AUSTRALIAN DRILLING ASSOCIATES

OFFSHORE OTWAY/BASS BASIN – VICTORIA/TASMANIA

ADA/BEACH PETROLEUM

EMERGENCY RESPONSE PLAN

2008/09

Rev 0

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Beach Petroleum Campaign Specific ERP

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Transmittal Acknowledgment

This form is to be completed by each recipient of the accompanying ADA/Beach Petroleum Otway/Bass Basin Drilling ERP. Please remove this form from this document, complete the details and return to the ERP Custodian, within seven (7) days of receipt and send the completed form to the ERP Custodian:

ADA Drilling Superintendent

Ph: (03) 8610 3000 / Fx: (03) 8610 3030

Level 5, Rialto Nth Tower

525 Collins St, Melbourne, Vic 3000

Australia

Note #1: The recipient acknowledges receipt of the ADA/Beach Otway/Bass Basin Drilling ERP:

ERP Number _____

The recipient has read the document and understands both his/her responsibilities and obligations, in the event of an emergency and understands the responsibility for ensuring that all amendments to the ERP which may subsequently be supplied are incorporated into the ERP as soon as possible.

Note #2: The ADA/Beach Otway/Bass Basin Drilling ERP is a **confidential and controlled document** and should not be given, either in whole or part, to unauthorised personnel without the written consent of the ADA ERG Leader.

Recipient:

Name: _____

Position: _____

Address: _____

Telephone: Office: _____ Home: _____ Fax: _____

E-mail: _____

Signature: _____ Date: _____ Day _____ Month _____ Year

Definitions

Acronym	Description
ADA	Australian Drilling Associates
AMSA	Australian Maritime Safety Authority
BA	Breathing Apparatus
Beach	Beach Petroleum
BoM	Bureau of Meteorology
BOP	Blow-out Preventer
BSC	Bass Strait Consortium
CD	Critical Distance
CDC	Critical Distance Calculation
CLASS (1,2, 3)	Classification of ADA Emergencies
CPA	Closest Point of Approach
DIER	Tasmanian Department of Infrastructure Energy and Resources
DPI	Victorian Department of Primary Industries
DSV	ADA Drilling Supervisor
EMR	Emergency Management Room (Beach)
EMT	Emergency Management Team (Beach)
EMTL	Emergency Management Team Leader (Beach)
EPIRB	Emergency Position Indicating Radio Beacon
ERG	(ADA) Emergency Response Group
ERGL	(ADA) Emergency Response Group Leader
ERP	Emergency Response Plan
ERR	Emergency Response Room (ADA)
ERT	(Offshore - MODU) Emergency Response Team
FRC	Fast Rescue Craft
GMT	Greenwich Mean Time
H_2S	Hydrogen Sulphide
HLO	Helicopter Landing Officer
HSE	Health, Safety and Environment
MEDEVAC	Medical Evacuation
MODU	Mobile Offshore Drilling Unit
NDB	Non Directional Beacon
nm	Nautical mile
NOPSA	National Offshore Petroleum Safety Authority
OIM	Offshore Installation Manager
OSCP	Oil Spill Contingency Plan
PA	Public Address System
PIC	Person In Charge (When used alone, reference is to MODU OIM)
POB	Persons on Board
POLREP	Pollution Report
RCC	Rescue Co-ordination Centre (Aviation and Marine)
ROV	Remotely Operated Vehicle
SAR	Search and Rescue
SCBA	Self Contained Breathing Apparatus
SITREP	Situation Report
SOPEP	Ship Oil Pollution Emergency Plan
Tier (1, 2, 3)	Classification of ADA Oil Spill Incidents

1. Campaign Specific Summary

This location specific section of the Drilling ERP covers the 2008 Otway/Bass Basin Drilling Campaign conducted by ADA on behalf of Beach Petroleum. Sections 3.9 to3.11 of the ERP provides rig, helicopter and vessel specifications and Table 1 below details hydrocarbon quantities and properties.

Table 1: Summary of Drilling Program Details

Location Specific Details Otway Basin	
Designated Authority for Otway Basin	Vic Department of Primary Industries (DPI)
Met Forecaster	Bureau of Meteorology (BOM)
Operations Base	Gippsland Logistics Base – Geelong
Operational Basin	Otway Basin
Name of Well 1	**Fermat-1**
Permit Area	Vic/P46;
Type of Well	Gas/Condensate
Depth of Fermat-1	3900 m
Water Depth of Fermat-1	37.4 m
Rig Heading	135°
Latitude Fermat-1 (WGS84)	38º 11' 43.196"S
Longitude Fermat-1 (WGS84)	141º 03' 12.954"E
Name of Well 2	**Bernoulli-1**
Permit Area	Vic/P46
Type of Well	Gas/Condensate
Depth of Bernoulli-1	3900
Water Depth of Bernoulli-1	88.4 m
Rig Heading	135°
Latitude Bernoulli-1 (WGS84)	38º 22' 17.84"S
Longitude Bernoulli-1 (WGS84)	141º 03' 36.42"E

Location Specific Details Bass Basin	
Designated Authority for Bass Basin	Tasmanian Department of Infrastructure Energy and Resources (DIER)
Met Forecaster	Bureau of Meteorology (BOM)
Operations Base	Gippsland Logistics Base – Geelong
Operational Basin	Bass Basin
Name of Well 1	**Pee Jay-1**
Permit Area	T/P39
Type of Well	Oil
Depth of Pee Jay1	2100m
Water Depth of Pee Jay-1	76.5m
Rig Heading	135°
Latitude Pee Jay-1 (WGS84)	40º 29' 47.994"S
Longitude Pee Jay-1 (WGS84)	146º 21' 35.276"E
Name of Well 2	**Spikey Beach-1**
Permit Area	T/P34
Type of Well	Oil
Depth of Spikey Beach-1	2100m
Water Depth of Well	73.7m
Rig Heading	135°
Latitude Spikey Beach-1 (WGS84)	40º 28' 55.326"S
Longitude Spikey Beach-1 (WGS84)	145º 52' 23.552"E

Rig Specifications	
Rig Name	West Triton
Rig Type	Jack-up
Rig Contractor Name	Atlas Drilling (Seadrill Offshore)
Personnel onboard Rig (No.)	110 (maximum)
Integrated OSCP	BSC Oil Spill Plan

Anchor Handling Tug Specifications (Vessel 1)	
Vessel Name	Pacific Battler (see Section 3.11 for specific details)
IMO Number	9155664
Contractor Name	Swire Pacific Australia
Fuel held onboard	880 cubic m
Personnel onboard Vessel (No.)	25 berths

Anchor Handling Tug Specifications (Vessel 2)	
Vessel Name	Pacific Valkyrie (see Section 3.11 for specific details)
IMO Number	9361653
Contractor Name	Swire Pacific Australia
Fuel held onboard	827 cubic m
Personnel onboard Vessel (No.)	32 berths

Marine	
Marine Base location	Geelong for Bass Basin / Portland for Otway Basin
Alternate marine base location	Melbourne
Support Vessel Contractor	Swire Pacific Australia
Steaming time to Rig (Fermat)	Approximately 5 hours
Steaming time to Rig (Bernoulli)	Approximately 5 hours
Steaming time to Rig (Spikey Beach)	Approximately 12 h
Steaming time to Rig (Pee Jay)	Approximately 12 h

Emergency Preparedness	
Initial Authority for Oil Spills	Marine Safe Victoria
Applicable local Govt Oil Spill Plan	Vicplan
Oil Spill Equipment Provider	AMOSC

Aviation	
Aviation base location	Essendon Airport
Helicopter Contractor	Bristow Helicopters
Type of Helicopter	Super Puma AS 332L
Helicopter Flight Time to Rig	Otway Basin - 100 min Bass Basin - 90 min
Alternate evacuation location	Wynyard or Devenport for Bass Basin Mount Gambia, Portland or Warnnambool for Otway Basin

1.1 Project Specific Overview

Beach are undertaking exploration drilling campaigns in the Otway and Bass Basin area of Bass Strait in offshore Victoria and Tasmania comprising 4 wells. Figures 1 and 2 indicate the well locations for the two basins.

1.2 Location Map

Figure 1: Beach Otway Basin Well Sites

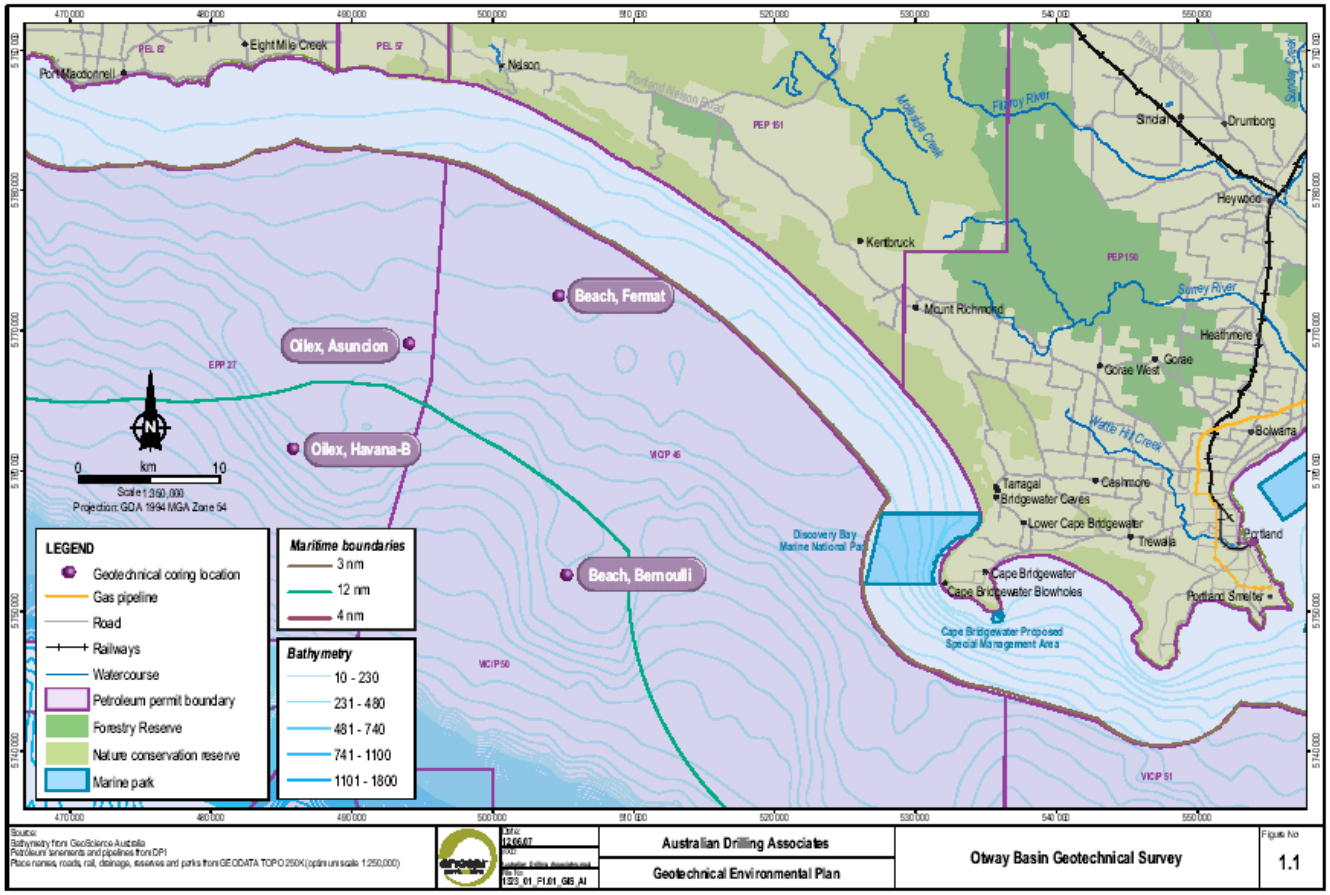
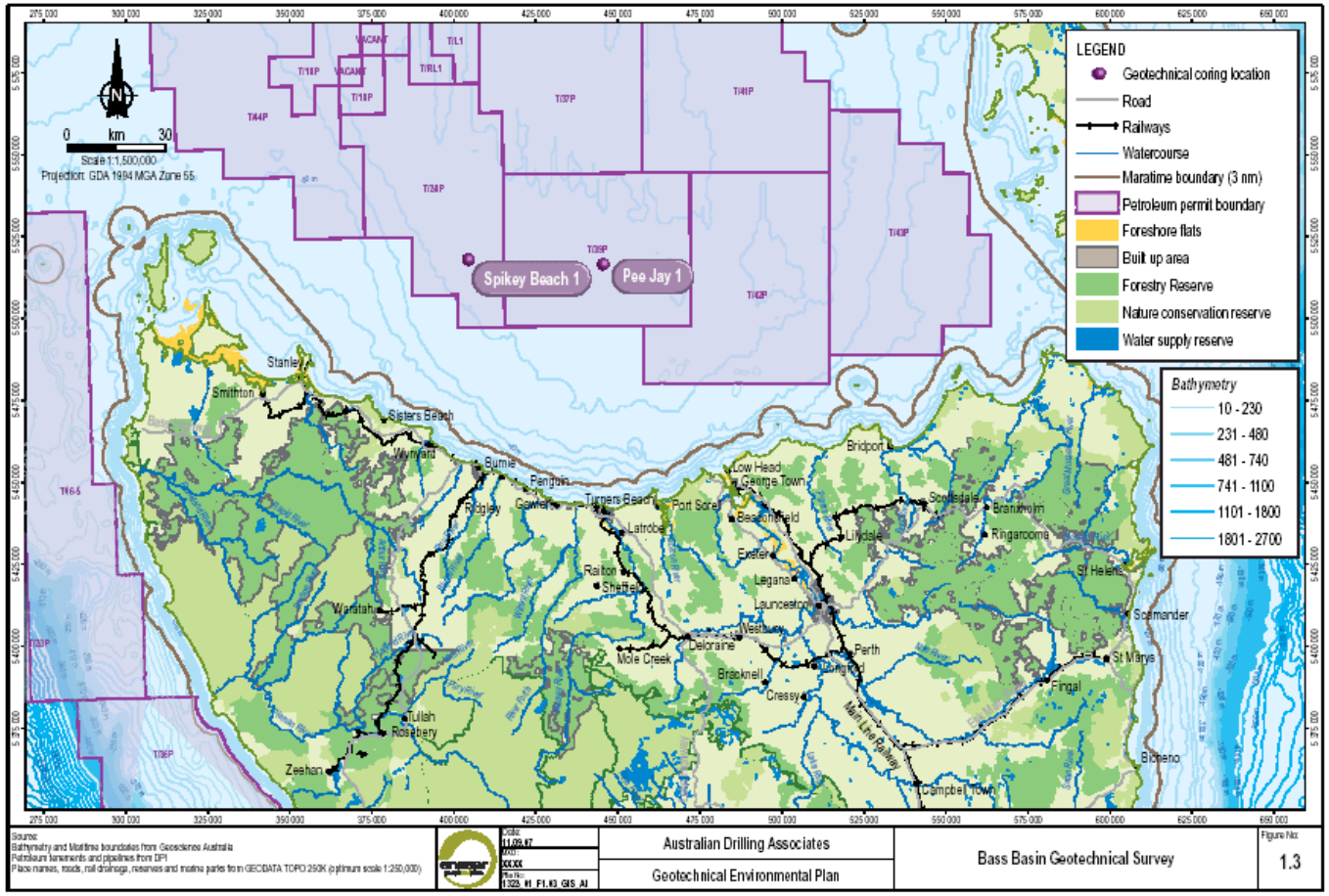


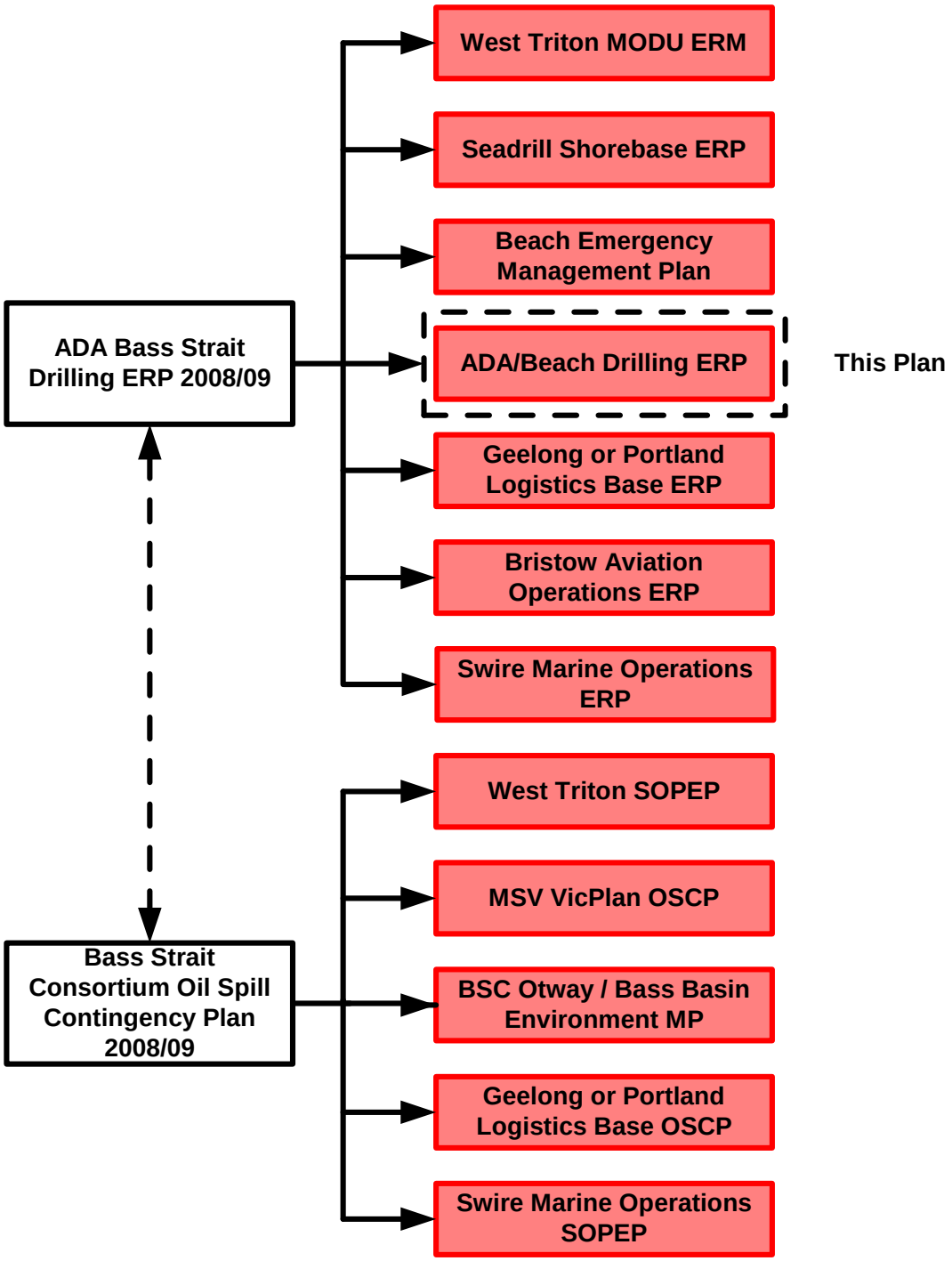
Figure 2: Beach Bass Basin Well Sites



1.3 Associated Documents

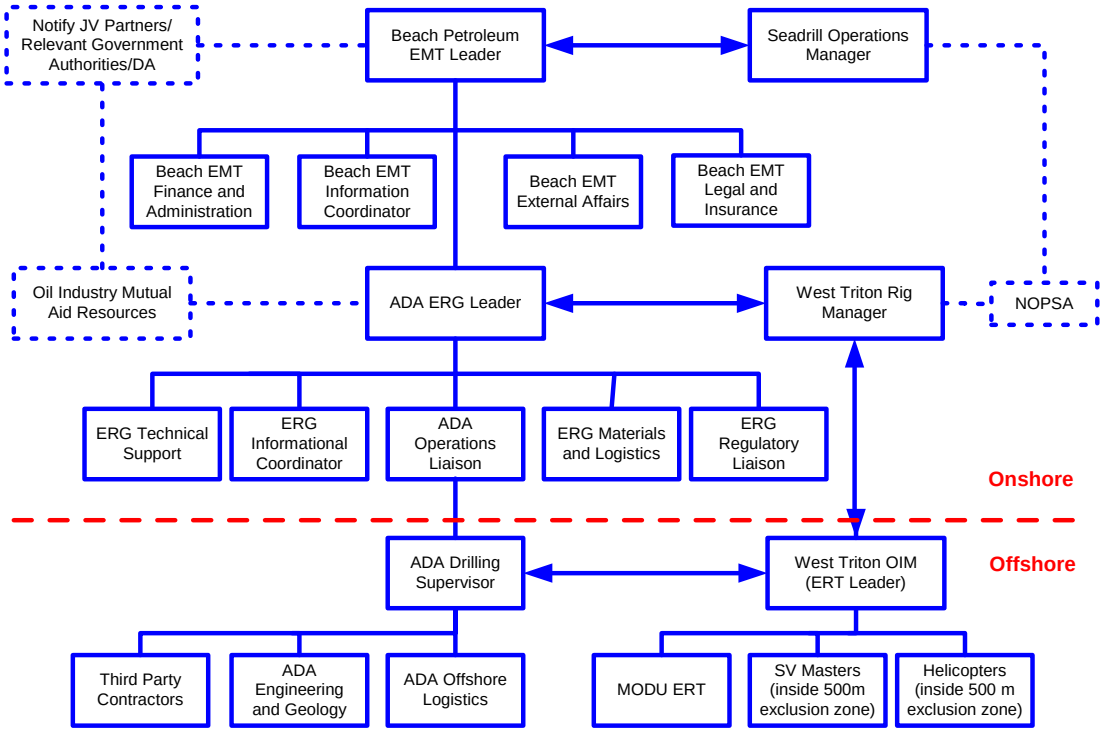
This Beach Otway/Bass Basin ERP interfaces with multiple documents which are identified in Figure 3 below.

Figure 3: Emergency Document Road Map



2. Beach/ADA/SeaDrill Organisational Structure

Figure 4: Beach/ADA/SeaDrill Organisational Structure



2.1 Emergency Response

The offshore response to defined events is documented within West Triton ERM. Incidents that occur on the MODU or on associated vessels within the 500 m exclusion zone shall be managed in accordance with West Triton ERM.

ADA onshore responses to defined events are documented in the ADA Drilling ERP. The following sections detail the onshore support provided by ADA, SeaDrill and Beach to such incidents.

Full details of the Beach/ADA/SeaDrill emergency response methodologies and interfaces are provided in the following:

1. SeaDrill Onshore Emergency Plan and West Triton ERM;
2. ADA Drilling Emergency Response Plan (ERP)
3. Bass Strait Consortium (BSC) Oil Spill Contingency Plan (OSCP);
4. ADA/Beach Otway/Bass Basin ERP (this document);
5. Beach Corporate Emergency Management Plan (EMP).

Table 2: Roles and Responsibilities

Emergency Group	Role Definition	Leader	Governing Document
MODU ERT	• Manage immediate response to incidents onboard the rig or associated to standby vessel with the 500 m exclusion zone • Respond in accordance with the actions identified within the West Triton ERM • Ensure the ADA ERG Leader is notified of an incident as soon as possible (via the onboard ADA Drilling Supervisor)	Seadrill OIM	Seadrill West Triton ERM
ADA ERG	• Provide shore based tactical response to a MODU or Support Vessel incident • Respond in accordance with the actions identified within the ADA Bass Strait Drilling ERP and this ADA/Beach Otway/Bass Basin ERP • Ensure appropriate emergency response support resources are available • Manage and minimise the effects of the emergency • Provide support to the MODU/vessel(s) to ensure response teams are fully resourced, including technical/engineering and planning assistance • Provide initial notification and regular updates to the Regulator and other external agencies as required • Notification to the Beach EMT leader of the incident	ADA Drilling Manager, Drilling Superintendent or Operations Liaison	ADA Bass Strait Drilling ERP and ADA/Beach Otway/Bass Basin ERP (this document)
Beach EMT	• Manage overall strategic events • Respond in accordance with the actions identified within the Beach EMP and this ADA/Beach Otway/Bass Basin ERP • External focus including media, joint venture partners, high level government, stock exchange and shareholder relations.	Beach EMT Leader	Beach EMT Plan and ADA/Beach Otway/Bass Basin ERP (this document)

2.2 Management of Emergencies

The MODU will, under all circumstances and at all times, be under the direct control of the "Person in Charge" (PIC) or Offshore Installation Manager (OIM) appointed by Seadrill. The OIM is the MODU Emergency Response Team (ERT) Leader; the role of the ERT is to:

- Respond to incidents in accordance with West Triton MODU ERM and Operating Manuals;
- Manage the immediate response to MODU incidents or within the 500 m exclusion zone;
- Notify the ADA Drilling Supervisor (DSV) onboard as soon as possible, or to ensure the ADA ERG Leader is notified in the event the DSV is incapacitated or unavailable.

2.3 Onshore Support

Reference: *ADA Drilling ERP – Section 2.0 Emergency Management*

Reference: *Section 2.2 Drilling Operations Emergency Activation – This Document*

2.3.1 ADA

During an emergency ADA will provide assistance to the West Triton MODU ERT in relation to logistics, maritime and helicopter support, security and environmental support. This support will be coordinated by the ADA ERG Leader (Drilling Superintendent), support clarification includes:

- ADA will provide assistance to Seadrill with logistical support, medical and security support;
- ADA will be responsible for co-ordination of relative's response for all ADA employees and contractors on the rig and for liaison support to Seadrill with their relatives response;
- ADA will coordinate shore-based evacuation reception for Medevac's and for General MODU evacuations.

2.3.2 Seadrill

SeaDrill will provide direct support to the MODU OIM to assist with managing the incident, including the coordination of onshore responses relating to matters concerning Seadrill employees and contractors, in particular relating to relatives response, government authority and services response.

2.3.3 Beach

Beach has an Emergency Management Team (EMT) in place at Beach's Head Office (Adelaide) which will be directed by the Beach EMT Leader (EMTL).

The EMT will provide strategic management support to the ADA Emergency Response Group (ERG) (Melbourne) during any incidents in the Beach permit areas or associated to the campaign. The Beach EMT is responsible for managing any strategic planning or external affairs liaison required by the ERG or MODU (i.e. JV partners, media, relative's response, high level Govt interface, stock exchange etc.).

2.4 Communication Systems

The communications network supporting the MODU provides for voice, fax and data communications between the MODU, supply vessels, ADA's Melbourne office and other third parties. This is achieved using satellite phone, INMARSAT, HF and VHF radio systems and the Public Switched Telephone Network (PSTN). Specific details, resources, frequencies and contact numbers are provided in the ADA Drilling ERP Appendix 1 – Contact Directory.

2.5 Incident Reporting

In the event of an emergency ADA are required to notify the Beach EMT Leader before contact is made with regulatory authorities. Regulatory notifications shall be in accordance with ADA Emergency Notification Matrix in Appendix 1 – Contact Directory.

It is important that when contacting the regulatory authority (or any other body as required) that only the facts are provided. If information is not known or is unavailable the caller must advise the authority of the status and advise a subsequent call will be made when the information is known. In the case of an oil spill refer to the ADA/BSC Oil Spill Contingency Plan (OSCP) for incident reporting parameters. Table 2 provides details of the type of incident and details required to be recorded. Appendix 1 identifies a notification matrix which indicates incident reporting to external authorities.

2.5.1 AMSA Reporting

Australian Marine Safety Authority (AMSA) (1) is to be notified (2) as soon as practical for any of the following incidents:

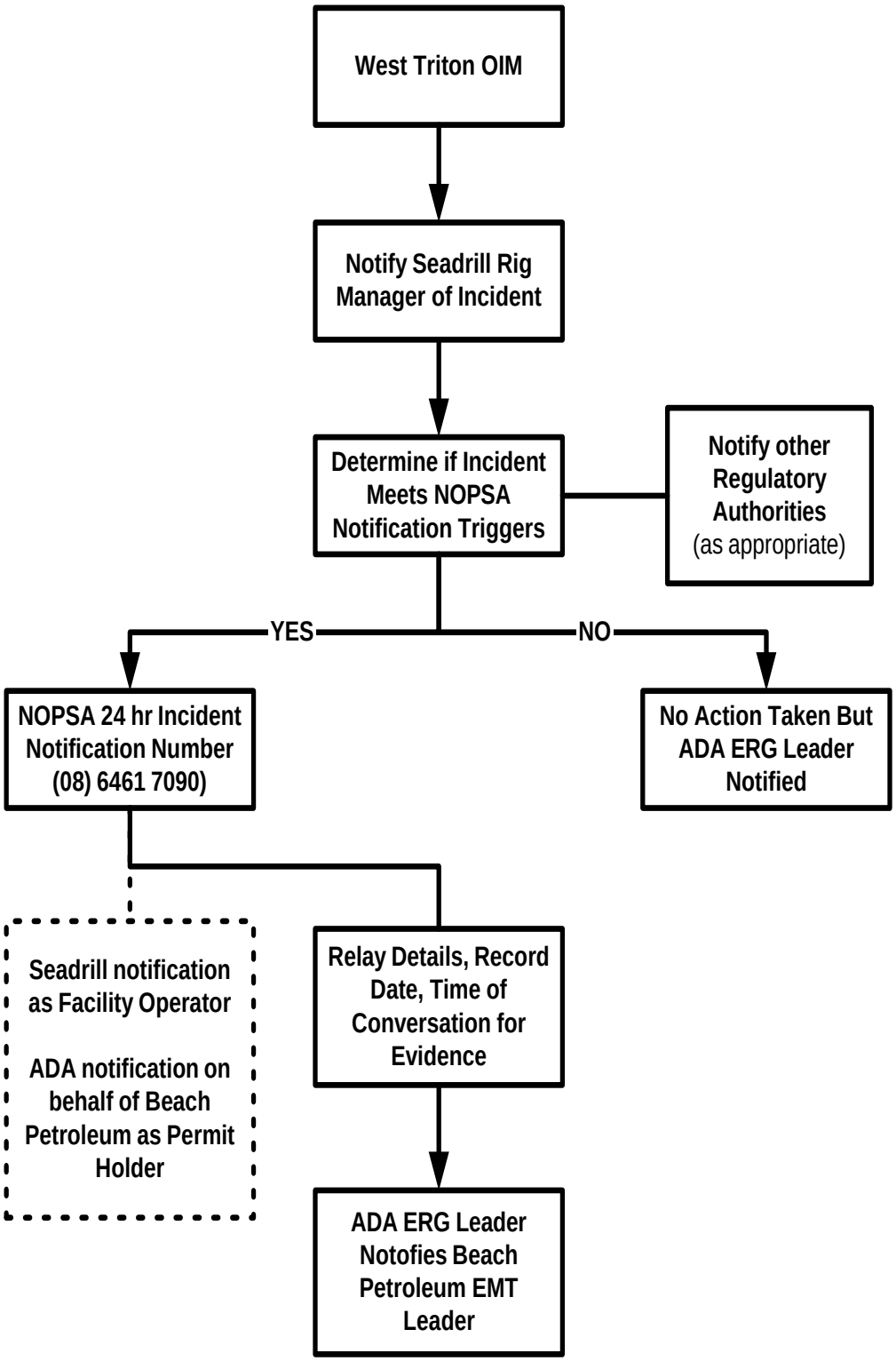
- MODU(3)/Vessel has sustained/caused an accident occasioning loss of life or serious injury;
- Where MODU/vessel has received damage or is defective affecting its seaworthiness; or
- There is serious danger to navigation (i.e. if sizeable equipment which was likely to float was lost during a storm etc.);
- There has been an event causing an oil spill > 3 nm from shore.

(1) *AMSA provides maritime and aviation search and rescue services, marine environment protection services, navigational services covering navigational aids and ship operations, ship and personnel safety services including marine survey, marine qualification, crewing of ships and international relations; and Australia's international marine relations /* ***(2)*** *Reporting incidents to AMSA is required under the Navigation Act 1912, and applicable Marine Orders; in particular, Section 268 and 269 /* ***(3)*** *While the MODU is under tow it is considered a Vessel not a Facility by the Offshore Petroleum Act 2006 and therefore notification to AMSA is applicable.*

2.5.2 NOPSA Reporting

Regulation 46 of the Commonwealth Petroleum (Submerged Lands) (Management of Safety on Offshore Facilities) Regulations 1996, and the Offshore Petroleum Act 2006 Clause 82 of Schedule 3 requires initial notification (verbal) to NOPSA as soon as practicable (without comprising the incident response). Refer to Figure 4 for NOPSA Notification Flowchart.

Figure 5: NOPSA Notification Flowchart



The MODU Rig Manager is responsible for contacting and notifying NOPSA of any incident (under OPA Schedule 3 the reporting of incidents to NOPSA (through the NOPSA 24/7 paging service 08 6461 7091) is the responsibility of the nominated operator of the vessel. ADA to confirm this activity has been carried out and Beach has been advised.

NOPSA paging service is the first point of contact for reporting any incident or Dangerous Occurrence and the Rig Manager or delegate will contact this number (within 3 – 6 hours of the incident) with basic incident details.

The paging service will contact the NOPSA Duty Manager who will liaise with the Rig Manager to gather further information or offer assistance. Once this contact is made the "Operator" has 3 days to provide NOPSA an initial report of the incident and 21 days to provide a complete investigation including Root Cause Analysis. Refer to Table 3 for more information on what is required to be reported.

(4) *Notification set out ensures compliance to regulation 46 of the Commonwealth Petroleum (Submerged Lands) (Management of Safety on Offshore Facilities) Regulations 1996, and the Offshore Petroleum Act 2006 Clause 82 of Schedule 3.*

Table 3: Notification Triggers and details required

Notification Trigger	Timing	Details Required
NOPSA must be notified of any accidents or dangerous occurrences at or near facility: **Accident -** Any incident that causes the death of or serious personal injury to any person, or an incapacitation from performing work for 3 days or more **Dangerous Occurrence** Any incident that could have caused any of the above, including but not limited to: • a fire or explosion • a collision of a marine vessel with the facility • an uncontrolled release of hydrocarbon vapour exceeding 1 kg • an uncontrolled release of petroleum liquids exceeding 80 litres • a well kick exceeding 50 barrels • an unplanned event that required the emergency response plan to be implemented • damage to safety-critical equipment • any other incident that a	**As soon as practicable** **1:** Verbal or written notification to an Inspector as soon as practicable after the incident, or its detection. Notification to generally include items 1 to 15 of next column, where available and applicable **Written Report within 3 days** **2:** Written report to the NOPSA of items 1 to 19 inclusive as soon as practicable but within 3 days of the accident or incident occurrence, or its detection (unless otherwise agreed with the NOPSA) **Items 20-21** **3:** NOPSA / DA will, in each situation that a report has to be provided, consult with the facility operator to agree in writing on an acceptable timeframe **Monthly Reporting** **4:** The operator shall also provide a summary of deaths and injuries, other than minor injuries not requiring treatment or first aid cases, in a form acceptable to NOPSA not later than 15	**General** 1. Facility name, site name or location where incident occurred 2. Name and business address of employer who controls work site 3. Time/date of incident 4. Names/contact details of witnesses 5. Name, position, phone number of person submitting these details 6. Brief description of incident 7. Work/activity being undertaken at time of incident 8. Action taken to make work-site safe or prevent environmental damage including details of any disturbances of the work site 9. Details of any emergency response **Injuries -** Name of employer of deceased/injured person(s) [if different from answer in item 2] 10. Details of deceased/injured person(s), including: name, date of birth, sex, home address, phone number, occupation, job title, injury details, details of job being undertaken 11. Day of shift and hour of shift (e.g. 5th day of 7, 1st hour of 12) **Fluid Escape** 12. Estimated quantity and composition of fluids that escaped or burned including known toxicity 13. Duration of escape

Notification Trigger	Timing	Details Required
reasonable operator would consider to require an immediate investigation As well as those incidents specifically listed NOPSA would expect the following to be notified and reported: • any electrical shock incidents • any Medevac from injury or occupational illness caused by or in connection with the facility **If in doubt notify NOPSA**	days after the end of each month	14. Location and weather conditions **Serious Damage** 15. Identify equipment damaged and to what extent 16. If plant will be shut down and for how long **Immediate Actions** 17. Immediate action taken/intended, to prevent recurrence of incident **Analysis and Remedial Actions** 18. Immediate and root cause analysis and full report 19. Actions to prevent recurrence of incident with responsible party and completion date

2.5.3 Designated Authority

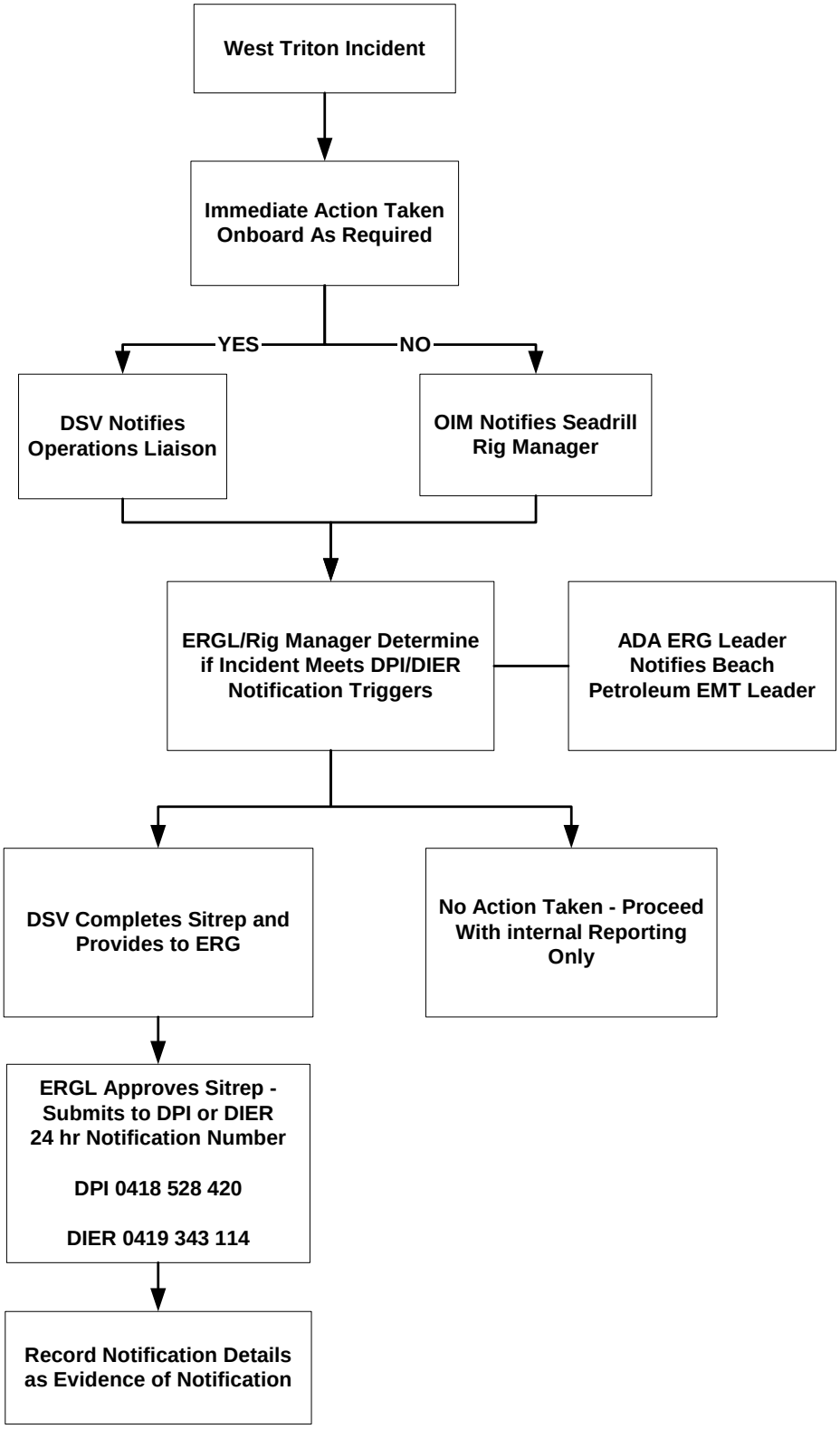
The Victorian Department of Primary Industries (DPI) is the Designated Authority for the Otway Basin and shall be notified [(5)] as soon as practical of all offshore emergencies or incidents outside of the Bass Strait Consortium (BSC) Otway Basin Environment Plan.

The Tasmanian Department of Infrastructure Energy & Resources (DIER) is the Designated Authority for the Bass Basin and shall be notified [(5)] as soon as practical of all offshore emergencies or incidents outside of the Bass Strait Consortium (BSC) Otway Basin Environment Plan.

Discretion is permitted in delaying the reporting of smaller environmental incidents to the DPI if the incident occurs outside of office hours. Refer to Figure 6 for DPI and DIER notification flowchart.

(5) *DPI is the administering authority in Victoria and the DIER is the administering authority in Tasmania for the Offshore Petroleum Act 2006.*

Figure 6: DPI Notification Flowchart



2.5.4 Police Reporting

The Victorian Water Police for Otway Basin or Tasmanian Water Police for Bass Basin incidents [(6)] shall be notified as soon as practical if any of the following incidents occur:

- Any fatality;
- Aircraft or vessel in distress emergencies; or
- Any unauthorised acts or other criminal activity.

The Victorian and Tasmanian Police may take control of an emergency response and/or will liaise with the AusSAR Coordinator in the case of aviation or marine incident. The ADA ERG Leader will continue to co ordinate ADA actions as requested by the Police and provide expert advice via the ADA ERG.

The Federal Police have jurisdiction outside the 3 mile state water limit however, the Victorian or Tasmanian police will be responsible for coordinating all emergency services to respond to the incident and will enforce Commonwealth law outside of the 3nm state limit.

(6) *Victorian and Tasmanian Police resources include the Police Air Wing and the Police Special Operations Group and the authority to request military assistance as required.*

2.5.5 Australian Search and Rescue (AusSAR)

For maritime or aviation search and rescue (SAR) operations, coordination may, after consultation, be transferred from ADA to AusSAR or the Police, whereby the arrangements detailed in the National SAR Manual and the state marine SAR management scheme (if applicable) shall apply. The SAR On-scene Coordinator may be located at a selected SAR operations centre or in any suitably equipped vessel or aircraft.

AusSAR is a combined unit of the AMSA and Civil Aviation Safety Authority (CASA) search and rescue functions and is based in Canberra, (ACT). It is the coordinating organisation for Maritime and Aviation Search and Rescue activities and is manned 24 hours a day (telephone numbers in Contact Directory) to provide the SAR functions.

2.5.6 ADA/Beach Corporate Reporting

All emergencies relating to the Beach Otway/Bass Basin drilling campaign shall be internally investigated and reported as per ADA Incident Reporting and Investigation Procedure and Forms. Reporting will also be in compliance with the Beach Incident Management Procedure.

The incident classification shall be determined by referencing the ADA Incident Classifications in the ADA Drilling ERP.

The DSV shall be responsible for completing the Incident Report and Investigation Form and for forwarding the completed report to ADA's ERG Leader who shall review and forward to the ADA HSE Manager and Beach EMT Leader.

2.6 Exercises and Drills

The agreed emergency response drill schedule is described in the ADA Campaign HSE Plan 2008. In addition to these regular drills, scenario based rig exercises which include the rigs emergency response teams and the activation of SeaDrill and ADA emergency teams will be carried out at least once during the drilling campaign.

The OIM will ensure emergency drill exercises (escape/muster/evacuation and fire) are carried out at least once every week.

3. Emergency Response Procedures and References

3.1 Security

Reference: *ADA Drilling ERP – Section 4.14 Illegal Boarding*

Reference: *ADA Drilling ERP – Section 4.17 Unknown Vessel Approach*

Reference: *Logistics Base and Support Vessel's MTOFSA Security Plans*

The OIM will be responsible for responding to any security incidents onboard the rig; the response will be as detailed in the Rig ERM and appropriate to protect the safety of personnel on board.

In the event that a security incident or threat occurs from vessels approaching, the OIM and DSV will liaise and agree with an appropriate action and advise the Drilling Superintendent while the support vessel(s) will be mobilised to assist as appropriate.

3.2 Rig Under Tow

Reference: *West Triton ERM*

Reference: *SeaDrill Marine Operations Manual*

Towing operations are under the control of the West Triton OIM although the overall tow is under the control of the master of the towing vessel. Evacuation decisions, signals, and procedures on the MODU shall be as detailed in the SeaDrill Emergency Response Manual (ERM), training, and drills. The OIM is in charge of the emergency response and safety of all personnel on board the MODU and has the authority to call on assistance from vessels and aircraft that are able to assist.

The DSV shall assist the OIM and coordinate the provision of assistance by vessels and helicopters that are contracted to ADA. The DSV shall communicate to the Drilling Superintendent, providing a SITREP and details of any assistance required external to resources controlled from the rig.

The Rig Manager/Rig OIM with support form the ADA Drilling Superintendent where appropriate shall coordinate any rescue efforts with AMSA. The Drilling Superintendent shall activate the ADA ERG to assist with emergency response efforts and to coordinate external/Government/media communications.

3.3 Medical Evacuation

Reference: *ADA Drilling ERP – Section 4.6 Medical Evacuation*

Reference: *Figure 6 MEDEVAC Mobilisation Pathway*

The MODU is equipped with a hospital and a full time para-nurse to manage injuries and/or illnesses. Serious injury/illness is defined as one requiring medical practitioner assistance or action. In the event that medical assistance and/or a medical evacuation (Medevac) is required, the rig medic will, in the first instance, seek advice from the SeaDrill Contracted Medical Provider.

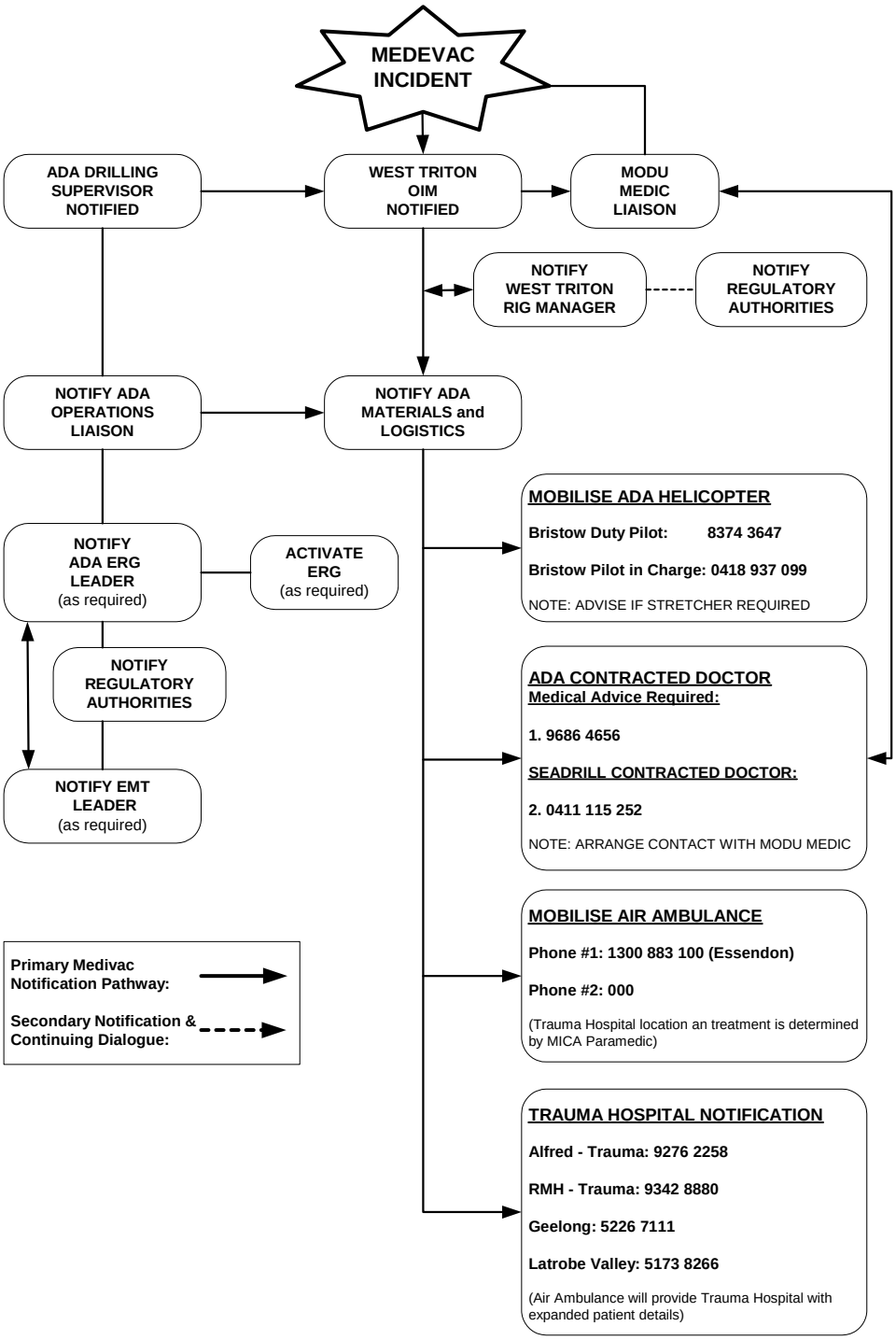
The OIM, in consultation with the Medic and ADA Drilling Supervisor have the onboard authority to request a Medevac, alternatively the Rig Manager, Regional Manager and/or ADA Drilling Superintendent have the on-shore authority to initiate a Medevac

In the event a Medevac is required, the patient will be transferred by helicopter to hospital. The Medic in liaison with the onshore Doctor and/or shorebased Medevac Mica Para-Medic will determine the hospital to Medevac the patient to depending on the type and severity of the injury, availability of hospital resources and availability of an appropriate helicopter.

The ADA Contracted Medical Provider can also be contacted in the event that the injured party is either an ADA employee or Contractor, this will be coordinated by the Drilling Supervisor.

The Medic will then determine the appropriate level of medical assistance required for the Medevac flight, in consultation with Doctors as described above.

Figure 7: Medevac Mobilisation Pathway



3.4 Environmental Spills

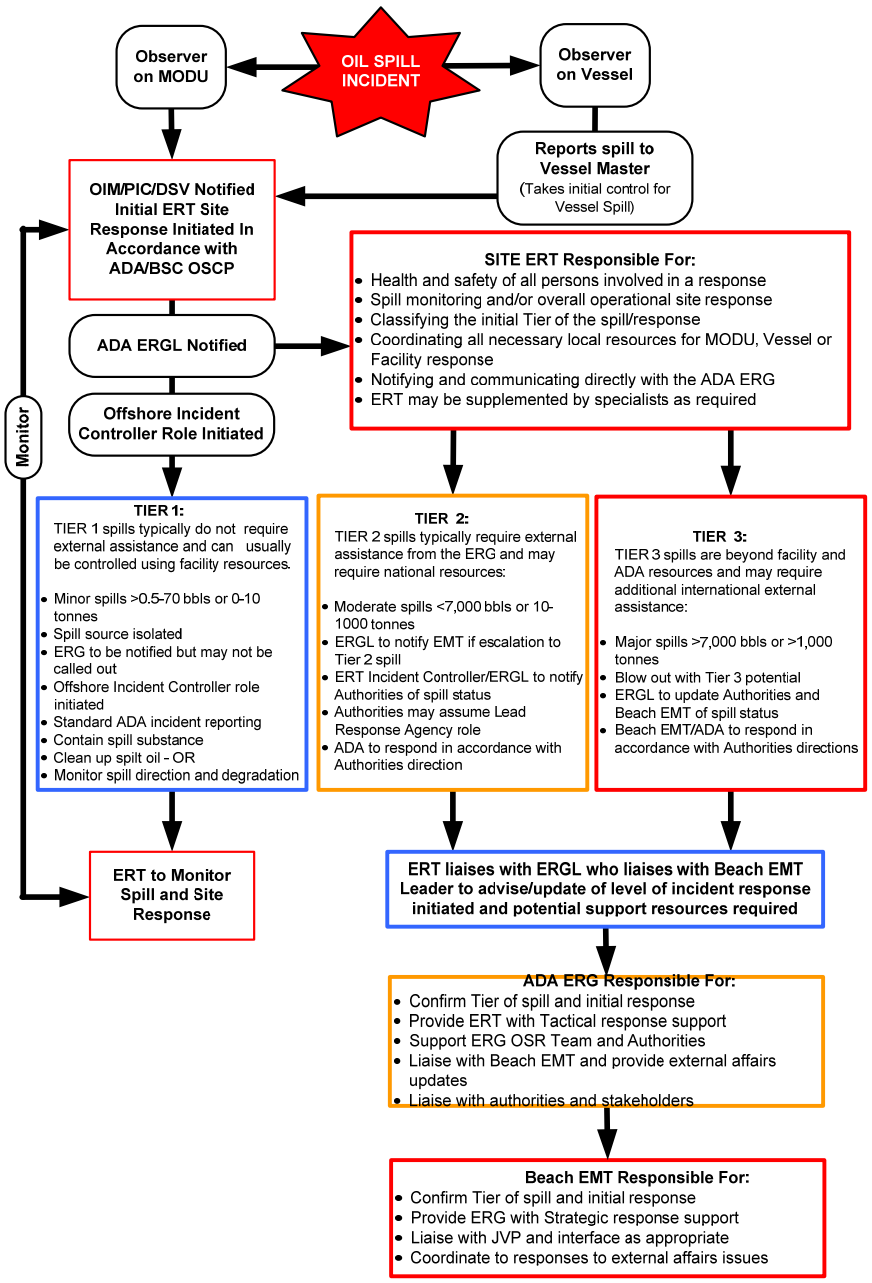
Reference: *BSC Environment Plan*

Reference: *ADA/BSC Oil Spill Contingency Plan*

All hydrocarbon (diesel/SBM/base oil) spills to the ocean are to be reported to the ADA DSV who will report to the ADA Drilling Superintendent (Operations Liaison).

In the event a hydrocarbon spill occurs, the BSC Oil Spill Contingency Plan will be activated supported by the MODU and Support Vessel's SOPEP's as appropriate.

Figure 8: Spill Response Flow Chart.



3.5 Well Control Incident

Reference: *SeaDrill Well Control Manual*

Reference: *West Triton MODU ERM*

All Well Control incidents will be managed using the SeaDrill Well Control Manual. A copy of the latest revision of the manual shall be held on the West Triton and a copy issued to ADA and held in the ADA office in Melbourne.

The OIM will have copies of the Well Control Manual available and the OIM, Toolpusher and other personnel as defined in the SeaDrill Training Matrix will hold a current well control certificate commensurate with their level of responsibility. In addition any person filling the position of DSV or Night DSV shall hold a current Well Control Certificate to Supervisors Level.

A Well Control Emergency may develop through three phases, each of which has its own contingency procedures:

Phase 1: The well has kicked; this usually results from too low a hydrostatic fluid column in the well. The situation is not necessarily abnormal or critical, in that well control can be regained within the margins of maximum allowable pressures at both casing shoe and wellhead.

Action: DSV to notify ADA Drilling Superintendent (Operations Liaison).

Phase 2: The maximum allowable pressure at casing shoe has been exceeded; a potential blow-out condition is present.

Action: DSV to notify or update ADA Drilling Superintendent (Operations Liaison). The MODU ERT and the ADA ERG (Melbourne) shall be activated if required and the appropriate authorities will be advised.

Phase 3: Well control has **not** been regained and mud/hydrocarbons are escaping at seabed/surface, either as the result of an underground blow-out or of wellhead/BOP equipment failure, this may include a shallow gas blow-out.

Action: MODU ERT and ADA ERG (Melbourne are activated and respond in accordance with the SeaDrill Well Control Manual and the ADA Drilling ERP. Appropriate authorities will be advised or updated.

3.6 Helicopter Emergency

Reference: *West Triton MODU ERM*

Reference: *ADA Drilling ERP*

Reference: *Helicopter Contractor Emergency Plan and Flight Operations Manual*

SeaDrill have internal procedures for managing helicopter emergencies both on the MODU and within the 500 m exclusion zone.

Helicopter incidents out side of the rig's 500m zone will be coordinated by the helicopter contractor, with assistance being provided by ADA as required. Air Traffic Control, the OIM or the helicopter base are typically the first to be aware of a helicopter emergency.

The OIM will inform the DSV who will in-turn notify the ADA ERG Leader who will activate the ERG resources to support a helicopter SAR emergency. The OIM shall inform other facilities in the vicinity and provide each party with the following information:

- Facility/location identification;
- Contents of the Mayday call;
- Request SAR assistance.

If the pilot subsequently cancels the Mayday call, all parties already contacted shall be informed as soon as possible.

3.6.1 Overdue Aircraft

Flight following procedures are in place and will be monitored from the helicopter base at Essendon airport and the MODU. In an emergency, the actions identified in the Helicopter Contractors ERP and the ADA Drilling ERP (Section 5.3 SAR Aircraft in Distress, Section 5.6 Helicopter Crash on MODU or Section 5.7 Helicopter Crash in Vicinity) will be initiated.

3.6.2 Overdue Support Vessel

Vessel following procedures are in place and will be monitored from the Logistics Base at Gippsland and the MODU. In an emergency, the actions identified in the Support Vessel Contractors ERP and the ADA Drilling ERP (Section 5.3 SAR Vessel in Distress, Section 5.12 Illegal Boarding/Distress Rescue, Section 5.14 Unknown/Suspicious Vessel Approach or Section 5.16 Support Vessel Emergency will be initiated.

3.6.3 Search and Rescue Requirement

In the event that SAR is required, the actions identified in the Helicopter Contractor and/or Support Vessel Contractors ERP's and the ADA Drilling ERP (Section 4.3 SAR Aircraft/Vessel in Distress will be initiated.

3.7 Ship Collision

Reference: *West Triton MODU ERM*

Reference: *ADA Drilling ERP*

Reference: *Support Vessel Contractor Emergency Plan and Marine Operations Manual*

The Well Locations potentially expose the operations to commercial and fishing shipping traffic. For general shipping a Notice to Mariners will request a 500 m clearance zone around the Rig, a risk of collision shall be deemed to exist when an approaching vessel displays a radar target Closest Point of Approach (CPA) of 20 nm or less.

The West Triton has Ship Collision Avoidance procedures in their ERM and these will be used to maintain continuity and familiarity of passing traffic requirements, the MODU management is also responsible (as operator) to monitor for vessels overdue, May Day calls or unplanned events with Supply Vessels.

Two primary Supply Vessels will be utilised during the campaign (see specifications in Section 3.11). The Supply Vessels will operate under their own maritime ERPs (including fire/explosion, man over board etc.); however any "May Day" call or vessel overdue advices received will automatically be forwarded to AMSA.

There will generally be one Support Vessel on station at the MODU at all times during the campaign, in the event of a vessel breakdown and/or delay that requires the second vessel to depart the MODU, this will only occur subject to the OIM's approval. The Support Vessels will be equipped with an Automatic Identification System (AIS) designed to lower the risk of collision, the vessels will be used for:

- Supply operations;
- Support fire fighting, shielding in a fire emergency, emergency response and rescue;
- Standby capability during helicopter operations;
- Assist with shipping monitoring and the separation from shipping;

3.8 Heavy/Severe Weather Emergency

Reference: *SeaDrill MODU Emergency Reference Manual*

Reference: *ADA Offshore Drilling ERP*

Reference: *Support Vessel Contractor Emergency Plan and Marine Operations Manual*

This procedure provides general guidelines to assist the decision making personnel in executing well/MODU securing operations and a subsequent personnel evacuation associated to the approach of heavy weather or severe storm.

In the time period when drilling operations are conducted, storms and severe weather frequently cross Bass Strait. Heavy weather has caused severe damage to offshore facilities and in particular to MODUs. This Heavy Weather Evacuation Procedure has been developed as a guide for actions to protect personnel and the MODU should a severe weather event approach the permit areas.

Evacuation procedures are influenced by many factors such as manning level, direction of storm and time of day. The decision to evacuate and the procedures to be applied rests with the OIM, key rig personnel and in cooperation with the shore based ADA drilling management.

The OIM has the absolute authority and responsibility for the safety of crew and the MODU. The ADA Drilling Supervisor (DSV) and the OIM will jointly assume responsibility for developing and executing a plan for securing the MODU, the well and for the safe evacuation of all personnel.

This site specific Heavy Weather procedure includes a Critical Distance Checklist (CDC) that is to be prepared and sent to the ADA Drilling Superintendent at the start of a Severe Weather alert. The CDC (i.e. time to secure a well and evacuate personnel) shall be calculated as the storm progresses, preliminary details to be filled out on this checklist prior to starting the wells.

Storm survival conditions for the West Triton as provided in the West Triton Operations Manual are tabulated below.

Table 3: West Triton Storm Survival Conditions

Storm Survival Conditions			
Water Depth (m)	114.3	106.7	99.1
Maximum Wave Height (m)	13.7	15.1	16.1
Corresponding Wave Period (sec)	15	15	16
Maximum Wind Velocity (one minute average) (m/sec)	51.4	51.4	51.4
Current – Surface (m/sec)	0.64	0.64	0.64
Current – 15.2 m below the surface	0.0	0.0	0.0
Airgap (m)	15.2	15.2	15.2
Leg Penetration (m)	3.05	4.57	4.57
Steel Design Operating Temp (°C)	1°C	1°C	1°C
Variable Load (MT)	2948	2948	2948

The ambient design temperature for steel structure is -10°C (minimum) and +40°C (maximum). The sea water temperature for the rig operation is +4°C (minimum) and +35°C (maximum).

3.8.1 Definitions

Table 4: Weather Definitions

Definition	Description
Depression	Maximum sustained wind of less than 33 kts, at this stage the centre is often not clearly defined and cannot always be found precisely
Storm	Maximum sustained winds in the range 34 - 47kts
Severe Storm	Maximum sustained winds in the range 48 – 63 kts
Critical Path Duration	The minimum time required to undertake all activities needed to ensure the safety of the MODU during periods of Storm activity
Storm Separation Buffer	A minimum buffer of twelve hours between the Storm and the MODU
Gale Force Winds	Winds in excess of 34 kts, depending on the severity of the Storm, these can be expected when the centre of the Heavy Weather is between 100 and 200 n miles from the MODU
Lee Side/Shore	Side of the MODU or shore to which the wind is blowing
Nautical Mile / nm	International nautical mile (n mile) is 1852 metres by international agreement

3.8.2 Weather Forecasts

The Bureau of Meteorology (BoM) broadcasts marine weather forecasts for high seas and Australian coastal areas, the VMC (Australia Weather East) broadcasts for the areas associated to the Gippsland Basin as follows:

Coastal Waters between Cape Don in the NT and Eucla in WA, including all QLD and NSW, VIC, TAS and SA zones.

High Seas from the NT, North and South Eastern high seas area and the TAS coastal waters.

During the Bass Strait drilling campaign ADA and the MODU will receive direct weather forecasts via email each day from the special services unit of the Bureau of Meteorology (BoM).

The following Table lists the frequencies (kHz) and times of transmissions, BoM recommends that users test which frequencies best suit their specific location and listening requirements for the season, day and month of activities.

Table 5: BoM Weather Frequencies

VOICE		
VMW (Eastern Standard Time)	**Frequency (kHz)**	**Frequency (kHz)**
Day time 7 am - 6 pm	4426	16546
Night time 6 pm - 7am	2056	6230
Anytime	8176	12365
FAX		
VMW (Eastern Standard Time)	**Frequency (kHz)**	**Frequency (kHz)**
Day time 5 am - 7 pm	20464	-
Night time 7 pm - 5am	2628	-
Anytime	5100	11030,13920

Table 6: BoM Weather Reports

Fax Reports and Forecasts	
Number	**Report / Forecast**
1902 935 203	Satellite picture Vic - updated hourly (+/- 3 minutes to receive)
1902 935 742	High Seas Forecast with Text
1902 935 230	Tropical cyclone advice, warning and threat map.
1900 926 113	Vic Coastal Forecast – forecasts, charts and latest weather available 0500, 1200 and 1600 (+/- 4 minutes receive time)
1902 935 475	Surface Winds (for Oil Map)
1902 935 266	Swell Heights
1902 935 001	National Weather Summary
BoM Weather Website: http://www.bom.gov.au/weather	

Note: For other contact details specifically related to weather and/or cyclone monitoring refer to the Contact Directory in Appendix 1 of the ERP.

3.8.3 Evacuation Objectives

1. Safety of Crew;
2. Protection of well, drilling equipment, and environment;
3. Minimization of Storm Damage to the MODU and associated vessels.

3.8.4 Evacuation Plan Outline

NOTE 1: Environmental conditions listed as parameters for the phases of severe weather preparation are guidelines only, numerous additional factors may affect the MODU's ability to operate in a safe and efficient manner (e.g. current operation, direction of weather, frequency of waves, etc)

NOTE 2: mileage values assigned for various stages of storm alert are guidelines only - speed, direction, intensity of the storm, and the time needed to secure the vessel are the real determinant factors for initiating heavy weather procedures

The final decision to commence securing the well and MODU, and if evacuation of personnel is to commence shall not be automatically taken when a Severe Weather Event reaches a prescribed distance from the MODU. The decision is to be made at the discretion of the OIM, in liaison with the ADA DSV, Toolpusher and ADA Drilling Superintendent (Operations Liaison) once the Critical Distance has been determined.

Severe weather tracking chart has three concentric circles marked to indicate Zone 1 Alert (Red), Zone 2 Alert (Yellow) or Zone 3 Alert (Blue).

Figure 9: Severe Weather Tracking - Alert Phases

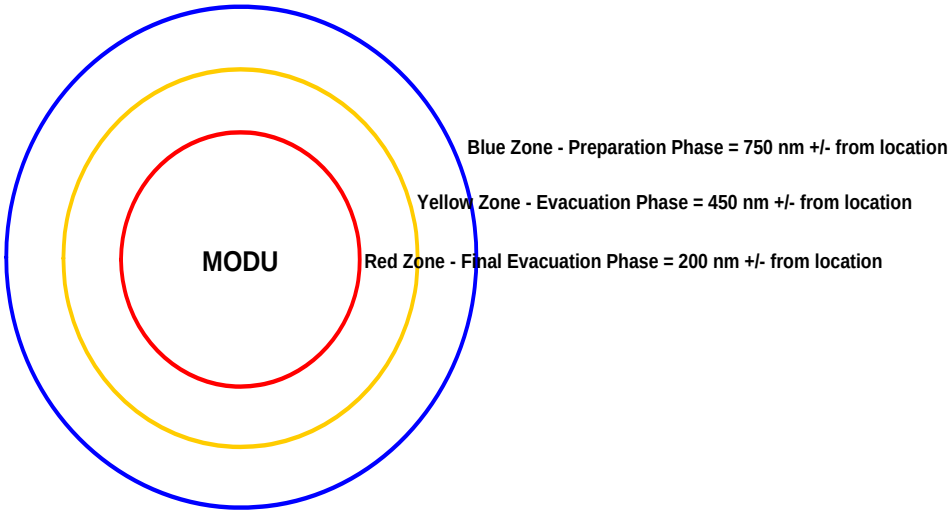


Table 7: Pending Storm Actions Required

Phase	Severe Storm Position	Action
Severe Weather Season <u>Preparation</u>	Nil – preparation for Storm or Severe weather	• Conduct drill of this plan • Equipment, systems inspection as detailed below • Confirm all third party support agencies are aware of their role in the support of an evacuation • Brief all aviation support assets on their roles and responsibilities in the support of an evacuation
Storm Alert <u>Preparation</u> Zone 3 (Blue)	• Storm or severe weather event enters within 750 nm of the rig location, take measures to monitor its progress and make preliminary plans to secure the well and personnel evacuation • Gale force winds in advance of approaching storm are more than T+48 hours from location	• ADA and Rig Manager advised • Prepare timetable and finalise plans for: – Down Manning and evacuation – Securing Well
Storm Alert <u>Planned Evacuation</u> Zone 2 (Yellow)	• Storm enters within 450 nm of rig location, measures to be taken to secure the well • Consider evacuating all personnel deemed to be non-essential from the rig • Gale force winds in advance of approaching Storm are estimated to be T+36 hours from location	• Evacuate non-essential personnel • Commence securing well in preparation for evacuation
Storm Alert <u>Final Evacuation</u> Zone 1 (Red)	• Storm enters within 200 nm of rig location, steps to be taken to securing/moving rig and evacuating remaining personnel • Gale force winds are estimated to be within 24 hrs from location	• Evacuate remaining personnel • Support vessels are released by ADA
T = Time in hours to secure the well and stand down personnel		
Reoccupation	Storm centre moves away and is downgraded to a tropical depression	If rig evacuated, inspection team to go to rig and assess its condition and provide damage estimate

3.8.5 Evacuation Preparation

Item	Description
Repairs and Modifications	Any needed repair or modifications to the MODU to be made to ensure wind and wave resistance is minimized
Surplus Material	All excess or surplus material to be removed from rig (empty drums, oxygen, boxes, cut pieces of tubing, casing, etc.)
Seldom Used Equipment	Material that is needed but seldom used to be secured (extra hoses, other equipment on deck, etc.)
Offloading Personnel	Determine maximum sea condition in which rig personnel can be offloaded for each supply vessel (back-up to helicopter only).
Communication	Review and discuss the Evacuation Plan with operator, workboat Masters, helicopter pilots, fixed wing assets, third party personnel and all relevant others involved in the evacuation
Variable Deck Load	Keep variable deck load as low as possible to ensure proper stability and securing drilling equipment
Daily Personnel List Update	Daily transmission of personnel on board (POB) list including company, name and position to be filed. When there is severe weather disturbance within 700 nm of the drilling location the POB list is to be reissued every time the POB changes. **NOTE 1:** Once a storm approaches to within Zone 3 alert, weather forecasts are to be sent directly to the rig as well as to the shore base office. **NOTE 2:** The shore-base management teams of both ADA and the Seadrill shall work together to monitor and plot storm position and intensity.
Transportation	Transportation equipment is to be in a state of readiness for an evacuation as required, no maintenance programs to be commenced during a Heavy Weather Alert
Support Vessels	1. Adequate life saving and safety equipment to be on board to transport personnel from MODU 2. Ensure evacuation is completed in sufficient time for Support Vessels to escape storm impact 3. Normally accepted wind strength limit for personnel basket transfer is maximum of 28 knots this may be increased at the discretion of the OIM when support vessels are in the lee of the MODU 4. Maximum sea conditions in which personnel can be offloaded to the SV using the crane/personnel basket must be pre-determined, taking into account SV motion
Helicopters	1. Helicopter is the primary mode of transportation to and from the MODU, however the Helicopter pilot will have the final decision regarding the operational safety of the Helicopter, and if flights can be made 2. Confer with Helicopter Chief Pilot regarding the evacuation strategy to ensure helicopter resources can meet desired down manning schedule

Item	Description
	3. Maximum limits for deck stability and wind conditions on the MODU for safe Helicopter operations exist, depending on Helicopter type, pilot experience and operator, these limits are expressed as maximum allowable wind velocity, refer to the Project Specific Section of this Plan "Helicopter Specifications"
Helicopter Wind Criteria	Normal operations for the helicopter to cease when sustained wind speed exceeds 55 kts, whilst helicopter can continue to operate at speeds in excess of the above, passenger handling becomes extremely hazardous
Land Transportation	1. To be on standby for arrival of evacuees 2. To be adequate to move the personnel to a safe area 3. Consideration to be given to onward transportation to a safe area in situations where accommodation is not available at the initial evacuation destination

3.8.6 Communications

1. ADA ERG will establish the onshore ERR when a storm evacuation is likely
2. Both ERG and Rig Management to continually track and plot the location of the storm
3. Weather forecast to be updated every three hours depending on the location of the storm
4. ERG to issue all communications concerning evacuation plans
   - ERG to ensure weather forecasts are promptly relayed to rig and heli base
   - All bases to be notified by the fastest possible means as each phase is entered
   - Evacuation decision to be made ASAP to allow maximum time to evacuate
5. Specific guidelines to follow in advance of Heavy Weather season and when a storm or low-pressure system exists that could affect the drilling operations are described below

3.8.7 Phase I Storm Alert (Blue)

Guidelines: Severe weather event identified within 750 nm of drilling location
OIM 1. Respond in accordance with West Triton ERM and ADA/Beach Severe Weather SOP 2. Liaise with ADA DSV and ADA ERGL before making evacuation decision 3. ADA DSV, OIM and Rig Superintendent to prepare a Time Schedule (T Plan) for securing the well and drilling equipment 4. T Plan to contain a time schedule and may identify the Phase II and Phase III triggers be accomplished sooner **ADA Drilling Supervisor** 5. Keep ADA ERGL informed of T Plan progress and ensure transportation and accommodation are ready for evacuees 6. Maintain POB Manifest of all personnel onboard with necessary contact information, ensure this information is transmitted to the ERG and shore base daily or whenever changes occur 7. Ensure plot map is updated every 4 hours or as new forecasts come available 8. Arrangements to be made for the sole services of the Support Vessels 9. Arrange for accurate weather reporting and monitor televised weather reports, if available and commence plotting the storm location on the Plot Chart 10. Prepare a Muster List of non-essential personnel to be evacuated before the weather sets in

Guidelines:	Severe weather event identified within 750 nm of drilling location

11. Determine maximum sea conditions for safe evacuation by workboat (consult workboat captains)
12. Ensure the following minimum equipment is onboard:
    - Cement for plugs
    - Cement retainers (minimum of 2) for size of casing in use plus equipment to set the retainers by both drillpipe and wireline
    - Safety valves, IBOP, lower kelly valves, and hang-off tool for size of drill pipe in use
    - Sufficient weight material to maintain well control without riser or to kill well if necessary
    - Sufficient chains, binders, ropes, shackles, etc, to tie down and secure material
    - 3rd Party Contractor Cementer
    - Check all watertight door and vent latches function and seals are in place
13. Determine preferred evacuation location and submit plan to ERG for review and comment
14. Liaise with ADA Materials and Logistics

3.8.8 Phase II Storm Alert (Yellow)

Guidelines:	Severe weather event identified within 450 NM from drilling location

OIM

6. Respond in accordance with West Triton ERM and ADA/Beach Severe Weather SOP
7. Liaise with ADA DSV and ADA ERGL before making evacuation decision

ADA Drilling Supervisor

8. Keep ADA ERGL informed of T Plan progress and ensure transportation and accommodation are ready for evacuees
9. Maintain POB Manifest of all personnel onboard with necessary contact information, ensure this information is transmitted to the ERG and shore base daily or whenever changes occur
10. Ensure plot map is updated every 4 hours or as new forecasts come available

ADA Materials and Logistics

11. Prepare evacuation flights, transportation and accommodation arrangements
12. Do not evacuate more personnel to beach head than can be moved to the final evacuation point

3.8.9 Phase III Storm Alert (Red)

Guidelines:	Severe weather event within 200 NM from drilling location, impact is imminent

OIM

1. Respond in accordance with West Triton ERM and ADA/Beach Severe Weather Procedure
2. Liaise with ADA DSV and ADA ERGL before making evacuation decision

ADA Drilling Supervisor

3. Keep ADA ERGL informed of T Plan progress and ensure transportation and accommodation are ready for evacuees

ADA Materials and Logistics Coordinator

4. Ensure that evacuation flight arrivals are met and documentation, transportation and accommodation arrangements are made
5. Arrange for evacuees to be met and provided with:
    - immediate transportation to hospital (if required) or to arranged accommodation
    - change of clothes and basic toiletries (if required)
    - clear instructions/briefing regarding arrangements made on their behalf.
6. Ensure names of arriving evacuees are reconciled against POB Manifest ASAP
7. Keep ADA DSV informed of evacuation status

ADA ERG Leader

Guidelines:	**Severe weather event within 200 NM from drilling location, impact is imminent**
8. Advise ADA ERG of change in operational status 9. Ensure ERG assigns ADA and Drilling Contractor representatives to meet flight arrivals and: – Confirms arrival of personnel is received in timely fashion and accounts for all personnel – Advises applicable regulatory authority that MODU is on **Critical Distance Alert** status and maintains liaison regarding evacuation activities **NOTE:** the decision to either ride out the storm, or evacuate the MODU can only be made when the size, intensity and direction of storm is known.	

3.8.10 Decision and Notification to Reoccupy Rig

Policy For Reoccupation Of Offshore Drilling Units
1. For MODU's that have been totally evacuated, reoccupation to inspect and start up the rig can occur only after the storm centre moves away from the MODU. 2. Only daylight hour boarding will be undertaken, with full consideration given to residual wind and sea states that may affect safe transportation to the rig 3. A fly-around is to be made prior to landing to identify any possible damage to the rig that would inhibit safe landing operations, if there is any doubt as to rig integrity, no landing will be made 4. Initial personnel arriving on the rig will make a quick inspection for any conditions that may prohibit further re-occupation of the rig 5. Decision to reoccupy the rig will be made by the rig operations manager, in consultation with the regional operations manager and ADA 6. Reoccupation of the rig and initial start-up in an organized and efficient manner is essential to the safety of all personnel 7. Accidents and damage of equipment must be avoided by planning and inspecting prior to the start-up

3.8.11 Critical Distance Checklist

Date: Time:
MODU: Well:
No. of POB: Essential: Non-Essential:
Current Operation:
Weather Forecast (12 hrs) Wind: Sea Swell: /
Weather Forecast (24 hrs) Wind: Sea Swell: /
Storm Position: Lat: Long:
TC Name: Radius of Perimeter (winds >34 knots): n.m
Direction of Movement: Velocity: knots
Distance/MODU to Storm Perimeter (**DS**): n.m. TIME to MODU: hrs

Critical Distance **CD = V(E + C) =** nautical miles
Distance Remaining Before Critical Distance Reached **DR** = **DS** - **CD** = nautical miles

Time Remaining Before CD Reached: **TR = DR ÷ V =** hours

12 Buffer (B) + Contingency (allowance for other considerations i.e. no opportunity for night flying, maintenance, pilot hours) - refer to definitions

Critical Distance Calculation (CD)
Time to Evacuate Personnel: **E** hrs Time Contingency Allowance: **C** hrs
Total Response Time: **B + E** + **C** hrs Velocity of Storm Movement: **V** hrs

Evacuation Transportation
Vessel: Speed: knots Passenger Capacity:
No. of Helicopters Available: Round Trip Flying Time To Base: hrs
No. of Passengers Per Trip: No. of Trips Required:

Flight #1 ETA MODU:	No. Pax:	Flight #1 ETA AirBase:	Time to CD
Flight #2 ETA MODU:	No. Pax:	Flight #2 ETA AirBase:	Time to CD
Flight #3 ETA MODU:	No. Pax:	Flight #3 ETA AirBase:	Time to CD
Flight #4 ETA MODU:	No. Pax:	Flight #4 ETA AirBase:	Time to CD
Flight #5 ETA MODU:	No. Pax:	Flight #5 ETA AirBase:	Time to CD
Flight #6 ETA MODU:	No. Pax:	Flight #6 ETA AirBase:	Time to CD

Calculations to be updated every 6-12 hours and input changed to reflect the accomplishment of various work tasks

Additional Comments

1 Nautical Mile (NM) = 1.852 kms	**1** NM A nautical mile is equal to **1** minute of latitude - with every degree, there is 60 nm
1 knot is 1 NM per hour	**TR** = Time Remaining Before CD Reached
V = Velocity of Storm Movement	**C** = Time Contingency Allowance
CD = Critical Distance (see Definitions)	**B** = Buffer (12 hrs) from Critical Distance

Example #1: If a Storm is travelling at 15 knots it is travelling at 15 nautical miles per hour

Example #2: If a storm is 700 nautical miles away, it is 1,295.4 kms away

Chart Prepared By:	**Date:**	**Time:**

NOTE: When calculating the velocity of a storm (distance travelled per unit of time by direction) determine the value either from the BoM forecast speed or the actual speed (whichever is the higher value) and add 5% contingency.

3.8.12 Wind Scales and Sea Descriptions

Beaufort Scale	Seaman's Wind Description	Wind Velocity Knots	Estimating Wind Velocities on Sea	Int. Scale Sea Description and Wave Heights	Int. Code for State of Sea
0	Calm	Less than 1 knot	Calm; sea like mirror	Calm glassy	0
1	Light air	1 to 3 knots	Light air; ripples; no foam crests	0	0
2	Light breeze	4 to 6 knots	Light breeze; small wavelets, crests have glassy appearance and do not break	Rippled 0 to 1 foot	1
3	Gentle breeze	7 to 10 knots	Gentle breeze; large wavelets, crests begin to break; scattered whitecaps	Smooth 1 to 2 feet	2
4	Moderate breeze	11 to 16 knots	Moderate breeze; small waves becoming longer; whitecaps	Slight 2 to 4 feet	3
5	Fresh breeze	17 to 21 knots	Fresh breeze; moderate waves taking more pronounced long form; mainly whitecaps; some spray	Moderate 4 to 8 feet	4
6	Strong breeze	22 to 27 knots	Strong breeze; large waves begin to form extensive whitecaps everywhere; some spray	Rough 8 to 13 feet	5
7	High wind (moderate gale)	28 to 33 knots	Moderate gale; sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind	Very rough 13 to 20 feet	6
8	Gale (fresh gale)	34 to 40 knots	Fresh gale, moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along direction of wind	Very rough 13 to 20 feet	6
9	Strong gale	41 to 47 knots	Strong gale, high waves, dense streaks of foam along direction of the wind, spray may affect visibility; sea begins to role	Very rough 13 to 20 feet	6
10	Whole gale	48 to 55 knots	Whole gale; very high waves, the surface of the sea takes on a white appearance, rolling of sea becomes heavy and shock-like; visibility affected	High 20 to 30 feet	7
11	Storm	56 to 63 knots	Storm; exceptionally high waves; small and medium sized ships are lost to view for long periods	Very high 30 to 45 feet	8
12	Hurricane	64 and above	Hurricane; the air is filled with foam and spray, sea completely white with driving spray; visibility very seriously affected	Phenomenal over 45 feet	9

3.9 MODU Specifications

GENERAL	
Delivery	01-Jan 2008
Hull ID	P2011
Major Upgrades	-
Design	Baker Marine-375 Pacific Class
Previous Names	Seadrill 2
Flag	Singapore
Classification Agency	ABS-CDS ✠ Self Elevating Unit
Dimensions	236' x 224' x 27.9'
Operating Draft	18.8 Ft
Transit draft	19.5 Ft
Target VDL - Operating	7,496 kips
Target VDL - Survival	6,500 kips
Target VDL - Transit	6,000 kips
Outfitted Max WD	375 Ft
Min WD	30 Ft
Leg Length	506' (incl spudcan tip)
- usable below hull	435 (incl spudcan tip)
Leg Spacing	155.2' transverse 145.3' longitudinal
Usable Deck Space	32,722 Ft 2
Spudcan Diameter	55.446ft
Max Drilling Depth	30,000'
Cantilever Envelope	70' aft 30' transverse
Max Combined Load	2599 kips at 70' aft
Quarters	115
Helideck Size	75.5' diameter
Helideck Capacity	S61N or 20,500 lbs
Helideck Certification	CAP437
DRILLING PACKAGE	
Derrick (SHL)	1,500 kips
Racking Capacity	30,000' x 5.5" dp
Drawworks	NOV-D3000UE- 3450HP AC
Rotary Table	NOV-D 495 –API 7K
Top Drive	Hydralift Power Swivel HPS750
- continuous torque	64,175 ft lbs @ 94 rpm
Pipehandling	Hydra Tong MPT-200
MUD SYSTEM	
Pressure Rating	7.5M
Pumps	3 x NOV 14-P-220 triplex
Solids Control	1 x dual gumbo box 4 x VSM 300

CAPACITIES	
Diesel	3900bls
Drillwater	4850-bbls
Potable Water	3,556 bbls
Bulk Product	11,654 cu ft
Sack Storage	5,000 sacks
Base Oil	1,274 bbls
Brine	1310
Liquid Mud	4,727 bbls
Mudpits (excl slug/mix)	8
WELL CONTROL	
Diverter	49.5" KFDJ -500psi
Annular Preventer	1 x Hydril GX 18 ¾" 10M
High pressure BOP	2 x Hydril 18 ¾" 15M double
C&K Manifold	3 1/16" I.D.- 15M
CRANES	
Pedestal Cranes	3 ea Baker Marine (900 / 1600 / 2250)
API SWL-Short Tons	7.8ST@100' / 25.0ST@20' 8.7ST@100' / 44.9ST@25' 17.0ST@120' / 55ST@25'
BOP Crane	2 x 50MT
POWER	
Main Engines	5 x CAT3516HD
Total Power	10,750 hp
Main Generators	5 x Baylor SR4
Emergency Power	1 x CAT3508
OTHER	
Mooring System	4 x Baker/Series 70
Conductor Tensioner	500 kips vertical
TUBULARS	
Drillpipe	15750' x 5.5" x S-135 XT-57 tooljoints, Arnco 300XT
FEATURES	Helo refuelling system Single stage preload Coring Caisson

3.10 Helicopter Specifications

AS332L BRISTOW TIGER SUPER PUMA

Bristow Helicopter - AS332L Background and Operating Experience

The Bristow Group was the 'launch' customer for this helicopter type which has established standards of performance capability, passenger appeal, equipment level, safety features and cost-effectiveness which together remain unmatched. Bristow Helicopters Australia was the first operator to introduce the type into service in Australia where it has become the favoured large, long-range machine.

For reference and information, the Bristow Group is by far the most experienced user of the AS332L having flown over 620,000 flying hours, and having carried over 7.0 million passengers in over 600,000 separate flight sectors. The total Bristow hours flown on the AS 332 equates to approximately 45% of the total civilian hours flown on this aircraft type.

The AS332L incorporates two Turbomeca Makila 1A turbine engines, which are of modular design and construction. Each produces 1756 shp at Maximum Contingency (2½ minute) power at ISA, S.L. and drive, via the main transmission, the four bladed single main rotor and the tail rotor.

The engines give good specific fuel consumption and the considerable power reserves ensure compliance with one engine inoperative performance criteria (day VFR) for temperatures up to 37.5°C (ISA + 22.5°C), based on performance reduction of the large landing gear sponsons with auxiliary fuel tanks, for take-off at sea level pressure altitude whilst maintaining the Maximum Gross Weight of 18,960 lb, 8600 kg. Consequently, operations at Maximum Gross Weight (with maximum payloads) are assured for all but the most extreme conditions.

As part of our own programme to continually improve the specification and capabilities of our helicopters and to attain your preferred configuration, the AS332L Bristow Tiger helicopters offered for your service will incorporate installations and configuration requirements stipulated in your Invitation to Tender and comprising;

- A fully compliant avionics specification

- A fully compliant safety equipment/installation specification including:

  ⇒ a Bristow designed and developed automatic deployment system for the emergency flotation gear.

- The 'North Sea' cabin safety configurations meeting the latest safety and emergency egress findings comprising:

  ⇒ An 18 passenger seat layout so that <u>all</u> passenger seat rows are adjacent to an emergency exit.

  ⇒ All seats are of the high back type (Sicma) with head restraints and each with a four point harness (with single-hand release mechanism).

  ⇒ A revised three man aft seat which incorporates a guide rail under the front edge of the seat cushion to assist passenger orientation during emergency egress.

  ⇒ Modification of the aft cabin windows to increase their height - <u>all</u> cabin windows are of the push-out type and incorporate EXiS - The Bristow Emergency Exit aperture lighting system.

- The Integrated Health and Usage Monitoring System (IHUMS). This on-board system was fully developed by Bristow Helicopters and provides continuous monitoring of critical airframe and engine components.

We would also advise that all AS332L's in the Bristow fleet have benefited from the incorporation of a large proportion of the major and minor modifications, installations and detail improvements comprising the upgrade programme to the L1 specification (AS332L Service Bulletin No.1.26).

EUROCOPTER AS332L "BRISTOW TIGER" - EQUIPMENT STANDARD

A. GENERAL EQUIPMENT

- Pilot and Co-Pilot Seats with Four Point Retractable Harness
- 18 Airline Type Passenger Seats (maximum) comprising:
  - 3 Man Aft Bench Seat and Cushions (with underseat egress guidance bar)
  - 5 Double Seats ('Sicma') : 5 single Seats ('Sicma')
  - All Seats 'High-back' type with Head Restraints and fitted with Four Point Retractable Harness
- Special Soundproofing and (Airline-Type) Cabin Trim
- Cabin (and Cockpit) Ventilation and Heating System
- Passenger Service Units (Including individual lights and air vents)
- Cabin Protective Floorboards
- Floor Rails and Tie-Down Rings
- Large Cabin Windows ('Push-out' type, each acting as an Emergency Exit and including "Enlarged" Aft Windows and all incorporating Passenger Fresh Air Vents)
- Flush Fitting Cabin Doors (Sliding, plug-type with jettison facility from the cockpit and with single action release mechanism)
- Rear Baggage Holds: (Approximately 72 cubic feet total capacity, externally accessible, incorporating: lighting, smoke and fire detectors and warning systems, MIC/TEL socket for intercom)
- Dual Pilot Controls
- Dual Pilot IFR Instrumentation (incorporating 2 x HSI, 2 x ADI and Standby Artificial Horizon)
- Autopilot (Sfim 155 - Duplex)
- 2nd Gyro Compass (Sfim CG130)
- Standby Magnetic Compass
- IFR Electrical System
- 2 20 KVA 115/200 V 40 Hz Alternators
- 43 Amp/Hr. Nickel Cadmium Battery
- Standby Battery
- 2 150 Amp Transformer Rectifiers
- 2 26V 400 Hz Transformers
- 3 Position Lights
- High Intensity 'Strobe' Anti-collision Light
- Instrument Storm Lighting
- Pilot and Co-Pilot Windshield Wipers and Washers
- Windshield Demisting
- Engine Air Intakes Screens
- Rotor Brake
- Main Gear Box Emergency Oil System
- Provisions for Cargo Hook (Hook available for fitment when required)
- Provisions for Rescue Hoist (Hoist available for fitment when required)
- Bristow Helicopters Modifications
- Flight Library and Ancillary Equipment (Including tie-downs etc)

B. RADIO NAVIGATION AND COMMUNICATION EQUIPMENT

- Area Long-Range Navigation System (Trimble 2101 I/O GPS Receiver)
- Weather and Mapping Radar
- (Digital, Colour) (RCA Primus 500A)
- 2 VOR/ILS/MB Receivers (King KNR 634)
- 2 Automatic Direction Finder Receivers (King KDF 806)
- Distance Measuring Equipment (King KDM 706A)
- VHF Homer (Chelton 7)
- Transponder and Encoding Altimeter (King KXP 756 and Aeromech)
- Radio Altimeter with Dual Indicator (King KRA 405)
- and Voice Advisory Surface
- Proximity Warning System (Bristow Racal)
- HF/SSB Radio (King KHF 950)
- 2 VHF/AM Radios (King KTR 908)
- VHF/FM Marine Radio (Flexcom RT 138)
- Pilot and Passenger 'Intercom System (Team TB 31) with 4 control boxes
- Passenger Public Address System (Collins)
- Passenger PA/IFE System
- Crew Headsets

C. RECORDING/MONITORING EQUIPMENT

- Combined Flight Data/Cockpit Voice Recorders integrated with
- Health and Usage Monitoring System

D. SAFETY AND SURVIVAL EQUIPMENT

- Emergency Flotation Gear (Incorporating Lifelines on Flotation Bags) Faired into Undercarriage Sponsons - with Bristow Automatic Float Development System (AFDS)

- 2 14 Man Liferafts (Helirafts) (Overload Capacity 21 Persons) each with Incorporated Marine Survival Pack, First Aid Equipment and Emergency Position Indicating Reporting Beacon (406 MHz), 1 in Special Container within Cabin Right Hand Door, 1 in External Pod behind Co-pilot's Door

- Emergency Survival Pack

- Cabin located Emergency Position Indicating Reporting Beacon (406 MHz) and meeting TSO C-126

- Sonar Underwater Locator Beacon (Dukane) (Fitted to the FDR/CVR)

- ◊ Passenger Life jackets fitted with Spray Hoods (Beaufort Mk 28)
- ◊ Crew Lifejackets (with Spray Hoods) with incorporated SARBE VHF/UHF 5/6 Radio Beacons (with Voice Transceiver Capability), Pains-Wessex Mini Flares, Day/Night Pyrotechnics, Whistle and Heliograph
- ◊ BHA First Aid Kit
- ◊ 2 Fire Extinguishers
- ◊ Emergency Exit Lighting
- ◊ Emergency Exit Aperture Illumination ('EXiS' Lighting')
- ◊ 'Dayglo' Fuselage Belly Markings (High Visibility Chevrons)
- ◊ Passenger Safety Instructional Leaflets and Placards

EUROCOPTER AS332L "BRISTOW TIGER" - SPECIFICATIONS

ENGINES

2 x Turbomeca Makila 1A Turbines rated at (15°C, Sea Level):

One Engine Inoperative - Max Contingency	:	1756 shp
One Engine Inoperative - 'Intermediate' Contingency	:	1662 shp
Twin Engine - Take-off	:	1662 shp
Twin Engine - Max Continuous	:	1515 shp

PERFORMANCE CHARACTERISTICS

Normal Cruise Speed (ISA + 15/20°C conditions)	:	125 to 135 KTAS

MGTOW (18,960 lb/8,600 kg) valid for temperatures at sea level pressure altitude at take-off for compliance with Newfield's stipulated one-engine-inoperative performance standards to:

a) For aircraft not incorporating sponson tanks:

Day VFR	:	42°C (ISA + 27°C)
Night and IFR	:	34.5°C(ISA+ 19.5°C)

Twin engine 'out-of-ground effect' hover performance at MGTOW (18,960 lb/8,600 kg) valid for temperatures at S.L. to	:	50°C
Gross Weight for Deliberate Single Engine Offshore Landing Weight (for 'offshore alternate'), notionally for 28°C, 12 kts wind (factored)	:	16,500 lb

FUEL CAPACITY (Usable)

a) For aircraft not incorporating sponson tanks	:	4137 lbs (1877 kg)
b) For aircraft incorporating sponson tanks	:	5337 lbs (2426 kg)

EUROCOPTER AS332L "BRISTOW TIGER" - SPECIFICATIONS

LIMITATIONS

Maximum Gross Take-off Weight (MGTOW): Internal Loads	:	18,960 lb (8,600 kg)
External Loads	:	20,610 lb (9,350 kg)
VNE (Never Exceed Speed) S.L. ISA at MGTOW (18,960 lb/8,600 kg)	:	150 KTAS
VNO (Normal Operating Speed) S.L. ISA at MGTOW (18,960 lb/8,600 kg)	:	140 KTAS
Altitude Limits: Take-off and Landing at MGTOW	:	4,000 ft (D. Alt)
En-route at MGTOW	:	9,500 ft (P. Alt)

Temperature Limits : -30°C up to ISA +35°C to maximum 50°C at S.L.

Maximum Cross Wind Component for Take-off and Landing	:	35 kts
Maximum Gusting Windspeed for Rotor Engagement	:	55 kts
Maximum Constant Windspeed for Departure	:	75 kts
Pitch and Roll Limits (moving decks, half amplitude)	:	3° pitch/roll

(Note: These windspeed and pitch and roll limitations may be exceeded at the Captain's discretion for emergency flights.)

3.11 Support Vessel Specifications

3.11.1 Support Vessel 1 – Pacific Battler

M/V Pacific Battler

12,240 BHP Anchor Handling Tug Supply Vessel 2,100 Tonnes Cargo Deadweight

Revision : 13 / 26 Sep, 2007

VESSEL INFORMATION

Built

Ulstein Verft AS, September 1997

Flag

Singapore

Call Sign

9V5944

IMO No.

9155664

Classification

DNV + 1A1 Tug, Supply Vessel, SF, E0, FiFi 1

DIMENSIONS

Length, overall :	66.0 meters
Length, BP :	56.4 meters
Breadth, moulded :	14.6 meters
Depth, main deck :	7.4 meters
Design draft :	5.2 meters
Maximum draft midship :	6.3 meters
GRT :	1,974 Tonnes
NRT :	716 Tonnes

CAPACITIES

Deadweight (maximum) :	2,100 tonnes
Clear Deck Area :	34 m x 11.8 m = 401.2 square metres
Deck Loading :	General deck - 5 tonnes / square metre Aft A/H deck - 10 tonnes / square metre
Deck Cargo :	750 tonnes
Fuel :	880 cubic metres
Potable Water :	460 cubic metres
Ballast Water / Drill Water :	825 cubic metres
Brine / DMA / Glycol / Liquid Mud :	275 cubic metres
Liquid Mud :	270 cubic metres, (in 4 tanks with agitators)
Bulk :	240 cubic metres (8475 cubic feet) (in 5 tanks)
Ship's Stores :	Freezer: 8.4 cubic metres Cooler: 8.6 cubic metres Dry: 10.5 cubic metres

MACHINERY

Main Engines :	2 x 6,120 BHP = Total 12,240 BHP Wartsila Vasa 12V32D engines
Propulsion :	2 x Ulstein CPP propellers in Kort nozzles 2 x Ulstein High Lift flap rudders 2 x independent Ulstein Tenfjord electric-hydraulic steering gears
Bow Thrusters :	2 x 885 BHP, each developing 10 tonnes thrust (total 20 tonnes)
Stern Thrusters :	1 x 885 BHP, developing 10 tonnes thrust
Shaft Generators :	2 x 2,250 kVA, 450 V, 60 Hz, each
Auxiliary Generators :	2 x 450 kVA, 450 V / 230 V, 3-phase, 60 Hz 1 x 120 kVA, 450 V / 230 V, 3-phase, 60 Hz

TOWING AND ANCHOR HANDLING

Bollard Pull :	152 metric tonnes, continuous
Rig Chain Locker :	2 x chain lockers, each 78 cubic metres, total 156 cubic metres
Winch :	Ulstein Brattvaag, 300 tonnes, 3 drums (all declutchable)
Load Capacity :	Brake holding on 1st layer - 400 tonnes
Brake Capacity :	Brake holding on 1st layer - 430 tonnes
Tow Drum Wire Capacity :	1 x 1500 m x 76 mm wire capacity, declutchable
Work Drum Capacity :	2 x 1200 m x 76 mm wire capacity, declutchable
Chain Gypsy Cable Lifter :	2 x non-declutchable cable lifters, one for 3 1/4" (84 mm) chain port and one for 3 1/4" (84 mm) starboard, fitted outside of the anchor-handling drums, plus 1 spare of 3 3/4"
Spare Reel Capacity :	2 x pennant wire drums, 15 tonnes, each Capacity - 1500 m x 76 mm diameter wire each 1 x spare tow wire drum, 15 tonnes Capacity - 1400 m x 77 mm diameter wire
Stern Roller :	5 m x 3 m diameter, 350 tonnes SWL
Tow Pins / Guide Pins :	2 sets (total 4) Karmoy hydraulic, retractable, 240 tonnes SWL, remotely controlled from wheelhouse and on aft deck
Wire Chain Stopper :	2 x Karm Fork, retractable, 440 tonnes SWL. Remote control from wheelhouse and on aft deck

DECK MACHINERY

Tuggers :	2 x 12 tonnes each, hydraulic
Capstans :	2 x 10 tonnes each, main deck, aft
Windlass :	1 x 15 tonnes, hydraulic
Crane :	1 x 5 tonnes, 7 - 11 m outreach, hinged arm

ELECTRONICS

Main Radar :	Furuno FAR / FR-2805, S-band (10 cm), ARPA, 28 ins display
Auxiliary Radar :	Furuno FAR / FR-2805, X-band (3 cm), 28 ins display
Auto Pilot :	Anschutz Digital Pilotstar D
Gyro Compass :	Anschutz, with repeaters in wheelhouse, bridge wings, chart table, steering gear room
Magnetic Compass :	Bergen Nautik, BN-35
Echo Sounder :	Marimatech, E-Sea Sound 206
DGPS :	Furuno
Anemometer :	Aanderaa Instruments
Speed Log :	Skipper Electro-magnetic EML 224
Communications :	(G.M.D.S.S.) Global Maritime Distress & Safety System 2 x SSB 2 x VHF 2 x Inmarsat C (435136410 / 435136420) 3 x VHF (portable) 2 x SART 1 x EPIRB 1 x Navtex
Weather Fax :	Furuno, Fax-208 MKII

DISCHARGE PUMPS

Potable Water :	150 cubic metres/hr - 9.0 bar

The Vessel specifications are reviewed and new brochures printed at regular intervals. Every endeavour has been made to provide accurate information on this brochure; however, the vessel owners do not accept any liability for errors, omissions or misprints published. Clients are strongly recommended to visit www.swire.com.sg and download or view the latest Vessel Specifications. ?
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M/V Pacific Battler

12,240 BHP Anchor Handling Tug Supply Vessel 2,100 Tonnes Cargo Deadweight

Revision : 13 / 26 Sep, 2007

Drill Water :	205 cubic metres/hr - 9.0 bar
Fuel Oil :	150 cubic metres/hr - 9.0 bar
Liquid Mud :	75 cubic metres/hr - 18.0 bar
Brine / Mud :	75 cubic metres/hr - 18.0 bar
Dry Bulk :	80 cubic metres/hr - 5.6 bar, 80 psi, 2 compressors

PERFORMANCE

Speed / Fuel Consumption :	15 knots running free / 34.0 tonnes per day 12 knots running free / 15.7 tonnes per day 10 knots running free / 9.6 tonnes per day At 100% MCR (12,240 BHP) / 41.3 tonnes per day

DYNAMIC POSITIONING

Type :	Cegelec Type DPS 901 Simplex DP
Reference Systems :	Sercel, NR108 DGPS Fan Beam laser Sonadyne HPR System
Joystick :	Poscon - electronic control system joystick, integrated to main propellers, main engines, rudders, side-thrusters and interfaced to gyro compass

EXTERNAL FIRE FIGHTING

Capacity :	3,000 cubic metres per hour, with external drenching system, to DNV FiFi ONE requirements
Monitors :	2 x 1,200 cubic metres / hr = 2,400 cubic metres / hr, controlled from inside wheelhouse
Throw Length :	120 m
Throw Height :	50 m

STANDBY RESCUE EQUIPMENT

1 :	MOB - boat with inboard diesel engine and water jet propulsion, Norsafe as, Magnum 230 HP waterjet, 25 knots with boat davit for quick launch / recovery
2 :	Rescue Zones on both Port and Starboard side, main deck, with scrambling net

ACCOMMODATION

Berths :	7 x 1 (single) berths 3 x 2 (double) berths 3 x 4 (four) berths 25 berths Total 1 x Ship's office 1 x hospital 1 x mess / day room 1 x galley

MISCELLANEOUS

1 :	Design complies to latest rules and regulations from SOLAS 74, with amendments in force and IMO 469 (XII) "Guidelines for the design and construction of offshore supply vessel"
2 :	Fitted with a passive roll reducing tank below main deck
3 :	All cargo systems are controlled by a tanktender system with discharge printers
4 :	Fitted with 5 remote cameras on deck and in winch-house for anchor-handling / towing operations with 2 TV monitors in wheelhouse
5 :	Pneumatic bulk handling system, capable of discharging 2 types of dry bulk simultaneously through 2 separate discharge lines with emergency stop fitted in wheelhouse
6 :	Hose connections: Fuel - 4 inches (Avery Hardol) Potable Water - 4 inches (Weco) Drill Water - 4 inches (Weco) Liquid Mud - 4 inches (Weco) Dry Bulk - 5 inches (Weco) Adapters 6"-5" (2 sets - Weco), 5"-4" (2 sets - Weco), 4"-4" (Camlock - male-to-male), 3"-3" (Camlock - male-to-male), 4" Weco - 4" Camlock (female-to-female) and 4" Weco - 3" Camlock (female-to-female)
7 :	Fitted with 2 Halogen searchlights, each 2,000 W, on wheelhouse top and operated from inside wheelhouse
8 :	Fitted with 4 x 400 W flood-lights, for cargo deck area
9 :	Wood sheathed main deck except for aft area which is steel plated for anchor-handling
10 :	Welding / cutting machine complete with attachments
11 :	Dispersant system designed to use either neat or diluted dispersant
12 :	14 inch diameter hull penetration fitted for survey equipment
13 :	Statutory life-rafts, life buoys, life jackets, pyrotechnics
14 :	P.A. System
15 :	TV and video

ANTI-POLLUTION

Dispersant Tank :	8.7 cubic metres
Spray booms :	2 x 6 m

The Vessel specifications are reviewed and new brochures printed at regular intervals. Every endeavour has been made to provide accurate information on this brochure; however, the vessel owners do not accept any liability for errors, omissions or misprints published. Clients are strongly recommended to visit www.swire.com.sg and download or view the latest Vessel Specifications. ?
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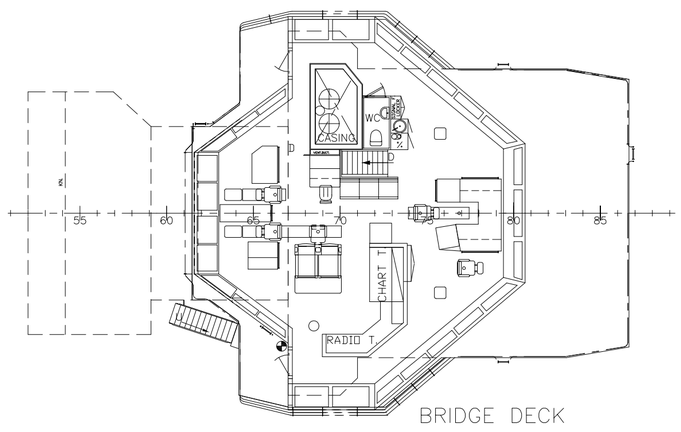
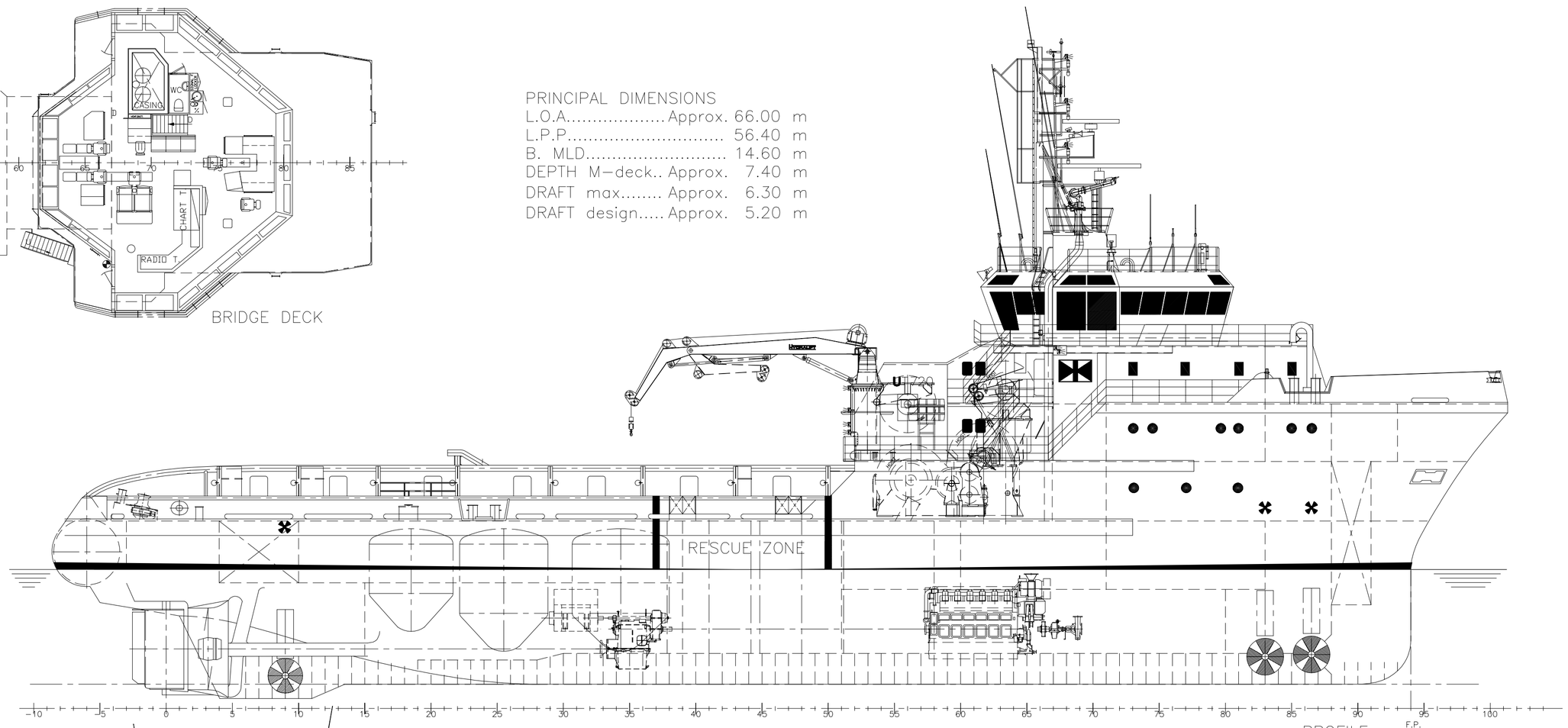


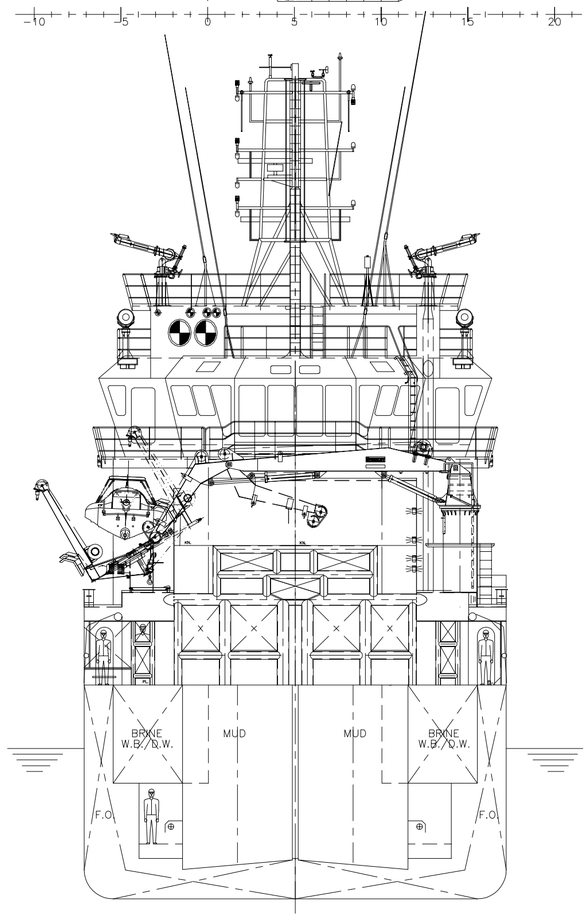
BRIDGE DECK

PRINCIPAL DIMENSIONS

L.O.A.	Approx. 66.00	m
L.P.P.	56.40	m
B. MLD.	14.60	m
DEPTH M-deck	Approx. 7.40	m
DRAFT max.	Approx. 6.30	m
DRAFT design	Approx. 5.20	m



PROFILE



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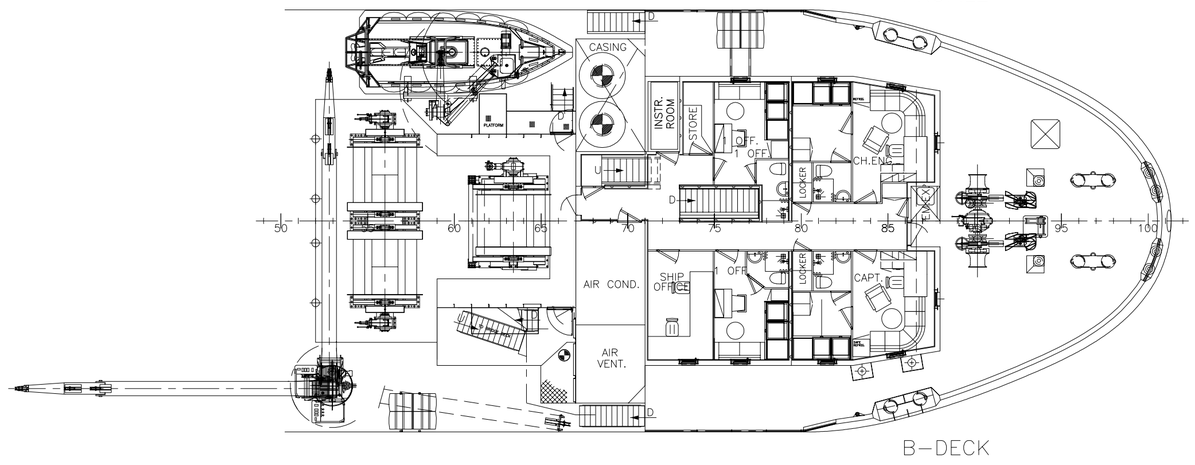
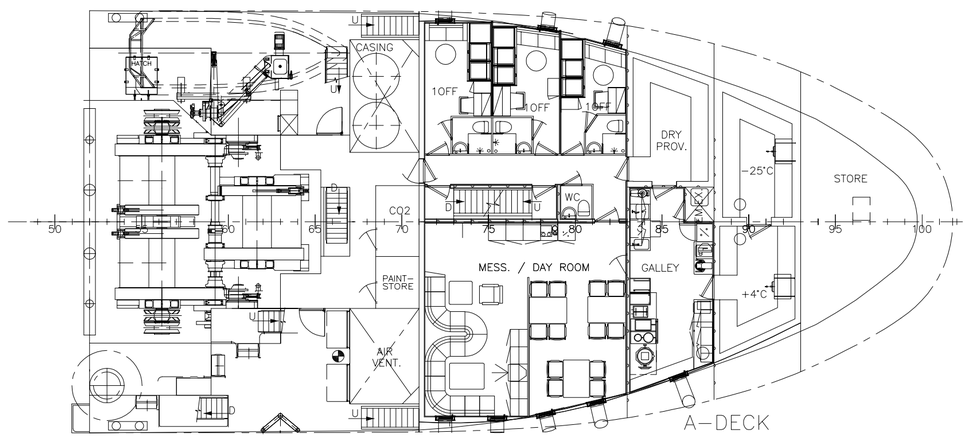
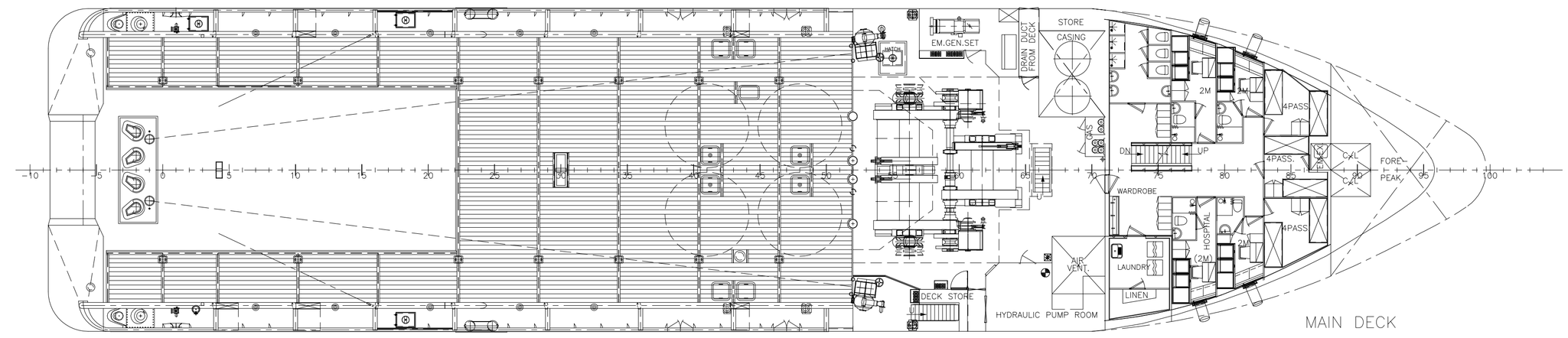


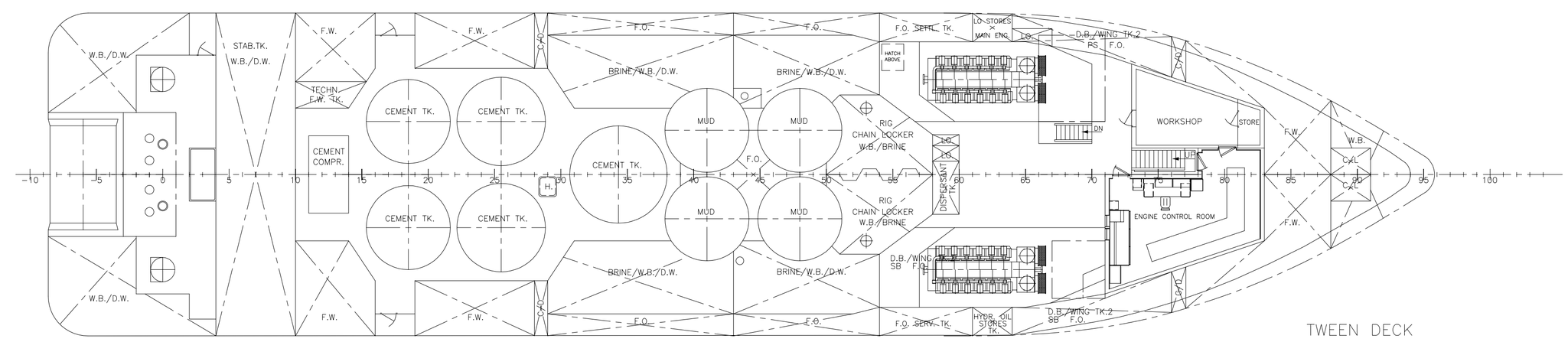
B-DECK



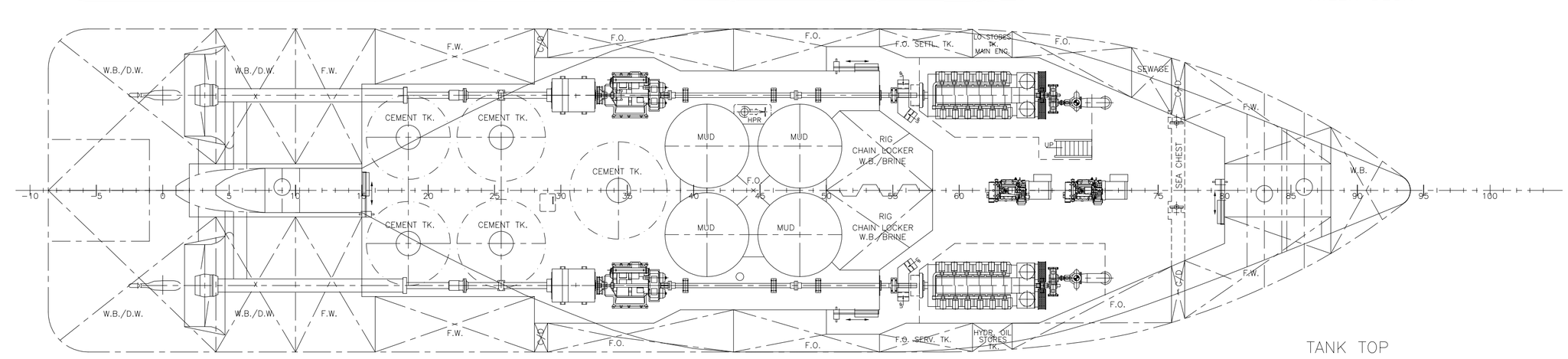
A-DECK



MAIN DECK



TWEEN DECK



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ULSTEIN INDUSTRIER AS
N-6065 ULSTEINVIK
NORWAY

NO.		DATE	APPR.
	AS BUILT	17.04.97	KNM
	UPDATE	02.01.97	ROL
	ALTERATIONS		

B
A

CUSTOMER

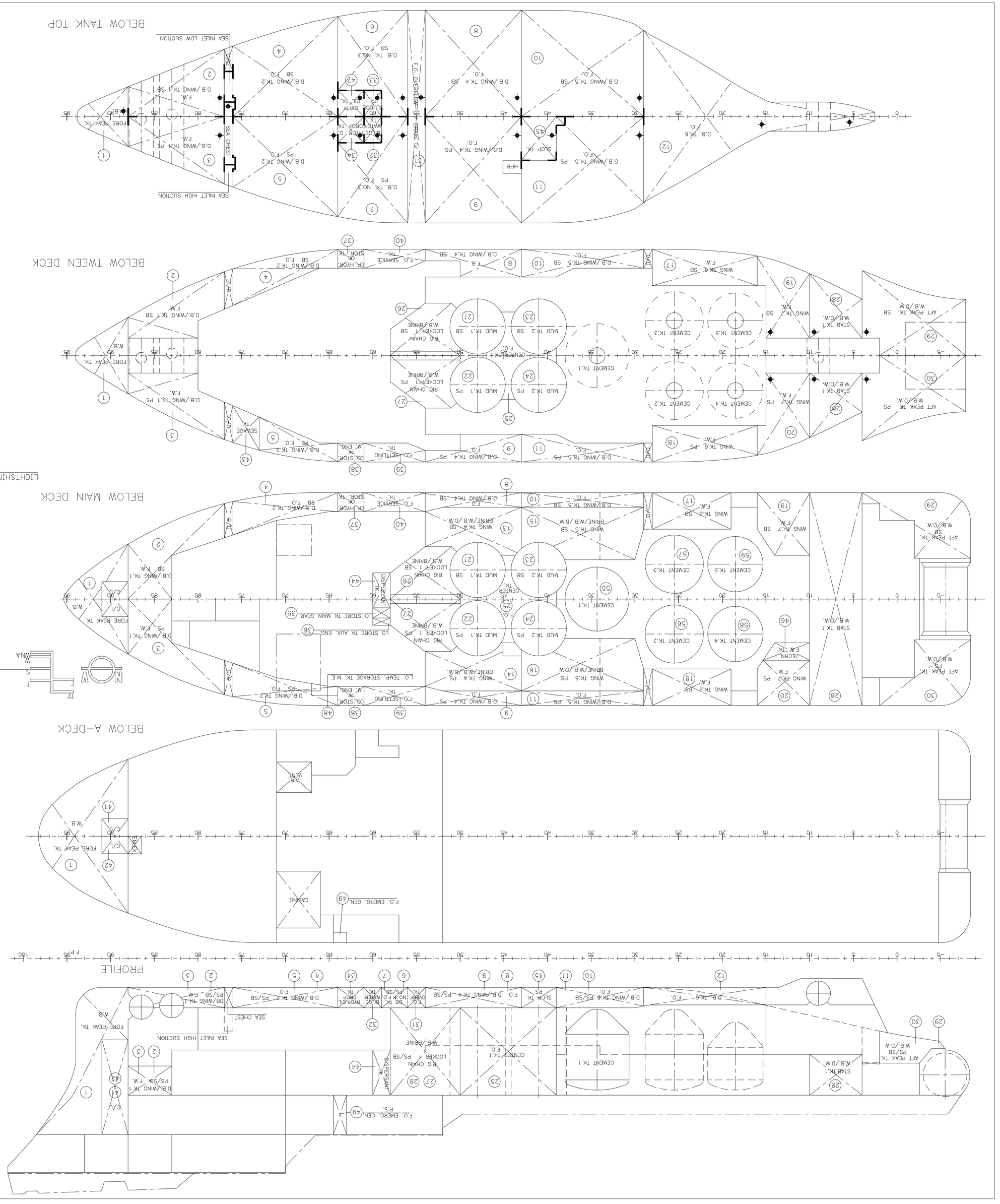
TITLE

GENERAL ARRANGEMENT

ULSTEIN INDUSTRIER AS
Dept. Ulstein International - Design

P.O.Box 160, N-6065 Ulsteinvik, Norway
Switchboard +47 70 01 40 00. Telefax +47 70 01 40 13.
Enterprise number NO 936464610

YARD NO.	251	252	253
SCALE	1:100	DRAWN	01.11.95 KNL/eg
CHECKED			
APPROVED			
PROJECT NO.	95/7152		
DRAWING NO.	P-0-3346		
	S-04464 B		
SFI NR 101-810			



NO.	ALTERATIONS	DATE	APPR.
D	DRAIN PLUGS ADDED	08.07.96	BJH
E	DIFF. MODIFICATIONS	16.06.96	KVM
F	DIFF. MODIFICATIONS	28.06.96	KVM
G	DIFF. MODIFICATIONS	09.10.96	EB
H	VOLUMES CORRECTED, AS BUILT 251, ADDED TK.49	07.06.97	BOL
I	CEMENT TANKS ADDED AND TABLE MODIFIED	13.06.97	POL

Vessel Name:- Pacific Battler

VARD NO.	251	252	253
SCALE	254	255	256

TITLE: Tank Capacity Plan

SCALE 1:150 — DRAWN BR / SI — CHECKED CH / SION — APPROVED

PROJECT NO.

DRAWING NO. P-0-3397

ULSTEIN INDUSTRIER AS
Dept. Teknisk Informasjonsl. – Design
Sykehusveien 27 N 60 00 Tlefaks +47 70 01 60 23
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N-6065 ULSTEINVIK
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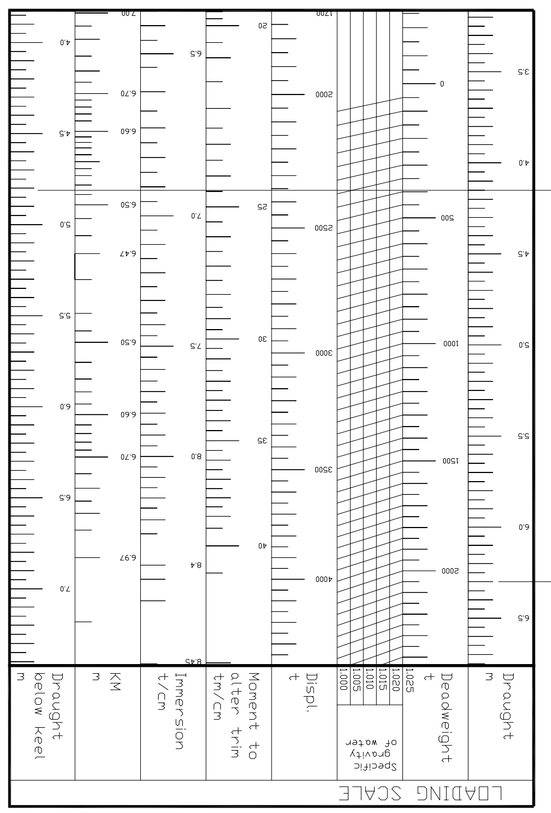
NOTE: PLUGS NS 2573 M42x2 MARKED WITH NO./CONTENTS STAINLESS STEEL W/M; BILGE WELL

NOTE: WHERE POSSIBLE, PLUGS TO BE MOUNTED MINIMUM 1300 MM OFF SHIPS CENTER LINE.

NO.	TANK AIR PIPE HEIGHTS ABOVE B.	TANK FRAME	DENS	STILLAT.	CONT.	VOLUM M³	F.D.	F.W.	MUD	BRINE	W.B.	D.W.	LUB.O.	CSM	VCG FROM FRAME M	LCG FROM AP M	TCG CL	IT M³	WET SURF. COATING M²
1	13150 FORE PEAK TK	1025	08-STKM	V.B	1324						157.7				5.462	6.40	0.00	231.0	
2	13150 D.B/WING TK1 SB	1025	77-BB	F.W	1070										4.840	4.10	2.77	63.1	
3	13150 D.B/WING TK1 PS	1025	77-BB	F.W	1070										4.840	4.10	-2.77	63.1	
4	9400 D.B/WING TK2 SB	0.9	63-KL	F.O	1117	1052									42.29	7.96	-4.71	138.8	
5	9400 D.B/WING TK2 PS	0.9	66-KL	F.O	1101.6	912									41.94	7.74	-4.71	129.3	
6	9400 D.B.TK NO.3 PS	0.9	56-64	F.O	350	315									35.76	0.69	3.92	98.3	
7	9400 D.B.TK NO.3 SB	0.9	56-64	F.O	350	315									35.76	0.69	-3.92	98.3	
8	9400 D/B/WING TK4 SB	0.9	43-54	F.O	1088	979									29.00	7.18	4.93	219.0	
9	9400 D/B/WING TK4 PS	0.9	43-54	F.O	1081	973									29.00	7.18	-4.94	219.0	
10	9400 D/B/WING TK5 SB	0.9	29-43	F.O	1128	1060									21.93	2.43	4.84	214.1	
11	9400 D/B/WING TK5 PS	0.9	29-43	F.O	1084	978									21.71	2.58	-5.13	182.3	
12	9400 DB TK NO 6	0.9	15-29	F.O	407	366									14.40	0.69	-0.02	211.1	
13	8160 VOID TK4 SB	22M3/1	43-54	WB/W/M	59.0				147.5	60.5	59.0				29.02	5.70	4.87	12.3	
14	8160 VOID TK4 PS	22M3/1	43-54	WB/W/M	58.8				147	60.5	58.8				29.17	5.70	-4.85	12.3	
15	8160 VOID TK3 SB	22M3/1	29-43	WB/W/M	80.1				200.3	82.1	80.1				21.92	5.84	4.68	26.0	
16	8160 VOID TK3 PS	22M3/1	29-43	WB/W/M	80.1				200.3	82.1	80.1				21.92	5.84	-4.68	26.0	
17	8160 VOID TK2 SB	10	15-28	F.W	66.5				166.5	68.3	66.5				14.21	4.87	5.92	8.2	
18	8160 VOID TK2 PS	10	15-28	F.W	66.5				166.5	68.3	66.5				14.21	4.87	-5.92	8.2	
19	8160 VOID TK1 SB	10	10-15	F.W	59.2				59.2						7.75	9.07	4.37	3.6	
20	8160 VOID TK1 PS	10	10-15	F.W	49.9				49.9						7.81	9.00	-4.52	3.4	
21	8160 MID TK1 SB	25	45-51	MLD	68.3				170.7						28.80	4.29	2.01	10.2	
22	8160 MID TK1 PS	25	45-51	MLD	68.3				170.7						28.80	4.29	-2.01	10.2	
23	8160 MID TK2 SB	25	38-44	MLD	68.3				170.7						24.60	4.29	2.01	10.2	
24	8160 MID TK2 PS	25	38-44	MLD	68.3				170.7						24.60	4.29	-2.01	10.2	
25	9400 CENTER TK1	0.9	39-50	F.O	45.3	40.8									24.70	4.40	0.00	11.4	
26	8160 RIG CHAIN LOCKER 1 SB	22M3/1	50-58	BRINE/W	79.2				195.0	80.0					32.40	4.40	1.68	13.5	
27	8160 RIG CHAIN LOCKER 1 PS	22M3/1	50-58	BRINE/W	79.2				195.0	80.0					32.40	4.40	-1.68	13.5	
28	8160 STAB TK 1	10M3/1	4-10	WB/D/W	165.3				169.2	155.3					4.28	5.74	-0.02	93.6	
29	8160 AFTPEAK TK SB	10M3/1	51EM-4	WB/D/W	51.5				54.8	51.5					-1.36	5.82	3.97	30.4	
30	8160 AFTPEAK TK PS	10M3/1	51EM-4	WB/D/W	51.7				53.0	51.7					-1.46	5.79	-3.88	30.4	
31	9400 F.O OVERFLOW/BRAIN TK	0.9	54-56	F.O	23.5										33.00	0.27	0.00	311.7	
32	8160 BLGE VAVLE		59-61		2.9										36.00	0.70	-0.90	0.6	
33	8160 BLGE VAVLE		59-61		2.9										36.00	0.70	0.90	0.6	
34	8160 HYDR COL DRIP TK		61-64	HYDR.O	4.4										37.00	0.70	-0.90	0.9	
35	8160 L.O STORE TK AUX ENG	0924	59-63	L.O	1.8				1.7						35.40	5.85	-1.55	0.0	
36	8160 L.O STORE TK MAIN GEAR	0924	59-63	L.O	2.5				2.3						35.40	5.85	-0.95	0.0	
37	8160 L.P. HYDR OL STORE TK	0924	61-64	HYDR.O	1.2				1.2						37.49	4.47	-6.83	0.3	
38	8160 L.O STORE TK MAIN ENG	0924	64-66	L.O	1.2				1.2						37.49	4.47	6.83	0.3	
39	9400 F.O. SETL. TK	0.9	54-61	F.O	307.7	274.6									34.24	4.47	-6.66	0.8	
40	9400 F.O. SERV. TK	0.9	54-61	F.O	307.7	274.6									34.24	4.47	6.66	0.8	
41	13150 CHAIN LOCKER SB		88-91																
42	13150 CHAIN LOCKER PS		88-91																
43	8160 SEMAE TK		73-76		9.5										44.72	2.97	-4.77	2.1	
44	8160 SLOP TK		59-60		8.7										35.40	5.85	0.60	1.4	
45	8160 TECHN. F W TK		10-15	F.W	9.0										7.40	6.01	-3.62	0.4	
46	8160 DRTY OIL TK		61-64	L.O	4.4										37.00	0.70	0.90	0.9	
47	8160 L.O TUBE STORAGE TK ME	0924	64-67	L.O	3.6										38.15	5.85	-6.37	0.0	
48	8160 L.O STORE TK		29-33		9.1										24.22	0.62	-1.38	5.9	
49	8160 F.O. EMERG. GEN.	0.9	63-65	F.O	1.7	1.5									38.15	8.75	-6.95	0.0	
59	8160 CEMENT TK. No. 5 SB	0.5	15-22	CEM	37.8										94.5	11.10	4.98	2.40	10.2
58	8160 CEMENT TK. No. 4 PS	0.5	15-22	CEM	37.8										94.5	11.10	4.98	-2.40	10.2
57	8160 CEMENT TK. No. 3 SB	0.5	22-29	CEM	51.8										129.5	15.90	4.43	2.40	12.5
56	8160 CEMENT TK. No. 2 PS	0.5	22-29	CEM	51.8										129.5	15.90	4.43	-2.40	12.5
55	8160 CEMENT TK. No. 1	0.5	21-36	CEM	60.0										150.0	20.60	4.64	0.00	18.3
69	8160 F.O. EMERG. GEN.	0.9	63-65	F.O	1.7	1.5									38.15	8.75	-6.95	0.0	
59	8160 CEMENT TK. No. 5 SB	0.5	15-22	CEM	37.8										94.5	11.10	4.98	2.40	10.2
58	8160 CEMENT TK. No. 4 PS	0.5	15-22	CEM	37.8										94.5	11.10	4.98	-2.40	10.2
57	8160 CEMENT TK. No. 3 SB	0.5	22-29	CEM	51.8										129.5	15.90	4.43	2.40	12.5
56	8160 CEMENT TK. No. 2 PS	0.5	22-29	CEM	51.8										129.5	15.90	4.43	-2.40	12.5
55	8160 CEMENT TK. No. 1	0.5	21-36	CEM	60.0										150.0	20.60	4.64	0.00	18.3
TOTAL CAPACITY IN TONNES						7928	4464	4628	1074.9	644.6	555.5	31.7	598.9						
CONTENTS						F.O.	F.W.	MUD	BRINE	W.B.	D.W.	LUB O.	CSM						
TOTAL CAPACITY IN M³						8276.7	4564	2721	431.0	824.0	535.0	34.3	2392						



3.11.2 Support Vessel 2 – Pacific Valkyrie

M/V Pacific Valkyrie

8,810 BHP Anchor Handling Tug Supply Vessel 2,500 Tonnes Cargo Deadweight

Revision : 36 / 01 Oct, 2007

VESSEL INFORMATION

Built	Flag
Under construction - Labroy shipyard (Batam), November 2007	Singapore
Call Sign	**IMO No.**
9V6791	9361653
Classification	ABS 1A1 (E) Offshore Support Vessel & Towing Vessel, +AMS, +ACCU

DIMENSIONS

Length, overall :	66.0 meters
Length, BP :	57.0 meters
Breadth, moulded :	16.0 meters
Depth, main deck :	7.3 meters
Maximum draft midship :	6.2 meters
GRT :	2,277 Tonnes
NRT :	774 Tonnes

CAPACITIES

Deadweight (maximum) :	approximately 2,500 tonnes @ 6.2 m draft
Clear Deck Area :	33 m x 12.8 m = 425 square metres
Deck Cargo :	870 tonnes
Fuel :	827 cubic metres (dedicated) 1,615 cubic metres (including the combined use Mud / Brine tanks and the combined use Rig Chain locker)
Potable Water :	468 cubic metres
Ballast Water / Drill Water :	911 cubic metres
Brine / DMA / Glycol /	128 cubic metres (in 2 dedicated tanks)
Liquid Mud :	593 cubic metres (including the combined use Mud tanks - s.g. of 2.5)
Liquid Mud :	465 cubic metres (in 6 dedicated tanks) 593 cubic metres (including the combined use Brine tanks - s.g. of 2.5)
Bulk :	185 cubic metres (approximately 6,600 cubic feet) total capacity in 4 tanks
Ship's Stores :	Freezer (-25 degrees Celsius) - approximately 12 cubic metres Cooler (+4 degrees Celsius) - approximately 12 cubic metres Dry Stores - approximately 26 cubic metres

MACHINERY

Main Engines :	2 x 4,405 BHP = 8,810 BHP
Propulsion :	2 x MAN B&W Alpha CPP Propellers in MAN AHT Kort nozzles
Bow Thrusters :	2 x 600 kW (805 BHP) Brunvoll Tunnel Thrusters, approximately 9.0 tonnes thrust each
Stern Thrusters :	1 x 600 kW (805 BHP) Brunvoll Tunnel Thrusters, approximately 9.0 tonnes thrust
Shaft Generators :	2 x Leroy Somer shaft generators, 1300 kW, 1600 kVA each, 440 V, 60 Hz
Auxiliary Generators :	1 x Caterpillar 3406 Diesel Generator, 270 kW, 440 V, 60 Hz
Emergency Generators :	1 x air cooled Caterpillar 3406 Diesel Generator, 270 kW, 440 V, 60 Hz

TOWING AND ANCHOR HANDLING

Bollard Pull :	120 tonnes (minimum)
Rig Chain Locker :	195 cubic metres chain capacity
Winch :	1 x Hydrakraft 250 tonne variable pressure waterfall winch
Load Capacity :	Tow Drum - Pulling force: 1st layer - 255 tonnes mid layer - 165 tonnes outer layer - 122 tonnes (low speed) Tow Drum - Pulling speed: 1st layer - 11.4 m/min mid layer - 17.6 m/min outer layer - 23.8 m/min (low speed) A/H Drum - Pulling force: 1st layer - 127 tonnes mid layer - 82 tonnes outer layer - 61 tonnes (high speed) A/H Drum - Pulling speed: 1st layer - 22.8 m/min mid layer - 35.2 m/min outer layer - 47.6 m/min (high speed)
Brake Capacity :	Brake Force: 1st layer - 320 tonnes mid layer - 207 tonnes outer layer - 153 tonnes
Tow Drum Wire Capacity :	1500 m x 71 mm diameter
Work Drum Capacity :	1500 m x 71 mm diameter
Chain Gypsy Cable Lifter :	1 x 76 mm, 1 x 84 mm mounted on each side of anchor handling drum
Spare Reel Capacity :	1 x Hydrakraft variable pressure, 20 tonnes pull on 1st layer, 1400 m x 71 mm diameter
Stern Roller :	Rolls Royce, SWL 350 tonnes, 5.5 m x 2.0 m diameter
Tow Pins / Guide Pins :	1 pair of retractable Karmoy guide pins with horizontal locking tops
Wire Chain Stopper :	2 x retractable Karm forks, SWL 300 tonnes for wire/chain up to 102 mm
Pennant Storage Reels :	2 x Hydrakraft variable pressure, 20 tonnes pull on 1st layer, 1000 m x 76 mm diameter

DECK MACHINERY

Tuggers :	2 x 10 tonnes Hydrakraft
Capstans :	2 x 16 tonne (warping head) / 10 tonne (wire drum) Hydrakraft
Windlass :	1 x 10 tonne Hydrakraft, 2100 kg anchors with 440 m x 36 mm chain each side, plus 1 spare anchor
Bow Mooring :	2 x mooring drums, capacity of 200 m x 56 mm rope each
Smit Towing Bracket :	1 x 200 tonnes SWL located on the Forecastle
Crane :	TTS, 5 tonnes at 13 m radius

ELECTRONICS

Main Radar :	1 x Furuno FAR-2117 X Band ARPA Radar with 21" LCD display
Auxiliary Radar :	1 x Furuno FAR-2137S S Band ARPA Radar with 21" LCD display
Auto Pilot :	1 x Tokimec PR 6000 Series
Gyro Compass :	1 x Tokimec TG8000 with repeaters in wheelhouse and steering gear room
Magnetic Compass :	1 x Cassen & Plath REFLECTA 1

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M/V Pacific Valkyrie

8,810 BHP Anchor Handling Tug Supply Vessel 2,500 Tonnes Cargo Deadweight

Revision : 36 / 01 Oct, 2007

Echo Sounder :	**1 x Skipper GDS102, Dual Frequency, 1500 m water depth**
DGPS :	**1 x Furuno GP-90, IMO approved for navigation** **2 x Trimble GSM 132L for DP System**
Anemometer :	**1 x Gill ultrasonic unit**
Speed Log :	**1 x Furuno DS-80 Doppler Speed log**
Communications :	**1 x Furuno G.M.D.S.S. (Global Maritime Distress & Safety System) Area A3 set** **1 x Furuno FS-2570 (250 W) MH/HF Radio** **1 x Furuno FM-8800S (25 W) VHF DSC** **1 x Furuno FM-8800D (25 W) VHF DSC** **1 x Furuno FELCOM-15 Inmarsat-C** **1 x Furuno FELCOM-15 Inmarsat-C/SSAS** **1 x Furuno NX-700B Navtex Receiver** **3 x McMurdo Portable GMDSS VHF Radios** **1 x McMurdo EPIRB** **2 x McMurdo SART**
Weather Fax :	**1 x Furuno**
AIS :	**1 x Furuno FA-100**

DISCHARGE PUMPS

Potable Water :	**1 x 150 cubic metres/hr - 7.0 bar**
Drill Water :	**1 x 150 cubic metres/hr - 7.0 bar**
Fuel Oil :	**1 x 100 cubic metres/hr - 7.0 bar**
Liquid Mud :	**1 x 75 cubic metres/hr - 18.0 bar**
Brine / Mud :	**1 x 75 cubic metres/hr - 18.0 bar**
Dirty Oil :	**1 x 10 cubic metres/hr - 2.0 bar**
Cargo Flow Meters :	**Fuel Oil and Potable Water**

PERFORMANCE

Speed / Fuel Consumption :	**At 100% MCR, approximate consumption is 34 tonnes / day** **Economical speed 10-12 knots, approximate consumption is 12 tonnes / day** **Idle at sea: approximate consumption 4 tonnes / day** **Idle in port: approximate consumption 0.8 tonnes / day**

DYNAMIC POSITIONING

Type :	**Alstom ADP 01 Combined DP/Joystick System**
Reference Systems :	**1 x Cyscan laser complete with 3 reflectors, 2 x Trimble DSM 132L DGPS**
Control Modes :	**Joystick manual heading, Joystick auto heading, Dynamic Positioning, Model Control (dead reckoning), DP minimum power, Ship follow, Auto track, Auto Pilot, Auto Sail, ROV follow, Simulation (for training purposes)**

EXTERNAL FIRE FIGHTING

Capacity :	**2 x 1,500 cubic metres/hr = 3,000 cubic metres/hr**
Monitors :	**2 x 1,200 cubic metres/hr, Kvaerner, each fitted on wheelhouse top and remotely controlled from within the wheelhouse**
Throw Length :	**120 m**
Throw Height :	**50 m**

STANDBY RESCUE EQUIPMENT

1 :	**Rescue Boat - MP Springer 660 self righting with inboard 250 hp Yanmar diesel engine and Hamilton water jet propulsion. Capacity for 10 people. 33 to 35 knots top speed with 2 people on board**
2 :	**Rescue Zones on both Port and Starboard side of main deck, with scramble nets and personnel transfer swing ropes**

ENVIRONMENTAL FEATURES

1 :	**Mud tank of free flowing design with external stiffening, sloped floors and dedicated recirculation**
2 :	**Low residue design bulk tanks**
3 :	**1 x oily water separator with 15 ppm monitor. Compliant with IMO - Resolution MEPC 107(49)**
4 :	**1 x sewage treatment plant**
5 :	**Galley macerator**
6 :	**Cargo load/discharge station with save all to inboard tank**

ACCOMMODATION

Berths :	**8 x single cabins** **4 x 2 man cabins (including hospital)** **4 x 4 man cabins** **1 x Library** **1 x Messroom** **1 Lounge**

MISCELLANEOUS

1 :	**Design complies to latest rules and regulations from SOLAS 74, with amendments in force and IMO 469 (XII) "Guidelines for the design and construction of offshore supply vessel"**
2 :	**All cargo systems are controlled by a Terasaki cargo control system with remote valve operation and tank soundings**
3 :	**Hose connections:** **Fuel - 4 inches (Camlock)** **Potable Water - 4 inches (Camlock)** **Drill Water - 4 inches (Camlock)** **Mud - 5 inches (Camlock)** **Brine - 5 inches (Camlock)** **Dry Bulk - 5 inches (Camlock)** **Adapters 5" to 4" reducer, 4" to 3" reducer**
4 :	**Fitted with 2 x Halogen searchlights, each 2,000 W, fitted on the wheelhouse top and remotely controlled from inside the wheelhouse**
5 :	**Fitted with 6 x 1,000 W high pressure sodium lights for the aft deck cargo area and 2 x 1,000 W high pressure sodium lights in the crash rails to illuminate Anchor Handling area**
6 :	**Removable section of crash rail, 6 m long, on Port and Starboard side forward to allow for fitting of ROV spread, etc**
7 :	**Wood sheathed main deck except for the aft area, which is steel plated for Anchor Handling**
8 :	**Welding and cutting equipment and lathe in workshop**
9 :	**Fresh water ultra violet steriliser**
10 :	**Flume passive roll damping system**
11 :	**Fire detection system fitted to the accommodation, all store rooms and machinery spaces throughout the vessel**
12 :	**CO2 fixed fire extinguishing system for Machinery Space, Emergency Generator Room, Paint Locker and Hydraulic Pump Room**
13 :	**Local water spray Fire Fighting system according to SOLAS regulations**
14 :	**Statutory liferafts, life-jackets and pyrotechnics**
15 :	**Deck power supplies for ROV equipment / Charterer's equipment: 2 x 500 A, 440 V, 3 ph; 1 x 63 A, 440 V, 3 ph; 1 x 32 A, 440 V, 3 ph**

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16 :	**Deck power supplies for Refrigerated containers: 6 x 440 V, 63 A, 3 ph**

ANTI-POLLUTION

Dispersant Tank :	**9.4 cubic metres**
Spray booms :	**2 x Booms with nozzles for both diluted and neat operation fitted**

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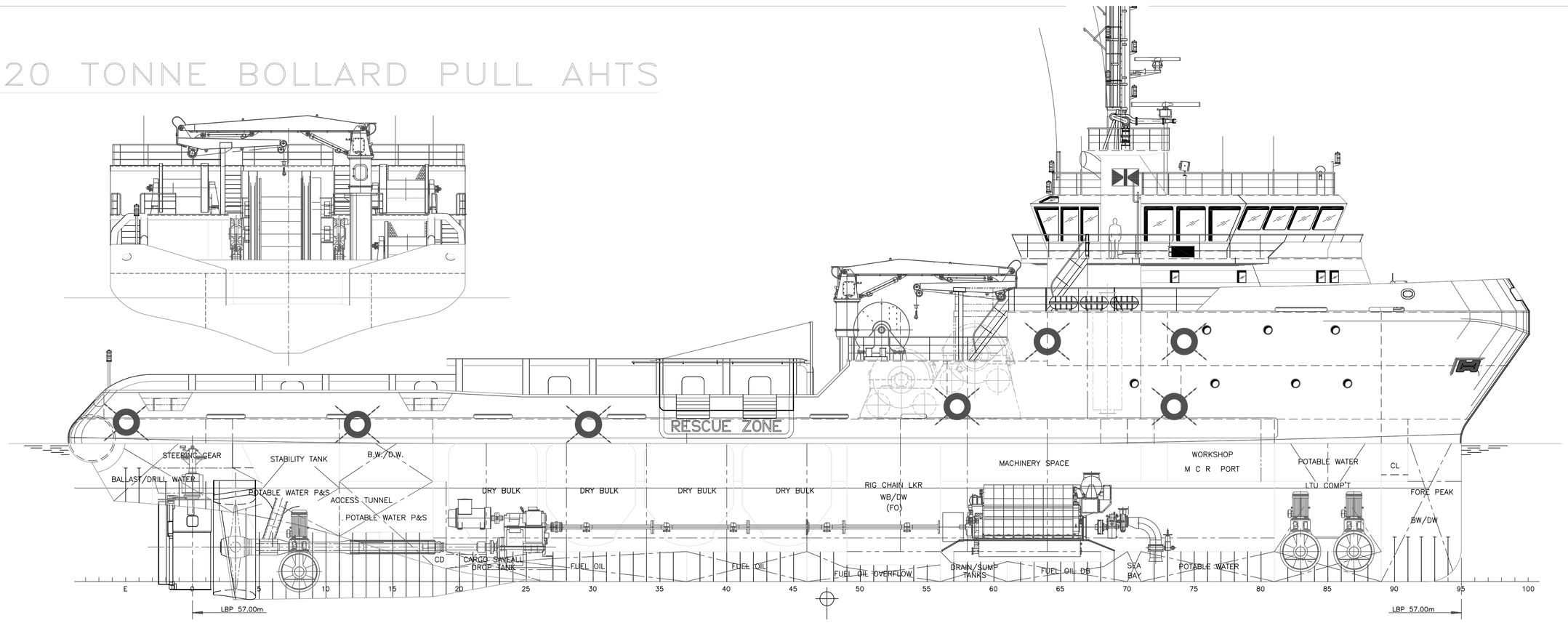
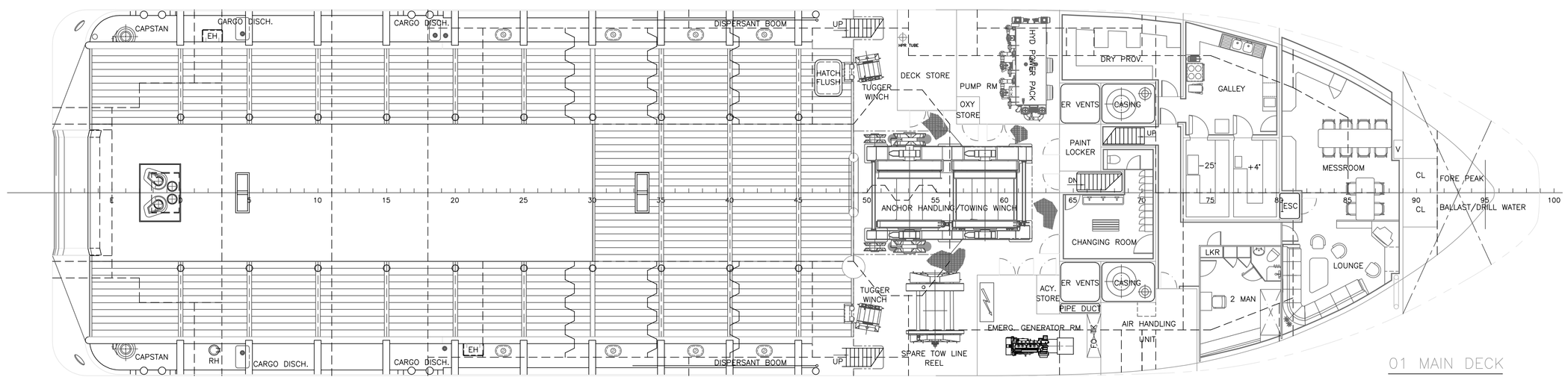
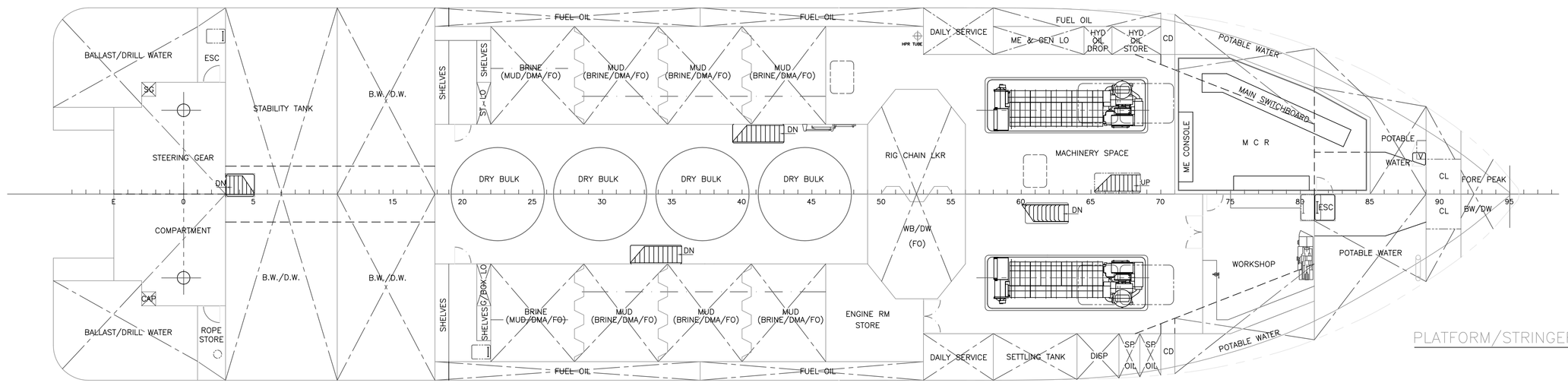
120 TONNE BOLLARD PULL AHTS

SWIRE PACIFIC OFFSHORE

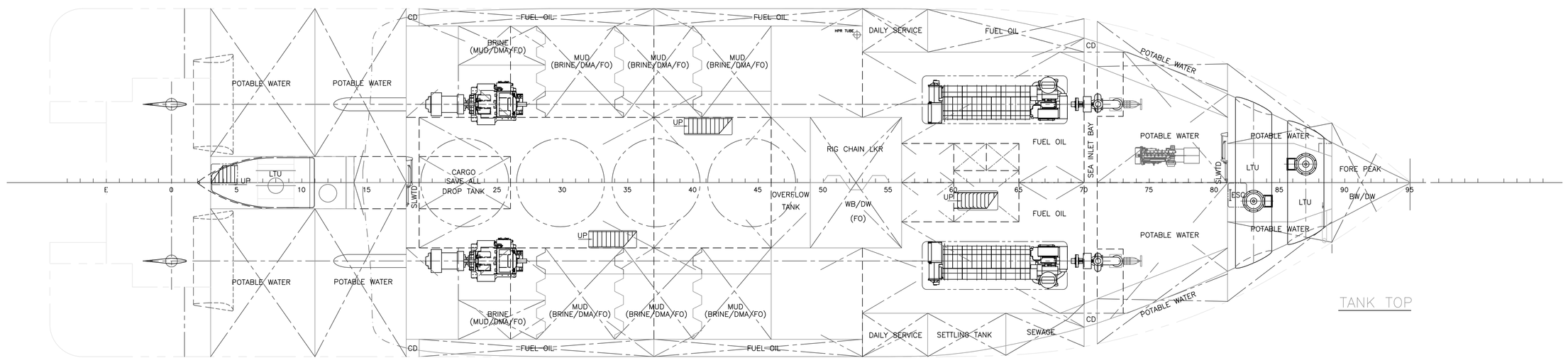




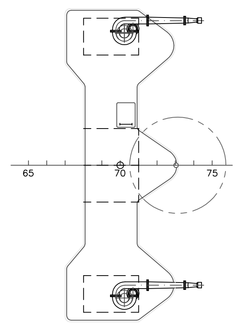
01 MAIN DECK



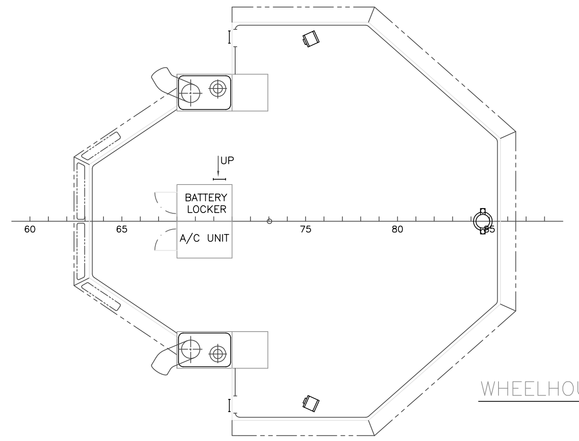
PLATFORM/STRINGER DECK



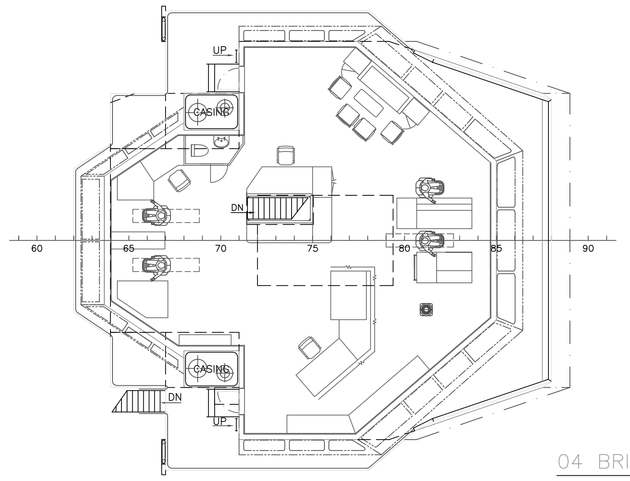
TANK TOP



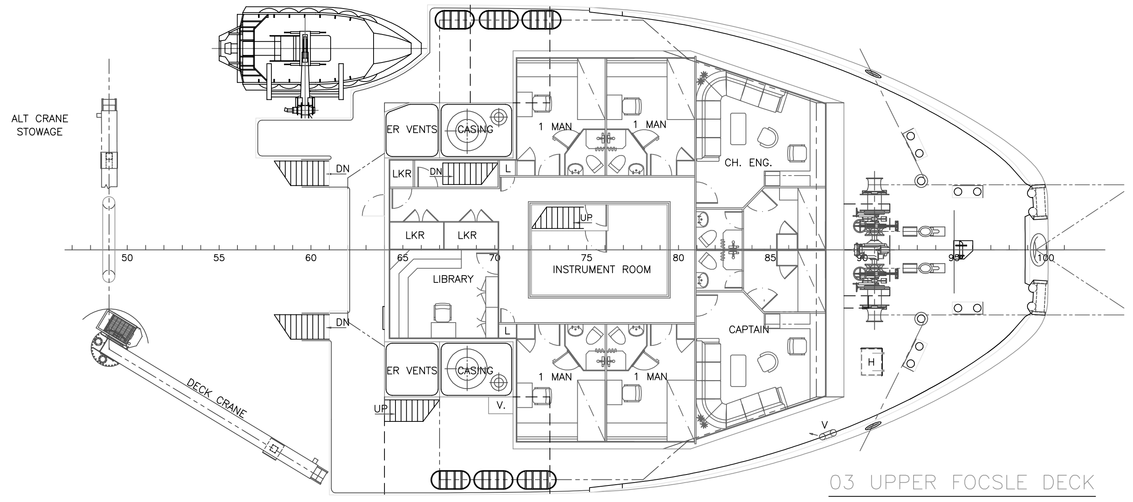
MONITOR PLATFORM



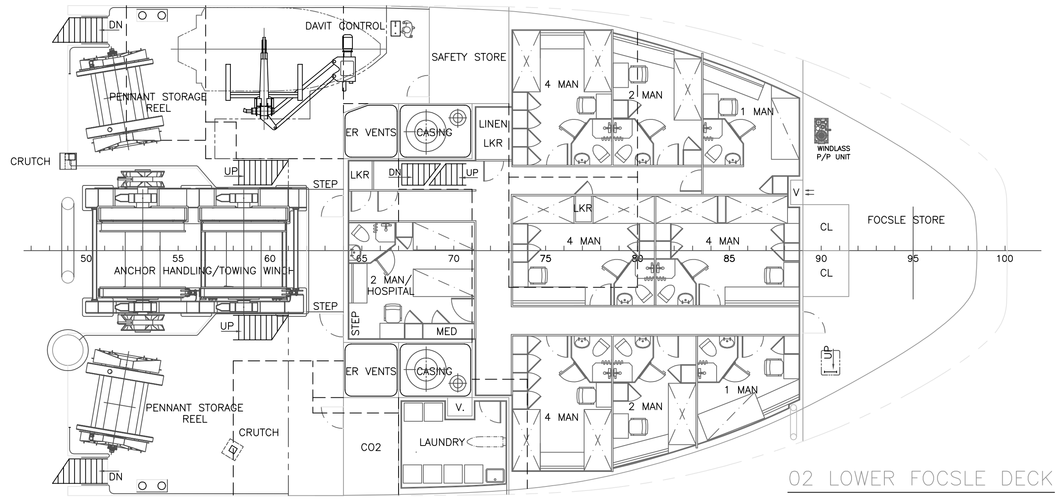
WHEELHOUSE TOP



04 BRIDGE DECK



03 UPPER FOCSLE DECK

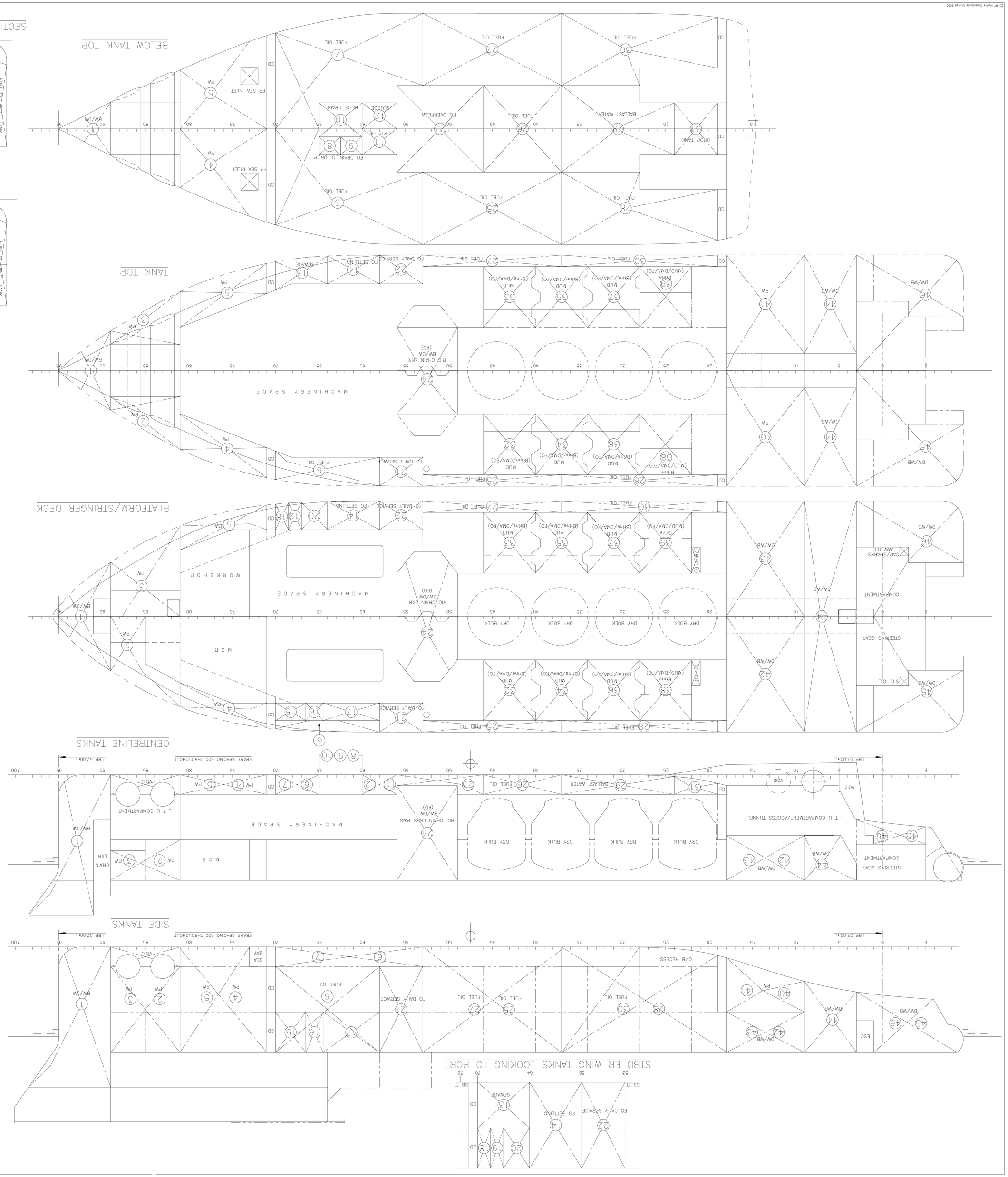


02 LOWER FOCSLE DECK

GENERAL PARTICULARS:–

LENGTH O.A.	66.00m
LENGTH B.P.	57.00m
BREADTH MLD.	16.00m
DEPTH MLD. (MAIN DECK)	7.30m
DESIGN DRAUGHT (AS SHOWN)	6.20m
SPEED (@ 5.00m DRAUGHT)	14.50kts
DEADWEIGHT MINIMUM (6.00m)	2100T

CLIENT: SWIRE PACIFIC OFFSHORE	DRAWN / DATE
PROJECT: 120T BOLLARD PULL AHTS	CHK'D / DATE
TITLE: GENERAL ARRANGEMENT	APPR'D / DATE
	AUTH'D / DATE
	APP'D / DATE
BUILDER: LABINDY SHIPBUILDING & ENGINEERING Pte Ltd — DWG No. 9162-1167	SCALE 1:100 (@A0)
DWG REFERENCE NUMBER — PROJECT — DWG No. — SHT No. — REV — SHEET 1 OF 1	



TANK No.	FRAMES	DESCRIPTION	CAPACITY	FUEL OIL	POTABLE WATER	DRILL/ BALLAST WATER	MUD	BRINE	DMA	LCG	VCG
1	89–STEM	FORE PEAK	115.15			115.15				55.19	6.55
2	81–89	DB/WING TK 1 (P)	54.98		54.98					51.01	4.88
3	81–89	DB/WING TK 1 (S)	78.05		78.05					50.66	5.18
4	71–81	DB/WING TK 2 (P)	86.56		86.56					45.57	2.95
5	71–81	DB/WING TK 2 (S)	86.56		86.56					45.57	2.95
6	53–70	DB/WING TK 3 (P)	128.53		128.53					37.57	1.99
7	53–70	DB TK 3 (S)	74.72	74.72						37.11	0.70
8	62.5–66	DB TK – LUBE OIL DROP	2.48							38.25	0.68
9	60–62.5	DB TK – FO DRAIN	2.48							36.75	0.68
10	60–65	DB TK – BILGE DRAIN	9.33							37.50	0.68
11	56–60	DB TK – DIRTY OIL	5.71							34.80	0.68
12	56–60	DB TK – SLUDGE	5.71							34.80	0.68
13	64–70	WING TK (S) – SEWAGE	17.91							40.15	3.04
14	58–64	WING TK (S) – FO SETTLING	41.02	41.02						36.58	4.37
15	66.5–70	WING TK (P) – HYD OIL STORAGE	6.91							40.95	5.90
16	64.5–66.5	WING TK (P) – HYD OIL DROP TANK	3.95							39.30	5.90
17	58–64.5	WING TK (P) – ME & GEN LUBE OIL	12.84							36.75	5.90
18	68.5–70	WING TK (S) – THRUSTER L.O. STOR.	4.37							41.54	5.93
19	67–68.5	WING TK (S) – SPARE OIL	4.61							40.65	5.91
20	64–67	WING TK (S) – DISPERSANT	9.64							39.30	5.90
21	53–58	WING TK (P) – FO DAILY SERVICE	34.95	34.95						33.30	4.33
22	53–58	WING TK (S) – FO DAILY SERVICE	34.95	34.95						33.30	4.33
23	46–56	DB TK (C) – FO OVERFLOW	32.81	32.81						30.19	0.51
24	49–56	RIG CHAIN LOCKER (P&S)	195.54	(195.54)		195.54				31.50	4.25
25	37–53	DB/WING TK 4 (P)	106.62	106.62						26.96	2.23
26	37–46	DB TK 4 (C)	42.86	42.86						24.90	0.68
27	37–53	DB/WING TK 4 (S)	106.62	106.62						26.96	2.23
28	19–37	DB/WING TK 5 (P)	111.98	111.98						17.04	2.43
29	24–37	DB TK 5 (C)	54.27			54.27				18.68	0.67
30	19–37	DB/WING TK 5 (S)	111.98	111.98						17.04	2.43
31	19–24	DB TK – DROP	12.52							12.99	0.75
32	40–46	MUD TK 1 (P)	77.44	(77.44)			77.44	(77.44)	(77.44)	25.80	4.59
33	40–46	MUD TK 1 (S)	77.44	(77.44)			77.44	(77.44)	(77.44)	25.80	4.59
34	34–40	MUD TK 2 (P)	77.44	(77.44)			77.44	(77.44)	(77.44)	22.20	4.59
35	34–40	MUD TK 2 (S)	77.44	(77.44)			77.44	(77.44)	(77.44)	22.20	4.59
36	28–34	MUD TK 3 (P)	77.44	(77.44)			77.44	(77.44)	(77.44)	18.60	4.59
37	28–34	MUD TK 3 (S)	77.44	(77.44)			77.44	(77.44)	(77.44)	18.60	4.59
38	22–28	BRINE TK 1 (P)	63.80	(63.80)			(63.80)	63.80	(63.80)	15.00	4.96
39	22–28	BRINE TK 1 (S)	63.80	(63.80)			(63.80)	63.80	(63.80)	15.00	4.96
40	9–18	LOWER DEEP TK 6 (P)	81.04		81.04					8.66	2.91
41	9–18	LOWER DEEP TK 6 (S)	81.04		81.04					8.66	2.91
42	9–18	UPPER DEEP TK 6 (P)	131.22			131.22				8.10	5.75
43	9–18	UPPER DEEP TK 6 (S)	131.22			131.22				8.10	5.75
44	3–9	STAB TK 1	173.34			173.34				3.73	5.63
45	Tr–3	AFT PEAK (P)	54.99			54.99				–1.94	5.83
46	Tr–3	AFT PEAK (P)	54.99			54.99				–1.94	5.83
		TOTAL VOLUMES		827.05	468.23	910.72	464.64	127.60			
		TOTAL VOLUMES (INCLUDING OPTIONAL TANKS)		(1614.82)			(592.24)	(592.24)			(592.24)

PROVISIONAL TANK CAPACITIES (CUBIC METRES)

FOUR DRY BULK CARGO TANKS TOTALLING 185 CUBIC METRES

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REV	MODIFICATION	BY	DATE
A	INITIAL ISSUE	LJP	18/01/05
B	REDRAWN TO NEW MODEL DESIGN	PCL	04/04/05
C	REDRAWN TO NEW MODEL DESIGN	PCL	14/04/05
D	REDRAWN TO NEW MODEL DESIGN	PCL	22/04/05
E	UPDATED TO NEW TANK LAYOUT	BIP	31/05/05
F	DIMENSIONS MODIFIED TO TANKS	DWR	14/06/05
G	DIMENSIONS MODIFIED TO TANKS	PCL	31/05/05
H	MUD & BRINE TANK CAPACITIES CORRECTED	SIR	22/11/05

CLIENT	SWIRE PACIFIC OFFSHORE
PROJECT	120T BOLLARD PULL AHTS
TITLE	TANK & CAPACITY PLAN
BUILDER	LABROY SHIPBUILDING & ENGINEERING Pte Ltd.
YARD No.	1162–1167
DRAWN	JAN G. JOHNSON 04/04/05
CHK'D	MP 06/04/05
APPR'D	–
APPR'D	–
APPR'D	–
SCALE	1:100 (@A0)

CAD REFERENCE NUMBER	PROJECT	DRG No.	SHT No.	REV	SHEET
	04098	– 106	– 1	– H	1 of 1

APPENDIX 1 CONTACT DIRECTORY

AUSTRALIAN DRILLING ASSOCIATES

OFFSHORE GIPPSLAND BASIN - VICTORIA

SHOREBASED DRILLING

EMERGENCY CONTACT DIRECTORY (Appendix 1 of CEMP 002)

2008/09

Rev 6 (Contact Directory Only)

Issue Date	Rev	Description	Prepared By:	Reviewed By:	Approved By	Approved for use Date:
Feb 08	0	Initial issue	W Sabron	D Parker	P Barrett	14/02/08
Feb 08	1	Updated issue	W Sabron	D Parker	P Barrett	22/02/08
Feb 08	2	Updated issue (To Be Read Together With Client Specific ERP & OSCP)	W Sabron	D Parker	P Barrett	27/02/08
Apr 08	3	Updated issue – As above & Reformatting	W Sabron	D Parker	P Barrett	02/04/08
Apr 08	4	Updated issue – Amendment of contact numbers	W Sabron	D Parker	P Barrett	28/04/08
May 08	5	Updated issue – Amendment of contact numbers	W Sabron	D Parker	P Barrett	16/05/08
June 08	6	Updated issue – Amendment of contact numbers	W Sabron	D Parker	P Barrett	17/06/08

APPENDIX 1 – CONTACT DIRECTORY

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A2. EMERGENCY NOTIFICATION MATRIX

EMERGENCY ORGANISATION	ALL OFFSHORE EMERGENCY	Evacuation	POB	Unknown Vessel Approach	Oil or Hazardous Spills, EMP Breaches	Collision / Hull Damage MODU or Support Vessel	SAR Vessel	MEDIVAC	SAR Aircraft	Aviation Incident e.g. Helicopter crash	Fatality	Security Incident (MTOFSA)	Criminal Act	Illegal Boarding	If ongoing Government Assistance Is Required	Title	Contact Numbers	Time of Contact	Reply Received	Response Action / Notification
BSC Client	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Refer To A9	Refer To A7			
AMSA	✓1	✓1	✓1	✓1	✓	✓1					✓1	✓1	✓1	✓1	✓1	Main Switchboard (Canberra) S&R and Oil Spill (24 hrs - Maritime): (24 hrs – Aviation): Facsimile: AMSA Victoria AMSA Tasmania (If Required)	(02) 6279 5000 1800 641 792 1800 815 257 1800 622 153 (03) 8612 6000 (03) 6424 1597			
AusSAR							✓1		✓1	✓1						a) Aviation SAR: Emergency (24 hrs): Facsimile: b) Maritime SAR: Emergency (24 hrs): Facsimile:	1800 815 257 1800 622 153 1800 641 792 or (02) 6230 6811 (02) 6230 6868			
Airservices Australia									✓	✓						a) Melbourne Duty Officer (24 hrs): Facsimile: b) Air Traffic Control(24 hrs): Facsimile:	(03) 9235 7420 or (03) 9235 7402 (03) 9235 2744 (08) 8238 7992 (08) 8234 4174			
ATSB (Aus. Trans. Safety Bureau									✓1	✓1						Aviation, Marine and Incident Notifications (24 hrs): Facsimile:	1800 011 034 (02) 6274 6434			
DPI VIC DIER Tasmania DEPHA Tas.	✓1	✓1	✓1	✓1	✓	✓1	✓1		✓1	✓1	✓1	✓1	✓1	✓1	✓1	Petroleum Reg. Manager Emergency Pager (24 hrs): Petroleum Division Switchboard: Facsimile: DIER Tasmania (Bass Basin Activity) Director of Mines, Dr Tony Brown 24 x 7 Oil Spill Within Tas. Water	0408 543 154 136 186 (03) 9412 5101 (03) 9412 5152 1300 135 513 (AM Only) 0419 343 114 (24 hrs) 1800 005 171			
Police											✓1	✓	✓2	✓2		Police Victoria & Tasmania (24hrs): Coronial Court VIC Victoria Police Air Wing Victoria Water Police Squad Tasmania Police – Marine Services	000 (03) 9684 4380 (03) 9374 1311 (03) 9399 7500 (03) 6230 2475			
MSV (Marine Safety Vic) MAST (Marine and Safety Tasmania)					✓	✓										Switchboard (24 hrs): Pollution Emergency Incident Emergency Launceston (If Required) Hobart (If Required)	(03) 9655 3399 (03) 9883 5331 (03) 9883 5330 (03) 6334 3281 (03 6233 8801			
Port Authority					✓	✓										a) Geelong Port Marine Controllers (24 hrs) Operations Manager b) Port of Portland Switchboard (24 hrs)	035 247 0200 035 247 0300 0417 391794 (03) 5525 0900 0419 375 848			
Air Ambulance								✓								Essendon Airport (24 hrs) Flight Coordinator Latrobe Valley Airport Bendigo Airport	(03) 8341 9910 1300 883 100 (03) 5176 1265 (03) 5441 8631			
NOPSA	✓															Duty Officer - Notification (24 hrs):	(08) 6461 7090			
Workcover Authority (VWA)	Notification to WorkSafe will be initiated for any ADA/Bass Strait Consortium participants' related incidents associated to health and safety incidents at any ADA/ Bass Strait Consortium participants' related shorebase operations (i.e port or logistics operations bases, onshore responses to oil spills etc.)															WorkSafe Duty Officer (24 hrs): Facsimile Reports: (Online Report Acceptable)	132 360 (03) 9641 1091			

Notes: (1) It is a legislative requirement that the government authority (e.g. DPI / Police) is notified. If the emergency is likely to affect waters governed by other regulatory authorities, then they should also be notified. (2) Notify Police, if warranted.

A3. MODU WEST TRITON FREQUENCIES

Location	Communication	Frequency
Mobile Operation Drilling Unit (MODU): West Triton	H.F Marine:	Monitor 2182 / 4125 Distress Watch DSC 2187.5 KHz
	VHF Marine Radio:	Monitor 16 & 72
	Non Directional Beacon (NDB) (XMH ID Letters)	462 KHz ID 31987
	VHF Aero:	126.4 KHz (as required by Helicopter)

A4. MODU WEST TRITON CONTACTS

Support	Contact	Phone	Email
Mobile Operation Drilling Unit (MODU): West Triton	SEADRILL Radio Room	0061(0)862635772	WTriton.ADMIN@seadrill.com
	SEADRILL OIM	0061(0)862635773	WTriton.OIM@seadrill.com
	SEADRILL Tool Pusher	0061(0)862635778	
	ADA Drilling Supervisor	0061(0)863136824	west.wsm@australiandrilling.com.au
	ADA Materials	0061(0)863136825	west.mlc@australiandrilling.com.au
	ADA Conference Phone	0061(0)863136826	
	ADA Safety	0061(0)863136821	west.hseq@australiandrilling.com.au
	Service Office	0061(0)863136823	

A5. SEADRILL PERSONNEL CONTACTS

Company	Contact	Business	After Work	Facsimile	Email
Seadrill	Rig Manager, Paul Basey	0407 747 789	0407 747 789	(03) 9676-2086	pbasey@intgroup.com.au
	HSE Manager, Greg O'Neill	+65 64115076	+65 9665 4413		greg.oneill@seadrill.com
	Operations Manager, Bruce Worthington	+65 6411 5079	+65 9666 7218		bruce.worthington@seadrill.com

A6. SWIRE PACIFIC VESSELS FREQUENCIES

Location	Communication	Frequency
Swire Pacific Vessels Pacific Battler & Pacific Valkyrie:	Working Channel with MODU:	VHF 11
	H.F Marine:	Monitor 2182
	VHF Marine Radio:	Monitor 16

A7. SWIRE PACIFIC VESSELS CONTACTS

Support	Contact	Phone	Other Info	Email
Support Vessel: Swire Pacific Offshore Pty Ltd	Sat Phone:	Dial 0011 1480 7682 500 (Auto Voice Message) & Wait (Caller Prompted To Enter 12 Digit Number)		
	M/V Pacific Battler	Dial 0011 1480 7682 500, Followed By 8816 318 52213 OR;		
		Dial 0011 8816 318 52213		
		Master: 0427 103 821	Call Sign: 9V5944	pacific.battler@swireships.com
	M/V Pacific Valkyrie	Dial 0011 1480 7682 500, Followed By 8816 318 52436 OR;		
		Dial 0011 8816 318 52436		
		Master: 0417 103 848	Call Sign: 9V6791	pacific.valkyrie@swireships.com

A8. SWIRE PACIFIC PERSONNEL CONTACTS

Support	Contact	Phone	Facsimile	Email
Swire Pacific Offshore	Ops & HSE Mgr Steve Harris	0412 928 275 08 9430 5434	08 9430 7849	partick.thirley@bristowgroup.com
	Markerting Mgr Richard Gould	0419 769 757 08 9478 3388	08 9478 3844	craig.harrington@bristowgroup.com

A9. BRISTOWS HELICOPTERS CONTACTS

Support	Contact	Phone	Facsimile	Email
Helicopter: Bristows Helicopters Australia Essendon Airport	Pilot in Charge	0418 934 099		essops@bristowgroup.com
	Engineer in Charge	0417 944 034		
	Operations	0407 449 484		
	Check-In Desk	03 9379 4720		
Bristows Helicopters Australia	Bus. Dev. Mgr Patrick Thirley	0418 121 795 08 9478 3388	08 9478 2493	partick.thirley@bristowgroup.com
	Managing Pilot Craig Harrington	0419 769 757 08 9478 3388	08 9478 3844	craig.harrington@bristowgroup.com
	Commercial Manager Ron Scherpenzeel	0411 118 358 08 9478 3388	08 9478 2493	ron.scherpenzeel@bristowgroup.com

A10. LOGISTICS SHORE BASE CONTACTS

Support	Contact	Phone	Facsimile	Email
Logistics: Gippsland Maritime Logistics Geelong Port	Logistics Supervisor	0458 330 017 (24 hrs) 0488 548 560 0458 330 057		logistics@gippslandmaritime.com
Gippsland Maritime Logistics	Gino Cecchi	0458 334 492	03 9855 1091	keith.thomson@gippslandmaritime.com
	David Williams	0458 330 024	03 9855 1091	david.williams@gippslandmaritime.com
K&S Freighters Portland, VIC (For Drilling Client Specific)	Operations Manager, David Whitehead	03 5523 4144 0419 829 792 03 5523 4526 (A/H)	03 5523 5647	david.whitehead@ksgroup.com.au
	Operations Supervisor, Reece Whitehead	03 5523 4144 0402 899 313	03 5523 5647	reece.whitehead@ksgroup.com.au

A11. ADA EMERGENCY RESPONSE GROUP

Role	Contact	Business	After Hours	Facsimile	Email
Switchboard	Receptionist on Duty	03 8610 3000	0409 550 591	03 8610 3030	
Emergency Response Room	Operations Liaison	03 8610 3035	03 8610 3035	03 8610 3030	err@australiandrilling.com.au
ERG Leader	Phil Stratford (1°)	03 8610 3003	0409 550 591	03 8610 3030	p.stratford@australiandrilling.com.au
	Paul Barrett	03 8610 3004	0400 975 473	03 8610 3030	p.barrett@australiandrilling.com.au
	Rob Oliver	03 8610 3038	0447 558 742	03 8610 3030	r.oliver@australiandrilling.com.au
ERG Operations Liaison	Paul Barrett (1°)	03 8610 3004	0400 975 473	03 8610 3030	p.barrett@australiandrilling.com.au
	Rob Oliver	03 8610 3038	0447 558 742	03 8610 3030	r.oliver@australiandrilling.com.au
	Phil Stratford	03 8610 3003	0409 550 591	03 8610 3030	p.stratford@australiandrilling.com.au
ERG Materials & Logistics	Geoff Rawlings (1°)	03 8610 3012	0447 312 524	03 8610 3030	g.rawlings@australiandrilling.com.au
	Mandy Ceglar	03 8610 3019	0488 305 628	03 8610 3030	m.ceglar@australiandrilling.com.au
	Michael Grant	03 8610 3006	0447 205 156	03 8610 3030	m.grant@australiandrilling.com.au
ERG Technical Support	Mark Nasarczyk (1°)	03 8610 3007	0418 513 988	03 8610 3030	m.nasarczyk@australiandrilling.com.au
	Rajiv Tikkoo	03 8610 3008	0434 081 465	03 8610 3030	r.tikkoo@australiandrilling.com.au
	Sam Modi	03 8610 3039	0438 322 554	03 8610 3030	s.modi@australiandrilling.com.au
	Carl MacDonald	03 8610 3042	0421 287 187	03 8610 3030	c.macdonald@australiandrilling.com.au
ERG Regulatory Liaison	Kerri Reeks (ISRM)	03 8605 4816	0411 471 805	03 8601 1180	kerri@isrm.com.au
	Wafir Sabron	03 8610 3025	0403 674 184	03 8610 3030	w.sabron@australiandrilling.com.au
	Tanya Moussa	03 8610 3045	0421 643 097	03 8610 3030	t.moussa@australiandrilling.com.au
ERG Information Coordinator	Tanya Moussa (1°)	03 8610 3045	0421 643 097	03 8610 3030	t.moussa@australiandrilling.com.au
	Neil Troup	03 8610 3020	0423 781 250	03 8610 3030	n.troup@australiandrilling.com.au
	Manelle Moussa	03 8610 3023	0422 851 077	03 8610 3030	m.moussa@australiandrilling.com.au

A12. ADA EMERGENCY SUPPORT GROUP (PART OF ERG)

Role	Contact	Business	After Hours	Facsimile	Email
IT Support	Neil Troup (1°)	03 8610 3020	0423 781 250	03 8610 3030	n.troup@australiandrilling.com.au
Relative Response Administration / Facilities	David Lindell (1°)	03 8610 3022	0488 300 375	03 8610 3030	d.lindell@australiandrilling.com.au
	Roz Lewis	03 8610 3015	0409 142 409	03 8610 3030	r.lewis@australiandrilling.com.au
	Manelle Moussa	03 8610 3023	0422 851 077	03 8610 3030	m.moussa@australiandrilling.com.au
Reception	Receptionist on Duty (1°)	03 8610 3000	0409 550 591	03 8610 3030	
	Roz Lewis	03 8610 3015	0409 142 409	03 8610 3030	r.lewis@australiandrilling.com.au
	Mandy Ceglar	03 8610 3019	0488 305 628	03 8610 3030	m.ceglar@australiandrilling.com.au

A13. ADA AMOSC AUTHORISING OFFICER

Role	Contact	Business	After Hours	Facsimile	Email
ERG Leader	Phil Stratford (1°)	03 8610 3003	0409 550 591	03 8610 3030	p.stratford@australiandrilling.com.au
	Paul Barrett	03 8610 3004	0400 975 473	03 8610 3030	p.barrett@australiandrilling.com.au
	Rob Oliver	03 8610 3038	0447 558 742	03 8610 3030	r.oliver@australiandrilling.com.au

A14. ESSO AUSTRALIA PTY LTD

Contact	Work	Other	Facsimile
ESSO Production Control Room (Longford)	(03) 5149 6225 (03) 5149 7263		
Chris Finlay Esso Australia BBMT Terminal Supervisor (On-Duty)	(03) 5688 0237 0407 846 457		03 5688 1495
Deepinder Singh Esso Bass Strait, Long Island Point Marine Supervisor	(03) 5970 7524	0400 115 234	(03) 5970 7615
Esso Long Island Point Stu Jefferies	(03) 5970 7521 132222#45249	0418 514 858	03 5970 7570
Platform Direct Lines - Barracouta	(03) 5142 2615		
Platform Direct Lines - Bream A	(03) 5142 2835		
Platform Direct Lines - Cobia	(03) 5142 2715		
Platform Direct Lines - Flounder	(03) 5142 2675		
Platform Direct Lines - Fortescue	(03) 5142 2705		
Platform Direct Lines - Halibut	(03) 5142 2725		
Platform Direct Lines - Kingfisher A	(03) 5142 2805		
Platform Direct Lines - Kingfisher B	(03) 5142 2815		
Platform Direct Lines - Mackerel	(03) 5142 2735		
Platform Direct Lines - Marlin	(03) 5142 2625		

Contact	Work	Other	Facsimile
ESSO Production Control Room (Longford)	(03) 5149 6225 (03) 5149 7263		
Chris Finlay Esso Australia BBMT Terminal Supervisor (On-Duty)	(03) 5688 0237 0407 846 457		03 5688 1495
Platform Direct Lines - Snapper	(03) 5142 2635		
Platform Direct Lines - Tuna	(03) 5142 2655		
Platform Direct Lines - West Kingfish	(03) 5142 2825		
Platform Direct Lines - West Tuna	(03) 5142 2665		
Longford Heliport - Manned 0530 to 1700 7 days/wk	(03) 5149 6500		
Tower frequency - 129.75			

A15. BASS STRAIT CONSORTIUM PARTICIPANTS' / JOINT VENTURE PARTNERS

BSC Participants'	Contact	Designation	Work	After Hours	Facsimile	Email
Apache Energy	Randy Scott (1°)	Drilling Supt.	0417 770 335	0417 770 335	08 9422 7442	randy.scott@aus.apachecorp.com
	Mitch Elkins	Drilling Manager	08 9422 7211	0417 770 338	08 9422 7442	mitch.elkins@aus.apachecorp.com
	Michael Bark	H&S Coordinator	08 9422 7568	0438 307 955	08 9422 7442	michael.bark@aus.apachecorp.com
	Myles Hyams	Env. Manager	08 9422 7442	0419 934 495	08 9422 7442	myles.hyams@aus.apachecorp.com
3D Oil	Noel Newell (1°)	Managing Director	03 9650 9866	0419 897 097	03 9639 1960	nnewell@3doil.com.au
	Jon Keall	Exploration Mgr.	0439 038 054	0439 038 054	03 9639 1960	jkeall@3doil.com.au
	Leonie Chapman	HSE Coordinator	03 9885 9648	0418 122 336	03 9885 0582	leonie@chapmanconsulting.com.au
Nexus Energy	Nexus Crisis Room		03 9660 2566	03 9660 2566	03 9654 9303	cmt1@nxs.com.au
	John Ah-Cann	1° 1st Contact CMT Leader	03 9660 2570	0423 409 750	03 9654 9303	jahcann@nxs.com.au
	Kevin Lanigan	2° 1st Contact CMT Leader	03 9660 2514	0406 632 584	03 9654 9303	klanigan@nxs.com.au
	Michelle Zaunbrecher	1st CMT Coordinator	03 9660 2529	0403 413 637	03 9654 9303	mzaunbrecher@nxs.com.au
	Keith Edwards	1° 2nd Alt. CMT Leader	03 9660 2507	0417 392 750	03 9654 9303	kedwards@nxs.com.au
	Graham Bunn (1°)	2° 2nd Alt. CMT Leader	03 9660 2527	0408 318 013	03 9654 9303	gbunn@nxs.com.au
	Kerri Reeks (ISRM)	2nd CMT Coordinator	03 8605 4816	0411 471 805	03 8601 1180	kerri@isrm.com.au
	Ian Tchacos	1° 3rd Alt. CMT Leader	03 9660 2501	0417 090 224	03 9654 9303	itchacos@nxs.com.au
	Keith Edwards	3rd CMT Coordinator	03 9660 2507	0417 392 750	03 9654 9303	kedwards@nxs.com.au
Stuart Petroleum	Mark Mussared (1°)	Exploitation Mgr	08 8113 3690	0417 664 754	08 8410 0250	mark.mussared@stuartpetroleum.com.au
	Iain MacDougall	Eng. & Prod. Mgr	08 8113 3609	0401 710 091	08 8410 0250	iain.macdougall@stuartpetroleum.com.au
	Tino Guglielmo	Managing Director	08 8113 3602	0407 336 668	08 8410 0250	tino.guglielmo@stuartpetroleum.com.au
Beach Petroleum	Peter Cook (1°)	Drilling Manager	08 8433 1410	0418 833 034	08 8338 2336	peter.cook@beachpetroleum.com.au
	Neil Gibbins	Exploration Mgr	08 8433 1421	0412 543 065	08 8338 2336	neil.gibbins@beachpetroleum.com.au

A16. REGULATORS / LEGAL INFO CONTACTS

BSC Participants'	Contact	Designation	Business	After Hours	Facsimile	Email
National Offshore Petroleum Safety Authority (NOPSA)	Nyuk Tsen	Case Officer / OHS Inspector (Perth)	24 Hour 08 6461 7090 0401 202 055 0417 770 335	24 Hour 08 6461 7090 08 6461 7019	08 6461 7037	nyuk.tsen@nopsa.gov.au
	Bruce Armour	OHS Inspector (Melbourne)	03 8866 5702 0417 398 821	0417 398 821	03 8866 5706	bruce.armour@nopsa.gov.au
	Ray Wells	Team Leader (Melbourne)	03 8866 5701 0412 371 995	0412 371 995	03 8866 5706	ray.wells@nopsa.gov.au
Minerals and Petroleum Regulation Branch, Department of Primary Industries, Victoria	Switchboard Customer Service Centre	-	03 9412 4011 136 186	-	-	
	Terry McKinley	Manager, Petroleum Regulations	0418 528 420 03 9658 4414	0418 528 420	03 9658 4499	terry.mckinley@dpi.vic.gov.au
	David Wong	Principal Petroleum Operations Adviser.	0418 564 648 03 9658 4415	0418 564 648	03 9658 4499	david.wong@dpi.vic.gov.au
	Cynthia Crowe	Petroleum Environment Adviser	03 9658 4419	0428 398 676	03 9658 4499	cynthia.crowe@dpi.vic.gov.au
Department of Infrastructure, Energy & Resources, Tasmania	DIER Head Office Contact		1300 135513			webmaster@dier.tas.gov.au

A17. OTHER BASS STRAIT CONSORTIUM 3RD PARTY CONTRACTORS

Company	Name	Work	Facsimile	Email
Baker Hughes - Drilling Fluid Centrifuge/Mudlogging	Marc Quesnel	0437 780 205 08 9217 7147		
Cameron - Wellhead & SST	Trevor Fielder	0488 672 408 03 9361 4407		trevor.fielder@c-a-m.com
	Andrew Scofield	0407 704 146		andrew.scofield@c-a-m.com
Dril-Quip - Conductor & Wellhead & Mudline	Keith Petley	08 9322 8600	08 9322 8500	Keith_Petley@Dril-Quip.com
Expro Group Australia Pty Ltd	Canning Vale Duty Phone	0411 155 532	08 9213 5599	
	West Perth Office	08 9213 5555		
	Ed Anderson Area Manager	0413 123 435		ed.anderson@exprogroup.com
Fugro Offshore Survey - Rig Positioning	Bob Waugh	08 6241 1301 +64 6 769 504		b.waugh@fugro-btw.co.nz
Halliburton - Barite – GEL – Mud Chemicals	Hayden Butler	03 9581 7520 0410 220 916	03 9581 7599	hayden.butler@halliburton.com
Halliburton - Cement & Cementing Chemicals	Andrew Stobie	03 9581 7500 0421 608 267	03 9581 7599	andrew.stobie@halliburton.com
Halliburton - Cement & Cementing Services	Troy Heidecker	03 9581 7514 0410 030 665	03 9581 7599	troy.heidecker@halliburton.com
Marubeni Itochu Steel	Brad Calautti	0411 073 436	08 9483 1701	brad.calautti@mitubulars.com.au

Company	Name	Work	Facsimile	Email
- Casing		08 9483 1727		
Marubeni Itochu Steel - Casing	Ian Radford	0411 073 437 08 9483 1718		ian.radford@mitubulars.com.au
Rignet - Communications	Alex Tay	+65 6491 2002 +65 9664 7363		alex.tay@rig.net
Schlumberger	Wireline, Colin Carter	0428 103 789 03 5149 5611		ccarter@sale.oilfield.slb.com
	Directional Drilling, Bevan Morrison	0401 994 284 03 9674 7131	03 9674 7255	bmorrison@slb.com
	Base Manager / Drilling & Measurement Mike McDermott	0401 716 091 03 5149 5613	03 5143 2450	MMcdermott@slb.com
Tamboritha - ROV Services	Wayne Ham	0412 905 373 08 9322 1252	08 9322 1352	wjham@tamboritha.com.au
Weatherford - Casing Running	Neil Hensen	0429 852 546		neil.hensen@ap.weatherford.com

A18. OIL SPILL SPECIALISTS

Agency	Contact	Phone	After Hours	Facsimile
AMOSC	Geelong Switchboard Duty Officer Centre Manager Ivan Skibinski	03 5272 1555 (24 hr) – 0438 379 328 03 5272 1555 0418 398 363		(03) 5272 1839 (03) 5272 1839
AMOS Plan	Mobil Oil Australia Head Office Emergencies – 24 hrs McClean, David Williams, Michael Grgic, Illija Shell Company of Australia Emergencies – 24 hrs Van de Zaag, Rob	 03 8633 8444 1800 023 005 03 9286 5682 03 9286 5759 03 9286 5520 03 9666 5444 1800 651 818 03 9392 1224	03 9483 0083	 (03) 8633 8445 (03) 9286 5577 (03) 9286 5588 (03) 8823 4800
Bird Rehabilitation Penguin Parade Phillip Island Taronga Zoo Sydney Libby Hall – Supervisor Wildlife Rehab Ema Walraven – Senior Curator		 (03) 5956 8300 (02) 9969 2777 (02) 3378 4751 (02) 9978 4609	 (02) 9978 4751 (02) 9807 3558	 (03) 5956 8394 (02 9978 4500 (02) 9978 4516 (02) 9978 4613
Esso Australia BBMT Terminal Supervisor Switchboard		(03) 5688 0237 (03)9270 3333		(03) 5688 1495
Environmental Advisor: Terrens, Greg		(03) 9270 3172	(03) 9676 9551	(03) 9270 3794
Coffey Solutions, Senior		(03) 9882 3555		(03) 9882 3533

Agency	Contact	Phone	After Hours	Facsimile
Consultant Biologist - Gwyther, David				
Capricorn Environmental Consultants – Yepoon Principal Consultant Hayes, Terry / faydee@cqnet.com.au		(07) 4939 4711	(07) 4939 4711	(07) 4939 4769
Esso Australia – West Kingfish Platform Oil Spill Response		(03) 5142 2820		
Oil Spill Sample Testing Australian Government Analytical Laboratories (AGAL) Sydney		(02) 9229 0111		(02) 9449 1653
GEMS (Environment Modelling System) Melbourne Oil Spill Trajectory Modelling Hubert, Dr Graeme		(03) 9712 0016		(03) 9712 0017
GEMS (Perth) Oil Spill Trajectory Modelling Langry, Scott		(08) 9379 8946	(08) 9480 5095	(08) 9379 8947
Australian Maritime Resources AMSA Dispersant Spraying Contractor Wayment, Ted		(08) 8281 8433	(24 hr) (08) 8449 4141	(08) 8242 3132

A19. MUTUAL AID CONTACTS

Contact	Work	After Hours	Other	Facsimile
Esso Bass Strait Deepinder Singh	(03) 5970 7524		0400 115 234	(03) 5970 7615
Esso Long Island Point Stu Jefferies	(03) 5970 7521 132222#45249		0418 514 858	03 5970 7570
Mobil Altona Robert Ferrie	03 9286 5940		0400 685 770	03 9286 5588
Shell Newport Andy Hogg	03 9392 1215		0417 352 787	03 9392 1341
Caltex Newport Hem Kumar	03 9287 9551		0410 717 035	03 9287 9572
Shell Geelong Huck Poh	03 5273 8488		0419 521 480	03 5273 8215
BP Melbourne John Taylor	03 9680 5640		0419 704 577	03 9680 5657
Mobil Yarraville Peter Reale	03 9286 5061		0418 107 646	03 9689 7813

A20. VICTORIAN STATE AUTHORITIES

Contact	Work	After Hours	Other	Facsimile
Bureau of Meteorology Melbourne (IDD++61 3) Forecasts General 24hr Duty Forecaster General Inquiries – Forecasts and Warnings	(03) 9669 4916 (03) 9669 4965 (03) 3669 4981 (03) 9669 4000			 (03) 9663 2059 (03) 9669 4979 (03) 9669 4964
Victoria Weather By Phone Service – Bureau of Meteorology	Contact Number			
Full State Service	1900 955 363			
Melbourne Metropolitan Service	1900 926 109			
Melbourne Metropolitan Temperature and Weather Observations Service	1900 926 121			
Port Phillip and Western Port Service	1900 926 110			
VIC Coastal Waters Service	1900 969 930			
Central Coast, Cape Otway to Wilson's Promontory Service	1900 969 931			
Northern Tasmania Coastal Waters Service	1900 969 932			
East Coast, Wilson's Promontory to 60 nm east of Gabo Island Service	1900 969 933			
West Coast, SA/VIC border to Cape Otway Service	1900 969 934			
VIC Coastal Waters Service (including Gippsland Lakes)	1900 969 966			
Yacht Forecast for Port Phillip and Western Port	1900 920 557			

Contact	Work	After Hours	Other	Facsimile
VIC Coastal, Land Weather and Flood Warnings	1300 659 217			
National Weather By Phone Service – Bureau of Meteorology	Contact Number			
National Telephone Weather Services Directory	1900 926 113			
National Telephone Weather Service	1900 955 369			
National Marine Service	1900 955 370			
Department of Human Services DHS Emergency Call Centre	1300 650 172 (030 9096 0000			
Recovery Manager - Gippsland Region Houlihan, Geoff	(03) 5177 2597		0419 344 384	
Deputy Recovery Manager – Gippsland Region Caulfield, Doug	(03) 5177 2542		0409 008 494	
Department Primary Industries (IDD++61 3) – Switchboard Customer Service Centre	(03) 9412 4011 136 186			
Senior Petroleum/Pipeline Engineer Department Primary Industries David Wong (David.Wong@dpi.vic.gov.au)	(03) 9658 4415	0418 564 648	0418 564 648	(03) 9658 4499
Principal Petroleum and Geothermal Environment Adviser, Department Primary Industries Cynthia Crowe (Cynthia.Crowe@dpi.vic.gov.au)	(03) 9658 4419	0428 398 676	0428 398 676	(03) 9658 4499

Contact	Work	After Hours	Other	Facsimile
Manager, Petroleum Regulations Department Primary Industries McKinley, Terry (Terry.McKinley@dpi.vic.gov.au)	(03) 9658 4414	0418 528 420	0418 528 420	(03) 9658 4499
Principal Petroleum Resources Advisor Department Primary Industries Dr Kourosh Mehin (kourosh.mehin@dpi.vic.gov.au)	(03) 9658 4416	0419 597 010	0419 597 010	(03) 9658 4499
Director: Roberts, Phil	(03) 9658 4457	0419 307 179	0419 307 179	(03) 9658 4499
Department of Sustainability and Environment Port Phillip Regional Office Switchboard	136186 (03) 9296 4400			
Manager Fisheries Gippsland Miller, Doug	(03) 9296 4541			(03) 9296 4710
Gippsland Manager Brown, Kevin	(03) 5952 5910		0417 359 473	(03) 5952 5721
Senior Property Manager Andy Crabtree	(03) 5172 2189			(03) 5172 2111
Manager Biodiversity Group– Port Phillip Region Mark Winfield	(03) 92964633		0419751006	(03) 92964708
Manager Biodiversity Group Proxy Ron Waters	(03) 92964633		0408134310	(03) 92964708
Coastal Cleanup activities Wayne Malone	(03) 9296 4633		0419342963	(03) 92964708

Contact	Work	After Hours	Other	Facsimile
Environment Protection Authority				
Melbourne (IDD++61 3) Duty Officer - Information Centre Gippsland Regional office	(03) 9695 2777 (03) 9695 2722 (03) 5173 9800	1800 444 004 A/H Pollution Watch Line		(03) 5174 7851
Marine Safety Victoria				
Oil Spill 24 h marine pollution	(03) 9883 5331			
Oil Spill 24 h vessel incident	(03) 9883 5330			
Marine Operations Manager Melbourne Mark Smallwood	(03) 9655 9788		0408 215 614	(03) 9655 6611
Marine Pollution Response Manager Stephen Turner	(03) 9655 6250		0439 304 438	(03) 9655 6611
Business hours Switchboard	(03) 9655 3399			
Skilled Maritime Services Melbourne (IDD++61 3) – Switchboard	(03) 9645 6630			(03) 9645 6608
Manager - Winship, Steve			0409 258 403	
Assistant Manager - Magro, Joe			0402 056 943	
Port Protective Services - Cropley, Ben	(03) 9645 3524	(03) 9789 0303	0413 273 872	(03) 9645 2953

Contact	Work	After Hours	Other	Facsimile
Toll Geelong Port – Switchboard Marine Controllers	(03) 5247 0200 (03) 5247 0300			(03) 5272 1560 (03) 5247 0379
Operations Manager - Stanley, Ken	(03) 5247 0312		0417 391 794	(03) 5272 1560
Toll Western Port				
Switchboard	(03) 5983 9406			(03) 5983 8684
Operations Manager Dick Cox	(03)5983 9406		0417 391 794	(03) 5272 1560
Road Transport Services				
Dyers Transport – Cecil King	(03) 9791 4468 (03) 9791 4866			(03) 9794 5757
Toll Fast Victoria	133 278			
OPC – Phil Dent	(03) 9398 3011		0418 359 526	(03) 9398 3044
State Coroner's Office Melbourne (IDD++61 3)	(03) 9684 4444 (24hrs)			(03) 9682 1206
Parks Victoria – Wilsons Promontory Switchboard Emergency Number 24 hr	(03) 5680 9555 (03) 5680 9512			(03) 5680 9516
Coast Watch Switchboard				
24 hr Customs Hotline Radio Room Melbourne	1800 061 800			
Switchboard 24 hr	(02) 6275 6000			

Contact	Work	After Hours	Other	Facsimile
Fire Department - Fire Call 24 hr Swithboard	000 (03) 5226 6200			(03) 9665 4244
Fire Call 24 hr	000			
Switchboard Melbourne	(03) 9662 2311			
Victoria Police				
Emergency	000			
Search & Rescue	1800 135 729			
Air Wing Essendon	(03) 9374 1311			
State Emergency Services				
Emergency 24 hr	(03) 9696 6111			
East Gippsland Office 24 hr	(03) 5153 1322			
Gippsland Ports Committee of Management				
Harbour Master Rob Anderson	(03) 5150 0500		0407 558 262	(03) 5150 0501
Port Manager of East Gippsland Shayne Clarke	(03) 5155 6900		0429 018 800	(03) 5155 6901
Port Manager of South Gippsland Alan Smith	(03) 5688 1303		0428 113 324	(03) 5688 1658

Contact	Work	After Hours	Other	Facsimile
Port of Melbourne Authority Melbourne				
Duty HSO **24 hr**	**(03) 9687 3515**			
Head Office **Switchboard**	**(03) 9628 7555**			**(03) 9612 3599**
Shipping Management Centre 24 hr	**(03) 9644 9777**			
Navigation Services Manager **Muir, Capt. Tim**	**(03) 9612 3540**	**(03) 9808 5105** **106 030** **# 372 881**	**0418 385 301**	**(03) 9612 3599**
Paulusz, Charles	**(03) 9612 3542**	**(03) 9580 5082**	**0418 345 496**	**03) 9612 3550**
Victorian Workcover Authority **Melbourne (IDD++61 3)** **Switchboard** **First point of emergency contact - 24 hours**	**(03) 9641 1555**	**132 360**	**0407 833306**	**(03) 9641 1201** **(incident notification)**

A21. FEDERAL AUTHORITIES

Contact	Work	After Hours	Other	Facsimile
Australian Customs Service Coast Watch (IDD++61 2) Operations Room Customs Information and Support Centre	Customs Hotline 1800 061 800 1300 363 263	(24 hrs) (02) 9275 6000		(02) 6275 6275
Airservices Australia - Flight Services Contract for Restricted Airspace Canberra (IDD++61 2) Switchboard (National) Melbourne (IDD++61 3) Air Traffic Services	1300 301 120 (03) 9339 2666			(02) 6268 5688
AusSAR Aviation 24 hr Maritime 24 hr	1800 815 257 1800 641 792			
Australian Maritime Safety Authority (AMSA) Switchboard Maritime (24hr)	(02) 6279 5000 (02) 6230 6811			(02) 6279 5021 (02) 6230 6868
Australian Search & Rescue (AusSAR) (IDD++61 2) Rescue Coordination Centre (RCC) Australia Search & Rescue Aviation (24hr) Aviation Free Call Search & Rescue Maritime (24hr) Maritime Free Call	(02) 6230 6880 (02) 6230 6899 (02) 6230 6899 1800 815 257 (02) 6230 6811 1800 641 792		1800 815 257 1800 641 792	(02) 6230 6868 (02) 6230 6868 (02) 6230 6868
Operations Manager - Young, John	(02) 6279 5710			

Contact	Work	After Hours	Other	Facsimile
				(02) 6230 6868
Devonport (IDD++61 3) Fitzpatrick, Mike Schwartz, Alan	(03) 6424 1597 (03) 6424 1597	(03) 6424 6864 (03) 6427 0430	0408 144 634 0408 144 635	(03) 6424 8009 (03) 6424 8009
Marine Environment Protection Unit - Canberra (IDD++61 2) - Switchboard	(02) 6279 5000		1800 641 792 (24 hrs)	(02) 6279 5021 (02) 6230 6868
Marine Environment Protection Unit – Victoria Regional Office (IDD++61 3) - Switchboard	(03) 8612 6000			
GM – Emergency Response Baird, David General Manager PA	(02)6279 5700 (02)6279 5777	(02) 6292 9054	0418 622 824	(02) 6279 5071 (02) 6279 5757
Manager Environment & Protection Response Greg Chaffey	(02)6279 5650	(02) 6269 0800	0418 633 107	(02) 6279 5076
Operations & Training Co-ordinator Beck, Greg	(02) 6279 5929	(02) 6269 0799	0418 623 353	(02) 6279 5076
Senior Operations Co-ordinator - Brown, Keith	(02) 6269 5873 (02) 6279 5873	(02) 6269 0832	0419 484 446 0418 481 215	(02) 6279 5076 (02) 6279 5757
Melbourne (IDD++61 3) Manager - Ship Safety (South) Mackay, Bob / O'Neil, Sean	(03) 9674 3010 (03) 8612 6010	(03) 9872 5347 Pager 1300 555 555 # 171 373	0418 497 784 0408 697 312	(03) 9674 3003 (03) 8612 6004
Australian Transport Safety Bureau (ATSB) Canberra (IDD++61 2) Aviation Incidents Switchboard	1800 011 034 (02) 6274 6141	1800 011 034 (24hrs)		(02) 6274 3117

Contact	Work	After Hours	Other	Facsimile
CSIRO - Wildlife & Ecology Canberra (IDD++61 2) – Switchboard	(02) 6242 1600 1300 363 400			(02) 6242 1555
Site Manager (24 hr) CSIRO Moore, Bob	(02) 6242 1620			
Dept. of Agriculture, Fisheries & Forestry Canberra (IDD++61 2) - Switchboard	(02) 6272 3933			(02) 6272 5161
Minister for Agriculture, Fisheries & Forestry	(02) 6277 7520 (02) 6272 3933			(02) 6273 4120
Department Secretary	(02) 6272 4180 (02) 6272 4182			(02) 9272 4906 (02) 6272 5161
Managing Director for National Offices	(02) 6272 5848			(02) 6272 5697
Dept. of Employment, Workplace Relations & Small Business Canberra (IDD++61 2) - Switchboard	(02) 6121 6000			
Minister for Employment Services	(02) 6277 7540			(02) 6273 5188
Department Secretary	(02) 6121 7500			(02) 6121 7508
Department of Environment & Heritage Canberra (IDD++61 2) - Switchboard	(02) 6274 1111			(02) 6274 1666
Minister for Environment, Heritage & the Arts Hon Peter Garnett	(02) 6277 7640			(02) 6273 6101
Dept. of Industry, Science & Resources Canberra (IDD++61 2) Switchboard	(02) 6213 6000			(02) 6213 7000

Contact	Work	After Hours	Other	Facsimile
Manager Offshore Safety & Security Section Butler, Paul	(02) 6213 7960	(02) 6262 6862	0419 260 241	(02) 6213 7950
Manager Environment Section Lloyd, Chris	(02) 6213 7934	(02) 6242 9048		(02) 6213 7950
Senior Policy Officer	(02) 6213 7973			(02) 6213 7950
Department of Industry, Tourism & Resources - Switchboard	(02)6213 6000 Switchboard 1800 024 095			(02) 6213 7000
Manager Environment Section, Bruce Wilson	(02) 6213 7901			(02) 6213 7950
Senior Policy Officer, Steve Tantala	(02) 6213 7934			(02) 6213 7654
General Manager, Offshore Petroleum, John Griffiths	(02) 6213 7928			(02) 6213 7955
Civil Aviation Safety Authority (CASA) Switchboard	131 757			
Flying Operations Team Leader, Moorabbin Anderson, Matthew	(03) 9518 2720			
Director (Canberra) - Byron, Bruce	(02) 6217 1001			(02) 6217 1444
PA - Ramsey, Jane	(02) 6217 1013			(02) 6217 1444

A22. TASMANIAN STATE AUTHORITIES

Contact	Work	After Hours	Others	Facsimile
Department of Infrastructure, Energy & Resources, Hobart	1300 135 513	1300 135 513	-	-
Marine and Safety Tasmania	03 6233 8801 (Hobart)	-	03 6334 3281 (Launceston)	03 6233 5662 (Hobart) 03 6334 3384 (Launceston)
Tasmania Police	000 (Emergency)	-	131 444 (Non Emergency)	03 6230 2414
State Emergency Service, Tasmania	03 6230 2700	-	-	03 6234 9767
Australian Maritime Safety Authority, Tasmania	03 6424 1597	-	-	03 6424 8009
Coronial Court, Tasmania	03 6336 2808 (Launceston)	-	-	03 6336 2770 (Launceston)
Department of Primary Industries and Water (DPIW)	1300 368 550	-	03 6233 8011	03 6234 1335
Hotline for Whale and Dolphin Sightings in Tasmania	0427 942 537	-	-	-
Department of Environment, Parks, Heritage and the Arts	03 6233 5512	-	-	03 6233 5905
Minister's Office	03 6233 6756	-	-	03 6336 2767
Environment	03 6233 6518	-	-	03 6233 3800
Parks and Wildlife Service	03 6233 5732	-	-	03 6223 8308

A23. OTHER DRILLING CONTRACTORS

Contact	Work	After Hours	Other	Facsimile
Ensco Offshore: Perth Switchboard	(08) 9211 3388			(08) 9211 3390
Transocean: Perth Switchboard	(08) 9213 3700			(08) 9213 3777

A24. WILDLIFE REHABILITATION

Contact	Work	After Hours	Other	Facsimile
Switchboard Penguin Parade Phillip Island	(03) 5956 8300			(03) 5956 8394
Switchboard Taronga Park Zoo Sydney	(02) 9969 2777			(02) 9978 4500
Libbi Hall Wildlife Rehabilitation Supervisor	(02) 9978 4751	(02) 9907 9496		(02) 9978 4516
Erna Walvaren Senior Curator	(02) 9978 4609	(02) 9807 3558	0418 257 959	(02) 99784613

A25. FISHERY GROUPS

Contact	Work	After Hours	Address	Facsimile
Scallop Fisheries Association Adrian Jackson	03 5155 3330		81 Seaview Parade, Kalimna, Victoria 3909	
Chairman South East Fishery Association (SEFA) Charlie Farquhar	(03) 6266 4137		72 Gums Road, Mountain River, Tasmania, 7109	
Industry Representative South East Trawl Fishing Industry Association (SETFIA) Dr. Ian Knuckey	(03) 5258 4399 0408 581 599		22 Bridge Street, Queenscliff, Victoria 3225	
Twofold Bay Fisheries Chairman South East Trawl Fishing Industry Association (SETFIA) Fritz Drenkhahn	(02) 6496 2003		PO Box 288, Eden, NSW 2551	
General Manager Lakes Entrance Fishing Co-op (LEFCOL) Dale Sumner	(03) 5155 1688		PO Box 1125, Lakes Entrance, Victoria 3590	
Executive Officer Seafood Industry Victoria (SIV) Ross McGowan	(03) 9824 0744		Level 2/177 Toorak Road, South Yarra, Victoria 3141	
Chief Executive Officer Southland Fish Supplies Steve Buckless	(02) 6496 3350		210 Imlay St. Eden NSW 2551	
Chairman San Remo Fishermen's Co-op Steven Brockwell	(03) 5678 5206		Marine Pde San Remo VIC 3925	

A26. OTHER OIL COMPANIES / OPERATORS

Contact	Work	After Hours	Other	Facsimile
BHP Billiton Petroleum P/L Level 46, Central Park, 152-158 St. George's Terrace, PERTH, WA 6000	(08) 9278 4611		0419 346 550	
Esso Australia (Melbourne) 12 Riverside Quay, South Bank VIC 3006	(03) 9270 3333	132222#45326 (24 hours)	0417 358 392	(03) 9270 3992
Shell Company of Australia Ltd Hawthorn, Vic	Switchboard (03) 9666 5444	Emergency 24 hours 1800 651 818		(03) 8823 4800
Chevron Australia Pty Ltd 250 St George's Terrace, Perth WA 6000	(08) 9216 4000	08 9184 9762 (24 hours)	0419 915 131 (Mobile)	(08) 9216 4444
Woodside Offshore Petroleum P/L 1 Adelaide Terrace, Perth WA 6000	(08) 9224 4111	0419 042 016		(08) 9325 8178

A27. WASTE MANAGEMENT COMPANIES

Contact	Work	After Hours	Other	Facsimile
Waste Disposers				
Veolia Environmental Services Brooklyn	**(03) 9626 2222**			
Gippsland Water Gippsland	**(03) 5146 3233**			
Ron J Hunters Yarram	**(03) 5182 5928**			
Brambles Gippsland	**(03) 8509 8100**			
Waste Transporter				
WK & MA Ferguson P/L Longford	**(03) 5149 7235**			
Moconna P/L Sale	**(03) 5144 3900**			
Shelden P/L Tooradin	**(03) 5998 3524**			
Tomlins, Denis Albert Tooradin	**(03) 5998 3524**			
Ron J Hunters Yarram	**(03) 5182 5928**			

A28. OTHER HELICOPTER SERVICE PROVIDERS

Contact	Work	After Hours	Other	Facsimile
Bristow Helicopters Australia				
Pilot in Charge Engineer in Charge Operations General Manager: Troup, Dennis	(24 hrs (08) 9277 8399		0407 997947 0407 997946 0419 855677 0408 428 658	(08) 9479 1008
Jayrow Helicopters				
Acting Base Manager Tooradin Craig Heskey	(03) 5991 9591		0447 341 7796	(03) 5998 3022
Flight Safety Officer Jason Cusack	(03) 5991 9591		0410 686 549	
Base Administrator Tooradin Ingrid Altmeppten	(03) 5991 9591		0423 452 545	
CHC Helicopters (Adelaide)				
Regional Manager (Sales) Switchboard - Bowles, Capt. Graham	(08) 8372 7700 (08) 8372 7702		0418 808 883	(08) 8373 3366
Resource Manager: Barraclough, Craig	(08) 8372 7700		0407 306 787	
East Sale	(03) 5146 7600			
LaTrobe Valley	(03) 5176 1288			
Helicopter Resources Pyap Switchboard Victoria	(03) 5977 4506			(03) 5977 4491
The Helicopter Service Australia Vernon, Mitch	(03) 9379 4500		0428 222 207	(03) 9379 9988

A29. OTHER MARINE SERVICE PROVIDERS

Contact	Work	After Hours	Other	Facsimile
Farstad Shipping Melbourne Dick Hall	(03) 9254 1666	Emergency 24 hours (03) 9254 1505	0412 568 780	(03) 9254 1655
Lewmarine Geelong (IDD++61 3) Switchboard	(03) 5221 1577			(03) 5221 3251
Teekay Shipping Pty Ltd Sydney (IDD++61 8) Switchboard Managing Director Bendy Paul	(02) 9316 1000 (02) 9316 1010	 (02) 9771 3758	 0418 800 930	(02) 9316 1001

A30. MEDICAL SERVICES

Contact	Work	After Hours	Other	Facsimile
MEDEVAC – Helicopter Emergency Medical Service (HEMS) Victoria Air Ambulance Victoria, Essendon Airport Flight Co-ordinator, Essendon Air Ambulance Base Air Ambulance Base, Latrobe Valley Airport Air Ambulance Base, Bendigo Airport	(24hours x 7) (03) 8341 9910 1300 883 100 (03) 5176 1265 (03) 5441 8631	(24hours x 7) (03) 8341 9910		
Aerial Medical Service - Helimed 1	Message Bank (03) 5176 1269		0405 148 005	(03) 5174 4403
Ambulance 24 hr	000			
Alfred Hospital Emergency Department	(03) 9076 3405	24 hours 03 9076 3405		(03) 9276 6063
Alfred Hospital Casualty Admitting Officer	-	Switchboard 03 9076 3405		
Epworth Hospital – (Dennis Hogg)	(03) 9426 6666			
Latrobe Regional Hospital Switchboard Emergency Department	(03) 5173 8000 (30) 5173 8222			(03) 5173 8444
MDS Online	www.mdsonline.com/Defalut.asp			
Poisons Information Line	131126			
Onshore Emergency Doctors: Dr. Grant Ramage	(03) 9670 9385	0412 319 991	Home: 03 9817 5697	(03) 9600 4951

Contact	Work	After Hours	Other	Facsimile
Dr.Michael Baynes **Baynes Occupational Consulting** **Suite 306, 370 St Kilda Road, Melb VIC 3004** **baynes@bigpond.com**	**(03) 9686 4656**	**Only Day Time**	**-**	**(03) 9686 4659**
Portland Medical **Seaport Medical Centre** **6 Fern Street, Portland VIC 3305** **seaport@hotkey.net.au**	**(03) 5523 2322**	**-**	**-**	**(03) 5523 6171**

A31. AIRPORTS / AIR TRAFFIC

Contact	Work	After Hours	Other	Facsimile
Airservices Australia - flight Services Canberra (IDD++61 3)	Contact for Restricted Airspace			
Switchboard (National)	1300 301 120	1300 301 120		(02) 6268 5688
Air Traffic Control 24 hr Systems Supervisor	(03) 9235 7402			
Air Traffic Control Operations Manager Operations Room	(03) 9235 7420			
Melbourne (IDD++61 3)				
Air Traffic Services	(03) 9339 2666			
West Sale Aerodrome	(03) 5142 3384 (03) 5142 3333			903) 5149 2202
Fixed Aircraft Services				
TNT Air Charter Sydney Bairnsdale Air Charter	131150 (03) 5152 4617	+ 0428 524 617 0428 514 982		(02) 5146 6319
East Sale RAAF Base Sale (IDD++61 3)				
Switchboard Fire and Rescue	(03) 5146 6111 (03) 5146 6313			
Orbost Service Shoreland Air Services	(03) 5154 8265		0427 516 606	

A32. WELL CONTROL SPECIALISTS

Contact	Work	After Hours	Other	Facsimile
Asia/Pacific (Corporate HQ): Alert Disaster Control (Asia) P/L Loyang Offshore Supply Base, Singapore mail@alert.com.sg	(65) 6545 5088 (24 Hours)			(65) 6545 3033
Oceania - Alert Disaster Control, Keilor Village, Vic 3036 - dwulf@alert.com.sg	(61) 03 8361 6526			(61) 03 9449 2511
Alert Disaster Control (Middle East) LTD. Building #34, Oil Field Supply Center Jebel Ali, UAE alert@emirates.net.ae	(9714) 883 2343 (24 Hours)			(9714) 883 2395
Boots and Coots Services Richard Hatteberg rhatteberg@boots-coots.com Danny Walzel DWalzel@boots-coots.com Mike Foreman Mforeman@boots-coots.com Bud Curtis Bcurtis@boots-coots.com 7908 N. Sam Houston Parkway W., 5th Floor. Houston, WellControl@boots-coots.com	+1 (713) 621 7911 +1 (281) 931 8884 1-800-BLOWOUT (256-9688)		+1 (713) 830 2716	(713) 621 7988 (281) 931 8302
Cudd Well Control -Houston, Texas (+ 1 713) VP Well Control Operations - Saulnier, Paul psaulnier@cudd.com	(713) 849 2769	(281) 890 8464	(713) 443 8464	(713)849 3861
Cudd Well Control - Elk City,Oklahoma USA (+ 1 580) President Well Control Ops - Roles. Ronnie rroles@cudd.com	(580) 243 5890	(580) 243 0111	(580) 515 3742	(580) 243 5894
Senior Well Control Engineer - Gibson, Gabe C. ggibson@cudd.com	(713) 849 2769	(218) 858 6499	(405) 850 9785	(713) 849 3861

ADA BSC

Contact Directory

Contact	Work	After Hours	Other	Facsimile
Lafayette, Louisiana USA / (IDD ++ 1 337) VP Technical Services - Goodman, Eddie egoodman@cudd.com	(337) 989 8495	(337) 856 1396	(337) 298 3364	(337) 984 6069
Advanced Coiled Tubing / Houston (+1 713) Executive Vice President - Kuhlman, Larry	(713) 937 6042 (24hr)		1 877 244 7228 (Pager)	(713) 937 6503
Wild Well Control Houston (+ 1 281) President Campbell, Pat - wildwell@wildwell.com	Houston (281) 784 4700 Midland (431) 550 6202	(936) 448 4643	(281) 308 1104 (Pager) (713) 829 1534	(281) 784 4750
High Arctic Well Control - Dubai UAE Hamriyah Free Zone Plot 2C #5 & 13	+971 6 526 1110			+971 6 526 1001

APPENDIX 2 SUPPORT DATA

APPENDIX 2: SUPPORT RESOURCES

2.1 Table of Contents

APPENDIX 2: SUPPORT RESOURCES ***1***
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2.2 Purpose

The purpose of Appendix 2, Support Resources is to provide a series of checklists and proformas to be utilised by the **ADA** ERG to support their activities during an **ADA/Beach** response.

The resources provided are designed to assist with the establishment of the **ADA** Emergency Response Room (ERR) and to guide respondents through the various phases of a response.

2.3 Telephone Log Sheet

(One Page Per Call)

Call Taken/Made By:		Call In:	☐	Call Out:	☐

Caller Details:	Extn. No:	Date:	Time:
Phone Number:			
Name:			
Title:			
Organisation:		Department:	
Mobile:		Fax Number:	
Message For:		Return Call By:	

Call Source:	DPI ☐	EPA ☐	NOPSA ☐	Mutual Aid ☐	AMSA ☐
Media ☐	Public ☐	Employee ☐	Employee Family ☐	Community ☐	
Other:					

Message/Response:

Comments:

Action required:	Call Them Back	☐	Meeting Req'd	☐
	Send Fax	☐	Will Call Back	☐
Other:				
Actioned by:		Date:		Time:

2.4 Situation Report (Sitrep)

Information for internal **ADA** use only

Emergency @					**Report No:**	
Date:			**Time:**			
Incident Type:	**Injury** o		**Release** o		**Other** o	
Release Details:						
Injury Details	**Number Of Fatalities**		**Number Of Serious Injuries**		**Number Of Minor Injuries**	

[1]Do Not List Names On This Sheet[1]

Have names of fatalities and/or serious injuries been reported verbally to EMT?					
Give details of cause(s):					
Give details of injuries:					
General:	**Weather:**	**Dry** θ	**Wet** θ	**Windy** θ	**Wind Direction / Speed**
Impact on facilities:		**Facilities Damaged:**			
Facilities Shutdown:					
Production Impact:					
External Assistance Requested:		**Medical** θ	**DPI** θ	**Police** θ	**AMSA** θ **AusSAR** θ
Other Information:					

Response Forward Plan

Next 30 Minutes:
Next 6 Hours:
Next 12 Hours:

Last External Contact

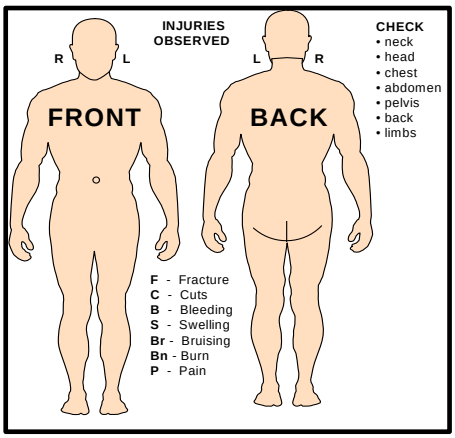
Agency	Contact Name	Time	By Whom	Agency	Contact Name	Time	By Whom

ERR Room Personnel	**(Role And Person)**		

Update Prepared By:	**Update Approved By:**
Distribution:	**1. Beach Emergency Management Team Leader**
	2. ADA Emergency Response Group Leader
	3. Seadrill Emergency Response Team Leader

2.5 MEDEVAC Report

Date:	**Time:**
Well:	**Modu:**
Urgent Medivac: ☐	**Non-Urgent Medivac:** ☐
1 Patient Name:	
2 D.O.B:	
3 Nationality:	
4 Passport No:	**5 Passport Expiry:**
6 Employer:	
7 Position:	
8 Home Phone No:	
9 Nature Of Injury/Illness:	
10 Colour:	



(A) Vital Signs:			
(B) Extent Of Bleeding (If Any):			
(C) State Of Consciousness:	**Oriented**	**Confused**	**Unconscious**
(D) Pulse Rate:		**(E) Blood Pressure:**	
(F) Any Other Symptoms Considered Important:			
11 Resource Req'd:	**Helicopter:**	**Fixed Wing:**	**Vessel:**	**Road:**
12 Special Requirements:			
13 Treatment / Medication Given:			
14 Allergies / Medication Used:			
15 Blood Group:			
16 If Medical Problem, Any Previous History of Same or Similar:			
17 Type Of Medical Aid:		**18 Is X-Ray Req':**	
19 Has Medic Spoken To Doctor & If So, Which Doctor:			
20 Is Medical Escort Req'd On Flight:			
21 Accommodation Req'd: ☐	**Ambulance Req'd:** ☐	**Other:** ☐	
22 Attending Doctor's Name:			
23 Any Other Information:			
Medic Name:		**Medic Signature:**	
ADA Representative:		**ADA Representative:**	

2.6 Media Holding Statement

Use the format below to prepare a media holding statement

News Release:

Release Time:

Date:

Release Number:

Beach Petroleum

HEADLINE (FACTUAL – NON EMOTIVE)

LOCATION ……/……/2008

Beach Petroleum regrets to advise that a *(insert description of event eg. fire, explosion etc.)* occurred at *(insert location eg. Bass Strait etc.)* at approximately *(insert local time)* today.

Beach Petroleum emergency response teams and procedures have been activated and the company is currently directing all its efforts to ensuring the safety of all personnel in the area.

Few details about the extent of the incident are available at this time, but the environmental impact is expected to be *(negligible, slight, containable, substantial etc. as appropriate)*.

Further information will be made available as it comes to hand. Please direct all enquires to:

(Name):

(Title):

(Phone):

(Fax):

2.7 Media Release

Use the format below to prepare a media release

News Release:

Release Time:

Date:

Release Number:

Beach Petroleum

HEADLINE (FACTUAL – NON EMOTIVE)

LOCATION ……/……/2008

Beach Petroleum advises that the *(insert description of event eg. fire, explosion etc.)* which occurred at *(insert location eg. Bass Strait etc.)* at approximately *(insert local time)* today has been *(give a brief, factual situation report on what has been, and is being done, and the current confirmed status)*.

- Number and status of casualties (***DO NOT** give names and **DO NOT** mention deaths unless certification and Next of Kin notification has been completed*).
- Brief statement on plans to further contain/recover from/investigate the incident.
- Brief, factual overview statement about effects of the incident on the general public and the environment.
- Make positive statements about the company's planning and response.
- Some caring, positive words of concern from the Managing Director or similar.

A further release will be made when more information is available.

(Signed):

(Title):

Please direct all enquires to:

(Name):

(Title):

(Phone): (Fax):

2.8 Bomb Threat Checklist

Remember.....DO NOT HANG UP THE PHONE; obtain as much information as possible to assist with identifying the nature, location and likely support required for the emergency

EXACT WORDING OF THREAT

QUESTIONS TO ASK

1. Where is the bomb now?
2. When will it explode?
3. What does it look like?
4. What kind of bomb is it?
5. What will set it off?
6. Did you place the bomb?
7. Why are you doing this?
8. What is your name?
9. What is your address?
10. Where are you now?
11. When will you call again?
12. What group do you represent?

COMMENTS (TICK)

13. If the voice is familiar; who does it sound like? ☐ Yes ☐ No
14. Did the caller appear familiar with operations? ☐ Yes ☐ No
15. Will the caller ring back with further information or demands? ☐ Yes ☐ No

☐ calm	☐ slurred	☐ soft	☐ deep breathing
☐ angry	☐ rapid	☐ loud	☐ cracking voice
☐ excited	☐ stutter	☐ laughter	☐ unusual accent
☐ slow	☐ clearing throat	☐ crying	☐ yelling
☐ fast	☐ disguised	☐ normal	☐ threatening

CALLER DESCRIPTION

Sex: M/F Age: Race:

TELEPHONE (TICK)

Local	Long/D	S/phone	Public	Mobile
☐	☐	☐	☐	☐

CALL DESCRIPTION

Time: AM/PM:

Duration: Sec/Min:

Your Phone Number:

Other Background Sounds:

BACKGROUND SOUNDS (TICK)

☐ clear	☐ motor
☐ voices	☐ factory
☐ static	☐ office
☐ local	☐ street noise
☐ music	☐ animal noise
☐ crockery	☐ PA system
☐ booth	☐ train
☐ aircraft	☐ house noises
	☐ children

REMAIN CALM AND REPORT THE THREAT TO A SUPERIOR AND/OR THE AUTHORITIES IMMEDIATELY

THREAT DELIVERY (TICK)

☐ foul	☐ irrational
☐ taped	☐ message read out
☐ well spoken	☐ nervous

Remarks:

DO NOT HANG UP AFTER CALL

2.9 Fatality Checklist

ACTION	DETAILS	✓
Ensure dignity of deceased is preserved:		
Contact ADA/Beach Operations Base immediately and provide all details:		
Advise Contracted Doctor with all details:		
Ensure Police/Coroner are notified:		
Ensure Designated Authority is notified:		
Have access barred to fatality area until investigation has been concluded:		
Ensure all non-essential personnel are moved away from the incident area:		
Check for relatives working on MODU or at Operations Base operations:		
Log date and time of incident:		
Log incident location details:		
Have photographs taken of incident area:		
Log details of any First Aid given:		
Advise employer of fatality:		
Ensure Ambulance transfer arranged:		
Arrange notification to Next of Kin with Police (confirm certification of death first):		
Advise Safety Coordinator:		
Advise Trauma Counsellor(s):		
Obtain statement from initial witness or first person on the scene:		
Initiate incident investigation:		
Authorise Supervisor to collect deceased personal effects:		
Log who itemised personal effects:		
Witness to itemising of personal effects:		
Log who personal effects passed to:		
Log who Fatality checklist sent to:		
Comments:		
Signature:	Date:	Time:

2.10 Incident Notification

NOPSA Required Notification

Operators of offshore petroleum facilities are required to notify an inspector from the National Offshore Petroleum Safety Authority (NOPSA) as soon as practicable after any serious accidents or dangerous occurrences at or near their facilities, in accordance with regulations (Clause 82 of Schedule 3 of the Offshore Petroleum Act 2006).

NOPSA Notification Telephone Number

For such instances NOPSA request operators to make the initial notification **verbally** via the NOPSA paging service on the telephone number below which, is available 24/7.

(08) 6461 7090

The above number is to be the first number called when notifying NOPSA of offshore incidents or when urgent after hours advice from NOPSA is required.

Description

A dangerous occurrence is defined by Regulation 45 of the Petroleum (Submerged Lands) (Management of Safety on Offshore Facilities) Regulations 1996 as an occurrence at a facility that:

(a) did not cause, but could reasonably have caused:

i. the death of, or serious personal injury to, a person; or

ii. a member for the workforce to be incapacitated from performing work for a periods of 3 days; or

(b) was any of the following:

i. a fire or explosion:

ii. a collision of a marine vessel with a facility;

iii. an uncontrolled release of hydrocarbon vapours exceeding 1 kg;

iv. an uncontrolled release of petroleum liquids exceeding 80 litres;

v. a well kick exceeding 50 barrels;

vi. an unplanned event that required the emergency response plan to be implemented

vii. damage to safety-critical equipment; or

(c) was of another kind that a reasonable operator would consider to require an immediate investigation.

Timing and Content of Reports

Subregulation 46(2) of the Petroleum (Submerged Lands) (Management of Safety on Offshore Facilities) Regulations 1996 requires, unless otherwise agreed by the Safety Authority, a written report is to be provided within 3 days to the Authority of an accident or dangerous occurrence, or its detection.

Subregulation 46(2)(c) provides for the Safety Authority to make a determination as to what details concerning an accident or dangerous occurrence must be included in the written report.

See Attached Reporting Proforma

NOPSA Reporting Proforma for Notification of Accidents or Dangerous Occurrences at or Near Facilities	Notification Details
General	
1. Facility name, site name or location where incident occurred 2. Name and business address of employer who controls work site 3. Time and date of incident 4. Names and contact details of any witnesses 5. Name/position/telephone number of person submitting details 6. Brief description of incident 7. Work/activity being undertaken at time of incident 8. Action taken to make work-site safe or prevent environmental damage including details of any disturbance of the work site 9. Was emergency response initiated?	
Injuries	
10. Name of employer of deceased/injured person(s) [if any and if different from answer in item 2 11. Details of deceased/injured person(s) – including: name, date of birth, sex, residential address and telephone number, occupation/job title and details of injury, details of job being undertaken 12. Day of shift and hour of shift (e.g. 5th day of 7, 1st hour of 12	
Fluid Escape	
13. Estimated quantity and composition of fluids that escaped or burned including known toxicity.	

NOPSA Reporting Proforma for Notification of Accidents or Dangerous Occurrences at or Near Facilities	Notification Details
14. Duration of escape 15. Location and weather conditions	
Serious Damage	
16. Identify equipment damaged and to what extent 17. Will the plant be shutdown and for how long	
Immediate Actions	
18. Immediate action taken/intended, if any, to prevent recurrence of incident	
Analysis and Remedial Actions	
19. Immediate cause analysis 20. Root cause analysis and full report 21. Actions to prevent recurrence of incident with responsible party and completion date 22. **Name of Person Submitting Report:** 23. **Position of Person Submitting Report:** 24. **Date of Report Submission:**	

2.11 Personal Response Log

Log Number:		**Date:**
Name:		**Position:**
Contact Numbers:		
Time	**Activity**	

2.12 Emergency Response Room Equipment

	✓
Kick-off meeting checklist	
Emergency Response Plan wall prompts	
Large location wall maps and blow-up photographs of Permit Area and Coastline	
Site environmental wall map	
Large organisational wall chart identifying **ADA** ERG and MODU ERT incumbent roles	
1 x Copy of the **ADA** Emergency Response Plan (minimum)	
1 x Copy of the **ADA** Oil Spill Contingency Plan (minimum)	
1 x Copy of any relevant Bridging Documents (where applicable)	
2 x Dedicated direct dial telephone lines or immediate vicinity access (minimum)	
1 x Dedicated speaker-phone - direct inside line from incident site	
2 x Dedicated fax machines; 1 x incoming, 1 x outgoing (minimum of 1 at least)	
Local Phone Books	
Spare copies of the current **ADA** Contact Directory	
Dedicated and labelled in/out communications trays and ring binders	
Mobile phone battery chargers or spare batteries	
1 x EOR Location time clock and 1 x Incident Location time clock	
White board(s) (electronic if possible)	
Computer with e-mail capability	
Close access to video recorder, television and AM/FM radio	
Close access to photo copy machine	
Close access to overhead projector and screen	
MODU facility description drawings	
Incident Notification proformas (padded and punched)	
Telephone Call Record proformas (padded and punched)	
Emergency Response Logs (padded and punched)	
Stationery material (solar/battery calculators, pens, pads, highlighters, staplers, punches etc.)	
Name tags (showing name, external company and role in the response)	
Personnel roster for monitoring relief timetables (for extended incidents)	
Refreshments (and contact details for ongoing replenishment)	
Response pack (lockable box, aluminium case etc.) to secure appropriate items	
Dedicated “Rig Pack” Coordinator role allocated	
Notes:	

Rig Pack Contents Checked By:	**Name:** ……. **Signature:** ……..…
Last Date Checked:	**Date**: ……/……../……..

2.13 Kick-Off (1st Hour) Wall Chart Activities

❑	Initiate & confirm callout of all key ERG members
❑	Activate ERR (wall charts, area map, in/out phones & faxes, incident board, response box etc.)
❑	Ensure dedicated incoming phones are clearly marked & are not used for outgoing calls
❑	Mark up incident site on area map & other **ADA** resources
❑	Establish open communications with MODU for incident update (DO NOT MICRO MANAGE)
❑	Assess immediate response issues (Medevac, SAR etc.)
❑	Document incident board & complete SITREP for EMT
❑	Obtain POB/flight manifest as appropriate to the incident
❑	Track incident contacts on 'Incident Contact Tracking'
❑	Hold ERG incident briefing, determine incident classification & establish 'forward plan'
❑	Notify EMT Leader & advise status, maintain liaison
❑	Liaise with Drilling Contractor Management & relevant 3rd Party Contractor Management
❑	Liaise with ERG Materials & Logistics Coordinator, maintain liaison & ensure no crossover activities
❑	Notify relevant Regulatory Authorities as appropriate

2.14 #1 Ongoing Incident Activities Wall Chart

❑	Hold regular ERG incident briefing updates
❑	Establish an incident update schedule for the ERT
❑	Advise EMT of any known or likely Media impact & determine any immediate action required
❑	Ensure dedicated 'Incoming' phones are not used for outgoing calls
❑	Consider need for restricted airspace around incident site
❑	Activate extra ERG resources (catering, admin etc.)
❑	During extended response, ensure an alternate is assigned to your role after no more than 12 hours
❑	If going to site, nominate an alternate for your role; communicate their contact details to ERG members
❑	Clarify how Seadrill & any 3rd Party Contractors intend to respond, assess potential impact on **ADA**
❑	Obtain contact liaison details for Seadrill & 3rd Party Contractors (ie. media, legal, relative's response etc.)
❑	Develop an agreed mutual incident response plan with Drilling Contractor & 3rd Party Contractors
❑	Consider need for weather forecasting and ongoing updates
❑	If leaving ERR, be aware of complying with any security access procedures to ensure your return as required
❑	Keep personal communications with you at all times

2.15 #2 Ongoing Incident Activities Wall Chart

❑	Ensure mobile phone battery(s) remain fully charged and/or obtain a spare battery/charger
❑	Determine if remote spokesperson is required on-site
❑	Keep ERGL and Information Coordinator informed of all relevant incoming information
❑	Let team members know when you are leaving the ERR temporarily and where you can be contacted
❑	Ensure the ERGL is aware of all response actions you intend to take, before you take them
❑	Provide your alternate with a briefing plan & expectations for the period they will relieve you
❑	Ensure if any contact numbers change, these are communicated to ERGL and Information Coordinator
❑	Ensure incident financial activities are initiated & maintained (ie. charge accounts, cost centres etc.)
❑	Ensure contact details for 'Relatives Response'/'Next of Kin' Team are available for incoming relatives calls
❑	Continually check 3rd Party Contractors are adhering to the mutual incident response plan
❑	Consider next phase of contact for statutory authorities
❑	Plan regular rest breaks for all ERG personnel
❑	Pre-Plan likely catering requirements for ERG
❑	Maintain personal Log of Incident Activities

2.16 Post Incident Activities

ADA ERGL to declare an 'End of Emergency" when:	
❑	Incident site has been returned to a safe condition
❑	All personnel involved in the incident are accounted for
❑	Injured personnel have been stabilised &/or evacuated
❑	All authorities, organisations & support services have been advised the emergency is over
Incident Close-Out Considerations:	
❑	Ongoing resources for incident control & recovery
❑	Next of kin/relatives response 'needs' assessed
❑	Close down additional security arrangements
❑	Finalise catering, hygiene & support services
❑	Manage trauma counselling of incident victims
❑	Initiate appropriate incident investigation & analysis
❑	Arrange ongoing media briefings & monitoring
❑	Debrief all personnel involved in the incident

2.17 Incident Contact Tracking

Time	Contact Name/Organisation	Contact Number	Next Contact

2.18 Incident Status Board

Update No.	Time	Chronological list of Events	Resource Assets		Page No.
			Resource Requirements	**Weather Conditions**	
				6 hour Forecast	
				12 hour Forecast	
				24 hour Forecast	

2.19 Incident Status Board

Resource Type	Status	Time/Date	Location Required
Personnel			
Transport			
Materials			
Hand Equipment			
Mobile Equipment			
Other			