural failure has been identified.	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Sound General Alarm</b>	BCO	BCO	
2	<b>Public Announcement – Muster all personnel as per Station Bill, or at the direction of the OIM</b>	OIM/BCO	BCO	
3	<b>Shut in well (if time permits)</b>	Driller	Drill Team	
4	<b>Public Announcement – Prepare to abandon rig</b>	OIM	OIM	
5	<b>Prepare lifeboats for operation</b>	OIM	Coxswain	
6	<b>Check accommodation for personnel</b>	Camp Boss	Camp Boss	
7	<b>Broadcast MAYDAY (CH16 VHF-FM 156.8 MHZ, 2182 KHZ or any radio frequency available)</b>	OIM	BCO/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager Provide the following information:</b>  <b>Name of OIM and Rig.</b>	OIM	OIM	



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	<b>Situation (structural failure - abandoning rig; include rig's position, weather; sent MAYDAY broadcast).</b> <b>Total crew complement.</b> <b>Number of lifeboats departing.</b> <b>Number of personnel in each lifeboat.</b> <b>Number of personnel left behind or unaccounted for</b> <b>Location of personnel left behind</b> <b>Total number of personnel leaving Rig</b> <b>Name of unit Command given to (if applicable)</b> <b>Rendezvous Position with on scene vessel (if applicable)</b> <b>Any other relevant information.</b> <b>Request acknowledgement.</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – STRUCTURAL FAILURE	TIME
<b>2</b>	These actions and communications will be initiated as soon as OSC is mustered and ready.	<b>10 - 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Secure all watertight doors and manual vents</b>	OIM	OSC	
2	<b>Attempt to maintain trim</b>	BCO	BCO	
3	<b>Public Announcement - Make preparations to abandon rig</b>	OIM	Entire Crew	
4	<b>Sound Abandon Alarm</b>	OIM	BCO	
5	<b>OSC/Emergency team load lifeboats</b>	OIM	OSC	
6	<b>Launch lifeboats</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Update Rig Manager and / or ERT Houston as conditions warrant</b>	OIM	OIM	
2	<b>Update Coastal State Authorities</b>	ERT	ERT	
3	<b>Update adjacent rigs</b>	OIM	BCO	
4	<b>Update Client</b>	Client Rep	Client Rep	



## SCENARIO 13

### Loss of Stability (For Internal Reasons)

#### Potential Outcomes

- Loss of Stability has the potential for catastrophe, but with proper intervention the situation may be recovered.
- Possible need for evacuation.
- Failure to control problem followed by failure to evacuate could result in escape to sea
- 

#### Means of Detection

- Unusual movement of rig.
- Change of trim with no recovery.
- Daily calculations.

#### Variables

- Precise nature of the problem.
- Human error.
- Mechanical failure.
- Water ingress.

LEVEL	INITIATION - LOSS OF STABILITY	TIME
<b>1</b>	These actions and communications will be initiated once signs indicate that there is loss of stability	<b>0 MINS</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Sound General Alarm</b>	BCO	BCO	
2	<b>Public Announcement – Muster personnel as per the Station Bill or at the direction of the OIM</b>	BCO	BCO	
3	<b>Check Accommodation for Personnel</b>	Camp Boss	Camp Boss	
4	<b>Secure drilling</b>	Driller	Drill Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Manager on call Provide the following information: Name of OIM and Rig Situation (loss of stability; include rig's position, weather, number of personnel onboard)</b>	OIM	OIM	



	<b>Potential Plan Tasking</b> Name/location of assisting vessel(s)/aircraft (if applicable) Any other relevant information Request acknowledgement  If conditions warrant:  (1) request (2) helicopters and/or medical assistance (2) request ERT Houston contact Coastal State Authorities (3) Prepare for down-manning			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - LOSS OF STABILITY	TIME
<b>2</b>	These actions and communications will be initiated as soon as Command Team is in position.	<b>0 to 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Shut in well and prepare to unlatch</b>	OIM	Drilling Team	
2	<b>Prepare lifeboats for operation</b>	OIM	Coxswains	
3	<b>Close all WT and weather tight closures</b>	OIM	DCT 2	
4	<b>Attempt to regain stability</b>	Barge Supervisor	BCO	
5	<b>Check for return of Permits to Work</b>	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - LOSS OF STABILITY	TIME
<b>3</b>	These actions and communications will be initiated on completion of mustering and availability of rescue means.	<b>5 min to 2 hours</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Commence demanning to any assisting craft and thereafter to helicopters on arrival</b>	OIM	Muster Coordinator Muster Checks	
2	<b>Continue to attempt regaining stability</b>	Barge Supervisor	BCO	



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	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update-Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	



## SCENARIO 14

### Loss of Control in Transit

#### Potential Outcomes

- Collision
- Grounding

#### Means of Detection

- Sudden change of heading.
- Change of distance from towing vessel.
- Radio contact by towing vessel.

#### Variables

- Weather.
- Number of towing vessels.
- Distance from fixed objects.
- Loss of tow or breakdown.

LEVEL	INITIATION - LOSS OF CONTROL IN TRANSIT	TIME
<b>1</b>	These actions and communications will be initiated as soon as the tow has been lost.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Loss of Tow – OIM / Command Team report to Control Room	BCO	BCO	
2	Notify towing vessel and all other vessels in vicinity			
3	Notify towing vessel and all other vessels in vicinity	BCO	BCO	
4	Attempt to regain tow; determine if weather is a detrimental factor in regaining tow. Check 24/48/72 hour weather forecast	BCO	BCO	
5	Place the rig in manual control at the TCS console if available	DPO	DPO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Update Rig manager on call Provide the following information: Name of OIM and Rig Situation (loss of control in transit; include rig's position, weather, number of personnel onboard) Potential Plan	OIM	OIM	



	<b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b> <b>(3) Prepare for down-manning</b>			
3	<b>update crew through Public Announcements</b>	OIM	BCO	
4	<b>update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>update Coastal State Authorities</b>	OIM	BCO	
6	<b>update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>update Client</b>	Client Rep	Client Rep	

**IF TOW RECONNECTED, OR THE RIG IS IN DP CONTROL, EMERGENCY OVER**

LEVEL	INITIATION - LOSS OF CONTROL IN TRANSIT	TIME
<b>2</b>	These actions and communications if first attempts to connect tow fail, and DP control is not possible. If at any time continued attempts to reconnect are successful then mitigation measures may be discontinued. Weather may be a continual factor.	<b>1 hour</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Identify rate of drift and timing of first possible contact with shore/other installation</b>	OIM	BCO	
2	<b>Arrange for de-manning by helicopter, if not already at minimum manning</b>	OIM	Rig Manager	
3	<b>Establish water depth</b>	OIM	DPO	
4	<b>Check for return of Permits to Work</b>	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - LOSS OF CONTROL IN TRANSIT	TIME
<b>3</b>	These actions and communications will be initiated if the attempts to reconnect the tow are persistently unsuccessful, and DP control is not possible	<b>3 hours</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Set anchors if water depth is appropriate to do so.</b>	OIM	Barge Supervisor	
2	<b>Ensure watertight integrity</b>	OIM	OSC	
3	<b>Consider waiting for improvement in weather if deemed a factor</b>	OIM / ERT	OIM	



	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF SUCCESSFULLY ANCHORED, EMERGENCY OVER**

LEVEL	INITIATION – LOSS OF CONTROL IN TRANSIT	TIME
<b>4</b>	Rig in imminent danger of collision or grounding	<b>3 hours – 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Sound General Alarm. Muster all personnel as per the Station Bill or at the direction of the OIM	OIM	BCO	
2	Immediate assessment of structural damage	OIM	OSC	
3	Tank and void space sounding	OIM	OSC / Barge Supervisor	
4	Establish appropriate trim and stability	OIM	BCO	
5	Prepare for down-manning rig	OIM	Logistics	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 15

### Helicopter Crash on Installation

#### Potential Outcomes

- There may be injuries or fatalities amongst the helicopter passengers and the helicopter team on the rig.
- Possibility of accommodation impairment
- Potential for pollution (leaking fuel).

#### Means of Detection

- Report from Pilot.
- Report from HLO.

#### Variables

- Apply FOAM immediately.

LEVEL	INITIATION - HELICOPTER CRASH ONTO THE HELIDECK	TIME
<b>1</b>	These actions and communications will be initiated as soon as the helicopter has crashed, whether it has caught fire or not.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Sound General Alarm</b>	BCO	BCO	
2	<b>Public Announcement – Muster personnel as per the Station Bill or at the direction of the OIM</b>	BCO	BCO	
3	<b>Ensure fire pumps are ready for operation</b>	BCO	BCO	
4	<b>Apply IMMEDIATE application of foam on helicopter from all possible sources</b>	HLO	HELO Team	
5	<b>Move on scene vessel(s) upwind; request they commence 360 degree search around rig for possible MOB</b>	BCO	BCO	
6	<b>Shut in well</b>	Driller	Drill Team	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call Provide the following information: Name of OIM and Rig Situation (helicopter crash on installation; include rig's position, weather, number of personnel onboard) Potential Plan Tasking</b>	OIM	OIM	



	<b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Request flight manifest or passenger list from Rig Manager (number/names of passengers, number/names of crew)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request multiple helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b> <b>(3) Prepare for down-manning</b>			
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Update Coastal State Authorities</b>	OIM	BCO	
6	<b>Update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - HELICOPTER CRASH ONTO THE HELIDECK	TIME
<b>2</b>	Next actions after foam has been applied and fire has been put out, or else sufficient foam has been applied to guarantee no re-ignition.	<b>0 - 5 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Maintain foam blanket with portable applicator</b>	HLO/OSC	Heliteam/FCTs	
2	<b>Suited team members to rescue passengers and crew</b>	HLO/OSC	Heliteam/FCTs	
3	<b>Relocate ECC Team in Auxiliary ECC (if necessary)</b>	OIM	Electrical Supervisor	
4	<b>Check Accommodation for Personnel</b>	Camp Boss	Camp Boss	
5	<b>Shut down Accommodation ventilation fans and flaps</b>	BCO	BCO	
6	<b>Coordinate rescue helicopter refueling with adjacent installations (if applicable)</b>	OIM	BCO	
7	<b>Setup Triage facilities if necessary</b>	OIM	Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – HELICOPTER CRASH ONTO THE HELIDECK	TIME
<b>3</b>	These actions and communications will be made once lines of communication with on shore management have been established.	<b>5 - 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Check for return of Permits to Work</b>	OIM	Asst to OIM	
2	<b>Prepare Winch down Area if necessary</b>	OIM	OSC	



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	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 16

### Helicopter Crash into the Sea – Close to the Installation

#### Potential Outcomes

- There may be injuries or fatalities amongst the helicopter passengers
- Rescue Boat may need to be launched
- Dispatch standby and other vessels to assist.

#### Means of Detection

- Report from Pilot.
- Report from HLO.
- Report from standby vessels.

#### Variables

- Weather conditions.
- Helicopter remains on surface or sinks.
- Number of passengers and crew.
- Helicopter may not be associated with EnSCO.

LEVEL	INITIATION - HELICOPTER CRASH INTO THE SEA	TIME
<b>1</b>	These actions and communications will be initiated as soon as the helicopter has crashed into the sea.	<b>0 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Public Announcement – Helicopter Crash [location] – OIM and Command Team report to Emergency Control Center</b>	BCO	OIM/Command Team	
2	<b>Public Announcement – Standby to launch Rescue Boat</b>	OIM	BCO	
3	<b>Launch Rig Rescue Boat or any FRC available from on scene or stand by vessel(s)</b>	OIM/Vessel Masters	Rescue Boat Crew Vessel Master	
4	<b>Urgent Broadcast (PAN PAN) via CH16 VHF-FM (156.8 MHZ) and 2182 KHZ</b>	OIM	Logistics/BCO	
5	<b>Setup Triage facilities</b>	OIM	Medic	
6	<b>Confirm with BCO if helicopter sent MAYDAY or any other traffic prior to emergency</b>	OIM	BCO	
7	<b>OIM assumes command of scene unless otherwise notified or directed by Coastal State Authorities</b>	OIM	OIM	
8	<b>Ascertain point of origin and number of personnel on board of helicopter</b>	OIM	Logistics/BCO	



	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<p>Update Rig Manager on call</p> <p>Provide the following information:</p> <p>Name of OIM and Rig</p> <p>Situation (helicopter crash into the sea, close aboard; include rig's position, weather, number of personnel onboard)</p> <p>Potential Plan</p> <p>Tasking</p> <p>Name/location of assisting vessel(s)/aircraft (if applicable)</p> <p>Any other relevant information [nature of helicopter radio traffic recorded by Rig BCO; aircraft afloat, sinking, sunk; number of helicopter personnel observed on surface]</p> <p>Request acknowledgement</p> <p>Request:</p> <p>(1) multiple helicopters and medical assistance</p> <p>(2) ERT Houston contact Coastal State Authorities</p>	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Update Coastal State Authorities	OIM	BCO	
6	Update adjacent rigs	OIM	Logistics/BCO	
7	Update Client	Client Rep	Client Rep	

LEVEL	INITIATION - HELICOPTER CRASH INTO THE SEA	TIME
2	These actions and communications as soon as the RESCUE BOAT launches and arrives on scene of crash.	15 mins

	ACTION	AUTHORITY	OPERATOR	✓
1				
2	Rescue Boat recovers personnel	RESCUE BOAT Coxswain	RESCUE BOAT Coxswain	
3	Assisting vessel arrives on scene	Vessel Master	Vessel Master	
4	Rescue Boat returns to rig or to parent vessel and offloads personnel	RESCUE BOAT Coxswain	RESCUE BOAT Coxswain	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Update Rig Manager and/or ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	



6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

LEVEL	INITIATION - HELICOPTER CRASH INTO THE SEA	TIME
<b>3</b>	These actions and communications as soon as the RESCUE BOAT returns to the crash scene.	<b>5 - 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	RESCUE BOAT returns to crash scene	RESCUE BOAT Coxswain	RESCUE BOAT Coxswain	
2	RESCUE BOAT continues rescue operations	RESCUE BOAT Coxswain	RESCUE BOAT Coxswain	
3	RESCUE BOAT returns to rig or parent vessel	RESCUE BOAT Coxswain	RESCUE BOAT Coxswain	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Update Rig Manager and/or ERT Houston	OIM	OIM	
2	Continue to update crew through Public Announcements	OIM	BCO	
3	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Continue to update Coastal State Authorities	OIM	BCO	
5	Continue to update adjacent rigs	OIM	Logistics/BCO	
6	Continue to update-Client	Client Rep	Client Rep	

LEVEL	INITIATION - HELICOPTER CRASH INTO THE SEA	TIME
<b>4</b>	These actions and communications as soon as it is evident that all survivors have not been recovered.	<b>25 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Assist RESCUE BOAT or other vessels with search pattern	OIM	Vessel Master	
2	Secure from search when directed by Coastal State Authorities	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Update Rig Manager and/or ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 17 Helicopter Overdue

*Potential Outcomes*

- Loss of passengers and crew.
- Helicopter arrives at different destination.

*Means of Detection*

- Incomplete radio messages from helicopter (broken, garbled).
- Eyewitness report of helicopter ditching.

*Variables*

- Mode of communications: line of sight.
- Skip zone/skip distance.
- Electrical storm.
- Electrical/mechanical malfunction aboard aircraft

LEVEL	INITIATION - HELICOPTER OVERDUE	TIME
<b>1</b>	These actions and communications will be initiated as soon as the helicopter is reported overdue.	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Notify OIM</b>	BCO	BCO	
2	<b>Attempt to establish communications with inbound helicopter. Maintain continuous call for helicopter on working frequencies and International Calling and Distress frequencies: CH16 VHF-FM (156.8 MHZ), 2182 KHZ, and 121.5 MHZ.</b>	BCO	BCO/BCO/Logistics	
3	<b>Confirm with BCO, or Logistics last contact with aircraft (time, position, souls onboard)</b>	OIM	BCO /Logistics	
4	<b>Notify Rig Manager and helicopter company</b>	OIM	OIM	
5	<b>Urgent Broadcast (PAN PAN) via CH16 VHF-FM (156.8 MHZ) and 2182 KHZ</b>	OIM	BCO/Logistics	
6	<b>Post lookouts at highest elevation on rig</b>	OIM	OSC	
	<b>OIM to assume On Scene Commander (OSC) unless otherwise directed</b>	OIM	OIM	
	<b>Assist Search and Rescue (SAR) efforts as required by Coastal State Authority, company or helicopter company</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓



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1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call or Emergency Response Team (ERT) Houston:</b>  <b>Provide the following information:</b> <b>Name of OIM and Rig</b> <b>Situation (helicopter overdue; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request multiple helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>	OIM	OIM	
3	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Update Coastal State Authorities</b>	OIM	BCO	
5	<b>Update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Update Client</b>	Client Rep	Client Rep	



## SCENARIO 18

### Vessel Overdue

*Potential Outcomes*

- Loss of passengers and crew.

*Means of Detection*

- Incomplete radio messages from Vessel (broken, garbled).
- Distress signal from Vessel.
- Eyewitness report of vessel sinking.

*Variables*

- Weather

LEVEL	INITIATION - HELICOPTER OVERDUE	TIME
<b>1</b>	These actions and communications will be initiated as soon as the vessel is reported overdue.	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Notify OIM</b>	BCO	BCO	
2	<b>Attempt to establish communications with inbound vessel. Maintain continuous call for vessel on working frequencies and International Calling and Distress frequencies: CH16 VHF-FM (156.8 MHZ), 2182 KHZ, and 121.5 MHZ.</b>	BCO	BCO/BCO/Logistics	
3	<b>Confirm with BCO, or Logistics last contact with vessel (time, position, souls onboard)</b>	OIM	BCO /Logistics	
4	<b>Notify Rig Manager and vessel company</b>	OIM	OIM	
5	<b>Urgent Broadcast (PAN PAN) via CH16 VHF-FM (156.8 MHZ) and 2182 KHZ</b>	OIM	BCO/Logistics	
6	<b>Post lookouts at highest elevation on rig</b>	OIM	OSC	
	<b>OIM to assume On Scene Commander (OSC) unless otherwise directed</b>	OIM	OIM	
	<b>Assist Search and Rescue (SAR) efforts as required by Coastal State Authority, company or vessel company</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call or Emergency Response Team (ERT) Houston:</b>  <b>Provide the following information:</b> <b>Name of OIM and Rig</b>	OIM	OIM	



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	<b>Situation (vessel overdue; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request multiple helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>			
3	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Update Coastal State Authorities</b>	OIM	BCO	
5	<b>Update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Update Client</b>	Client Rep	Client Rep	



## SCENARIO 19

### Man Overboard

#### Potential Outcomes

- Loss of crewmember.
- Emergency response and rescue vessel suitably equipped to manage this event.

#### Means of Detection

- Eye-witness account.
- Manual Call Station (MCS) activated.
- Person found to be missing.

#### Variables

- Weather conditions.
- Increasing wave height significantly reduces the chances of 1) maintaining visual contact with MOB and 2) survivability of MOB
- Time between MOB and time of report.
- Location aids attached to MOB (i.e. work vest).

LEVEL	INITIATION - MAN OVERBOARD	TIME
<b>1</b>	These actions and communications will be initiated as soon as a man falls overboard or is seen in the sea. <b>Launching RESCUE BOAT weather dependent.</b>	<b>0 MINS</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Eye-witness (shout and point): “Man Overboard [location]” – if eye-witness can maintain visual contact with MOB, throw life ring or anything that floats in direction of MOB</b>	Anyone	Anyone	
2	<b>Public Announcement – Muster all personnel as per Station Bill or at the direction of the OIM</b>	BCO	BCO	
3	<b>Public Announcement - throw life rings or anything that floats in direction of MOB</b>	Anyone	Anyone	
4	<b>Public Announcement – Standby to launch RESCUE BOAT</b>	BCO	Coxswain	
5	<b>Public Announcement – OIM and Command Team report to the Emergency Command Center</b>	BCO	BCO	
6	<b>Request Medical assistance</b>	OIM	Medic	
7	<b>Prepare for MEDIVAC</b>	OIM	Logistics/HLO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager-on call</b>	OIM	OIM	



	<p><b>Provide the following information:</b></p> <p>Name of OIM and Rig          Situation (MOB; include rig's position, weather, number of personnel onboard)          Potential          Plan          Tasking          Name/location of assisting vessel(s)/aircraft (if applicable)          Any other relevant information          Request acknowledgement</p> <p><b>If conditions warrant:</b>          (1) request multiple helicopters and/or medical assistance          (2) request ERT Houston contact Coastal State Authorities</p>			
3	Update crew through Public Announcements	OIM	BCO	
4	Update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Update Coastal State Authorities	OIM	BCO	
6	Update adjacent rigs	OIM	Logistics/BCO	
7	Update Client	Client Rep	Client Rep	

LEVEL	INITIATION - MAN OVERBOARD	TIME
<b>2</b>	These actions and communications will be initiated while MOB is still in water.	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Launch rig RESCUE BOAT or FRC from on scene or standby vessel(s)	OIM/Vessel Master		
2	BCO/Logistics keep track of time MOB has been in water; this information to be used for new Public Announcement made every 60 seconds	OIM	BCO/Logistics	
3	OIM to consider use of personnel basket to recover MOB	OIM	Crane Operator	
4	OIM to obtain description of MOB from eye-witness: hair/skin color; clothes description; work vest. Did MOB appear injured? Was MOB swimming? Did MOB communicate?	OIM	Eye-witness	
5	Urgent Broadcast (PAN PAN) via CH16 VHF-FM (156.8 MHZ) and 2182 KHZ	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Manager on call	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update-Client	Client Rep	Client Rep	



**IF MAN RECOVERED, GO TO LEVEL 4**

LEVEL	INITIATION - MAN OVERBOARD	TIME
<b>3</b>	These actions and communications will be initiated if man not recovered.	<b>10 – 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Likely direction and speed of drift of MOB to be calculated	OIM	DPO	
2	Initiate large scale search using all available vessels	OIM	BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	

**IF SEARCH ABANDONED, EMERGENCY OVER**

LEVEL	INITIATION - MAN OVERBOARD	TIME
<b>4</b>	These actions and communications will be initiated after recovery.	<b>15 mins to 1 hour</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Recover MOB on board if weather conditions appropriate	OIM	OSC	
2	Medic evaluate/treat person for hypothermia	OIM	Medic	
3	OIM consult with Rig Manager and Shore base medical support; provide Medical evaluation and Medic recommendation	OIM	OIM	
4	MEDIVAC recovered person (if appropriate)	OIM	Logistics/Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Continue to update Rig Manager on call / ERT Houston	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update-Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	
7	Continue to update Client	Client Rep	Client Rep	



## SCENARIO 20 Pollution Incident

### *Potential Outcomes*

- Pollution incidents may be as the result of a major accident or occur due to an operational failure.
- Lives should not be hazarded in order to prevent or reduce pollution.

### *Means of Detection*

- Reporting of an event which probably results in pollution.
- Sighting of oil on the surface of the sea.

### *Variables*

- Weather conditions.
- Type of oil.
- Rate of discharge.
- Current.

LEVEL	INITIATION - POLLUTION	TIME
<b>1</b>	These actions and communications will be initiated as soon as pollution is identified.	<b>0 MINS</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Identify location of leak or spill (rig or support vessel) – begin immediate containment procedures</b>	OIM	Anyone	
2	<b>Assess source and seriousness of pollution – muster OSC and Fire Fighting Teams</b>	OIM	OIM	
3	<b>Immediately secure source of leak (if applicable)</b>	OIM	Barge Engineer/Support Vessel	
4	<b>If as a result of leak on deck, plug drains and identify suitable means of containment</b>	OSC	Deck crew	
5	<b>Secure all ignition sources aboard rig or support vessel</b>			
6	<b>Begin preliminary cleanup process</b>	OIM	Rig/Support Vessel	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Update Rig Manager on call Provide the following information:</b>	OIM	OIM	



	<b>Name of OIM and Rig</b> <b>Situation (pollution incident; possible source – rig or support vessel; include rig’s position, weather, number of personnel onboard)</b> <ul style="list-style-type: none"> <li>• Nature of the fluid spilled</li> <li>• Cause of the spill</li> <li>• Rate of discharge</li> <li>• Amount of spill</li> <li>• Time of commencement of spill</li> <li>• Measures in force for controlling flow</li> <li>• Tidal information</li> </ul> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b> <b>(1) request helicopter support</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>			
2	<b>Update crew through Public Announcements</b>	OIM	BCO	
3	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Update Coastal State Authorities</b>	OIM	BCO	
5	<b>Update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - POLLUTION	TIME
<b>2</b>	These actions and communications will be initiated once a full report on the event has been obtained and the leak/spillage persists.	<b>0 - 45 MINS</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Instruct any vessel on location to monitor pollution</b>	OIM	OIM	
2	<b>Continue to locate source of pollution and secure if possible</b>	OIM	Barge Engineer	
3	<b>Contact appropriate Coastal State Authorities to report incident</b>	OIM	ERT / OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update-Client</b>	Client Rep	Client Rep	

**IF POLLUTION LIMITED, GO TO LEVEL 5**



LEVEL	INITIATION - POLLUTION	TIME
<b>3</b>	These actions and communications will be initiated it becomes apparent that outside assistance is required to limit the effects of pollution	<b>1 hour</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Determine whether action to be taken by assisting vessels</b>	OIM	OIM	
2	<b>Request support craft to assist in immediate cleanup or mitigation: skimmers, etc.</b>	OIM	ERT	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - POLLUTION	TIME
<b>4</b>	These actions and communications will be initiated during the activities of the pollution containment company.	<b>3 - 12 hours</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Carry out pollution containment and clean up by whatever means required and appropriate</b>	OIM/Client Rep	Company	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
4	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
5	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
6	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
7	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION - POLLUTION	TIME
<b>5</b>	These actions and communications will be initiated when pollution under control	<b>12 – 24 hours</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Limit any further action to that absolutely necessary</b>	OIM/Client Rep	ERT	
	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update crew through Public Announcements</b>	OIM	BCO	
3	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	



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4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	



## SCENARIO 21

### Serious Injury/Illness

*Potential Outcomes*

- Fatality

*Means of Detection*

- Eyewitness report
- Medical support.
- Individual crewmember reporting.

*Variables*

- Type of illness.
- Rig location.
- Nearest hospital or medical officer.

LEVEL	INITIATION – SERIOUS INJURY/ILLNESS	TIME
<b>1</b>	These actions and communications will be initiated once signs of illness are observed and reported or once injury occurs.	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Public announcement – OIM to contact BCO. BCO to relay medical situation to OIM</b>	BCO	BCO	
2	<b>Telephone call or public announcement to Medic</b>	BCO	BCO	
3	<b>If injury: remove patient to safe area (if applicable)</b>	Medic	Medical Team	
4	<b>If injury and safe to do so: leave scene of incident undisturbed for investigation</b>	OIM	OIM	
5	<b>Medic records patient vital statistics – provides first aid (if applicable)</b>	Medic	Medic	
6	<b>Medic provides recommendation to OIM</b>	Medic	Medic	
7	<b>OIM communicate with Rig Manager. OIM request Shore side medical support notification and opinion</b>	OIM	OIM	
8	<b>Secure drilling (if applicable)</b>	Driller	Drill Team	
9	<b>Request Medical assistance from nearby vessels or adjacent rigs (as warranted)</b>	OIM	Logistics/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call</b>	OIM	OIM	



	<b>Provide the following information:</b> <b>Name of OIM and Rig</b> <b>Situation (serious injury/illness; include rig's position, weather, number of personnel onboard)</b> <b>Potential Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request (2) helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>			
3	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Update Coastal State Authorities</b>	OIM	BCO	
5	<b>Update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Update-Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – SERIOUS INJURY/ILLNESS	TIME
<b>2</b>	These actions and communications will be initiated as soon as injured or ill crewmember destined for MEDIVAC or transfer ashore.	<b>0 - 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Receive Medical opinion from onshore medical support</b>	OIM	Medic	
2	<b>Prepare for MEDIVAC or transfer via support vessel for transport ashore (if required) – select person to accompany ill or injured crewmember</b>	OIM	OIM	
3	<b>Continue to stabilize patient</b>	Medic	Medic	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
2	<b>Continue to update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
3	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
4	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
5	<b>Continue to update Client</b>	Client Rep	Client Rep	

LEVEL	INITIATION – SERIOUS INJURY/ILLNESS	TIME
<b>3</b>	These actions and communications will be initiated on completion	<b>15 – 45 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>MEDIVAC or transfer crewmember and escort (if required) ashore via support vessel</b>	OIM	HLO/OSC	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	



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4	<b>Continue to update Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	



## SCENARIO 22

### Infectious Person/Quarantine

#### Potential Outcomes

- Death of crewmember.
- Infection spread to additional crewmembers.

#### Means of Detection

- Sickness.
- Medical examination.
- Personal notification.
- Report of quarantine from country/area visited by infected person.

#### Variables

- Type of illness.
- Rig location.
- Nearest hospital or medical officer.

LEVEL	INITIATION – INFECTIOUS PERSON/QUARANTINE	TIME
<b>1</b>	These actions and communications will be initiated once report of infected crewmember obtained.	<b>0 – 45 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Public announcement – OIM to contact BCO. BCO to relay medical situation to OIM</b>	BCO	BCO	
2	<b>Telephone call or public announcement to Medic</b>	BCO	BCO	
3	<b>Medic to remove patient to quarantine area. OIM/Medic to restrict access to area</b>	OIM	Medic	
4	<b>Medic records patient vital statistics – provides first aid (if applicable) – vital statistics reported to OIM for relay to Rig Manager and Shore base medical support</b>	OIM	Medic	
5	<b>Bed sheets, linen, and clothes to be thoroughly washed in hot water (140 degrees) in order to effectively disinfect</b>	OIM	Medic/Camp Boss	
6	<b>Soiled material to be placed in bio-hazard bags and disposed of in accordance with local regulations</b>	OIM	Medic/Camp Boss	
7	<b>Medic records patient vital statistics – provides first aid as needed.</b>	Medic	Medic	
8	<b>Medic provides recommendation to OIM</b>	Medic	Medic	
9	<b>OIM communicate with Rig Manager. OIM request Shore base medical support notification and opinion</b>	OIM	OIM	



10	Secure drilling (if applicable)	Driller	Drill Team	
11	Request Medical assistance from nearby vessels or adjacent rigs (as warranted)	OIM	Logistics/BCO	

COMMUNICATIONS		AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>Update-Rig Manager on call</b> <b>Provide the following information:</b> <b>Name of OIM and Rig</b> <b>Situation (infectious person/quarantine; include rig's position, weather, number of personnel onboard)</b> <b>Potential Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request (2) helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>	OIM	OIM	
3	Update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Update Coastal State Authorities	OIM	BCO	
5	Update adjacent rigs	OIM	Logistics/BCO	
6	Update-Client	Client Rep	Client Rep	

LEVEL	INITIATION – INFECTIOUS PERSON/QUARANTINE	TIME
<b>2</b>	These actions and communications will be initiated as soon as injured or ill crewmember destined for MEDIVAC or transfer ashore.	<b>45 mins to 1.5 hours</b>

ACTION		AUTHORITY	OPERATOR	✓
1	Receive Medical opinion	OIM	Medic	
2	Prepare for MEDIVAC or transfer via support vessel for transport ashore (if required) – select person to accompany ill crewmember (if necessary)	OIM	OIM	
3	Continue to stabilize patient	Medic	Medic	

COMMUNICATIONS		AUTHORITY	OPERATOR	✓
1	Continue to Update Rig Manager on call / ERT Houston	OIM	OIM	
2	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
3	Continue to update Coastal State Authorities	OIM	BCO	
4	Continue to update adjacent rigs	OIM	Logistics/BCO	
5	Continue to update Client	Client Rep	Client Rep	



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LEVEL	INITIATION – INFECTIOUS PERSON/QUARANTINE	TIME
<b>3</b>	These actions and communications will be initiated as soon as injured or ill crewmember transferred from rig.	<b>1.5 hours to 2.5 hours</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>MEDIVAC or transfer crewmember and escort (if required) ashore via support vessel</b>	OIM	HLO/OSC	
2	<b>Thoroughly sanitize/disinfect quarantined room before it is occupied</b>	OIM	Medic/Camp Boss	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Continue to update Rig Manager on call / ERT Houston</b>	OIM	OIM	
3	<b>Continue to update-on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Continue to update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Continue to update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Continue to update-Client</b>	Client Rep	Client Rep	



## SCENARIO 23

### Serious Crime Onboard

#### Potential Outcomes

- Loss of life.
- Assault on a crewmember.

#### Means of Detection

- Personal report.
- Eyewitness report.

#### Variables

- Workplace reticence.
- More than one person.
- Retribution.

LEVEL	INITIATION – SERIOUS CRIME ONBOARD	TIME
<b>1</b>	These actions and communications will be initiated as soon as a report of a serious crime has been reported.	<b>0 – 60 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Notify OIM</b>	BCO	BCO	
2	<b>OIM notification to Medic</b>	OIM	OIM	
3	<b>Consider placing the alleged offender under restraint, if necessary</b>	OIM	OSC	
4	<b>If offender is unknown, do not allow personnel to depart rig until further advised</b>	OIM	OSC	
5	<b>Secure area and allow no one to enter or disturb anything in the area (for evidence reasons). Treat area as a crime scene. Photograph area, but do not touch or move anything in the area. OIM is to maintain control of camera and not to turn it over to anyone</b>	OIM	OIM	
6	<b>If victim is injured, remove individual to safe area and treat with first aid. Record his statement (video/photograph) and secure area of incident</b>	OIM	OIM	
7	<b>Liaison with HR Department to take preliminary statements from witnesses</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update-Rig Manager on call or Emergency Response Team</b>	OIM	OIM	



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	<p><b>(ERT) Houston:</b></p> <p><b>Provide the following information:</b>  <b>Name of OIM and Rig</b>  <b>Situation (serious crime onboard; include rig's position, weather, number of personnel onboard)</b>  <b>Potential</b>  <b>Plan</b>  <b>Tasking</b>  <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b>  <b>Any other relevant information</b>  <b>Request acknowledgement</b></p> <p><b>If conditions warrant:</b></p> <p>(1) request helicopters and/or medical assistance  (2) request ERT Houston contact Coastal State Authorities</p>			
3	<b>Update-on scene vessel(s)/aircraft – if necessary</b>	OIM	Logistics/BCO	
4	<b>Update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Update-adjacent rigs – if necessary</b>	OIM	Logistics/BCO	
6	<b>Update-Client</b>	Client Rep	Client Rep	



## SCENARIO 24

### Sabotage

*Potential Outcomes*

- Loss of life.
- Loss of rig.

*Means of Detection*

- Foreign material (caustic, flammable) not normally associated with rig operations.
- Unexplained explosion.
- Discovery of destructive material.
- Anonymous report.

*Variables*

- Search time.
- Location.
- Type of destructive material(s).
- One or more parties involved.

LEVEL	INITIATION – SABOTAGE	TIME
<b>1</b>	These actions and communications will be initiated as soon as a report of sabotage or potential sabotage is received or evidence of sabotage emerges (discovery of material, explosion, etc).	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Notify OIM. Muster personnel as per Station Bill or at the direction of the OIM	BCO	BCO	
2	OIM notification to Rig Manager	OIM	OIM	
3	Contact Coastal State Authorities	OIM	Logistics/BCO	
4	OIM to contact adjacent platforms and consider dispatching all support vessels in area to rigs location	OIM	OIM	
5	Search for foreign or suspicious objects. If anything is discovered, it MUST NOT be touched or moved, and the surrounding area should be cleared. Do not transmit hand-held radios near equipment in vicinity. OIM to report findings to Rig Manager and ask for assistance. OIM to consider immediate down-manning via standby vessel and support vessels assigned to adjacent platforms	OIM	OIM	
6	Logistics and ERT Houston to prepare for down-manning	OIM	Logistics/BCO	



	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>Update Rig Manager on call</b>  <b>Provide the following information:</b> <b>Name of OIM and Rig</b> <b>Situation (sabotage or potential sabotage; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  <b>(1) request helicopters and/or medical assistance</b> <b>(2) request ERT Houston contact Coastal State Authorities</b>	OIM	OIM	
3	<b>Update on scene vessel(s)/aircraft</b>	OIM	Logistics/BCO	
4	<b>Update-Coastal State Authorities</b>	OIM	BCO	
5	<b>Update-adjacent rigs</b>	OIM	Logistics/BCO	
6	<b>Update-Client</b>	Client Rep	Client Rep	



## SCENARIO 25 Loss of Power/Blackout

*Potential Outcomes*

- Collision.
- Loss of equipment.
- Loss of operations.

*Means of Detection*

- Electrical surges.
- Inoperable equipment.

*Variables*

- Equipment location.
- Weather
- More than one piece of electronics/machinery.

LEVEL	INITIATION – LOSS OF POWER/BLACKOUT	TIME
<b>1</b>	These actions and communications will be initiated as soon as a loss of power or blackout occurs.	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Notify OIM</b>	BCO	BCO	
2	<b>Immediately initiate Yellow Alert Status if the BOP stack is connected</b>	DPO	Driller	
3	<b>Ensure the Moon Pool is clear of all personnel</b>	OIM	Driller	
4	<b>Establish contact with on scene vessels via hand-held radios, mega-phone or flares. Advise them of your situation</b>	OIM	BCO	
5	<b>Establish communications with the rig floor via the talk back system</b>	DPO	Driller	
6	<b>If the engines have not started via the emergency start feature, manually intervene to get engines started and generators on line</b>	OIM	Maintenance Supervisor	
7	<b>Once generators are on-line re-set equipment and re-establish DP control</b>	DPO	DPO	
8	<b>Refer to Rig Specific Procedure for more detailed information</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Communications as above</b>			
2	<b>Update Rig Manager on call</b>	OIM	OIM	



	<p><b>Provide the following information:</b>  <b>Name of OIM and Rig</b>  <b>Situation (loss of power/blackout; include rig's position, weather, number of personnel onboard)</b>  <b>Potential Plan</b>  <b>Tasking</b>  <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b>  <b>Any other relevant information</b>  <b>Request acknowledgement</b></p> <p><b>If conditions warrant:</b>  <b>(1) request helicopters and/or medical assistance</b>  <b>(2) request ERT Houston contact Coastal State Authorities</b></p>			
3	<b>Update-on scene vessel(s)/aircraft – if necessary</b>	OIM	Logistics/BCO	
4	<b>Update</b>	OIM	BCO	
5	<b>Update-adjacent rigs – if necessary</b>	OIM	Logistics/BCO	
6	<b>Update-Client</b>	Client Rep	Client Rep	



## SCENARIO 26

### Loss of Automatic Station Keeping

#### Potential Outcomes

- Collision.
- Loss of equipment.
- Loss of operations.

#### Means of Detection

- Electrical failure.
- Drifting.
- DP alarms

#### Variables

- On-scene vessels.
- More than one piece of electronics/machinery.

LEVEL	INITIATION – LOSS OF AUTOMATIC STATION KEEPING	TIME
<b>1</b>	These actions and communications will be initiated as soon as loss of automatic station keeping is reported.	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Notify OIM	BCO	BCO	
2	Immediately initiate Yellow Alert Status if the BOP stack is connected	DPO	Driller	
3	Ensure the Moon Pool is clear of all personnel	OIM	Driller	
4	Establish contact with on scene vessels via hand-held radios, mega-phone or flares. Advise them of your situation			
5	Troubleshoot and attempt to regain control of rig via main DP consoles	DPO	DPO / Electrical Supervisor	
6	If system does not come back on-line take control at the TCS console as per established procedures	OIM	DPO	
7	Refer to Rig Specific Procedure for more detailed information	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above – if possible			
2	Update Rig Manager on call Provide the following information: Name of OIM and Rig Situation (loss of automatic station keeping; include rig's	OIM	OIM	



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	<p>position, weather, number of personnel onboard)</p> <p><b>Potential Plan</b></p> <p><b>Tasking</b></p> <p>Name/location of assisting vessel(s)/aircraft (if applicable)</p> <p>Any other relevant information</p> <p>Request acknowledgement</p> <p><b>If conditions warrant:</b></p> <p>(1) request helicopters and/or medical assistance</p> <p>(2) request ERT Houston contact Coastal State Authorities</p>			
3	<b>Update on scene vessel(s)/aircraft – if possible</b>	OIM	Logistics/BCO	
4	<b>Update Coastal State Authorities – if possible</b>	OIM	BCO	
5	<b>Update adjacent rigs – if possible</b>	OIM	Logistics/BCO	
6	<b>Update Client – if possible</b>	Client Rep	Client Rep	



## SCENARIO 27

### Search and Rescue

*Potential Outcomes*

- Retrieval of trapped/missing persons.

*Means of Detection*

- Search teams.

*Variables*

- Weather.
- Number of persons.

LEVEL	INITIATION – RESCUE	TIME
<b>1</b>	These actions and communications will be initiated for rescue operations.	<b>0 – 30 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<p><b>Search and Rescue:</b></p> <p><b>OIM to assess magnitude of situation and potential impact to personal safety to ensure the proper level of response effort is achieved</b></p> <p><b>Assemble rescue team and provide breathing apparatus and adequate communication link to command center</b></p> <p><b>Search for missing person(s) and rescue to safe area, if possible</b></p>	OIM		
2	<p><b>Confined Space Rescue:</b></p> <p><b>OIM to assess magnitude of situation and potential impact to personal safety to ensure the proper level of response effort is achieved</b></p> <p><b>Assemble rescue team and provide breathing apparatus and adequate communication link to command center</b></p> <p><b>Utilize emergency rescue equipment to retrieve person(s)</b></p>	OIM	OSC	
3	<p><b>Rescue from Height:</b></p> <p><b>OIM to assess magnitude of situation and potential impact to personal safety to ensure the proper level of response effort is achieved</b></p>	OIM	OSC	



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	Assemble rescue team			
	Utilize emergency rescue equipment to retrieve person(s)			

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	<b>Update-Rig Manager on call</b> <b>Provide the following information:</b> <b>Name of OIM and Rig</b> <b>Situation (rescue; include rig's position, weather, number of personnel onboard)</b> <b>Potential</b> <b>Plan</b> <b>Tasking</b> <b>Name/location of assisting vessel(s)/aircraft (if applicable)</b> <b>Any other relevant information</b> <b>Request acknowledgement</b>  <b>If conditions warrant:</b>  (1) request helicopters and/or medical assistance (2) request ERT Houston contact Coastal State Authorities	OIM	OIM	
3	Update-on scene vessel(s)/aircraft	OIM	Logistics/BCO	
4	Update Coastal State Authorities	OIM	BCO	
5	Update adjacent rigs	OIM	Logistics/BCO	
6	Update Client	Client Rep	Client Rep	



## SCENARIO 28

### Movement of the Seabed affecting the stability of the rig

*Potential Outcomes*

- Catastrophic equipment failure
- Possibilities of abandonment

*Means of Detection*

- Unusual noise

LEVEL	SIGNIFICANT SEABED MOVEMENT	TIME
<b>1</b>	These actions and communications will be initiated immediately after the structural failure has been identified.	<b>0 – 10 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	Sound General Alarm	BCO	BCO	
2	Public Announcement – Muster all personnel as per Station Bill, or at the direction of the OIM	OIM/BCO	BCO	
3	Shut in well (if time permits)	Driller	Drill Team	
4	Public Announcement – Prepare to abandon rig	OIM	OIM	
5	Prepare lifeboats for operation	OIM	Coxswain	
6	Check accommodation for personnel	Camp Boss	Camp Boss	
7	Broadcast MAYDAY (CH16 VHF-FM 156.8 MHZ, 2182 KHZ or any radio frequency available)	OIM	BCO/BCO	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	Communications as above			
2	Update Rig Manager Provide the following information: Name of OIM and Rig. Situation (Movement of the seabed - abandoning rig; include rig’s position, weather; sent MAYDAY broadcast). Total crew complement. Number of lifeboats departing. Number of personnel in each lifeboat. Number of personnel left behind or unaccounted for Location of personnel left behind Total number of personnel leaving Rig Name of unit Command given to (if applicable) Rendezvous Position with on scene vessel (if applicable) Any other relevant information. Request acknowledgement.	OIM	OIM	
3	Continue to update crew through Public Announcements	OIM	BCO	
4	Continue to update on scene vessel(s)/aircraft	OIM	Logistics/BCO	
5	Continue to update Coastal State Authorities	OIM	BCO	
6	Continue to update adjacent rigs	OIM	Logistics/BCO	



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7	<b>Continue to update Client</b>	Client Rep	Client Rep	
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LEVEL	INITIATION – SEABED MOVEMENT	TIME
<b>2</b>	These actions and communications will be initiated as soon as OSC is mustered and ready.	<b>10 - 15 mins</b>

	ACTION	AUTHORITY	OPERATOR	✓
1	<b>Secure all watertight doors and manual vents</b>	OIM	OSC	
2	<b>Attempt to maintain trim</b>	BCO	BCO	
3	<b>Public Announcement - Make preparations to abandon rig</b>	OIM	Entire Crew	
4	<b>Sound Abandon Alarm</b>	OIM	BCO	
5	<b>OSC/Emergency team load lifeboats</b>	OIM	OSC	
6	<b>Launch lifeboats</b>	OIM	OIM	

	COMMUNICATIONS	AUTHORITY	OPERATOR	✓
1	<b>Update Rig Manager and / or ERT Houston as conditions warrant</b>	OIM	OIM	
2	<b>Update Coastal State Authorities</b>	ERT	ERT	
3	<b>Update adjacent rigs</b>	OIM	BCO	
4	<b>Update Client</b>	Client Rep	Client Rep	



## 10. Additional Precautionary Measures

### 10.1 Generalities

10.1.1 In addition to the scenario based control and mitigation procedures for which checklists are provided, there are other potential emergencies for which it is only possible to provide more general guidance.

### 10.2 Precautionary down-manning

10.2.1 It is expected that under a number of circumstances, precautionary de-manning will be undertaken using helicopters or support vessels. Under these circumstances embarkation lists should be made up and once the aircraft has departed these should be transmitted to the ERT.

10.2.2 The OIM has the responsibility of creating a rig specific Down Manning list for the following type of events:

- Manning for Well Control Event
- Manning for Marine Event - In Transit
- Manning for Marine Event – Operating

Manning for Well Control Event	
1 OIM	1 Barge Engineer
2 DPO	1 Toolpusher
2 BCO	1 Chef / Camp Boss
2 Drillers	1 Mechanical supervisor
2 Assistant Drillers	1 Electrical Supervisor
2 Derrick men	1 Mud Engineer
1 Crane Operator	1 Medic
1 Client Representative	4 Floorhands / Roustabouts
1 Subsea Engineer	
<b>Total</b>	<b>25 persons</b>

Manning for Marine Event - In Transit	
1 OIM	1 Electrical Supervisor
1 Barge Supervisor	2 Rig Mechanics
1 Chef/Camp Boss	2 Electricians
1 Crane Operator	3 Roustabouts
2 DPO	1 Medic
1 Mechanical Supervisor	2 BCOs
<b>Total</b>	<b>18 persons</b>



Manning for Marine Event – Operating	
1 OIM	1 Barge Supervisor
1 Toolpusher	2 DPO
1 Driller	1 Mechanical Supervisor
1 Derrickhand	1 Electrical Supervisor
1 Medic	1 Mechanic
1 Floorhand	2 Roustabouts
1 Crane Operator	1 Client Representative
1 Chef/Camp Boss	2 BCO
<b>Total</b>	<b>19 persons</b>

**10.3 Well Control**

10.3.1 The process for well control operations is contained in the Well Control Manual (PR-CO-OPS-003).

**10.4 Emergency Ballasting/Deballasting**

10.4.1 Subsequent to structural failure of any sort, either due to collision, heavy weather or overstressing of components it may be necessary to carry out emergency ballasting or deballasting procedures. This procedure will be completed after consultation between the OIM, Barge Engineer and shore side support (as needed).

**10.5 Communications with Approaching Vessels**

10.5.1 Vessels may establish communications on VHF-FM Channel 16 (International Calling and Distress Frequency) and then shift to either VHF-FM Channel 13 (bridge to bridge) or another working frequency.

**10.6 Selection of Muster Areas in the Event of Toxic Gas**

10.6.1 Selection of Lifeboats or muster areas during a gas event shall be as per the Station Bill or as directed by the OIM.

**10.7 Controlled Shutdown philosophy**

10.7.1 The Controlled Shutdown Strategy is the means by which the rig will minimize the potential for ignition of gas.

**10.8 Fuel Tank Remote Shutdowns**

10.8.1 All of the fuel oil tanks outlets are fitted with remotely operated quick closing valves which can be operated from outside the space in which the tank resides. These valves should be closed in any event where the fuel in the tank may continue to feed a fire, or may be lost overboard.



## **10.9 Response to Pollution**

10.9.1 There are two aspects which should be considered when dealing with pollution, firstly the reporting process and secondly actually dealing with the pollution. In this document pollution by hydrocarbons is the only form which is considered.

10.9.2 The reporting process is dealt with in detail by the rig Shipboard Oil Pollution Emergency Plan (SOPEP).

10.9.3 It should be emphasized that regardless of any proposed activities by the client the OIM has a specific responsibility to report a pollution event. If there is any doubt as to whether a reportable event has occurred, guidance is provided in the Ensco Pollution Prevention Procedure.

## **10.10 Pollution due to Well Test Leaks**

10.10.1 There are specific problems which relate to pollution if there is a leak in well test pipework or vessels. In time past the well test spread was always set up in a place which would allow any leaks to run off the rig, thereby preventing a possible hydrocarbon fire, but inevitably causing pollution on the surface of the sea. It is now necessary to retain the results of any hydrocarbon leaks on deck, and hence water should not be used unless the leak catches fire. It is also essential that a suitable container be identified and the spillage collected and stored in the container for subsequent carriage to the shore.

## **10.11 Guidance on Security Breach**

10.11.1 The Ensco Security & Response Manual (PR-CO-OPS-001) contains the policies and procedures to be followed in the event of a security breach, or other related event that may threaten the safety of the crew or the security of the unit. It is important that the rig management and OIM familiarize themselves with this document, and that these policies / procedures are available to the Emergency Response teams.



## 11. Specific Emergency Process Guide

### 11.1. The Mustering Process

- 11.1.1. The mustering process requires a tracking system so that once an alarm has been actioned all personnel may be traced on the rig.
- 11.1.2. The Muster Coordinator and Muster Checkers will act in concert to trace everybody on the rig
- 11.1.3. The rig is provided with Primary Muster Points which are at the forward lifeboats. Secondary Muster Points are used when these lifeboats are compromised & all personnel are sent to alternate muster points as per the Station Bill, or at the direction of the OIM.
- 11.1.4. The mustering process, which also assigns personnel to their emergency stations, will take place on the sounding of the General Alarm.
- 11.1.5. Only on sounding of the General Alarm, should personnel act as instructed by the OIM's PA & as instructed by the Muster Checkers.
- 11.1.6. Mustering for Toxic Gas
- 11.1.7. There are occasions when it may be necessary to muster in order to keep personnel safe when there are Toxic Gas levels higher than those expected, or when there is a totally unexpected indication of Toxic Gas.
- 11.1.8. In these situations the announcements from the Control Room will instruct all personnel to immediately muster in the galley or other indoors temporary refuge area.

### 11.2. Precautionary Down-manning to Support Craft

- 11.2.1. This process is included here because the personnel transfer device can be used as a means of precautionary de-manning.
- 11.2.2. Precautionary down-manning to support craft requires a number of availabilities. A crane should be available which may in some cases require the operation of a generator and in others an atmosphere free of gases. Most cranes are also unable to operate if the rig is listing severely.
- 11.2.3. There should be a suitable support craft available, which may not be the standby vessel. In essence the larger the vessel the better since the landing area for the personnel basket is improved. However, lacking any other craft the standby vessel will suffice.
- 11.2.4. There must be an area within the crane radius where personnel can be mustered and picked up with the personnel transfer device.
- 11.2.5. The OSC and fire teams would assume the role of dispatchers.
- 11.2.6. Names of each person on each lift should be logged, and if more than one vessel is involved in the evacuation then the names of the evacuees should be associated with the names of the vessels.
- 11.2.7. It is likely that personnel will be dispatched from either the Primary or Secondary Muster Points to the departure area. The Muster Checker should note the names of personnel as they are dispatched to the departure area and communicate this to the Muster Co-ordinator. A Fire team member



should be assigned to confirm names and will pass them to the Muster Co-ordinator. In this way a double check is made.

### 11.3. Evacuation

- 11.3.1. In order for this section of the manual to be applicable, the OIM must be considering the possibility that the best way of keeping his crew safe is to evacuate from the rig. In a blowout situation, the weather conditions and the time available are the controlling factors.
- 11.3.2. In marine events, if it is determined that evacuation by lifeboat is to take place then the status of the rig should be considered and an evaluation of the conditions made before the action is initiated. Most simply for instance, if it is near dawn, can evacuation be deferred until daylight?

### 11.4. Evacuation by Helicopter

- 11.4.1. Evacuation by helicopter requires only the availability of the Helideck and suitable weather conditions.
- 11.4.2. For the Helideck to be available it should not be obscured by smoke, there should be no possibility of igniting an unignited blowout and it should be free of debris. There are also limits to helicopter operations due to movement of the helideck in terms of heave, pitch and roll, and in terms of angle if the rig is listing.
- 11.4.3. The Helideck Landing Team would man the Helideck.
- 11.4.4. For Helicopter operations the control will take place in the normal way, with the HLO and landing team taking up their respective roles. When the helicopter has landed the HLO will report this to the Command Team who will then instruct the Muster Checkers to send personnel to the helicopter. Personnel going to the helicopters should be wearing PPE and should not be carrying any baggage.
- 11.4.5. Names of each person on each helicopter should be logged. In this way the eventual place of safety of each person will be known.
- 11.4.6. When the personnel are dispatched to the helicopter from either the Primary or Secondary Muster Points, the Muster Checker should note their names and communicate this to the Muster Co-ordinator.

### 11.5. Evacuation by Lifeboat

- 11.5.1. Evacuation by Lifeboat is the last resort of the OIM in terms of the saving of life.
- 11.5.2. It is important for those making the decision in relation to evacuation by Lifeboat to consider the risks of the evacuation process itself and to follow the accompanying check list.
- 11.5.3. Prior to the evacuation process being initiated, all personnel should be checked by their Muster Checker. No additional checks at the boat will be required, although if possible, a headcount should be made. Personnel must be wearing appropriate survival equipment (survival suits and / or lifejackets). Those unable to gain access to their grab bags should use survival equipment available at the evacuation station.



- 11.5.4. The 'Abandon Rig' signal will be given to the personnel while they are at their Muster Points. They must respond to the Life Boat Commandet (Coxswain) of their boat and their Muster Checker. The members of the Command Team will join their respective boats as soon as possible, at the Embarkation Station. A head count should be taken at this time
- 11.5.5. A fire, either on the sea surface, at the Cellar Deck or Drill Floor may result in extreme heat. In this situation, the objective is to embark as soon as possible and get the boats to the water, and out of danger.

#### 11.6. The Escape Process

- 11.6.1. The escape process is dependent on the means of escape available from the rig. Each rig is provided with alternate means of escape including vertical ladders at certain corner columns.
- 11.6.2. The means therefore may be listed as follows, in priority order:
- 11.6.3. Life rafts in throw-over mode (in conjunction with other means)
- 11.6.4. Vertical ladders to sea level.
- 11.6.5. Jumping into the sea
- 11.6.6. The training for escape, which takes place as part of the Basic Survival Course emphasises the requirement for personnel to keep together, and this requirement should be emphasised in any subsequent training. In addition any survival suits should be fitted with a means of connecting one to another (Buddy Lines), and this should be a feature of the performance standard.



## 12. Communication Requirements Guide

### 12.1. Shore based support communication

12.1.1. To achieve the following section of the Manual, it is recommended OIM utilise predefined prompt cars to overcome stress during an emergency situation.

12.1.2. It is essential when communicating with Shore Based Emergency Response Team or other authorities that the message is clear and brief. When the OIM has all available information and is ready to make contact, the following format will be used:

- Name of OIM, name of Rig.
- Rig's position, weather, number of personnel onboard.
- Situation.
- Potential.
- Plan.
- Tasking.
- Request acknowledgement.
- Any other relevant information.

12.1.3. Sample report as delivered by the OIM or the Rig Manager on call:

*"This is Don Wilson, OIM of the ENSCO 8500. My position is (Lat/Long), block number \_\_\_\_\_, Operator \_\_\_\_\_.  
**Situation:** I have a confirmed fire in [GALLEY] [LAUNDRY]; I have approximately 225 personnel onboard; personnel have been ordered to muster at [FORWARD] [AFTER] lifeboat stations; accurate muster count not completed at this time; 04 casualties: two personnel with smoke inhalation, one burned crewmember with 18% burns and one confirmed NVC (No Vital Signs); Fire pumps and sprinklers energized; On-Scene Commander (OSC) is mustered with fire team 1 and 2; area has not been electrically isolated; fire boundaries have been identified.*

*My on-scene weather is: wind 050 degrees T at 15 kts; overcast; rain. **Potential:** [HIGH] [MEDIUM] [LOW] for personnel and [HIGH] [MEDIUM] [LOW] for the rig. **Plan:** extinguish the fire, rescue any trapped personnel and evacuate casualties. **(Tasking)** I need you to launch two aircraft with medics to our location and advise me of their ETA; notify a burn clinic to receive a burned crewmember and contact AMVER for any vessels in our area that may have additional medical support. I will call you back as soon as I have an accurate muster count. Acknowledge."*

12.1.4. All emergency messages, in particular matters of safety and security, that require immediate action, must be passed in the English language so that the receiving BCO can understand and relay the message.



- 12.1.5. The responsibility for indicating the urgency of the message must rest with the originator and cannot be left to the discretion of the BCO or the individual receiving the message. Lifeboat or Liferaft-to-ship communications during an emergency is to be on VHF Channel 16 (156.8 MHZ).
- 12.1.6. Aircraft-to-rig communication will be established on VHF. Offshore rig-to-shore communication is to be on the International Marine Channels, or by any other established links, e.g. telephone, SatCom, or mobile phone. It is important that all marine units involved in the emergency monitor and maintain communication on the same channel or local frequency.

## 12.2. **Command Team Leader updates**

- 12.1.1. The word "Update" is used to help the OIM and the Command Team, during the course of a major emergency, to control the emergency in a methodical and tactical manner. The update process is a tool that is used to remind the OIM the he must, on a regular basis, announce to his team, in strong, succinct terms, his evaluation and actions regarding the emergency, inform mustered personnel of the status, and maintain communications with the Rig Manager and onshore Emergency Response Team (ERT).
- 12.1.2. Updates are mandatory during an emergency. In preparation for an update, the OIM should revise himself on all aspects of the emergency and obtain advice from his department heads where necessary with regard to possible future action. He should use an "Update Form" when collecting this information and read from it during his announcement to his Command Team. When he is prepared to give his report to his Command Team, he will announce "UPDATE" in strong voice so all can hear. The Command Team will, in turn, give their full attention to the OIM.
- 12.1.3. The team should be given the opportunity of response to allow them to agree or disagree with the assessment or to ask for clarification of their tasks. However on no account should the Update be allowed to degenerate into a discussion or a debate on future action.
- 12.1.4. An Update should be held every 10 minutes, or less in the event that the situation changes in a major way. In the latter case, as soon as the OIM is aware of the change he should go through the process of gathering information and obtaining advice, and call the Update when he is ready with his revised plan.
- 12.1.5. On completion of the Update he should make a Public Address (PA) to inform the mustered personnel of the situation and then call the Rig Manager and the Shore Base Emergency Response Team (ERT) and relay the identical "Update" in person. In an effort to streamline the communication process, the OIM and ashore ERT will utilize the same "Update" form.

## 12.3. **Emergency Announcement Guidance**

- 12.1.1. Ensco has identified that during the progress of any emergency there are certain announcements which are necessary in order to indicate the type of emergency which is taking place and the actions which they should be carried out by personnel.
- 12.1.2. In all cases the first alarm will be either the "General Alarm", or a "Toxic Gas" alarm.
- 12.1.3. If possible, the general alarm is to be sounded prior to each announcement.
- 12.1.4. The initial announcement is to be repeated twice



12.1.5. The OIM is to repeat the same announcement upon assuming command in the command center.

12.1.6. The announcements which follow have been worded carefully to avoid confusion and the wording should be used as guidance:

- Announcement for Blowout

*[General Alarm]*

*BCO: "Now all personnel this is the BCO. This is not a drill. This is not a drill. The General Alarm has sounded as a warning of Blowout. All Emergency Teams report to their team muster points. All other personnel report to their muster stations carrying their and lifejackets. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

*[General Alarm]*

*OIM: "Now all personnel this is the OIM. This is not a drill. This is not a drill. The General Alarm has sounded as a warning of Blowout. All Emergency Teams report to their team muster points. All other personnel report to [Gas: GALLEY; Fire: LIFEBOAT STATIONS] carrying their grab bags and lifejackets. Equipment should be made safe and all smoking and hot work must cease immediately. This is not drill."*

- Announcement for a Major Gas Event (Un-ignited Blowout)

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has sounded as a warning of Blowout. All Emergency Teams report to their team muster points. All other personnel report to [Gas: GALLEY; Fire: LIFEBOAT STATIONS] carrying their grab bags and lifejackets. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

If the BCO or OIM's initial announcement ordered personnel to muster in the galley due to gas from a blowout and the gas subsequently ignites, the BCO or OIM will change the muster point to lifeboats:

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. Fire fire fire. Fire on the drill floor. All Emergency Teams report to their team muster points. All other personnel report to lifeboat stations carrying their grab bags and lifejackets. This is not a drill."*

- For recovering all Personnel to the Primary Muster Area

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has been sounded for the second time. All personnel cease emergency activities and muster at the Primary Muster Areas. All personnel without grab bags and lifejackets collect them on the way. This is not a drill."*

- Announcement for H2S

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has sounded as a warning that H2S has been detected at the \_\_\_\_\_. All personnel muster in the Galley. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Announcement for Helicopter Crash on the rig



*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has been sounded due to a Helicopter crash on the Helideck. All Emergency Teams report to their team muster points. All other personnel muster at the after lifeboats. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Announcement for Collision with ample time for Public Address (PA) announcement:

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has sounded as a warning of impending Collision. All personnel apart from the Drilling Team cease all activities immediately, collect your Grab Bags and lifejackets and muster at the [Forward] [After] Lifeboat muster areas. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Announcement for immediate collision:

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has sounded as a warning of impending Collision. All personnel brace for collision. All personnel brace for collision. This is not a drill."*

- After Collision

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. A vessel has collided with the rig. The General Alarm has sounded as a warning of possible sinking. All personnel apart from the Drilling Team cease all activities immediately, collect your Grab Bags and lifejackets and muster at the [FORWARD] [AFTER] Lifeboat muster areas. This is not a drill."*

- Announcement for Structural Failure or Loss of Stability

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has sounded as there is a possibility of capsizing. All personnel cease all activities immediately, collect your Grab Bags and lifejackets and muster at the [FORWARD] [AFTER] Lifeboat muster areas. This is not a drill."*

- Announcement for Loss of Control in Transit

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has been sounded because of loss of tow. All personnel apart from the Maintenance Team cease activities immediately, collect your Grab Bags and lifejackets and muster at the Primary Lifeboat Muster Areas. This is not a drill."*

- Fire outside the Accommodations:

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. Fire, fire, fire. The General Alarm has been sounded. Fire in the [LOCATION]. All Emergency Teams report to their team muster points. All other personnel collect your Grab Bags and lifejackets and muster at the Primary Lifeboat Muster Areas. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Fire inside the Accommodations:



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*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has been sounded. Fire, fire, fire. Fire in the [GALLEY] [SICKBAY] [ACCOMMODATIONS]. Vacate the Accommodation immediately. All Emergency Teams report to their team muster points. All other personnel collect your Grab Bags and lifejackets and muster at the Primary Lifeboat Muster Areas. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Announcement for Nitrogen Leak

*"Now all personnel this is the \_\_\_\_\_. This is not a drill. This is not a drill. The General Alarm has been sounded. This is a Nitrogen Alert. There has been a Nitrogen leak at \_\_\_\_\_. All Emergency Teams report to their team muster points and don PPE, Breathing Apparatus, and energize hand-held Oxygen Meters. All other personnel collect your Grab Bags and lifejackets and muster at the Primary Lifeboat Muster Areas. Equipment should be made safe and all smoking and hot work must cease immediately. This is not a drill."*

- Announcement for Evacuation by Lifeboat

*"Now all personnel this is the OIM. This is not a drill. This is not a drill. Evacuation is now taking place and the Command Team is disbanding. When embarkation is complete the boats will be lowered away. Lifeboat Coxswains will not depart until my order is given. All personnel make your way to your [FORWARD] [AFTER] Lifeboats. Anyone finding themselves left onboard should escape to sea by any means possible. This is not a drill."*



## **1. Purpose**

1.1 The purpose of this procedure is to provide Semi Submersible personnel with guidelines for securing the well and the rig, and for the safe evacuation from the rig when threatened by an advancing tropical storm or hurricane for the North and South American Business Unit (NSABU).

## **2. Objective**

2.1 To provide clear & precise guidance, along with decision points for securing the well, Drilling Rig storm preparation, the safe evacuation of non-essential personnel, and finally rig mobilization to a safe area away from the storm event to protect assets.

## **3. References**

3.1 SS Hurricane Response Planner (FM-NSA-OPS-026)

3.2 SS Phase I Checklist (FM-NSA-OPS-027)

3.3 SS Phase II Checklist (FM-NSA-OPS-028)

3.4 SS Phase III Checklist (FM-NSA-OPS-029)

3.5 SS Phase IV Checklist (FM-NSA-OPS-030)

3.6 MMS-132 (Hurricane and Tropical Storm Evacuation and Production Curtailment Statistics Gulf Of Mexico OCS Region (GOMR))

## **4. Application**

4.1 This procedure applies to all Dynamically Positioned Semi-submersible rigs while conducting operations in the Gulf of Mexico using DP to maintain location. Any type of moored operations, shallow water or shipyard maintenance activities that may occur during Hurricane Season require a site specific written plan, approved by the NSABU Operations Manager, supported by an approved REA.

## **5. Definitions**

5.1 **Central Command Center: (CCC)** - In the event a tropical storm is identified that will reach the Critical Distance to one of our rigs, the Central Command Center (CCC) in the Houston office will be activated. Its primary function will be to gather and disseminate all available storm forecasting, provide additional guidance to the rigs based on this forecasting, provide communication with the rigs, Clients, Corporate Management, and to assist, as required, with the prioritization and direction of available resources as to assist with each rigs hurricane evacuation plan, or if needed, further Emergency Response.

5.1.1 In the event the Houston office has to be shut down for storm evasion, the Dallas office then becomes the alternative CCC.

5.1.2 The primary contact for each rig remains the rig manager, and the CCC is the alternate contact.



- 5.2 **Designated Person-In-Charge (PIC)** - In accordance with the vessels Flag State and as described in the MOM, the term OIM (Offshore Installation Manager) shall be used to identify the designated Person-In-Charge. The person serving in the capacity of the Offshore Installation Manager (OIM) has the overall responsibility for the safe operations of the rig and its crew, and is expected to take all necessary actions to protect people, the environment and the assets. The OIM reports to the Shore Based Rig Manager.
- 5.3 **Gulf of Mexico** - An ocean basin largely surrounded by the North American continent and the island of Cuba. It is bounded on the northeast, north and northwest by the Gulf Coast of the United States, on the southwest and south by Mexico, and on the southeast by Cuba. The shape of its basin is roughly oval and approximately 810nm.from East to West and 560nm.miles from North to South.
- 5.4 **Hurricane** - Maximum sustained winds exceed 64 knots (74 mph). Hurricanes are classified into different categories according to the Saffir-Simpson scale.
- 5.5 **Hurricane Season** - Commencing June 1st and continuous through November 30th.
- 5.6 **Management of Changes (MOC)** - Procedure is to ensure that all temporary and permanent changes to equipment and systems, personnel, procedures and documentation, or legal and regulatory requirements are properly documented and approved as per Ensco's Management of Change Standard (ST-CO-SHE-009)
- 5.7 **Phase I Alert** - This is the planning phase and commences at the beginning of the Atlantic Hurricane Season.
- 5.8 **Phase II Alert** - This is the preparation phase and commences whenever a tropical storm or hurricane has been identified and is forecast with the potential to enter the rigs Critical Distance watch circle within 48-hours.
- 5.9 **Phase III Alert** - This is the securing phase for temporary well abandonment. It commences when the Tropical Storm or Hurricane weather reaches the "Critical Distance". Should a named storm form within the GoM, Phase III may be initiated immediately. This includes the initial phase of securing rig equipment inclusive of laying out tubulars as required, and initial removal of non essential personnel.
- 5.10 **Phase IV Alert** - This is the execution phase for down-manning and evasion. It commences when the severe weather expected arrival time is within the time required to evacuate any remaining non-essential personnel to safety, plus 48 hours contingency time.
- 5.11 **Tropical Storm** - Maximum sustained winds are from 35-64 knots (40-74 mph). The storm is named once it reaches tropical storm strength.



## **6. Process**

### **6.1 Response Priorities:**

6.1.1 The protection of life is of the utmost importance and all measures must be taken to ensure the safety of all personnel. Response priorities are in the following order of importance:

- 6.1.1.1 **PRIORITY 1:** Protect Life
- 6.1.1.2 **PRIORITY 2:** Protect the wellbore & environment
- 6.1.1.3 **PRIORITY 3:** Protect the Drilling Unit & its equipment

### **6.2 Responsibilities:**

#### *6.2.1 Rig Manager:*

- 6.2.1.1 Review hurricane response plan with OIM prior to Phase I.
- 6.2.1.2 Send results of this review to the operations managers prior to entering Phase I,
- 6.2.1.3 Maintain the command control center when rig goes to Phase IV.

#### *6.2.2 Offshore Installation Manager (OIM)*

- 6.2.2.1 Overall responsibility for the safe operations of the rig and its crew.
- 6.2.2.2 Review the Hurricane Response Procedure with all crew members and ensure Rig preparedness prior to Phase I.
- 6.2.2.3 Assist Clients Representative to secure the well before vessel motion and weather make it unsafe to work.
- 6.2.2.4 Recover riser and LMRP before vessel motion and weather make it unsafe to work.
- 6.2.2.5 Secure the rig properly in preparation for storm conditions.
- 6.2.2.6 Evacuate all non-essential personnel from the rig as required.
- 6.2.2.7 Take evasive actions as required to keep vessel out of storm conditions.

#### *6.2.3 Master Marine Captain:*

- 6.2.3.1 Reports to the OIM and provides mariner expertise as required.
- 6.2.3.2 Plan and document storm evasion routes for the rig during Phase I considering location and surrounding hazards to navigation.
- 6.2.3.3 Navigate the rig when storm evasion is required.

#### *6.2.4 All other personnel:*

- 6.2.4.1 Assist the OIM as directed.
- 6.2.4.2 Perform work to meet the response priorities above.



6.2.4.3 Conduct themselves in an appropriate manner at all times includes evacuation /down manning from the vessel, standing by at a shore base facility and re-manning the vessel.

**6.3 Down-manning and storm evasion**

6.3.1 When a tropical system or hurricane threatens the operating area of the rig, the intent is for the rig to be down-manned to essential personnel only and mobilized to a safe area well in advance of the arrival of severe weather. The minimum required storm riding crew will be determined by the OIM on a case per case basis, remaining compliant to the MSMC (Minimum Safe Manning Certificate).

6.3.2 Primary evacuation of non-essential personnel will be via helicopter, which requires careful planning between the rig, the operator, and transport provider (s).

**6.4 Hurricane response procedure:**

6.4.1 Tropical storms or hurricanes as described in the Gulf of Mexico have been documented to occur predominantly during the period June 1st through the 30th of November each year. Named storms have occurred outside this window but are considered rare.

6.4.2 In general, tropical waves and tropical depressions form in the low latitudes off West Africa and travel in a westerly direction; building in intensity as they approach the Windward Islands. These storms may enter the Gulf of Mexico by passing between Cuba and the Yucatan Peninsula. At this stage, the warm waters of the Caribbean are feeding them and their intensity can increase dramatically. Once in the Gulf of Mexico, they are particularly dangerous, both in terms of the unpredictability of the direction they will take and in their destructive power.

6.4.3 Planning guides and checklists have been proven to assist in decision making during critical situations. Conditions leading up to the arrival of a major storm or hurricane are broken down into planning phases. Checklists and worksheets are included as Appendices for each phase. At times, the sudden onset of adverse/extreme/impending weather may circumvent Phase I or Phase II, and go directly to Phase III.



## 6.5 Phase I

6.5.1 This is the planning phase and is in effect during the Atlantic Hurricane Season, A general heightened awareness level will be imposed during hurricane season for EnSCO rigs operating in the Gulf of Mexico. In addition this shall also to be considered prior to entering any operations which would inhibit the ability for the rig to mobilize away from a storm, such as an inland shipyard, offshore maintenance at anchorage, etc... in order to plan for a Tropical Storm that could take place outside of Hurricane Season.

6.5.2 Prior to entering this phase the OIM will be responsible to review this procedure with all the department heads, obtain all the working forms and planners as required, and follow the instructions given.

6.5.3 The Rig Manager will review this procedure with both OIM's prior to the start of hurricane season.

### 6.5.4 Phase-I planning

6.5.4.1 Form FM-NSA-OPS-027 –Phase I Checklist, provides a guide to ensure appropriate planning and preparation has taken place. This checklist shall be reviewed prior to entering hurricane season between the Rig Manager and both OIM's. In addition upon return from days-off each OIM will review this list again to ensure preparedness.

6.5.4.2 Time to secure operations (Secure). A formal well operations plan will be maintained to estimate the tasks and time required for well securing operations. This will include well suspension activities such as cement plugs (well bore has exposed hydrocarbons sections), setting of a storm packer in the wellbore, and time to lay down drill string components as required. It will also include the time required to prepare the rig as per the Emergency Procedures section of the Marine Operating Manual for storm weather conditions.

6.5.4.3 Use of Form FM-NSA-OPS-026 – Hurricane Response Planner is required to provide guidance to calculate this time requirement. The total response time required to secure well operations will be updated on a daily basis and recorded on RimDrill.

6.5.4.4 During hurricane season, a Master Mariner will be added to the crew compliment. He will report to the OIM and provide marine expertise as required. He will plan escape routes for the rig in the event storm avoidance is required considering the rigs location and surrounding hazards to navigation.



### 6.5.5 Weather Forecasting

6.5.5.1 Alert Weather Services is our official service provider contracted by Ensco NSABU for weather services, and their contact information is below. Many other sources of information are available such as NOAA and should be utilized to help in the decision making process.

Alert Weather Services

Phone: +1 (337) 233-5565

Fax: +1 (337) 233-9862

E-mail: [forecaster@alertweather.com](mailto:forecaster@alertweather.com)

Website: [www.alertweather.com](http://www.alertweather.com)

6.5.5.2 Weather predictions with a 72-hours are provided throughout the year. Advisory Service” will commence and bulletins will be issued at 6-hour intervals when a Tropical depression or storm path is predicted that it may reach the Gulf of Mexico. Bulletin intervals may be reduced to 3-hour upon request.

### 6.5.6 Rig Stability Calculation:

6.5.6.1 During hurricane season, the Barge Engineer will submit daily to the OIM, in addition to other stability calculations, a Storm Survival Calculation Sheet. This is to ensure that it will be possible to quickly decrease the variable deck load (VDL) to meet the storm survival criteria specified in the Marine Operating Manual.

### 6.5.7 Critical Distance

6.5.7.1 The Critical Distance (CD) is measured in Nautical Miles (nm.) and is the minimum distance a storm can be allowed to approach the vessels position before Phase III (well securing phase) of the Hurricane Response Plan is activated. CD will be calculated once the rig has entered Phase II, and is to be updated daily and recorded in RimDrill.

6.5.7.2 Note: The distance to a Tropical storm is measured from the rigs present position, to outer most point of a named storm where Tropical force winds are expected to be encountered in front of the storm. This perimeter may extend 100 nautical miles from the center of the storm

6.5.7.3 The following procedure provides the method to be used to calculate the Critical Distance

$$\begin{aligned} \text{Critical Distance (CD)} &= \text{Velocity} * (\text{Secure} + \text{Evacuate} + \text{Contingency}) \\ &= \text{Nautical miles (nm.)} \end{aligned}$$



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**Definitions;**

V = Velocity of Storm, in nautical miles per hour (kt.)	A representation of the expected maximum forward velocity of the named storm. The velocity used shall be the average velocity forecast by the official weather forecast service for the next 24-hour period.
S = Time to Secure well/riser/rig operations, (hr.)	This includes time to complete all tasks that are required to complete well securing operations. This will include well suspension activities such as cement plugs (well bore has exposed hydrocarbons sections), setting of a storm packer in the wellbore, and time to lay down drill string components as required. Retrieving the Riser and LMRP.  It also includes the time required to prepare the rig as per the Emergency Procedures section of the Marine Operating Manual.
E = Time to Evacuate non-essential personnel (hr.)	This includes the time required to evacuate all non-essential personnel from the rig to the designated shore base during daylight hours, taking into account forecast weather conditions at the time. Client provided helicopters is the mode of transportation.
C = Contingency Time (hr.)	A minimum of 48-hours will be used as contingency time, and can be increased if required to account for additional risk that may have been identified.

6.5.7.4 Time remaining before critical Distance is reached.

$$\text{Time Remaining (TR)} = \frac{\text{Actual Distance (kt)} - \text{CriticalDistance (kn)}}{\text{Velocity (Kn)}} = \text{Time Remaining (hr.)}$$

**Definitions;**

TR = Time Remaining, (hr.)	Time Remaining before Critical Distance is reached, in hours
AD = Actual Distance (kt.)	The total distance from the storm's perimeter of Tropical force winds to the rig.
DR = Distance Remaining (kt.)	Distance Remaining, in nautical miles, before Critical Distance is reached
V= Velocity of Storm (kn.)	Forecast velocity of storm over the next 24-hr.



# SS HURRICANE RESPONSE FOR SEMI SUBMERSIBLE RIGS

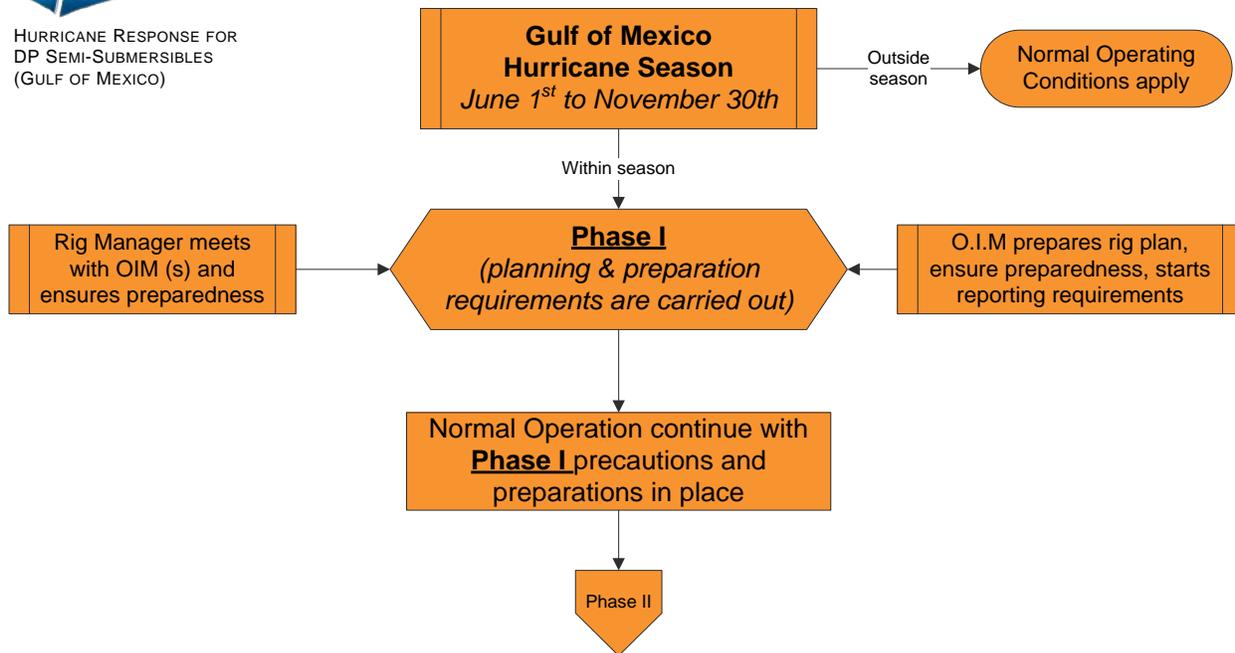
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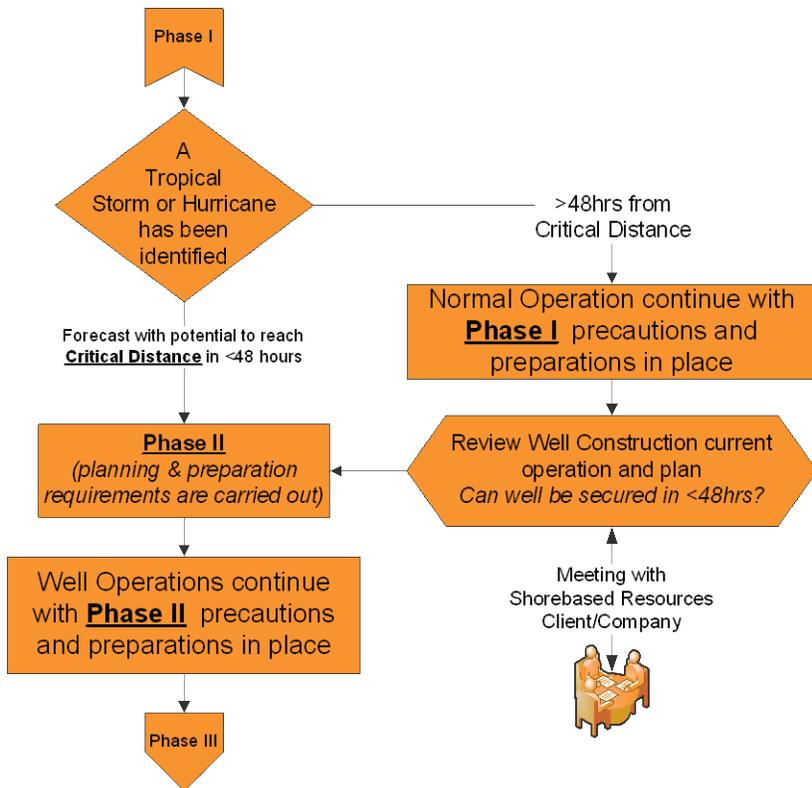
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6.5.7.5 Complete Form FM-NSA-OPS-026 –Hurricane Response Planner, and sections 11-13 to carry out the calculations for “Critical Distance” and for “Time Remaining before Critical Distance Reached”. The calculation sheets are to be updated each time a new weather report is received. Once the storm has reached Critical Distance, abandonment procedures must commence.



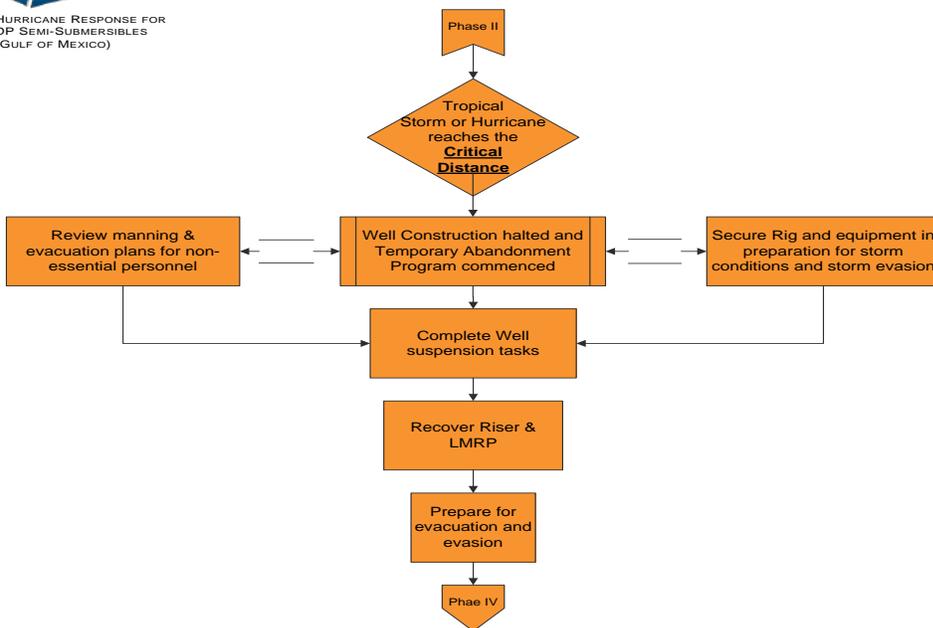
**6.6 Phase II**

- 6.6.1 This is the preparation phase and commences whenever severe weather effects from a Tropical Storm or Hurricane are predicted to reach the Critical Distance or the formation of a Tropical Depression within the Gulf of Mexico itself occurs. The Rig Manager may also request that all rigs enter Phase II without the above criteria, when uncertainly exists.
- 6.6.2 It is the intent during this phase to prepare the rig in advance of Phase III as much as reasonably possible without impeding well construction. A review of well construction operations will be done to ensure no upcoming operation be started that could greatly increase the time required to secure the well, such as commencement to run a long casing string, drilling out a shoe track, etc...
- 6.6.3 A written plan will be published on the temporarily suspension of the wellbore, and sent to town for review.
- 6.6.4 Complete form FM-NSA-OPS-028 –Phase II Checklist. Carry out any task as required preparing rig for Phase III.
- 6.6.5 Maintain a heightened storm watch and preparedness.



### 6.7 Phase III

- 6.7.1 This is the Securing phase and commences whenever severe weather effects from a Tropical Storm or Hurricane have reached the Critical Distance. Once Phase III has been reached, well securing operations are to be initiated immediately. Any deviation from this will require a MOC to be submitted and signed.
- 6.7.2 The published plan for temporarily suspension of the wellbore will be initiated at this time ensuring at least two barriers are in place if hydrocarbon bearing zones are exposed in the open hole section.
- 6.7.3 At the same time rig securing operations will commence in order to complete as many tasks as possible until wellbore suspension is complete and the LRMP has been recovered.
- 6.7.4 **CAUTION:** Under no circumstances will the BOP be unlatched.
- 6.7.5 Prepare the rig in accordance with emergency procedures found in the MOM for storm preparation.
- 6.7.6 Once wellbore suspension is completed the LMRP will be unlatched, telescopic joint and riser retrieved and laid out, and the LMRP landed in the carrier. In the event storm is approaching and will move rig into Phase IV, a slow move may be initiated prior to recovering all riser as long as a clear understanding of the bathometry is on board the rig and the escape route is towards deeper water. Written approval for this is required from the Rig Manager.
- 6.7.7 Complete Form FM-NSA-OPS-029 –Phase III Checklist. Carry out any tasks as required preparing rig for storm evasion.



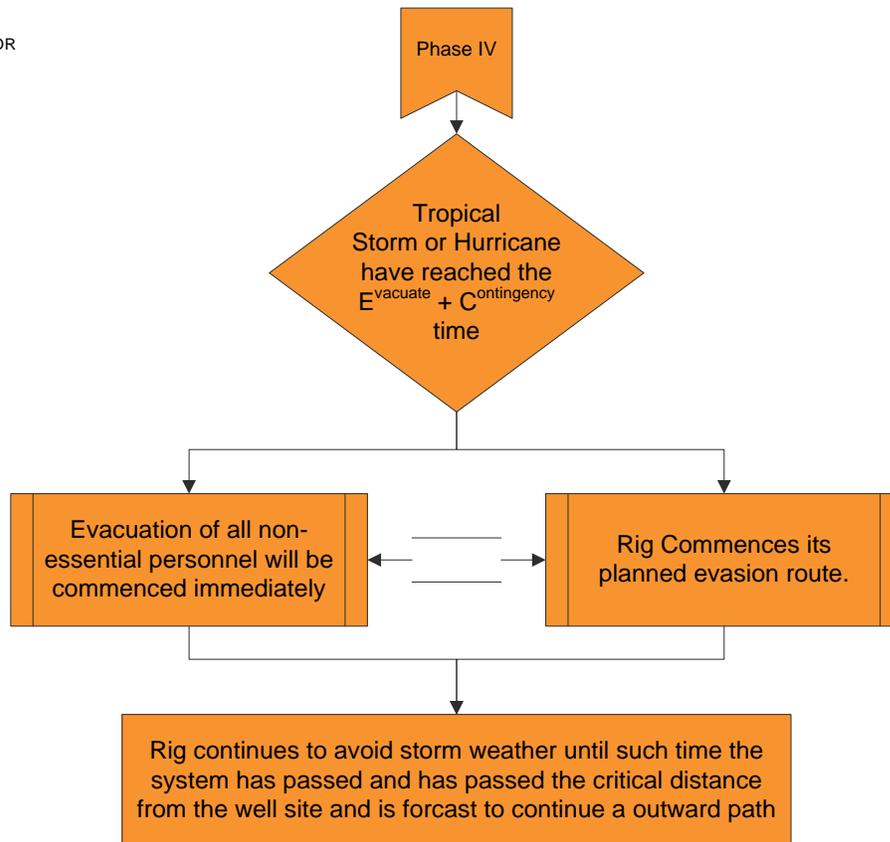
**6.8 Phase IV**

6.8.1 This is the evacuation and evasion phase and commences whenever severe weather effects from a Tropical Storm or Hurricane have reached the Evacuate + Contingency time. Once Phase IV has been reached final evacuation of remaining non-essential personnel will commence and the rig will make way as per planned evasion route.

6.8.2 Evacuation of all remaining non-essential personnel will continue to the pre-determined manning requirement. Helicopters will be used to move all personnel to a shore base. The Rig Manager along with Ensco HR will manage the onshore logistics for all evacuated personnel.

6.8.3 The rig will follow planned evasion routing, and continual monitoring of conditions will be maintained. Changes to routing will be done in accordance after discussions with the CCC, or in the event of lost communications, as deemed necessary by the OIM.

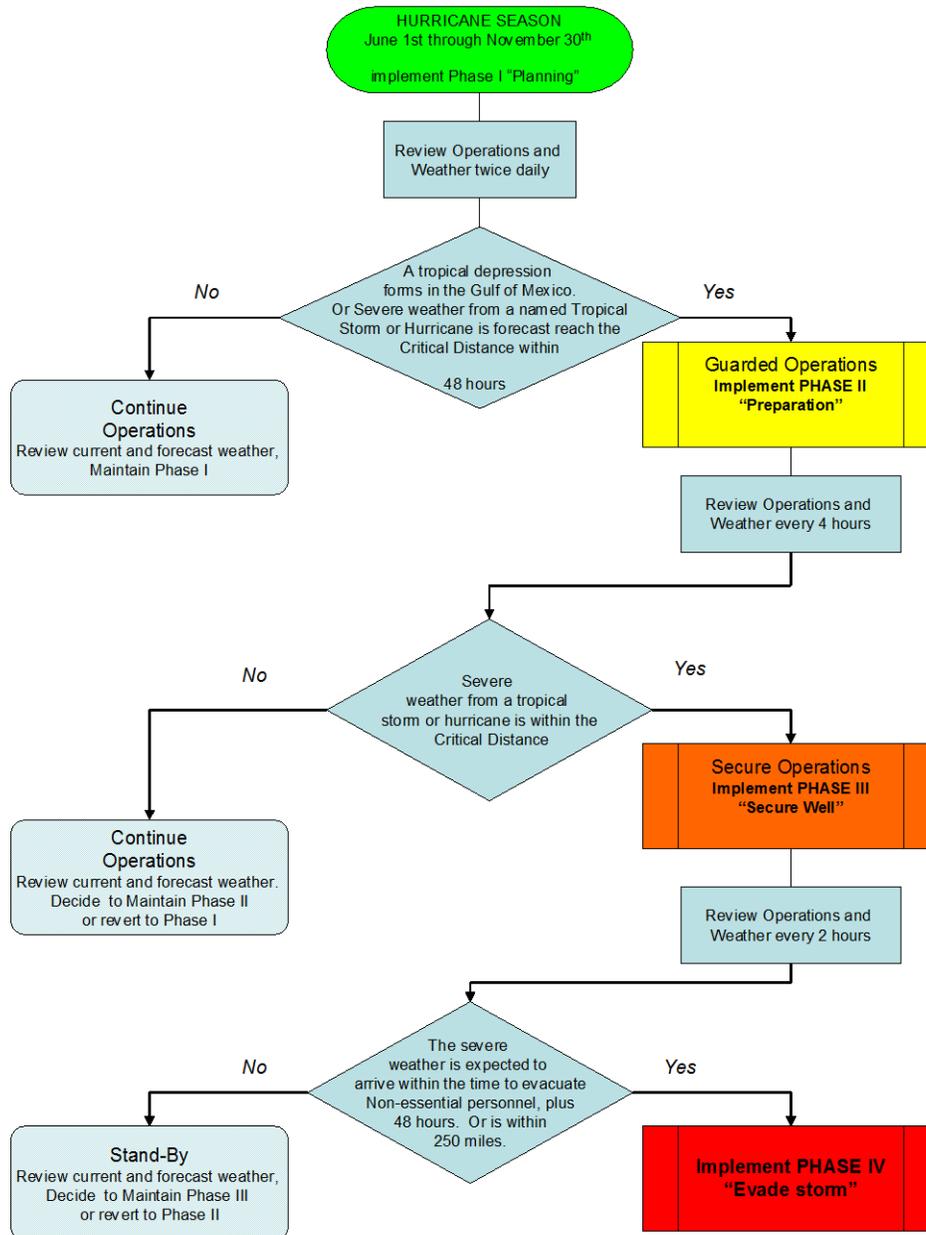
6.8.4 Complete Form FM-NSA-OPS-030 –Phase IV Checklist.





6.9 Storm Evasion Decision Tree

**ENSCO DP Semi Storm Evasion Decision Tree**





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**7. Record Retention**

7.1 No record will be retained further to applying this procedure.

**8. Training**

8.1 This procedure shall be reviewed 2 months prior to hurricane season and a drill shall be undertaken with the involvement of shore base management.

**9. Audit**

9.1 This document will be audited according to internal and external necessity.

**10. Exception**

10.1 Variations to the requirements set forth in this Procedure can only be granted in accordance with the Ensco Management of Change Standard (ST-CO-SHE-009).



**ALERT WEATHER SERVICES, INC**  
METEOROLOGICAL, OCEANOGRAPHIC & ENVIRONMENTAL SERVICES  
145 Industrial Parkway Lafayette, LA 70508 Phone: (337) 233-5565 Fax: (337) 233-9862

**OUTLINE OF WEATHER SUPPORT SERVICES  
PROVIDED ENSCO OFFSHORE COMPANY  
FOR THE NORTHERN GULF OF MEXICO**

	<b><u>Frequency</u></b>
Gulf of Mexico (Copyrighted AWS, Inc. GulfZones Forecasts (Days 1&2-12 through 36hr forecasts-Includes Winds & Seas Significant Weather Forecasts-MMS Gulf Lease Areas-Zones 1through 8	Twice Daily
Gulf of Mexico (AWS, Inc.-Extended Zones ) (Days 3, 4 & 5)	Twice Daily
Gulf of Mexico (AWS, Inc. –Extended Outlook Zones) (days 6, 7 & 8)	Once Daily (AWS Web Site access)
Severe Weather Statements (Special Marine Warnings)	AS NEEDED
1-5 day Surface Synoptic/Forecast Charts	Twice Daily
Tropical Weather Statements and Bulletins Tropical Depression, Tropical Storm, and Hurricane advisories Special Tropical Disturbance Statements, with track, intensity And strike charts every six hours-extending out to 120 hours (5 Days) for each system that poses a threat to the Gulf of Mexico	4 times daily
Consultation Services Complete consultation services, twenty-four hours per day, Seven days per week by Alert Weather Services, Inc. meteorologists Regarding any weather related problem affecting ENSCO operations	24 hrs per day
Oil Spill Trajectory Forecasts	AS NEEDED

# STATION BILL

## ENSCO 8506

**GENERAL INSTRUCTIONS**

- All personnel shall attend an orientation briefing on board the vessel.
- All personnel shall familiarize themselves with the location and duties of their fire & emergency stations, lifeboat stations, secondary lifeboat station, life rafts and emergency signals.
- All personnel shall be instructed and trained in the performance of their special duties by individual instruction, training, and by participation in weekly drills.
- All personnel shall ensure there is an escape pack and a serviceable lifejacket with a light, whistle, reflective tape, and rig name present for each bunk in their cabin. Notify the Barge Engineer immediately if there are not enough lifejackets in the cabin. If the geographic location requires immersion suits then these must also be checked. Spare lifejackets are located at the lifeboat muster stations for emergency teams and on duty personnel.
- All personnel will participate in all emergency and abandon ship drills and be dressed in appropriate attire including general PPE. The OIM is the only person with the authority to excuse personnel from attending emergency drills.
- Outside the living quarters, except as otherwise posted, all personnel shall at a minimum wear long sleeve coveralls, hard hat, safety glasses and gloves.
- On detection of any oil/chemical spill, the OIM must be informed immediately and measures started to contain the spill utilizing available spill control equipment.
- All accidents, incidents, and/or hazardous conditions must be reported immediately.
- While onboard, operator, visitor and service personnel shall follow all Ensco safety instructions, rules and regulations which include attendance of pre-job, pre-tour, and weekly general safety meetings.
- The OIM will insure that a complete crew roster for each individual lifeboat is current and maintained and that a copy is sent to the DWBU office daily.

**FIRE & EMERGENCY INSTRUCTIONS**

- Any person discovering a fire shall immediately:
  - Sound the general alarm, notify the Control Room and advise the location and nature of the fire;
  - Contain or fight the fire using available equipment (without risking personal safety);
  - Evacuate the area if hazardous to personal safety.
- Upon receiving a fire report, the Ballast Control Operator shall sound the fire & emergency alarm.
- All personnel with assigned duties will report to their respective fire & emergency muster stations. All other personnel will don appropriate attire including PPE and lifejacket and report to their assigned muster station.
- The Response Team will secure all electric, hydraulic, mechanical, pneumatic and ventilation systems in the area affected by the emergency as directed by the OIM or the on-scene commander.
- For all helicopter arrivals and departures, the helideck team must be on station and prepared for any emergency.

**ABANDON SHIP INSTRUCTIONS**

- All personnel without emergency duties are to report to their Abandon Ship Muster Station immediately dressed in full PPE and lifejackets.
- Upon Hearing the Abandon Ship signal, all personnel will don appropriate clothing and lifejackets (or survival suit, if required) and report immediately to their assigned Abandon Ship Station.
- At the Abandon Ship Station all personnel will standby in an orderly fashion to facilitate the mustering of personnel and then await further orders. Do not attempt to board lifeboats until ordered to do so.
- In the event that the primary Abandon Ship Station is rendered inaccessible, personnel from that station must report to their secondary Abandon Ship Station.
- Lifeboat allocation is listed on this station bill. All personnel will make themselves familiar with the location of their primary and secondary Abandon Ship Stations.
- The order to board the boats and Abandon Ship will be given verbally by the OIM or the next in command if the OIM is incapacitated. See Chain Of Command.

**MAN OVERBOARD INSTRUCTIONS**

- Any person sighting an individual(s) in the water shall immediately begin shouting 'Man Overboard' and will proceed to throw the nearest life ring(s) to the individual(s) in the water.
- The person shouting 'Man Overboard' will position himself to maintain visual contact with the individual(s) in the water and will help direct the Man Overboard Rescue team.
- Any person hearing the call 'Man Overboard' will immediately locate the caller and relay the information to the Control Room.
- The Rescue Team shall assemble at the designated rescue craft to begin rescue and will consist of the following:
  - Barge Engineer – Team Leader (stationed in Control Room)
  - On-duty Mechanic – Helmsman
  - On-duty Toolpusher – Rescue Craft Commander & Secondary Helmsman
  - On-duty Crane Operator, Deck Foreman & designated Roustabouts
- If the person overboard is not immediately located, the Team Leader will notify other vessels in the vicinity and any necessary local authority (e.g. US Coast Guard) and continue searching until released.

**GAS INSTRUCTIONS**

In the event of a Gas Alarm, the OIM, Barge Engineer, Electrical Supervisor, Mechanical Supervisor, Captain (if applicable), and on and off-duty DPO's, BCO's and Subsea Engineers shall report to the Command Center. Additionally:

- Drill Crew are to secure the well and report to their designated lifeboat station.
- Fire & Emergency Response Team are to dress out and report to designated muster station, standby for search and rescue operations.
- All other personnel – Report to designated lifeboat stations.

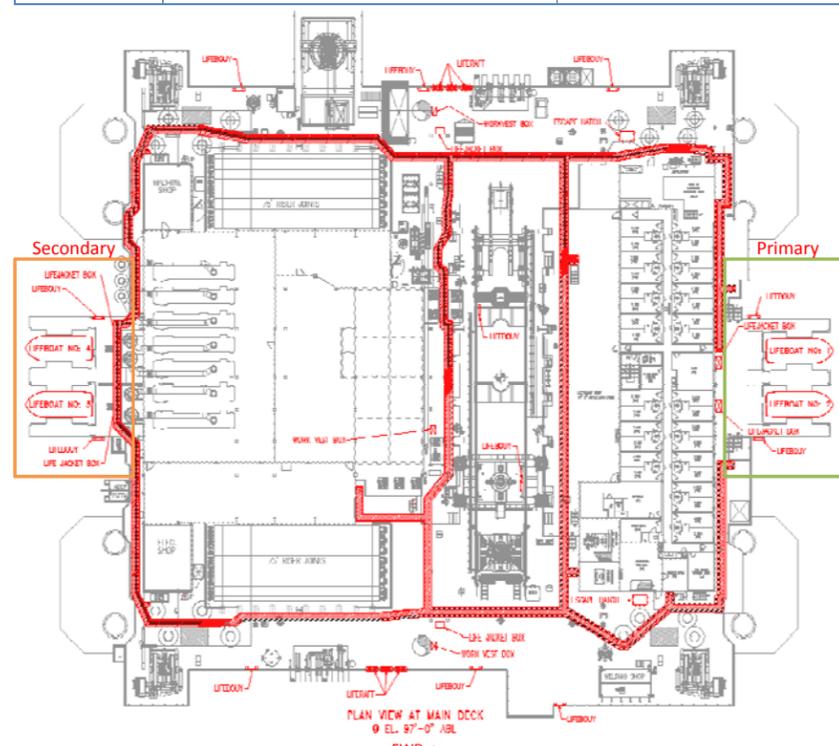
**HELICOPTER EMERGENCIES**

- In event of a helicopter crash, sound the fire & emergency alarm and notify the Control Room immediately.
- Upon receiving the notification, the on-duty BCO will notify the OIM, Barge Engineer and Company Representative of the situation.
- The HLO and helicopter landing crew shall start rescue and firefighting efforts immediately. The Response Team will take charge after arriving on the scene.

<b>CHAIN OF COMMAND</b>	<b>EMERGENCY CONTACT NUMBERS</b>
<ol style="list-style-type: none"> <li>Offshore Installation Manager (OIM)</li> <li>Senior Toolpusher</li> <li>Barge Engineer</li> </ol>	<ol style="list-style-type: none"> <li>Control Room 1 – 202</li> <li>Control Room 2 – 201</li> <li>OIM Office – 214</li> </ol>

**EMERGENCY SIGNALS**

ALARM	SIGNAL	ACTION
Fire & Emergency	Announcement on rig PA system followed by intermittent ringing of general alarm and flashing red light.	Report to designated muster stations.
Abandon Rig	Announcement on rig PA system followed by a continuous ringing of general alarm and flashing green light.	Report to assigned lifeboat station.
Man Overboard	Announcement on rig PA system, or intercom system, voice, etc., Hail and pass the word 'MAN OVERBOARD'.	Report to designated muster stations.
Combustible Gas	Intermittent 500 Hz tone and flashing amber light followed by announcement on rig PA system and ringing of general alarm.	Report to primary muster station or announced safe area.
H <sub>2</sub> S Gas	Continuous 500 Hz tone and flashing red light followed by announcement on rig PA system and ringing of general alarm.	Report to primary muster station or announced safe area.



**LIFEBOAT CREW MEMBERS**

LIFEBOATS 1 (PRIMARY) & 4 (SECONDARY)	
OIM Toolpusher Mechanic Crane Operator Thruster Tender Remainder of Ensco personnel Visitors and Service Personnel	Lifeboat Commander Secondary Commander Helmsman Secondary Helmsman Ensure Lifeboat fall cables are free No assigned duties No assigned duties
LIFEBOATS 2 (PRIMARY) & 3 (SECONDARY)	
Barge Engineer Toolpusher Mechanic Crane Operator Thruster Tender Remaining Ensco personnel (including Catering)	Lifeboat Commander Secondary Commander Helmsman Secondary Helmsman Ensure Lifeboat fall cables are free No assigned duties

**FIRE & EMERGENCY STATIONS**

COMMAND CENTER – CONTROL ROOM PRIMARY (SECONDARY OIM OFFICE)	
OIM On-duty Toolpusher Barge Engineer Electrical Supervisor Duty Electronic Technician Off-duty Co. Rep. On-duty DPO Off-duty DPO On-duty BCO Off-duty BCO Off-duty Subsea Engineer Senior Company Rep. Marine Captain (if assigned)	Overall command - coordinate all emergency response activities On scene commander – coordinate with OIM Assist OIM with emergency, prepare for damage stability Assist OIM as needed Assist Electrical Supervisor as needed Notify shore base of emergency Monitor and maintain dynamic positioning Prepare for EDS as necessary and assist on-duty DPO as needed Monitor & maintain stability, monitor fire pump GMDSS communications and assist on-duty BCO as needed Muster and man BOP control center, assist Subsea Engineer as needed Coordinate client emergency support activities Assist OIM as needed

**DRILL FLOOR PRIMARY (LIFEBOAT MUSTER STATION SECONDARY)**

On-duty Driller On-duty Assistant Driller On-duty Derrickman On-duty Floormen On-duty Subsea Engineer	Maintain Well Operations Assist Driller as needed Assist Driller as needed Assist Driller as needed Assist Driller & monitor EDS related systems for readiness
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**MECHANIC SHOP PRIMARY (ELECTRICAL SHOP SECONDARY)**

Mechanical Supervisor On-duty Mechanic On-duty Electrician  On-duty Asst. Electrician Hydraulic Tech On-duty Asst. Mechanic On-duty Thruster Tender On-duty Asst. Electronic Tech.	Take muster of maintenance personnel and direct as needed Muster and act as directed Muster at Mechanic Shop and be prepared to secure power and ventilation systems. Assist Mechanical Supervisor as needed Assist Mechanical Supervisor as needed Muster and act as directed Muster and act as directed Muster and act as directed
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**HOSPITAL PRIMARY (LIFEBOAT MUSTER STATION SECONDARY)**

Medic Off-duty Floormen Off-duty Assistant Driller	Ready medical gear, muster the stretcher team and wait for instruction Rescue/stretcher team, assist medic Rescue/stretcher team leader
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**PRIMARY RESPONSE TEAM (MUSTER PORT FIRE TEAM LOCKER IN MOONPOOL)**

On-duty Crane Operator On-duty Deck Foreman On-duty Roustabouts Welder	Fire team leader Fire team Fire team Assist as needed
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**SECONDARY RESPONSE TEAM (MUSTER STARBOARD FIRE TEAM LOCKER IN MOONPOOL)**

Off-duty Crane Operator Off-duty Deck Foreman Off-duty Roustabouts	Backup fire team leader Backup fire team member Backup fire team members
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**MUSTER STATION LIFEBOATS 1 & 2 PRIMARY (LIFEBOATS 3 & 4 SECONDARY)**

Off-duty Toolpusher Off-duty Driller Off-duty Derrickman Off-duty Mechanic Off-duty Asst. Mechanic Off-duty Thruster Tender Drilling Equipment Engineer Executive Steward BR Hands  Day Cook Galley Hands Off-duty Electrician Off-duty Asst. Electrician Off-duty Electronic Tech. Off-duty Asst. Elect. Tech. On-duty Store Keeper Off-duty Store Keeper Night Cook All other Catering Hands All Visitors All Service Personnel	Supervise roll call & maintain order Assist Toolpusher with roll call Assist Driller / Toolpusher as needed Assist readying lifeboat for launching Assist readying lifeboat for launching Assist readying lifeboat for launching Assist Toolpusher with roll call Shut down all galley equipment Wake all sleeping personnel on responsible floors and notify Executive Steward when areas are clear, then report to muster station Secure galley, then report to muster station Assist Day Cook in securing galley, then report to muster station Muster and wait for instructions Muster and wait for instructions
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**SIGNATURES**

Person in Charge (OIM) _____	Person in Charge (OIM) _____
Date _____	Date _____

GU-DW-SHE-005 Rev 0 Date: 18-Aug-10