

เอกสารแนบที่ 32

Compliance with Petroleum Development Support Base (PSB)
SSHE Rules and Regulations Procedure



PTT Exploration and Production Public Company Limited

**Compliance with Petroleum Development Support Base (PSB)
SSHE Rules and Regulations Procedure**

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This document will be reviewed 5 years from date of approval or revised earlier if necessary.			

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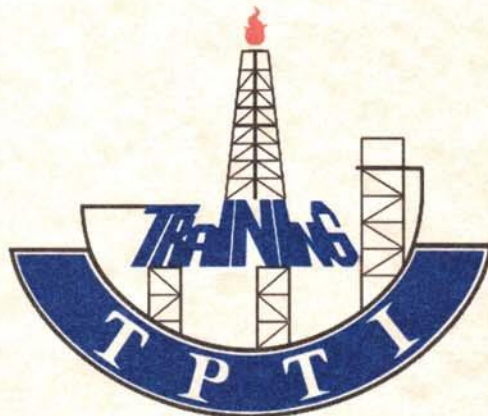
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เอกสารแนบที่ 33

ตัวอย่างเอกสาร Certificate of Training For Defensive Driving

Certificate of Training



TECHNICAL PETROLEUM TRAINING INSTITUTE

This Certificate verifies that

Weerawat Junsook

Successfully completed a training course in

Defensive Driving (DDC)

Course Date : 10/12/2020

Certificate Number : 20LK-ID0238

Expiry Date : 09/12/2022



Trainer Name

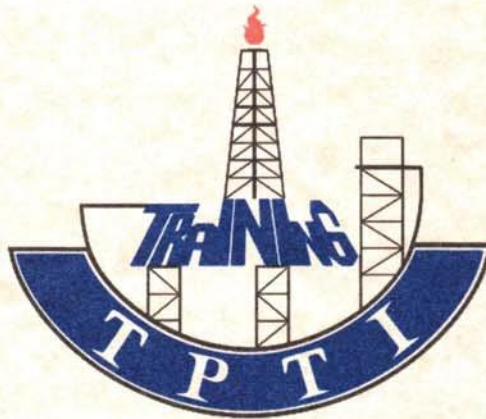
Chalermchai Hunnakarintron



Puangthip Silpasart
Executive Director

Technical Petroleum Training Institute

Certificate of Training



TECHNICAL PETROLEUM TRAINING INSTITUTE

This Certificate verifies that

Winool Saoden

Successfully completed a training course in

Defensive Driving (DDC)

Course Date : 10/12/2020

Certificate Number : 20LK-ID0242

Expiry Date : 09/12/2022

Trainer Name

Chalermchai Hunnakarintron

Puangthip Silpasart
Executive Director

Technical Petroleum Training Institute

เอกสารแนบที่ 34

ภาพถ่ายแสดงตัวอย่างการผูกมัด และปิดคลุมวัสดุอุปกรณ์และสารเคมีที่ขนส่งทางรถบรรทุก

ตัวอย่างรูปการผูกมัดสินค้า



ตัวอย่างรูปการผูกมัดสินค้า



ตัวอย่างรูปการผูกมัดสินค้า



เอกสารแนบที่ 35

มาตรฐาน Land Transportation Management Standard



PTT Exploration and Production Public Company Limited

Land Transport Management Standard

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Revision: 00

29th March 2019

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Approved By:				

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1.0 PURPOSE

The purpose of this document is to define the minimum requirements to be implemented by each Division and/or Asset, in order to manage land transport activities that safely, efficiently and effectively transport hydrocarbon, non-hydrocarbon and people in PTTEP's operations. All land transport activities shall comply with all applicable laws and regulations.

The appropriate industrial practices in the International Association of Oil and Gas Producers (IOGP) Guidelines are adopted in the document with the recognition of related local legislation, regulations and laws.

This document is not intended to replace any legislation or regulatory requirement. In the event of a conflict between the requirements of this standard and a relevant law or regulation, the law or regulation must be followed. If the standard creates a higher obligation, it should be followed as long as full compliance with the law or regulation is also achieved.

2.0 SCOPE

The document is developed to cover all land transport activities in PTTEP's operations, which includes;

- All Company's and Contractor's vehicles and drivers operating on the company roads and premises;
- All Company's and Contractor's vehicles and drivers operating on public roads and in public areas on the company business; and
- All land transport activities including personnel and freight movements, and mobile plant activities under control of the Company.

Contractor includes all subcontracted activities.

The document does not cover:

- Rail transport which is managed and controlled by local Railway Authority; and
- Loading, offloading, and lifting operations from/to the vehicles

3.0 REFERENCE

3.1 PTTEP INTERNAL REFERENCES

Internal documents applicable to this document are indicated in the table below.

Document Number	Document Title
10009-STD-OLG-0001-R00	Value Chain Management Standard
2017-RP-VCM-004	VCM Upstream KPI Definition Book
11038-STD-SSHE-000-R05	SSHE Management System

เอกสารแนบที่ 36

Work Instruction for Cargo Lashing Observation



PTTEP

PTT Exploration and Production Public Company Limited

Work Instruction for Cargo Lashing Observation

Document Code: 13279-PDR-SSHE-WIS-505/58-R00

May 2020

Approval Register

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Prepared by	Auttasit Joyklad, SSHE Officer Support
Effective Date	May 2020

Review and Approve

	Name	Signature	Date
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Technical Reviewer	Rattanan Singthuean OSB/S		29/5/2020
Document Owner	Natthapon Omapinyan OSB/S		29 May 2020
Approval Authority	Natthapon Omapinyan OSB/S		29 May 2020

THIS DOCUMENT WILL BE REVIEWED EVERY 5 YEARS FROM DATE OF APPROVAL OR REVISED EARLIER IF NECESSARY.

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INTRODUCTION

1. PURPOSE

Land Transport is one of the main activities in Petroleum Development Support Base (PSB). This work instruction aims to provide workforces to understand their role and responsibility including sufficient knowledge and background for observation in-coming and out-going land transportation whether are they safe and unsafe. Their mandatory task as well as ensure that every shipment will be transportation to destination and feedback for further improvement.

2. SCOPE

All employees and contractors who concern with loading and offloading cargo from trailers, lorries, etc., within accessing PSB controlled areas and undertaking PSB controlled works are required to observe with this guideline.

REQUIREMENTS

3. SAFE CARGO LASHING

3.1 PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

Trailer driver and helpers who has to perform cargo lashing shall dress appropriately below Personal Protective Equipment (PPE)

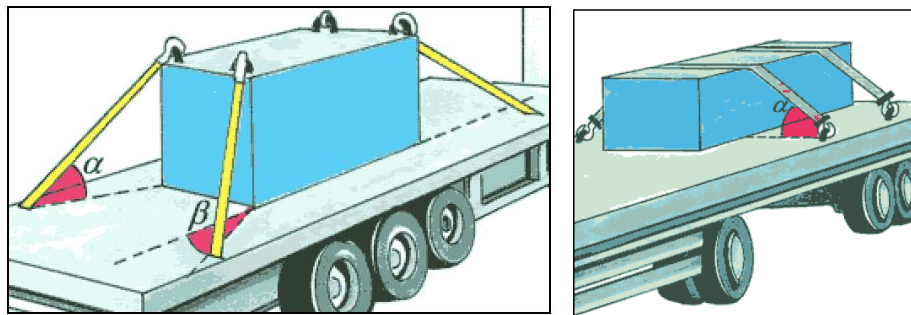
- Coverall (Mandatory)
- Safety Glasses (Mandatory)
- Safety Boots (Mandatory)
- Safety Helmet (Mandatory)
- Leather/Cotton Gloves (Mandatory)

3.2 GENERAL REQUIREMENTS

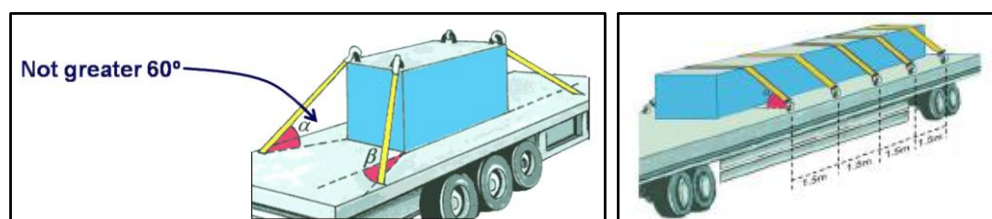
- All cargoes which loaded on trailers, lorries, etc., shall be properly positioned such that their weights are evenly distributed on the trailers, lorries, etc., so as to be stable while movement.
- All cargos which loaded trailers, lorries, etc., shall be properly lashed with appropriate and certified lasing gears.
- Cargos with protrudes out of the trailer/lorries by more than 0.2 meters on either or both sides shall not be loaded. The lasing shall be adequate so as to prevent the cargo from shifting while moving.



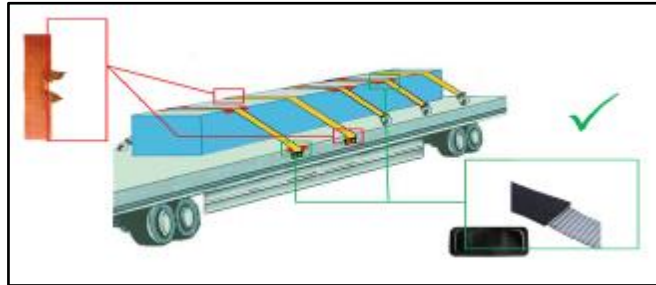
- The maximum height (from the ground to upper most tip of cargo) of any cargo when load on a vehicle shall not exceed 5.0 meters. Vehicle carrying cargo exceeding shall be prohibited from leaving Petroleum Development Support Base (PSB) unless the cargo is meant to be stored at PSB immediate premises.



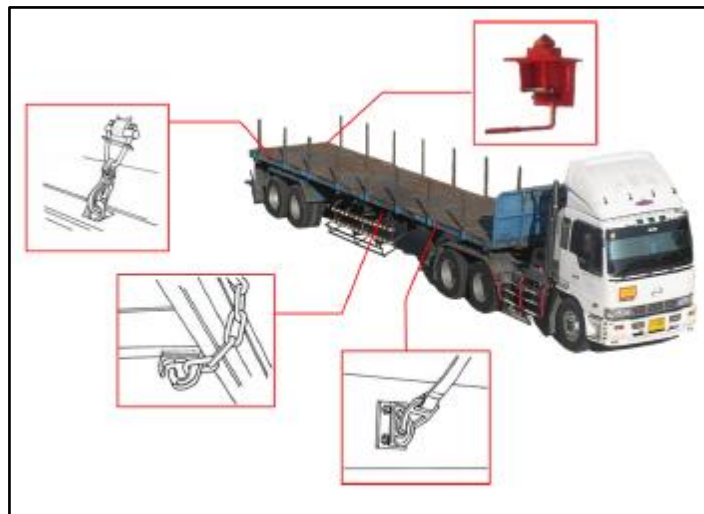
- Cargo which protrudes out of the trailers/lorries shall have the extreme ends clear marked with red bunting/light so as to be visible to all other road users.
- Cargos loaded shall be within the certified carrying capacity of the trailer/lorry. Overloading is strictly prohibited.
- Each cargo shall be lashed to prevent side and forward/back movements and tipping during transportation.
- Every load shall be restrained. The restraint system shall be strong enough to restrain the load without any movement during all expected condition of operation.
- Maximum restrain angle 60 degree lashing force if greatly increased above this angle.



- There should be at least one latching every 1.5 meter along the length of the load.
- Ensure that sharp edges in contact with slings are padded with material (corner protection or protective sleeves) of sufficient strength to protect the sling.



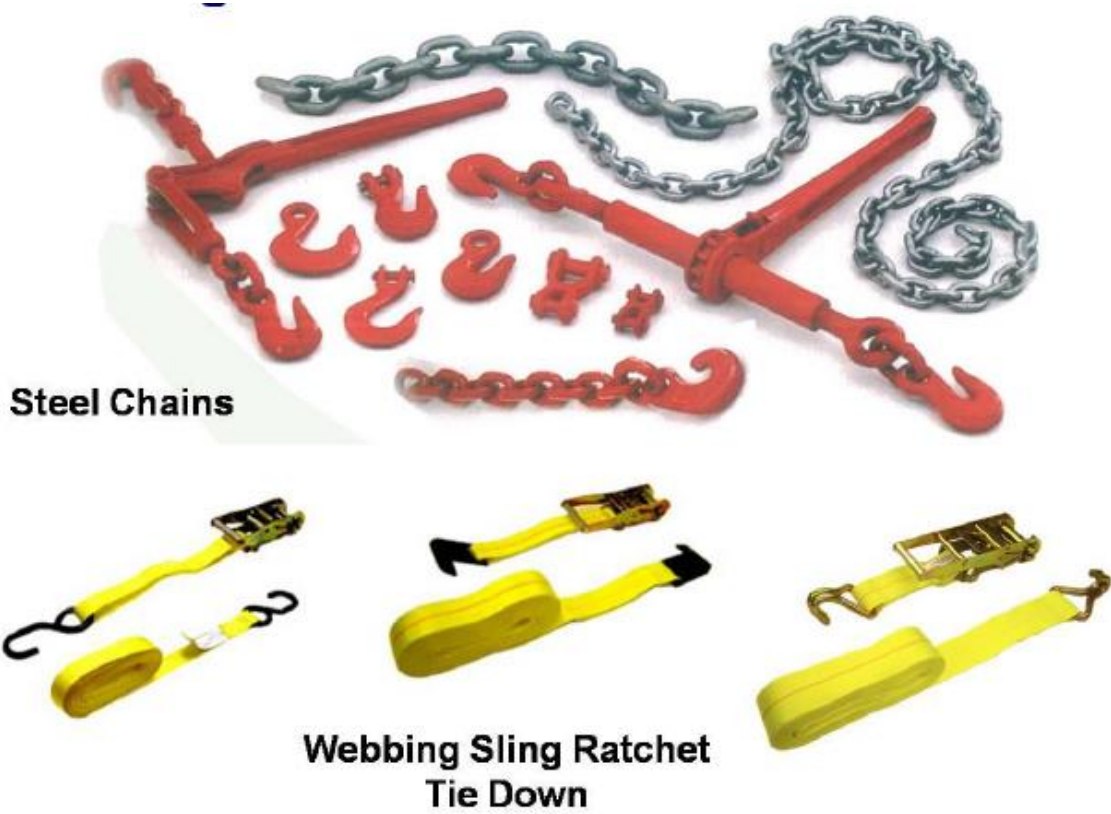
- Proper lashing points are available on the vehicle and appropriate and good condition lashing gear must be used.




- No lashing shall be removed until final destination is reached, and vehicle is stopped and cargo ready for unloading.
- Vehicle loaded with the cargo shall not be permitted to move or leave the loading area until the lashing are properly checked.
- Security guard is not to allow a vehicle carrying cargo to leave Petroleum Development Support Base (PSB) without approved document.

APPENDICES



APPENDIX A: EXAMPLE FOR LASHING GEAR







APPENDIX B: PRIME MOVER AND SEMI TRAILER CHECKLIST

 PTTEP					
รายการตรวจสอบสภาพรถลากจูงและกึ่งพ่วง Prime Mover and Semi-Trailer Checklist					
ชื่อผู้ตรวจสอบ : Inspector Name		เลขทะเบียนรถลากจูง : Prime Mover No.			
วันที่ตรวจสอบ : Inspection Date		เลขทะเบียนรถพ่วง : Semi-Trailer No.			
A. รายการตรวจสอบ/Checklist					
ลำดับ No.	รายละเอียดการตรวจสอบ Description	ปลอดภัย Safe	ไม่ปลอดภัย Unsafe	ไม่เกี่ยข้อง n/a	หมายเหตุ Remark
1	สภาพความมั่นคงของตัวถังรถลากจูงและรถกึ่งพ่วง The prime mover body and semi-trailer condition				
2	สภาพความเรียบร้อยของล้อรถลากจูง จานลาก น๊อตยึด และการหล่อลื่น The condition of king-pin, 5th wheel plate, bolts, and lubrication				
3	สภาพยาง แรงดันลมยาง ความลึกดอกยาง ยางอะไหล่ กระพ้อล้อ น๊อตล้อ The condition of tires, pressure, depth, spare tire, wheel drum				
4	สภาพของแบตเตอรี่และระดับน้ำกลั่น Battery Connections and condition are good. Battery Cover are in place and secure.				
5	ระดับน้ำหล่อเย็น น้ำมันเครื่อง น้ำมันไฮดรอลิก ปราศจากการรั่วซึมต่าง ๆ Radiator is full and free of leaks. Ventilation system is OK. Engine Oil, Crush				
6	การทำงานของระบบเครื่องยนต์ รอบเดินเบา มีเทอร์มิสเตอร์ และไฟแสดงบนหน้าปัด Engine, slow running, idling, motor can normal operation				
7	การทำงานของระบบเกียร์ ระบบส่งกำลัง ระบบยกตัวรถ (ถ้ามี) Gear and transmitting system are in normal operation.				
8	การทำงานของระบบเบรก ข้อต่อสายเบรก เบรกมือ เบรกต่างพ่วง Brake and connection are in good condition.				
9	การทำงานของระบบลม ข้อต่อสายลม ปราศจากน้ำในระบบลมและหม้อลม Air reservoir, air brake system and their connection is normal operation				
10	การทำงานของระบบไฟส่องสว่าง ไฟหน้า ไฟหรี่ ไฟท้าย ไฟเลี้ยว ไฟเบรก ไฟถอย All light and signal is in good condition.				
11	สภาพความพร้อมและเรียบร้อยของของแวกกันชนด้านข้าง ด้านหน้าและด้านหลัง Front, side, rear guard are in good condition.				
12	สภาพความพร้อมของถังดับเพลิง ถ้วยจราจร อุปกรณ์สะท้อนแสง The condition and arrangement of stanchion and cones are good.				
13	สภาพความพร้อมของถังดับเพลิง ถ้วยจราจร อุปกรณ์สะท้อนแสง บ้าย/แปรงสะท้อนแสง Fire Extinguisher, traffic cone, stopper, and emergency reflecting are prepared.				
14	สภาพความพร้อมของสายรัดของรถลากจูงและรถกึ่งพ่วง สายรัดของต้องขึง และต้องค้ำหน้า Wind shield, side and rear mirror are in good condition.				
15	การทำงานของแตร สภาพของใบปัดน้ำฝน และระบบปรับอากาศ Horn, air condition, and wiper are in good condition.				
16	สภาพความพร้อมของวิทยุสื่อสาร เช่นวิทยุมือถือ และอุปกรณ์สื่อสาร Seat belt, first aid kit, or communication system are prepared and in good condition.				
17	เอกสารประจำรถ พรม ประกันภัย คู่มือรถ คู่มือปฏิบัติงาน แผนการเดินทาง SDS (ถ้ามี) All necessary document are prepared such insurance, manual, journey plan, SDS.				
18	ความพร้อมของระบบติดตามยานพาหนะ กล้องวิดีโอ GPS system or MVDR system are provided.				
19	ความสะอาดเรียบร้อยของภายในห้องขับ และสภาพตัวถังภายนอกโดยรวม Cabinet and overall body are in clean and clear condition.				

ข้อสังเกต:
 (Observation)

ลายเซ็นผู้ตรวจ Checker Signature	:		วันที่ Date	:	
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ROLES AND RESPONSIBILITIES

Roles	Responsibilities
Supervisors/Team Leaders	<ul style="list-style-type: none"> Communicate/Feedback to contractor who responsible for safe land transportation. Encourage staffs to observed and report unsafe transportation. Communicate best practice from this guideline to their staffs.
PSB Staffs	<ul style="list-style-type: none"> Observe safe/unsafe cargo lashing. Communicate to trailer driver/helper. Report unsafe lashing and land transportation to his/her supervisor/team leader.

DEFINITION AND ACRONYMS

Set out below are common specific terms presented in alphabetical order:

Term	Definition
Asset	Refers to an operating Asset, site, or location within a respective Function Group.
Corporate	Refers to the PTTEP business groups hierarchically above Asset level, and located in the PTTEP headquarters, Bangkok.
Division	A business group may have one or more distinct groups within its hierarchy. These are referred to as Divisions.
Department	A subgroup within a Function Group, Division or Asset.
Function Group	Refers to a corporate level business group. These may have associated Divisions, Departments, or operational Assets within their hierarchy.

Acronyms	Description
PPE	Personal Protective Equipment
PSB	Petroleum Development Support Base

REFERENCES

Document Code	Document Title
PTTEP SSHE Controlling Documents	
N/A	N/A
Other Reference Documents	
N/A	พระราชบัญญัติจราจรทางบก พ.ศ. ๒๕๒๒
N/A	กฎกระทรวง ฉบับที่ ๖๑ (พ.ศ. ๒๕๕๕) ออกตามความในพระราชบัญญัติการขนส่งทางบก พ.ศ. ๒๕๒๒

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เอกสารแนบที่ 37

แผนการเคลื่อนย้ายผู้ป่วยหรือผู้ได้รับบาดเจ็บจากเหตุฉุกเฉินของแท่นเจาะ
(MEDICAL EVACUATION RESPONSE PLAN)

MEDICAL EVACUATION RESPONSE PLAN (MERP)

Client Name: Borr Drilling Management DMCC

Rig: Borr Skald

Project Access No.: 03AOPA934870 (Topside)

Location: Gulf of Thailand

Field Operator: PTTEP

Note: Due to the COVID19 situation, Client Employee recent travel history needs to be provided for the time before employee embarked on the vessel/rig. Employee travel history and passport eventually determine where they can be accepted for offloading. Client should check with Port authorities' access to shore and crew disembarkation

Created Date: 05 May, 2021

Updated: 16 Nov 2021

Version:

2.4



Disclaimer

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The entire liability of Intl.SOS under or in connection with this report, whether for negligence, breach of contract, misrepresentation or otherwise is limited to the charges paid for the services of Intl.SOS for producing this report up to a maximum amounting to charges paid during the period of 1 year preceding the claim.

This document contains information related to emergency response planning and actions for offshore projects.

This Medical Evacuation Response Plan is subject to change in light of experience and feedback and it is the responsibility of all potential users, including but not only any Medic or Physician deployed, to review the plan on arrival on board and contact Intl.SOS if any difficulties seem likely in making use of the plan.

This is not a First Phase Evacuation plan and does not include responsibilities for all necessary activities related to onshore incident management whether or not patients and casualties are involved (e.g. H₂S emergency, riot / insurrection, man overboard, epidemic quarantine, etc.).

Author

This document was prepared by the Project Membership Support team, Global Knowledge Support Centre.

Reviewers

This document was issued for review to:

Name	Date
BKK MERP Team, KUL MERP Team	25 May 2021

Correspondence

All correspondence regarding this report should be directed to:

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www.internationalsos.com

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Acronyms and Definitions

AP	Authorised Person: The representative identified to act on behalf of a company if a medical emergency involving one of its employees occurs on-site. We recommend that the company nominates several employees to act on its behalf. International SOS must be able to contact one of your company's APs at all times. The AP is always called for financial authorisation prior to International SOS performing a billable service. Throughout the course of the case, we will provide routine updates to keep the AP fully informed of the status and progress of events. We may also contact him/her for advice on how your company would like a case to be handled.
BDM	Business Development Manager: International SOS' sales staff who liaises with the client for business and account maintenance issues.
RCD	Response Centre Doctor: International SOS' duty physician rostered for 24 hours to take medical calls.
Definitive Care Facility	Hospital/Clinic: A medical facility where patients can be admitted for specialised and comprehensive medical care, with the ultimate aim of providing final medical treatment for the patient's condition.
First Phase Evacuation	First Phase Evacuation: A plan that is developed and managed by Borr Drilling, and entails the movement of the patient from the rig to a patient handover point.
In-Transit Care Facility	Hospital/Clinic: A medical facility where patients can be admitted for stabilisation prior to onward movement to the nearest level of upgraded care or the definitive medical care facility.
MD	Medical Director: International SOS' on-duty physician rostered 24 hours to oversee medical assistance, and to be notified of all potential or impending medical transports and disembarkations.
Patient Handover Point	Patient Handover Point: A pre-identified location from where the patient will be entrusted to International SOS, for future care, treatment and case monitoring. This pre-identified location is mutually agreed upon by the client and International SOS, prior to MERP mobilisation.
ROMIF	Release of Medical Information Form: This form is used for 2 purposes: 1. It enables a medical professional to release medical data to International SOS. 2. It allows International SOS to release medical data to certain identified third parties to assist the patient. Appendix 1: Release of Medical Information Form
Second Phase Evacuation	Second Phase Evacuation: This plan is developed and managed by International SOS, and entails the movement of the patient from the patient handover point to the nearest level of upgraded care or the definitive medical care facility.

1. Objectives of this Document

A Medical Evacuation Response Plan (MERP) explains the Second Phase Evacuation plan, i.e. the movement of the ill/injured employee from the patient handover point to the nearest level of upgraded care or the definitive medical care facility. It also includes references to the First Phase Evacuation plan that Borr Drilling has on-site.

This document is colour coded to clearly explain who does what, i.e.:

-  **Borr Drilling** to verify First Phase Evacuation data in the MERP on a regular basis and update International SOS.
-  **Remote site medical services** contracted by International SOS for Skald to be provided by Intl.SOS and authorised by **Borr Drilling**
-  **International SOS** to document, verify, retain and update Second Phase Evacuation data in the MERP.

***Disclaimer:** This document addresses only medical emergencies. It does not cover other types of emergency planning, such as fires, security breaches or threats, disaster response, environmental issues, etc. Planning for medical emergencies should be integrated with these other types of planning as part of a master global emergency response plan.*

2. Summary of MERP

Borr Drilling is an international drilling contractor that owns and operates jack up rigs of modern and high specification designs. It delivers high quality drilling operations in hydrocarbon basins around the world.

Skald is a jack up rig which is a part of Borr Drilling's fleet and is presently working in Gulf of Thailand.

There are approximately 150 personnel present on board. Intl.SOS medical staff is present onboard.

For the First Phase of Evacuation, patient will be stabilized on-board and then transferred from the project location either to Songkhla heliport, using the helicopter arranged by PTTEP or to Songkhla port using crew boat arranged by PTTEP.

PTTEP will also provide escort medic and the medical equipment for the helicopter evacuation.

The ground ambulance from Songkhla heliport/Port to medical facility in Songkhla will be arranged by Borr Drilling

- Travel time by helicopter is 1 hours
- Travel time by crew boat is 8-15 hours

For the Second Phase of Evacuation, the patient will be moved by **International SOS** from the patient handover point (Songkhla medical facility) to a definitive medical care facility recommended by International SOS, depending on the medical condition/indication of the patient, logistical criteria and resources available. The movement will occur via the transport provider identified by International SOS as most suitable. Further repatriation can also be organized, if required.

3. Responsibilities for First and Second Phase Evacuations

On-Site International SOS Medical Staff – On-Site Response

1. Stabilise and provide initial treatment to the patient according to employer's protocols, and assess further needs.
2. Contact International SOS Asia Response Centre and discuss the case with the Response Centre doctor (RCD); also inform the on-duty site manager of the incident and recommendation.
3. Provide patient particulars (including name, nationality, passport details, insurance details, etc.) to the Response Centre.
4. Forward the completed Medsite Medical Escalation Report, provided in appendix 2.
5. Obtain patient's consent for International SOS to access patient medical records. Forward the completed and signed Release of Medical Information Form (ROMIF), provided in appendix 3.
6. Follow up the first phone call with verbal and written updates, including patient movement.
7. Provide patient escort, if necessary.

Note: On-site Medic would escalate ill / injured personnel to Asia Response Centre with the involvement of BKK CD and CSE in the call for case discussions / management / recommendation of disembarkation.

For any work related cases or any disembarkation, BKK AC will also discuss with PTTEP Medical team for case management.

Borr Drilling First Phase Evacuation

1. Make pre-identified local transport assets and/or local transport providers under company's control available for First Phase Evacuation, according to section 6.
2. It is the responsibility of Borr Drilling to ensure International SOS is in possession of the latest information related to First Phase Evacuation plan.
3. Manage and implement the First Phase Evacuation plan.
4. Prepare patients' travel necessities, including passport, other travel documents, clothes, etc.
5. Escalate internally, as appropriate.
6. Inform patient's next of kin, as appropriate.
7. Based on appropriate medical verbal/written communication from International SOS, Borr Drilling to authorise International SOS to activate necessary resources for repatriation or evacuation and/or guarantee medical expenses, as required.

International SOS – Medical Monitoring and Second Phase Evacuation

1. Give medical advice and guidance on diagnosis and treatment to the on-board medic.
2. Response Centre doctor to recommend whether the patient should be treated on location or at an in-transit care facility.
3. Response Centre doctor to also recommend patient movement considering Borr Drilling's logistics and First Phase Evacuation plan.
4. Contact the designated AP and discuss the case medically, while highlighting any need for a Second Phase Evacuation.
5. Implement and manage the Second Phase Evacuation plan.
6. Organise admission at an appropriate medical facility for Second Phase Evacuation.
7. Organise onward repatriation, if required and requested, beyond Second Phase Evacuation.
8. Keep APs and Borr Drilling management updated on the case.

4. Key Information

4.1 International SOS Assistance Centre

Primary International SOS Response Centre: Asia Response Centre

Tel: +60 327 873 119

Fax: +60 322 828 646

E-mail: AsiaResponseCentre@internationalsos.com

Secondary International SOS Assistance Centre: Bangkok

Tel: +66 220 577 77

Fax: + 66 225 402 72

E-mail: bangkok@internationalsos.com

4.2 Authorised Person Details

AP1 Jason Brown, Rig Manager – Skald

Mobile: +66-91 808 4952

E-mail: rm.skald@borrdrilling.com

AP2 Ken Johnson, Regional Director, Borr Drilling – EH

Mobile: +65-91289441 (Singapore)

E-mail: kjohnson@borrdrilling.com

AP3 Phurichapol Rukariyathum QHSE Thailand - Skald

Mobile: +66 88 140 8756

E-mail: prukariyathum@borrdrilling.com

AP4 Phillip Rusden, QHSE Manager, Operations - EH

Mobile: +65 980 753 74

E-mail: prusden@borrdrilling.com

AP5 Thomas Brun Sunde, Director QHSE

Mobile: +47 99 40 89 96

Skype: +44 1224 289 247

E-mail: tsunde@borrdrilling.com

4.3 Case Management Instructions

Notification of Case:

Notifications to AP's (Non-Medical):

Injuries on Duty (IOD)/ Emergency Disembarkations (ED)/ Non-Emergency Disembarkations (NED):

- Notify AP1 by phone call (subsequent APs, if AP 1 is not reachable) followed by an email to all APs with further regular case updates via email

Routine Medical Cases:

- Initial notification of case by email only

Notification to be provided on the TSCR (**Topside Support Contact Report – Limited Medical**)

In Addition to the APs, email notification to be sent to:

Jaleel Rahiman, HR Manager

Tel: +65 97837044

E-mail: jrahiman@borrdrilling.com

Matuwadee Numphong (Pare) HR Coordinator - Skald

Borr Drilling - Eastern Hemisphere, Thailand

Mobile: +66-91-005-7059

E-mail: mnumphong@borrdrilling.com

No further updates required for routine medical cases unless case results in disembarkation

Please notify Thomas Sunde (AP4) via E-mail (tsunde@borrdrilling.com) of ALL suspected and confirmed COVID-19 cases.

Notifications (Medical) to Dr Stuart Scott, Borr Drilling Global Medical Advisor

- **Telephonic notifications to be made to Dr Stuart Scott for**
 - Emergency Disembarkations
 - Non-Emergency Disembarkations for possibly work-related conditions / / injuries on duty
- **E-mail Medical Notification to follow all telephonic notifications**
 - stuart.scott@internationalsos.com
 - Mobile: +44 777 970 2512
- **For ALL cases, a written medical notification needs to be sent to Dr. Stuart Scott**

Notifications (Medical) to be provided on the TSCR (**Topside Support Contact Report – Medical Report**)

In the absence or unavailability of Dr. Scott, notification should be given to Dr. Mark Parrish (copy Dr. Scott)

- mark.parrish@internationalsos.com
- **Mobile:** +44 781 065 7396

Please notify client's AP to obtain the agreement on initial case management, then Bangkok AC's medical team notifying PTTEP corporate doctor for finalizing case management.

4.3 Case Management Instructions

	<p>Any work-related injury/illness and for suspected COVID-19 patients, NOC to PTTEP Medical Team in Bangkok Thailand as a field operator.</p> <ul style="list-style-type: none"> Bangkok AC's medical team calls PTTEP Medical Team (based in Thailand) to notify case and recommendation. PTTEP corporate doctor via mobile phone Dr. Weerapat Boonthamtirawuti + 66 988 292 354 (the 1st contact person) if no answer then tries 2nd contact person / Dr. Athitaya Jongpaiboonkit +66 818 012 983 (the 2nd contact person) Then send medical notification / update via medicalteam@pttep.com ASAP PTTEP medical team will provide escort medic with choppers or supporting vessels.
Insurance Details:	Client has insurance with BUPA – DBA: 001138A.
Delegated Authority:	USD 3000
Special Instructions / Comments, if any:	Please notify Thomas Sunde (AP4) via E-mail (tsunde@borrdrilling.com) of ALL suspected and confirmed COVID-19 cases.
Other Client (Contractors) on Rig:	N/A
Other Non-Client (Contractors) on Rig:	N/A

4.4 Client Contact Details

Iridium phone: +88 163 151 0566

Skald Radio operator: + 66 202 615 80

E-mail: Radio Operator Skald
RO.Skald@borrdrilling.com

INMARSAT phone: +870 773 248 968

OIM's ph: +66 202 615 81

E-mail: OIM Skald OIM.Skald@borrdrilling.com

Jason Brown, Rig Manager – Skald

Mobile: +66-91 808 4952

E-mail: rm.skald@borrdrilling.com

Offshore Installation Manager:

Tel: +66 202 615 81

Mobile: +66 626 707 569

E-mail: oim.skald@borrdrilling.com

4.5 Medic Contact Details

Medical Staff on Rig: Suwittha Pasathiti and Siwa Boontiam

Direct Tel: Skald Clinic + 66 202 615 94

Skald Radio operator + 66 202 615 80

Employer: International SOS

E-mail: Medic.Skald@borrdrilling.com

Languages Spoken: English and Thai

5. Location Geography

5.1 Rig Details

Rig Population:	150 personnel
Rig Location:	TMA-08A, Offshore Gulf of Thailand Latitude: 07°52'00.517" N Longitude: 102°43'51.415" E
Patient handover point:	Songkhla medical facility
Distance:	TBC

5.2 Rig Description

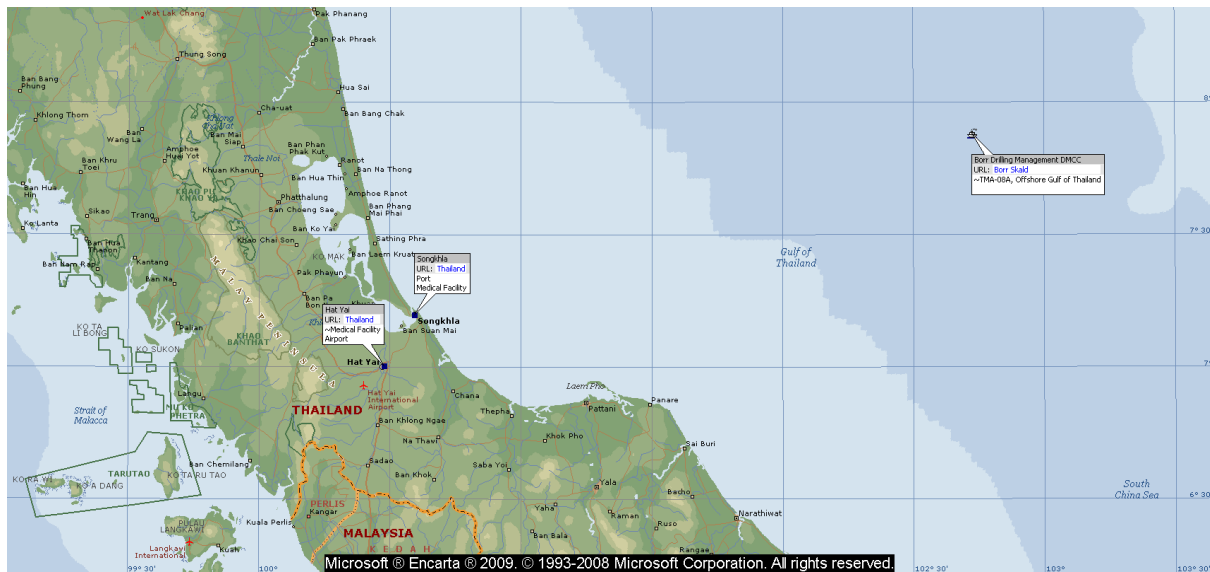
Borr Drilling is an international drilling contractor that owns and operates jack up rigs of modern and high specification designs. It delivers high quality drilling operations in hydrocarbon basins around the world.

Skald is a jack up rig which is a part of Borr Drilling's fleet and is presently working in Gulf of Thailand.

There are approximately 150 personnel present on board. Intl.SOS medical staff is present onboard.

5.3 Map

Local Map:



Regional Map:



6. First Phase Evacuation Details

First Phase Evacuation

For the First Phase of Evacuation, patient will be stabilized on-board and then transferred from the project location either to Songkhla heliport, using the helicopter arranged by Borr via PTTEP or to Songkhla port using crew boat arranged by Borr Drilling via PTTEP.

PTTEP will also provide escort medic and the medical equipment for the helicopter evacuation.

The ground ambulance from Songkhla heliport/Port to medical facility in Songkhla will be arranged by Borr Drilling

- Travel time by helicopter is 1 hours
- Travel time by crew boat is 8-15 hours

Evacuation Support Logistics

Helicopter at Location	
Type:	AW-139
Location:	Operating Base at Songkhla Airport
Capacity:	12 Seats (limitation by available payload)
Medical Configuration:	Maximum 2 stretchers
Night Landing:	For emergency case only
Travel time :	1 hr (Single trip)

Support Vessels		
Name:	SC Bongkot	Bahtera Makmur
Location:	Songkhla	
Provider:	SC Management Co., Ltd.	Bourbon Offshore Asia Pte. Ltd.
Point of Contact to Mobilise:	Songkhla	
Vessel Contact Details:	sc.bongkot@scgroupthai.com	Bridge.bathera-makmur@bourbon-online.com
Travel time to Songkhla port:	Est. 13-15 hours	
Availability:	4-Jun-21	4-Jun-21
Activation Time:	30-60 min	30-60 min

Support Vessels				
Name:	AOS-8	TMS-2	TMS-5	TMS-12
Location:	Bongkot field			
Provider:	Uniwise Offshore Limited	Truth Maritime Service		
Point of Contact to Mobilise:	Songkhla			
Vessel Contact Details:	vessel.aos8@gmail.com	tms2@tms-fleet.com		
Travel time to Songkhla port:	8-12 hours			
Availability:	In field			
Activation Time:	15-30 min			

Local Helipad Information	
Night Landing:	Yes
Aviation Navigational Beacon and Operating Frequency:	190Khz to 535 Khz standard band 536 Khz to 1250 Khz plus 1600 Khz to 1800Khz
Max load:	13 mt

Location: Songkhla, Thailand

Ground Ambulance and In-transit Medical Facilities		
Provider Name:	Bangkok Hospital Hatyai	Sikarin Hatyai Hospital
Provider Address:	75 Soi 15, Petchkasem Road, Hatyai, Songkhla, Thailand 90110	169 Nipatsongkhrao Road, Hatyai, Songkla, 90110, Thailand
Contact Details:	Tel: +66 742 728 00 Fax: +66 742 728 40	Tel: +66 743 103 10 Mobile: + 66 897 347 019

Airport Information

Name (ICAO Code):	Songkhla Navy Airport (VTSH)	Songkhla/Hat Yai International Airport (VTSS)
Hours of Operation:	Sunrise to Sunset	Operational 24 hours with restrictions
Airport of Entry:	No	Yes
Tel:	+66 743 110 85	+66 742 270 00

Notes on In-transit Medical Care Facilities:

- The in-transit care facility must be mutually pre-agreed upon by International SOS and Borr Drilling.
- The in-transit care facility may not be – and in remote areas usually will not be – the medical facility best suited for the patient's definitive treatment.
- Intl. SOS may have administrative agreements with these hospitals and providers to assist with the admission of patients and guarantee payments; however, this does not mean that these hospitals/providers have been credentialed by Intl SOS as being up to international standards. Intl SOS is in no position to direct local hospitals/providers regarding the treatment and management of the patient, but will make all efforts to secure understanding and cooperation from the local medical team.
- Medical facilities recommended only for initial admission and stabilization prior to onward transfer for the more serious cases may be appropriate for definitive care of less serious cases; but in any case these only represent the best locally available option. Onward referral to a regional definitive medical care facility will be recommended on a case-by-case basis by the International SOS Medical Team.

7. Second Phase Evacuation Details

Second Phase Evacuation

For the **Second Phase of Evacuation**, the patient will be moved **by International SOS** from the patient handover point (Songkhla medical facility) to a definitive medical care facility recommended by International SOS, depending on the medical condition/indication of the patient, logistical criteria and resources available. The movement will occur via the transport provider identified by International SOS as most suitable. Further repatriation can also be organized, if required.

Evacuation Support Logistics

Location: Songkhla, Thailand

Ground Ambulance and In-transit Medical Facilities

Provider Name:	Bangkok Hospital Hatyai	Sikarin Hatyai Hospital
Provider Address:	75 Soi 15, Petchkasem Road, Hatyai, Songkhla, Thailand 90110	169 Nipatsongkhrao Road, Hatyai, Songkla, 90110, Thailand
Contact Details:	Tel: +66 742 728 00 Fax: +66 742 728 40	Tel: +66 743 103 10 Mobile: + 66 897 347 019

Airport Information

Name (ICAO Code):	Songkhla Navy Airport (VTSH)	Songkhla/Hat Yai International Airport (VTSS)
Hours of Operation:	Sunrise to Sunset	Operational 24 hours with restrictions
Airport of Entry:	No	Yes
Tel:	+66 743 110 85	+66 742 270 00

Definitive Care Medical Facilities: Bangkok

Ground Ambulance at Bangkok, Thailand

Provider Name:	Bumrungrad International Hospital	Samitivej Sukhumvit Hospital
Provider Location:	33 Sukhumvit Road, Soi 3 Nana, Nua, Wattana, Bangkok, Thailand 10110	133 Sukhumvit 49, Klong Tan Nua, Vadhana, Bangkok, Thailand 10110
Contact Details:	Tel: +66 266 710 00 Fax: +66 266 712 14 / 1581	Tel: +66 202 222 22 Fax: +66 271 298 10

Definitive Care Medical Facilities in Bangkok

Name: Bumrungrad International Hospital

Address: 33 Sukhumvit Road, Soi 3 (Nana Nua), Wattana, Bangkok, Thailand 10310

Tel: +66 266 710 00

Fax: +66 266 712 14 / 1581

Name: Samitivej Sukhumvit Hospital

Address: 133 Sukhumvit 49, Klong Tan Nua, Vadhana, Bangkok, Thailand 10110

Tel: +66 202 222 22

Fax: +66 271 298 10

Airport Information

Name (ICAO Code):	Suvarnabhumi International Airport (VTBS)	Don Mueang Intl. Airport (VTBD)
Hours of Operation:	Operational 24 hour	
Airport of Entry:	Airport of entry	
Tel:	+66 2 132 1888	+66 2 535 1111 / +66 2 535 1515

Air Ambulance Options

Air Ambulance Options Based in Bangkok

Type of Aircraft:	Cessna Citation Bravo	Lear 60	Hawker 800/ Super King Air 350
Location:	Bangkok - Don Mueang Airport		
Activation Time:	2 - 3 hours		
Availability:	Day / Night		
Flying Time (Bangkok to Hat Yai):	1:20 hours		
Note:	Cessna Citation Bravo, Hawker and Superking Air 350 are allowed for domestic route only. In process of AOC recertification. Lear 60, VH-AND is only option for International route.		

Commercial Airline Options

Evacuation Route:	Airline Name	Flight Duration
Hat Yai to Bangkok:	Thai Smile and other budget airlines	Approx. 1 hour 25 min

Noteworthy Points to Consider for Evacuations and Repatriations

- Cross-border travel without passport and entry/exit visa is not permitted by immigration authorities, and these must be present with the patient (or a caretaker, if incapacitated) at all times. Even in a medical emergency, a country may not allow a patient entry if the country immigration regulations do not grant emergency visas for certain nationalities.
- All emergency responses are on a reasonable effort basis; unavoidable delays may occur for several reasons, including aircraft availability, weather conditions or other factors affecting the safety of a flight, or unscheduled airport closures.
- Patient suffering from an infectious disease may not be allowed to travel by health authorities either locally, regionally or internationally.
- Second Phase Evacuation to a place where the patient's language is spoken or where he is culturally more comfortable can be arranged upon request, if this is considered medically safe. Repatriation following an initial evacuation to a centre of medical excellence depends on the patient's fitness to fly, as well as the medical clearance of the patient by the commercial airline's medical department.

Appendix 1: Description of International SOS Services On-board

Description and qualifications of staff on-site: Intl.SOS Medical staff On-board

Description of medical equipment on-site: TBC

International SOS Medical Contacts

Eunice LEE, Account Manager

Tel: +65 633 096 70

Email: Eunice.Lee@internationalsos.com

Appendix 2: Medsite Medical Escalation Report

Borr Drilling Fax to: +60 322 828 646

E-mail to: AsiaResponseCentre@internationalsos.com

Case Number:

1. Call Details, Site Details, Request for Assistance

Date of Patient Presentation:		Time of Presentation:	
Name of Client, Project and Project Membership number:			
Intl SOS Membership detail and number to be used for this case if not the above:			
Name of Vessel/Rig/Site:			
Name and Qualification of Site Medical Staff:			
Site phone number:	Mobile		Other
Notification Type:	<i>FIRST NOTIFICATION</i>		
Reason For Escalation:	Medical Advice/Topside Support		Non Urgent Referral
	Urgent Referral		Other
Request For Assistance::			

2. Patient Details

Full Name of Patient:			
Date of Birth:			
Contact Details:	Mobile Number:		
	Email Address:		
Job Position:			
Name of Patient Employer:			
Passport Number:		Nationality	
Location of Passport:			
Date Of Arrival On Site (If relevant):		Departure date (If relevant):	
Has patient consented to release to employer/signed ROMIF:	Yes/No		

3. Other Information (To be completed if patient is not assisted under Intl SOS Project Membership or other Intl SOS Membership)

Employer Point of Contact/Patient Manager:	
Contact Number:	
Name of Assistance Company/Insurer managing the case:	
Please confirm Employer has Activated the above Assistance Company/Insurer:	Yes/No

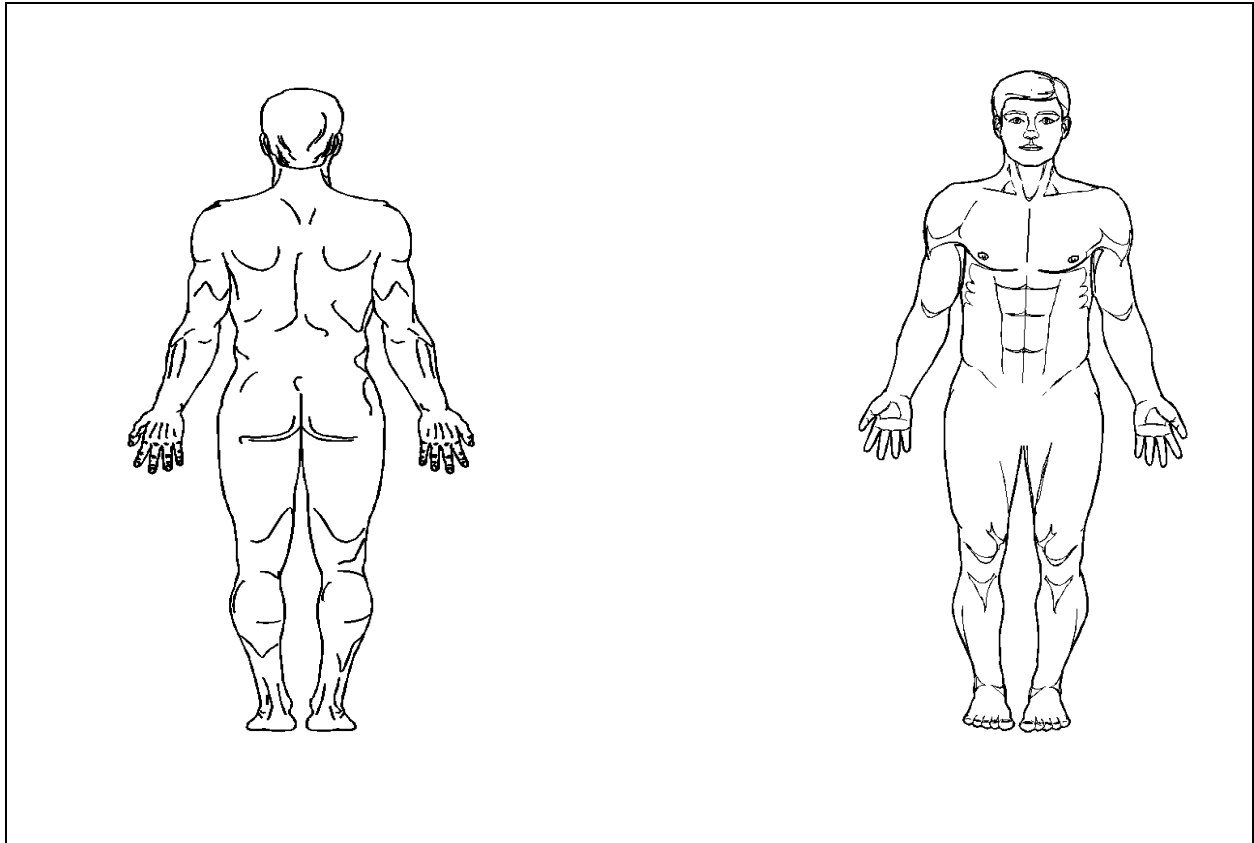
4. Medical Information

Select the relevant Box:	Accident		Illness		Was patient on duty	Yes/No
Known Allergies:					Relevant Vaccinations: (eg. Last dose of Tetanus)	
Chronic Medication:						
History & Chronology of Events and Chief Complaint:						
Examination: A: B: C: General Appearance: Head and Neck: Chest/Back: Abdomen/Back and Perineum: Limbs and Periphery:					GCS	
					BP	
					Pulse	
					RR	
					TEMP	
					SATS	
					HGT	
					OTHE R	

Neurological Findings:		
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Investigations:

Urine General Appearance:	URINE DIP STICK RESULTS	Leukocytes	
		Nitrite	
		Urobilinogen	
		Protein	
		pH	
		Blood	
		Specific Gravity	
		Ketone	
		Bilirubin	
		Glucose	
Malaria Rapid Test Result	Trop T Test Result	Other Test Result	
Provisional Diagnosis:			
Treatment Plan Initiated On Site:			



PLEASE SEND SUPPORTING PICTURES ON ALL CASES WITH PATIENT CONSENT

For Response Centre Use Only	
Escalated to MD on Duty:	Yes / No
Time of Call:	
Response Centre Doctor's Name:	
International SOS' Case Number:	
Medical Response Centre Recommendations: Escorted / Unescorted: Receiving Facility:	
Name of Rig Manager Contacted:	
Rig Manager's Instructions:	
International SOS to Arrange Ground Transfer:	Yes / No
International SOS to Place Guarantee of Medical Expenses:	Yes / No
No Assistance Required:	Yes / No

Appendix 1: Release of Medical Information Form

International SOS Asia Response Centre

Tel: +60 327 873 119

Fax: +60 322 828 646

E-mail: AsiaResponseCentre@internationalsos.com

AUTHORISATION FOR RELEASE OF MEDICAL INFORMATION

AC/CLINIC

PATIENT INFORMATION			
Print Name:			
		First	Last (surname)
Birth Date:		Case #:	
		Day/Month/Year	
TREATING PHYSICIAN IN COUNTRY OF ORIGIN: <i>(please fill in name, address, e-mail address and telephone number)</i>		TREATING PHYSICIAN IN CURRENT LOCATION: <i>(please fill in name, address, e-mail address and telephone number)</i>	
PURPOSE			
This authorisation is to authorise the collection, release, use, storage, processing, amendment and transferring of medical, travel and other personal data for the purpose(s) of providing assistance to me, including arranging medical treatment, assessing and paying and/or obtaining payment for that treatment and assistance; running International SOS' normal business and operations, and to comply with legal obligations and respond to emergencies such as those relating to public health ("Data Collection Purposes").			
AUTHORISATION OF DISCLOSURE			
I hereby authorise any organisation or person who has or may have information concerning me or my health to furnish International SOS Asia Response Centre , including the International SOS Group of Companies and/or their respective representatives and/or agents ("International SOS"), who are acting on behalf of [Borr Drilling] , with:			
(a) all relevant medical information pertaining to my medical history (including any condition for which medical advice or treatment was sought, any form of consultation, investigation, prescription or treatment), it being understood that such disclosure must be compliant with applicable local rules, if any (which may where applicable restrict release to medical professionals only);			
(b) all relevant information pertaining to my employment history;			
(c) a medical certificate completed by any health provider which International SOS may require; and			
(d) travel information including all itineraries, ticket information and proof of payment documentation.			
(collectively known as "Personal Data")			
I understand that information related to sexually transmitted diseases, acquired immunodeficiency syndrome (AIDS), human immunodeficiency virus (HIV), genetic test results, behavioral or mental health services, and treatment for alcohol and drug abuse, shall not be disclosed unless: (i) required by law or (ii) I specifically authorise International SOS to make such disclosure by initialing here.			
			<input type="checkbox"/>

CONSENT TO USE MEDICAL INFORMATION

I consent to International SOS:

- (a) Collecting by using telephone recordings, electronic, paper or other means, processing and using my Personal Data for the Data Collection Purposes;
- (b) Subject to local legal requirements (which may where applicable prevent disclosure to non-medical personnel and/or restrict release to medical professionals only) disclosing my Personal Data to :
 - (i) entities of **[Borr Drilling]**, and/or of other International SOS entities or their respective representatives and/or agents, my personal representatives or family member involved in my care;
 - (ii) the insurer or other entities which will be directly or indirectly responsible for or involved in payment of relevant medical and other costs,
- (c) Transferring my Personal Data outside **[Current location]**, to and from my doctors in my country of origin, and to and from the doctors where I am currently being treated and to other territories that may not have the same level of personal data protection.

AGREED AND ACCEPTED

I understand and agree that :

- (a) A copy of International SOS' Customer Personal Data Privacy Statement including information about my rights and instructions on how to fill a complaint and access, correct, restrict access to or delete my Personal Data may be obtained by writing to: Director of Assistance, **International SOS** or may be accessed through the International SOS website at www.internationalsos.com
- (b) I have the right to refuse to sign this authorisation, and that if I do refuse, International SOS may be prevented from or limited in providing the services described above and may not be able to assist me.
- (c) This authorisation expires one (1) year from the date of signature below.
- (d) If I sign this authorisation, I will have the right to withdraw/ revoke it at any time, except to the extent that action has been taken prior to receipt of the withdrawal/ revocation. If I wish to withdraw/ revoke this authorisation, I can write to the Privacy Officer at dpo@internationalsos.com.
- (e) This authorisation and my Personal Data will be kept no longer than is desirable for the purposes they were collected and, subject to applicable local law, will be destroyed in accordance with the periods set out in International SOS' policy on data retention (published at <https://www.internationalsos.com/privacy>).
- (f) A copy, including photostat, electronic or fax copy of this authorisation, shall be considered as effective and valid as the original and I have specifically authorised its use as such.

Signature of
Patient/Legal
Representative/
Guardian

Printed Name

Date

Relationship with
Patient

Revision History						
Version	Rev. Date	Description	Prepared By	Reviewed By	Approved By	Date
1.1	25 May, 2021	First Document	PA Support, GKSC	BKK and KUI MERP team	Dr.Jamon Ngoencharee Phanuphan Nieampraphan Aukarin Suriya Rakesh Chan Dr. Chan Yanjun	25 May, 2021
1.2	31 May, 2021	Update: Support assets	PA Support, GKSC			
1.3	16 June 2021	Update: Case Management Instructions	PA Support, GKSC	--	--	--
1.4	21 June 2021	Update: Case management Instructions	PA Support, GKSC	--	--	--
1.5	24 June 2021	Updates	PA Support, GKSC	--	--	--
1.6	29 June 2021	Updates	PA Support, GKSC	--	--	--
1.7	17 August 2021	Update: Location	PA Support, GKSC	--	--	--
1.8	18 Aug 2021	Update: AP Details	PA Support, GKSC	--	--	--
1.9	03 September 2021	Update: NOC	PA Support, GKSC	--	--	--
2.0	21 September 2021	Update: Location	PA Support, GKSC	--	--	--
2.1	24 September 2021	Update NOC	PA Support, GKSC	--	--	--
2.2	07 Oct 2021	Update NOC	PA Support, GKSC	KUL MERP Team	Rakesh Chan	08 Oct 2021
2.3	11 Nov 2021	Update NOC	PA Support, GKSC			
2.4	16 Nov 2021	Update: AP Details & Project Location	PA Support, GKSC	--	--	--

Medical Evacuation Response Plan

By providing my signature to this document, I commit that I have read, understood and will comply with the instructions provided within this document.

Staff Name	Role / Position	Signature	Date

RESPONSIBILITIES

On-Site Intl.SOS Medical Staff - Rig - Offshore Response

1. Stabilise and provide initial treatment to the patient according to employer's protocols, and assess further needs.
2. Contact International SOS Asia Response Centre and discuss the case with CD ;also inform the on-duty site manager of the incident & recommendation.
3. Provide patient particulars (including name, nationality, passport details, insurance details, etc.) to the Assistance Centre.
4. Forward the completed Medsite Medical Escalation Report, provided in appendix 2 of MERP.
5. Obtain patients consent for Intl.SOS to access patient medical records. Forward the completed and signed Release of Medical Information Form (ROMIF), provided in appendix 3 of MERP.
6. Follow up the first phone call with verbal and written updates including patient movement.
7. Provide patient escort, if necessary.

KEY INFORMATION

International SOS Assistance Centre

Primary International SOS Response Centre: Asia Response Centre

Tel: +60 327 873 119

Fax: +60 322 828 646

E-mail:
AsiaResponseCentre@internationalsos.com

Secondary International SOS Assistance Centre: Bangkok

Tel: +66 220 577 77

Fax: +66 225 402 72

E-mail: Bangkok@internationalsos.com

Client Contact Details – To be Available 24x7 for Authorisation

AP1 Jason Brown, Rig Manager – Skald
Mobile: +66-91 808 4952

E-mail: rm.skald@borrdrilling.com

AP2 Ken Johnson, Regional Director, Borr Drilling – EH
Mobile: +65 912 894 41

E-mail: kjohnson@borrdrilling.com

AP3 Phurichapol Rukariyatham QHSE Thailand - Skald

Mobile: +66 88 140 8756

E-mail: prukariyatham@borrdrilling.com

AP4 Phillip Rusden, QHSE Manager, Operations – EH

Mobile: +65 980 753 74

E-mail: prusden@borrdrilling.com

AP5 Thomas Brun Sunde, Director QHSE

Mobile: +47 994 089 96

E-mail: tsunde@borrdrilling.com

Jason Brown, Rig Manager – Skald

Mobile: +66-91 808 4952

E-mail: rm.skald@borrdrilling.com

Iridium phone: +870 773 248 968; **Skald Radio operator:** + 66 202 615 80

E-mail: Radio Operator Skald RO.Skald@borrdrilling.com

Project Details

Site Population: 150 POB

Rig Location: TMA-08A, Offshore Gulf of Thailand

Latitude: 07°52'00.517" N

Longitude: 102°43'51.415" E

Patient Handover Point: Songkhla medical facility

Distance: TBC

Medical Support – on Rig

Medical Staffing: Suwittha Pasathiti and Siwa Boontiam

Direct Tel: Skald Clinic + 66 202 61 594
Skald Radio operator + 66 202 615 80

E-mail: Medic.Skald@borrdrilling.com

Languages Spoken: English and Thai

Employer: International SOS

Borr Drilling - First Phase Evacuation

1. Make pre-identified local transport assets and/or local transport providers under company's control available for the first phase evacuation.
2. It is the responsibility of Borr Drilling to ensure International SOS is in possession of the latest information related to First Phase Evacuation plan.
3. Manage and implement the First Phase Evacuation plan.
4. Prepare patient's travel necessities including passport, other travel documents, clothes, etc.
5. Escalate internally, as appropriate.
6. Inform patient's next of kin, as appropriate.
7. Based on appropriate medical verbal/written communication from International SOS, Borr Drilling to authorise International SOS to activate necessary resources for repatriation or evacuation and/or guarantee medical expenses, as required.

FIRST PHASE EVACUATION SUMMARY

Support Rigs

Name: SC Bongkot/ Bahtera Makmur/ AOS-8/ TMS-2/ TMS-7/ TMS-12

Travel time: 08-15 hours

Helicopter

Type: AW-139; **Location:** Songkhla Base; **Capacity:** 12 seats

Travel time : 1 hour : **Medical Configuration:** Maximum 2 stretchers

Local Helipad Information

Night Landing: Yes; Aviation Navigational Beacon and Operating Frequency 190Khz to 535 Khz standard band; 536 Khz to 1250 Khz plus; 1600 Khz to 1800Khz
Max load: 13 mt

Ground Ambulance and In-Transit Care Facility/Patient Handover Point

Name: Bangkok Hospital Hatyai

Address: 75 Soi 15, Petchkasem Road, Hatyai, Songkhla, Thailand 90110

Tel: +66 742 728 00; **Fax:** +66 742 728 40

Name: Sikarin Hatyai Hospital

Address: 169 Nipatsongkhrao Road, Hatyai, Songkla, 90110, Thailand

Tel: +66 743 103 10

Mobile: + 66 897 347 019

Case Management Instructions

Refer to section 4.3 of the MERP

International SOS – Medical Monitoring and Second Phase Evacuation

1. Give medical advice and guidance on diagnosis and treatment to the on-site medic.
2. Response Centre doctor to recommend whether the patient should be treated on location or at an in-transit care facility.
3. Response Centre to also recommend patient movement considering Borr Drilling's logistics and First Phase Evacuation plan.
4. Contact the designated AP and discuss the case medically, while highlighting any need for a Second Phase Evacuation.
5. Implement and manage the Second Phase Evacuation Plan.
6. Organise admission at an appropriate definitive care facility for Second Phase Evacuation.
7. Organise onward repatriation, if required and requested, beyond Second Phase Evacuation.
8. Keep APs and Borr Drilling management updated on the case.

SECOND PHASE EVACUATION SUMMARY

Airport Information

Name: Hat Yai Intl. Airport (VTSS)

Name: Songkhla Navy Airport (VTSH)

Hours of Operation: 24 hours, with restrictions

Hours of Operation: Sunrise to sunset

Airport of Entry: Yes

Airport of Entry: No

Tel: +66 742 270 00

Tel: +66 743 110 85

Air Ambulance

Type: Cessna Citation Bravo / Hawker 800 / Superking Air 350/ Lear 60
(Location: Bangkok)

Ground Ambulance at Bangkok

Name: Bumrungrad International Hospital

Address: 33 Sukhumvit Road, Soi 3 (Nana Nua), Wattana, Bangkok, Thailand 10310

Tel: +66 266 710 00; **Fax:** +66 266 712 14 / 1581

Name: Samitivej Sukhumvit Hospital

Address: 133 Sukhumvit 49, Klong Tan Nua, Vadhana, Bangkok, Thailand 10110

Tel: +66 202 222 22 ; **Fax:** +66 271 298 10

Definitive Care Medical Facility in Bangkok

Name: Bumrungrad International Hospital

Address: 33 Sukhumvit Road, Soi 3 (Nana Nua), Wattana, Bangkok, Thailand 10310

Tel: +66 266 710 00; **Fax:** +66 266 712 14 / 1581

Name: Samitivej Sukhumvit Hospital

Address: 133 Sukhumvit 49, Klong Tan Nua, Vadhana, Bangkok, Thailand 10110

Tel: +66 202 222 22 ; **Fax:** +66 271 298 10

Airport Information Bangkok

Name:	Suvarnabhumi Intl Airport	Don Mueang Intl.Airport
Hours of Operation:	24 hours	24 hours
Airport of entry:	Yes	Yes
Telephone:	+66 2 132 1888	+66 2 535 1111

เอกสารแนบที่ 38

ตัวอย่างบันทึกการฝึกซ้อมการตอบสนองต่อกรณีเกิดเหตุฉุกเฉินของแท่นเจาะ SKALD

6.3.01 Emergency Drill Report

RIG NAME: BORR SKALD	DATE: 3-Dec-21
LOCATION: CWT-12A Gulf of Thailand	OIM: IAN MCDONALD MCPHERSON

This report of emergency drills shall be completed weekly. A copy shall be retained on the rig. Please follow Division procedures for further forwarding of this form .

SCENE/TYPE

Fire Drill	Weekly	Time
General Alarm Sounded / Time:		10:30
General Alarm Ended / Time:		10:37
Date of Last Drill:		29-Nov-21

Environmental Drill	60 Days	Time
General Alarm Sounded / Time:		
General Alarm Ended / Time:		
Date of Last Drill:		5-Nov-21

Injured Personnel / Confined Space Rescue	60 Days	Time
General Alarm Sounded / Time:		10:30
General Alarm Ended / Time:		10:36
Date of Last Drill:		3-Dec-21

Ballast Control Drill	60 Days	Time
General Alarm Sounded / Time:		
General Alarm Ended / Time:		
Date of Last Drill:		15-Nov-21

Abandon Drill	Weekly	Time
General Alarm Sounded / Time:		10:36
General Alarm Ended / Time:		10:42
Date of Last Drill:		29-Nov-21

Man Overboard Drill	60 Days	Time
General Alarm Sounded / Time:		
General Alarm Ended / Time:		
Date of Last Drill:		22-Nov-21

Helicopter Drill	60 Days	Time
General Alarm Sounded / Time:		10:29
General Alarm Ended / Time:		10:36
Date of Last Drill:		23-Nov-21

Other (i.e. H2S, Collision, Etc.)	Time
General Alarm Sounded / Time:	10:30
General Alarm Ended / Time:	10:36
Date of Last Drill:	3-Dec-21

All contact makers and bells shall be checked periodically for proper operation. (Check two different stations and bells during each drill) General alarm contact maker activated/checked. Identify _____

Scenario :

10:30 hrs. - SENARIO : H2S detected at sewage unit and 1 unconscious casualty found.

10:30 hrs. - OIM was informed and reported to CCR , OIM made an announcement , Well secured ,supply vessels informed to standby upwind direction.

10:31 hrs. - H2S proceed to CCR with SCBA and H2S detector and he was assigned to perform gas testing at sewage unit (STBD).

10:31 hrs. - Stretcher team informed and proceed to safe area with emergency equipment.

10:32 hrs. - H2S specialist reported to OIM , H2S 220 ppm detected and found 1 unconscious casualty at sewage unit. (near warehouse)

10:32 hrs. - Rescue team mobilized unconscious casualty from the scene to safe zone.

10:33 hrs. - Medic and stretcher team provided first aid treatment at the safe zone and an unconscious casualty was mobilized to sick bay for further treatment.

10:36 hrs. - End of drill and debrief

Response Teams

1st Response Team Leader: Barge Engineer	Actions Performed: OSC
2nd Response Team Leader: Crane Operator	Actions Performed: Follow the instructed by OSC

Life Boats FRC	Launched:	# 1 <u>No</u> # 2 <u>No</u> # 3 <u> </u> # 4 <u> </u>	Lowered:	# 1 <u>No</u> # 2 <u>No</u> # 3 <u> </u> # 4 <u> </u>
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Was Lifeboat roster checked by lifeboatman? Yes ☐ No ☒

6.3.01 Emergency Drill Report

RIG NAME: BORR SKALD		DATE: 3-Dec-21
LOCATION: CWT-12A Gulf of Thailand		OIM: IAN MCDONALD MCPHERSON
Were provisions made for shut down of the Rig?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Were any capsules/boats/rafts/or escape barges launched?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Lifeboat or capsules engines started and run to check operation.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Are all lifeboats, liferafts or other escape craft operating instructions clearly visible?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Post Drill Meeting		
Was a general meeting held after the drills to discuss/critique procedures and crew performance?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
List drill comments (type of drill if not listed above) and topics discussed below.		
<i>*Note: Enter appropriate corrective actions into the regional corrective action system.</i>		
1. H2S specialist reported to scene with proper PPE (SCBA)		
2. Safe operation during drill.		
3. Stretcher team involved with this drill. OTJ training conducted by medic to stretcher team ,Stretcher team familiar with equipment		
Muster of Personnel		Note: For Complete crew muster Please Attach Muster Station Attendance Sheets and POB for the Date of the Drill
Personnel Attending Drill	Personnel Attending Drill	Personnel Attending Drill
IAN MCDONALD MCPHERSON - OIM		
CHRISTOPHER LESLIE OWEN - Barge Engineer		
NIKOM PASARI - Crane Operator		
CHATRCHAI SAHUSRANGSEE - H2S specialist		
DAECHO MEETHONG - Roustabout		
KAMONCHAI NOOCHAIKAEW - Roustabout		
NARED CHAIPAKDEE -Roustabout		
KORNWIWAT KESOMMALA -Roustabout		
SUWITCHA PASATHITI - Medic		
ADUN RUEANGSRI - Roustabout		
SUNISA SURIYA - SPC		

6.3.01 Emergency Drill Report

RIG NAME: **BORR SKALD**

LOCATION: **CWT-12A Gulf of Thailand**

DATE: **3-Dec-21**

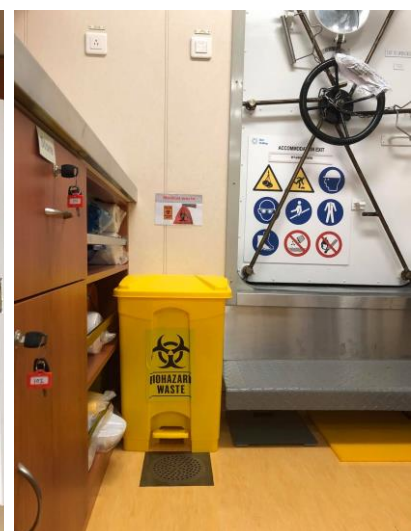
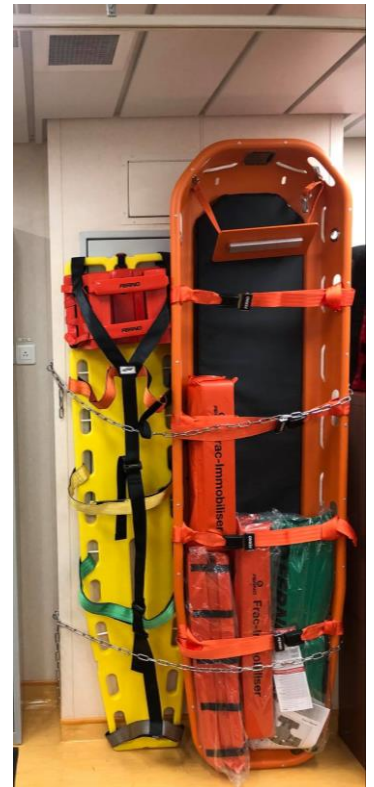
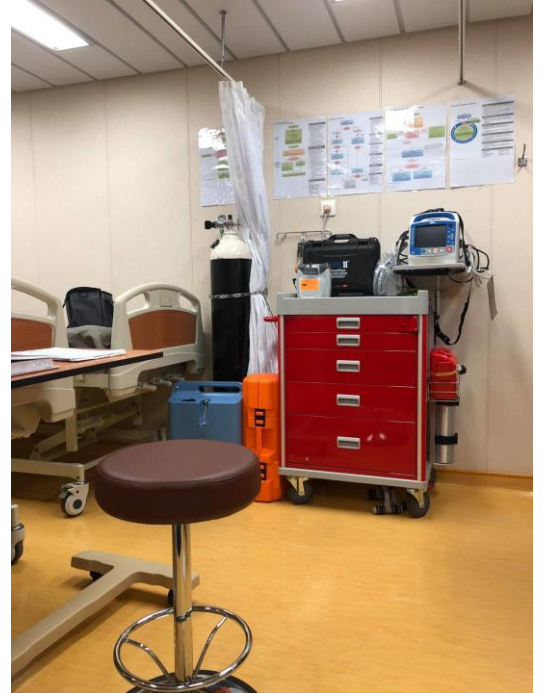
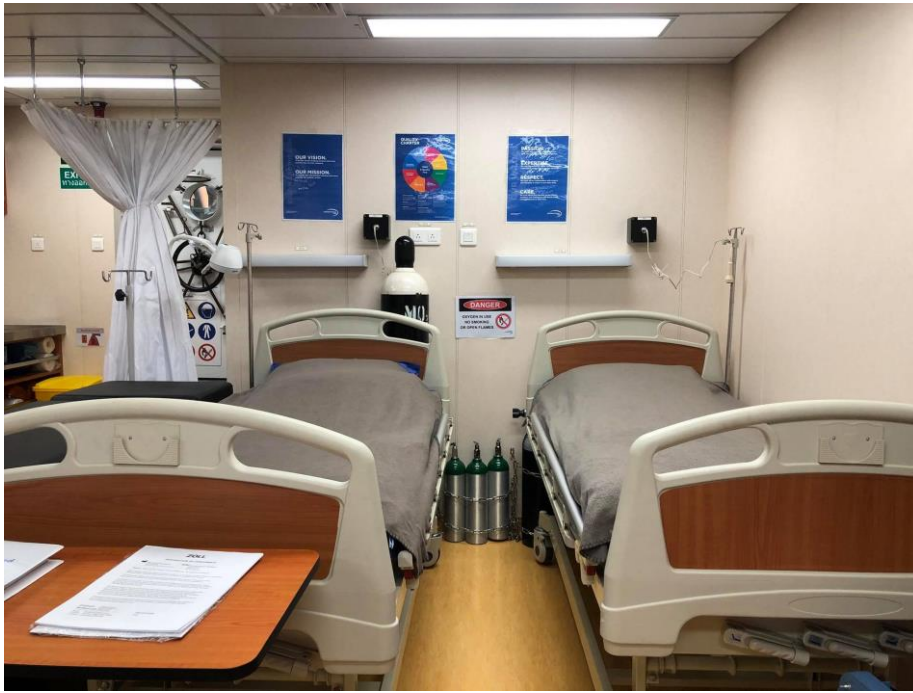
OIM: **IAN MCDONALD MCPHERSON**



เอกสารแนบที่ 39

ภาพถ่ายอุปกรณ์และเวชภัณฑ์สำหรับการปฐมพยาบาล และการรักษาพยาบาลในเบื้องต้น

ภาพถ่ายอุปกรณ์และเวชภัณฑ์สำหรับการปฐมพยาบาล และการรักษาพยาบาลในเบื้องต้นบนแท่นเจาะ



เอกสารแนบที่ 40

ตัวอย่างเอกสารที่ใช้ในระบบการอนุญาตเข้าทำงาน (Permit to Work หรือ PTW)

PERMIT – TO – WORK

Form Number: HSE6941_Rev.4 (04-Apr-21)

COLD Rig Name: <u>SKALD</u>	PERMIT NO. C 03323 - <u>21</u>
------------------------------------	---------------------------------------

1. REQUEST

Location of Work: <u>Stbd Crane, Aft Crane</u>	Required Certificates	Mechanical Isolation <input type="checkbox"/> #
Nature of Work: <u>Weekly Crane Inspection and Check Dropped Object.</u>		Electrical Isolation <input checked="" type="checkbox"/> # <u>E1 244, 245</u>
		Gas Test <input type="checkbox"/> #
		Confined Space <input type="checkbox"/> #
		Work Over The Side <input type="checkbox"/> #
Requested by: <u>Paiboon R.</u> (Person Performing Work)	From: <u>12.00</u>	Date: <u>19-12-21</u>
Raised by: <u>KARN PHONG</u> (Work Site Supervisor)	To: <u>24.00</u>	Date: <u>19-12-21</u>

2. PRECAUTIONS

We, the above-named persons in section 1 have discussed the work and agree to the work provided the following precautions are taken:

Isolation (Elec.) <input checked="" type="checkbox"/>	Pre-Job Meeting <input checked="" type="checkbox"/>	WI Ref. # <u>SKA WIN 03111</u> Any simultaneous activity that impacts and/or could be impacted by this task? - <u>Yes</u> / <u>No</u> Joint task risks identified and control measures in place and documented in Pre-Job Review/JSA? <u>Yes</u> / <u>No</u> Others/Comments: <div style="border: 1px solid black; height: 40px; width: 100%;"></div>
Isolation (Mech.) <input type="checkbox"/>	Pollution Prevention <input type="checkbox"/>	
Protective Clothing <input type="checkbox"/>	Standby Watch <input checked="" type="checkbox"/>	
Eye Protection <input checked="" type="checkbox"/>	Radio Communication <input checked="" type="checkbox"/>	
Hearing Protection <input checked="" type="checkbox"/>	Standby Boat <input type="checkbox"/>	
Hand Protection <input checked="" type="checkbox"/>	Life Vest <input type="checkbox"/>	
Fire Watch <input type="checkbox"/>	Safety Harness <input checked="" type="checkbox"/>	
Gas Test <input type="checkbox"/>	Erect Barriers <input checked="" type="checkbox"/>	
Respiratory Protection <input type="checkbox"/>	P.A. Announcement <input type="checkbox"/>	Signature: _____ (Work Site Supervisor) Signature: _____ (Person Performing Work)
Ventilation <input type="checkbox"/>	Radio Silence <input type="checkbox"/>	

3. ISOLATION

I certify that the required isolation measures specified on the attached isolation certificate have been carried out.

Signature: _____	Electrical Isolation Certificate Attached <u>Yes</u> / No
Position: <u>ASST ELEC</u> (Mech/Elec or Competent Person.)	Mechanical Isolation Attached <u>Yes</u> / No

4. GAS TEST

I certify that gas tests have / will be carried out as per requirements of attached Gas Test Certificate.

Signature: _____ (Authorized Gas Tester)

5. PERMIT-TO-WORK APPROVAL

Remarks:

This permit is issued to _____ (Person Performing Work) to carry out the stated work in section 1 and follow the precautions in section 2.

Signature: _____ (OIM)	Time: <u>12:00</u>	Date: <u>19-12-21</u>
Signature: _____ (Operator Rep)	Time: <u>12:00</u>	Date: <u>19/12/21</u>

6. COMPLETION OF WORK

I declare the work carried out under this permit has been Completed / Suspended and that all Persons / Equipment connected with the permit have been withdrawn from the worksite.

Signature: _____ (Person Performing Work) Time: 24.00 Date: 19-12-21

I have checked the worksite and declare the work carried out in connection with this permit is complete and the Area / Equipment is safe for normal use.

Signature: _____ (Work Site Supervisor) Time: 24.00 Date: 19-12-21

7. DE-ISOLATION

I hereby certify that I have carried out the necessary de-isolations, replaced all guards and safety devices, and the equipment is safe for normal use.

Signature: _____ (Mech. / Elec.) Time: 23.30 Date: 19-12-21

8. PERMIT-TO-WORK TERMINATION

I declare this "Permit-to-Work" terminated.

Signature: _____ (OIM) Time: 09.00 Date: 20-12-21

1st Copy – OIM ✓

2nd Copy – WORK SITE SUPERVISOR

3rd Copy – PERSON PERFORMING WORK

THIS PERMIT IS VALID FOR ONE SHIFT ONLY



Rig Name: Skald Certificate No. **EI 00245-**

2	1
---	---

This Electrical Isolation Certificate is in reference to Work Permit number(s): C-0323-21

REV. 1 (05-Jul-18)



ELECTRICAL ISOLATION CERTIFICATE

Rig Name: Skold Certificate No. **EI 00244-21**
C - 03323 - 21
This Electrical Isolation Certificate is in reference to Work Permit number(s): _____

1. Equipment to be isolated:
STBD Crane weekly inspection.

2. Reason for isolation:
STBD Crane.

3. I confirm that the specific isolation measures have been carried out to remove every source of mechanical power to equipment in section 1, and that isolation tags have been posted.

Isolations (Location / Type)	Safety Lock Number
<u>Main breaker STBD Crane.</u>	<u>E1A</u>

Person performing isolation: _____ Date (dd/mm/yy): 19/12/21 Time (24 hrs): 14:00

LONG TERM ISOLATION

6. Long Term Isolation (>24 hrs) required: YES ☐ / NO ☐
Reason: _____ Estimated date of reinstatement (dd/mm/yy): _____

7. Job Completion Work Permit Number: _____

8. Above isolation verified still intact: _____
(Person verifying isolation) Date (dd/mm/yy): _____

REINSTATEMENT

9. Instruction has been given to _____ (Person performing reinstatement) to
reinstate the system/equipment described above.
Work Site Supervisor: _____ Date (dd/mm/yy): 19/12/21 Time (24 hrs): 21:00

10. I confirm that following specific isolation have been reinstated.

(Person performing reinstatement) Date (dd/mm/yy): 19-12-21

1st Copy – OIM

2nd Copy – Work Site Supervisor

3rd Copy – Work Site Copy

Weekly Crane Inspection - Maintenance and DROPS check

SKA-WIN-0311	Skald - Marine Department	Ver: 1
Owner: Barge Engineer	Approver: Rig Manager	

Task Information

Safety and Environment Critical Element (SECE) involved or impacted?	No	Permit Required?	Yes/No	Isolation Required?	Yes/No
Task Location	Deck cranes	Minimum Level of Supervision	Crane Operator		
Personnel Required					
Equipment Required	WAH Equipment and STOP DROPS tool				
PPE Required (in addition to the basic PPE)	??Basic PPE (Coverall, Hard Hat with chin strap, Glasses, Boots, Gloves) ??Specified PPE (Full body harness with lanyard)				
Pre-job Preparations	??COW Meeting for Level of Isolation ??Toolbox Talk (Job Planning) ??Inspect job site, tools and Equipment for the task ??Energy Isolation ??PTW if required ??Verification of isolation from all local and remote stations ??EIC filled and signed by Area Authority, CP, RP and PPW.				

Step-by-Step Hazard Analysis

Hazards (To be considered but not limited to)							Pre-job Review (Filled in during toolbox talk)	
Motion – e.g.: equipment movements, body movements			Pressure – e.g.: hydraulic lines, compressed gas					
Mechanical – e.g.: rotating equipment, stored energy			Temperature – e.g.: work areas and surface temperatures					
Chemical – e.g.: reactive chemicals, toxic			Gravity – e.g.: dropped objects, trips, and falls					
Biological – e.g.: insects, blood borne pathogens, viruses			Radiation – e.g.: welding arcs, sun burns, NORM					
Noise – e.g.: High noise levels			Electrical – e.g.: potential electrical energy				Date:	14-12-21
							Time:	12.00 ~ 24.00
Step No.	Task Steps	Hazards and Hazard Effects	Initial Risk L/M/H	Control Measures	Responsible	Residual Risk L/M/H	Changes in Hazards, Risks	Changes to Control Measures

Weekly Crane Inspection - Maintenance and DROPS check

SKA-WIN-0311

Skald - Marine Department

Ver: 1

Owner: Barge Engineer

Approver: Rig Manager

	Break down task into sequential steps.	What could cause harm in this step? For each step list all applicable hazards and describe who could be affected and how? Each hazard to be stated in a separate row.	Risk level before control	How is the risk controlled?	Position responsible for the controls?	Risk level after control	Change to risk at the time of toolbox talk (if any)?	Change required to controls (if any)?
1	Obtain Approval in COW Process and open PTW and Hold Tool Box Talk for Task	Miss Communication - Language barrier - The procedure and process not understood by involved parties which lead to wrong action taken	M	Hold TBT with dual languages if deemed need to	Crane Operator, Deck crew	L		
2	Inspect all tools and associate equipment (Use WAH and DROPS Tool ONLY)	Improper tools in use Defects tool in use - DROPS	M	Caution: Company approved drops tools to be issued by area authority specific for task. All tools used to be entered into the Working At Heights Tools Register.	Assistant Crane Operator	L		
3	Performs crane isolation by Electrical Competent isolation personel(Electrician) Operator MUST conduct test to try and operate to confirm proper isolation in place	Electrical Hazard Crane failed to be isolated properly - Electrical shock	H	Electrical LOTO and procedure in place	Electrician, Crane Operator	L		
4	Install barriers on affected areas to avoid traffic (Line of fire/red zone) to be barricade	DROPS Object Line Of Fire - Personnel Injury	H	Install proper barrier as per Borr Corporate procedure.	Roustabout	L		



Weekly Crane Inspection - Maintenance and DROPS check

SKA-WIN-0311

Skald - Marine Department

Ver: 1

Owner: Barge Engineer

Approver: Rig Manager

				Aft crane access from main deck need to wearing safety harness from main deck before claim up to be attached with latch safe and from intermediate deck need to hook up SRL before continue claim up to aft crane cabin.				
5	Access to Crane Boom to perform Greasing,wire inspection and Drops Inspection ??Greasing - Carry out refer to OEM guidelines ??Wire Inspections - Carry out refer to LOLER recommendation ??DROPS Inspections - Carry out refer to Drops inspection book An	Falls Slip and Trips Manual Handling - Personnel Injuries	H	WARNING:Harness and Double Lanyard must be worn to ensure 100 percent tie off at all times when on Boom.	Crane Op,Asstant Crane,Roustabout	L		
6	End Of task	Tools left on the worksite - DROP Object	H	Perform swept check to ensure no tools left behind Close out Drops tools register	Crane Operator - Roustabout involved	L		

Weekly Crane Inspection - Maintenance and DROPS check			
SKA-WIN-0311	Skald - Marine Department		Ver: 1
Owner: Barge Engineer		Approver: Rig Manager	

Ver: 1

Approver: Rig Manager

Photographs / Illustrations (If required)			
Step No.		Step No.	

Weekly Crane Inspection - Maintenance and DROPS check

SKA-WIN-0311

Skald - Marine Department

Ver: 1

Owner: Barge Engineer

Approver: Rig Manager

--	--	--	--

Attachments / References (To be reviewed during toolbox talk)

Personnel Involved in Task (To be filled in during toolbox talk)

Team	Name	Position	Have you done this task before?	Do you understand your tasks and responsibilities?	Signature
			Yes / No	Yes / No	
Supervisor		Crane op	Y	Y	
Team Member		R/B	Y	X	
Team Member		R/B	Y	Y	
Team Member		R/B	Y	Y	
		12 / B	Y	Y	
		Debrief	Y	Y	
		R/B			

Lessons learned, updates to work instructions (if any). Was Stop Work Authority exercised?

- Good Planning Good team work
 - Good communication Good safety.

Supervisor confirms debrief has been conducted

Supervisor confirms work instruction will be revised to incorporate changes if required as per debrief

Signature: _____



Weekly Crane Inspection - Maintenance and DROPS check

SKA-WIN-0311

Skald - Marine Department

Ver: 1

Owner: Barge Engineer

Approver: Rig Manager

LIFE-SAVING RULES

Bypassing Safety Controls

Obtain authorisation before overriding or disabling safety controls



Line of Fire

Keep yourself and others out of the line of fire



Energy Isolation

Verify isolation and zero energy before work begins



Safe Mechanical Lifting

Plan lifting operations and control the area



Hot Work

Control flammables and ignition sources



Working at Height

Protect yourself against a fall when working at height.



Confined Space

Obtain authorization before entering a confined space



Work Authorisation

Work with a valid permit when required



Likelihood

RISK MATRIX

Consequence

		A	B	C	D	E
		Never heard of in industry	Heard of in industry	Happened in company or more than once per year in industry	Happened at the location or more than once per year in company	Happened more than once per year at the location
1	People: Slight injury (First Aid) or health effect Environment: Discharge of any fluid 0 to 40 Litres Asset: NPT less than 1 hour/ Repair Cost upto \$25,000 Reputation: Limited Local Media	Low [1A]	Low [1B]	Low [1C]	Low [1D]	Low [1E]
2	People: Minor injury (Recordable) or health effect Environment: Discharge of any fluid > 40 and < 220 Litres Asset: NPT >1 hour upto 6 hours /Repair Cost > \$25000 and < \$100,000 Reputation: Some Local Media and / Or Political Interest	Low [2A]	Low [2B]	Low [2C]	Medium [2D]	Medium [2E]
3	People: Severe injury (LTI) or multiple minor injuries Environment: Discharge of any fluid > 220 and < 2200 litres Asset: NPT >6 Hours upto 7 Days/ Repair Cost > \$100,000 and < \$1,000,000 Reputation: Regional Interest	Low [3A]	Low [3B]	Medium [3C]	Medium [3D]	High [3E]
4	People: Permanent disability, death, or severe injury Environment: Discharge of any fluid >2200 to 11000 Litres Asset: NPT >7 days upto 28 Days / Repair Cost > \$1000,000 and < \$10,000,000 Reputation: National Attention	Low [4A]	Medium [4B]	Medium [4C]	High [4D]	High [4E]
5	People: Multiple deaths or permanent disabilities Environment: Discharge of any fluid > 11000 Litres Asset: NPT >28 Days / Repair Cost > \$10,000,000 Reputation: International Public Concern	Medium [5A]	High [5B]	High [5C]	High [5D]	High [5E]

STOP

STOP WORK AUTHORITY

Everybody on board, has the full authority and obligation to exercise STOP Work Authority (SWA) for any task that appears to be unsafe.

Rescue Plan Check Sheet

11

Date	19-12-21	Task	Weekly Comm	Rig Area	Post, JH2
Indicate in the Check Box the nature of the rescue to be executed if necessary:					
RESCUE FROM HEIGHT		<input checked="" type="checkbox"/>	RESCUE FROM CONFINED SPACE		<input type="checkbox"/>
Complete the questions below (Table 1) whether Rescue Plan is for work at height or from confined space:					
Table 1					Yes No
1	Has rescue been fully planned and risk assessed?				<input checked="" type="checkbox"/>
2	Has the method for raising the alarm to initiate rescue been identified? State Method:				<input checked="" type="checkbox"/>
3	Has a competent Standby Man been appointed for the task?				<input checked="" type="checkbox"/>
4	Has the Rescue Team been briefed about the proposed task?				<input checked="" type="checkbox"/>
5	Is the Rescue Team competent in the use of rescue equipment?				<input checked="" type="checkbox"/>
6	Is the rescue equipment suitable and adequate for the task?				<input checked="" type="checkbox"/>
7	Have footings for tripods or anchor points for sheaves and lines been checked and found adequate, appropriately load bearing and suitable for use?				n/a
8	Has the rescue equipment been maintained, inspected and function tested?				<input checked="" type="checkbox"/>
9	Has the rescue equipment identified in Table 2 below been located or set up at the worksite?				<input checked="" type="checkbox"/>
10	Has the Issuing Authority/Department Supervisor or Rescue Team Leader visited the worksite to identify any hazards that may impact the rescue?				<input checked="" type="checkbox"/>
Indicate below the equipment to be used to facilitate the rescue of a casualty(s):					
Table 2					
Equipment	Select	Equipment	Select		
Ladders		Rescue Tripod with Hoisting Device			
Via access platforms or walkway		Retracting line ((with at least a 300 pound rating for lowering and lifting personnel)			
Scaffold		Pad Eye/Beam Clamp with Inertia Reel			
Cherry Picker		Safety Harness	<input checked="" type="checkbox"/>		
Scissor Lift		Fall Arrest	<input checked="" type="checkbox"/>		
Man Riding Winch		Radios	<input checked="" type="checkbox"/>		
Utility Winch		Stretcher			
First Aid, AED, CPR Kit	<input checked="" type="checkbox"/>	Additional Rescue Drawing Written Detail			
SCBA		Explosion proof lighting			
EEBD		Other	WORK BASKET, ROUGH	<input checked="" type="checkbox"/>	
Once equipment for rescue has been selected complete the following questions (work must not commence if any of these answers are No):					
Table 1					Yes No
Has the Rescue Plan been reviewed by the Department Supervisor?					<input checked="" type="checkbox"/>
Has the Rescue Plan been reviewed by the Rescue Team Leader?					<input checked="" type="checkbox"/>
Are the Task Team and Rescue Team aware of the rescue arrangements and methods to be used?					<input checked="" type="checkbox"/>

Rescue Team Leader: _____

Signature: _____

Department Supervisor: _____

Signature: _____

Ref: DRILL FLOOR SAFETY MAN RIDING GUIDANCE- Step Change in Safety



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เอกสารแนบที่ 41

ข้อกำหนดสำหรับการใช้ Personal Protective Equipment

Personal Protective Equipment (PPE)		
COR-PRO-0597	Corporate - Safety	Ver: 4
Owner: Director QHSE		Approver: Chief Operating Officer

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Personal Protective Equipment (PPE)		
COR-PRO-0597	Corporate - Safety	Ver: 4
Owner: Director QHSE		Approver: Chief Operating Officer

1 Introduction

1.1 Intent

To communicate the minimum standards required for the selection, use, and maintenance of Personal Protective Equipment (PPE).

1.2 Scope

This Procedure covers all individuals working on or visiting a Borr Drilling facility worldwide.

1.3 Responsibility

OIM

Is to ensure that all personnel follow the requirements of this Procedure and to ensure PPE is available for all individuals onboard his/her facility.

Safety Performance Coach (SPC)

Is to ensure that all personnel are trained in the use of PPE and are familiar with the requirements of this procedure. The SPC is to work with both the OIM and Materials Coordinator onboard to ensure that adequate amounts of PPE inventory are available.

Materials Coordinator (MATCO)

To assist in the procurements and logistics for obtaining the proper type of PPE for individuals onboard.

All Employees

It is the responsibility of all personnel to wear personal protective clothing, utilize all required personal protective equipment and maintain all items of apparel and equipment in a safe, serviceable condition.

If an item is found to be operating incorrectly / damaged / out of specification and cannot be serviced, it must be replaced.

Line Management/ Supervisors

Implementation and enforcement of this procedure rests with line management. It is their responsibility to ensure that all work activities are carried out in accordance with this procedure. Supervisors have the authority to restrict access or curtail operations if the procedure is not adhered to. Failure to comply with this procedure may result in disciplinary action up to and including termination of employment.

Director of QHSE is responsible for the content of this document and it is approved by the COO.

All supervisors and managers to ensure that the requirements herein are complied with within their area of responsibility.

2 Procedures

2.1 General

The PPE covered in this procedure reflects the minimum standards set forth by Borr Drilling and may only be deviated from if a Coastal State or Customer/Client implies stricter standards. These types of deviations are discussed and approved by Company Management via the bridging document and contract design stage and are not required to be covered on an MOC. For any job that involves working with chemicals/substances, the Safety Data Sheet (SDS) for the substance is to be followed to ensure the proper PPE is utilized.

Personal Protective Equipment (PPE)		
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All individuals on tour whether working a job inside or outside the accommodations are required to wear basic PPE as a minimum. Individuals that are off tour and wish to exit the accommodation for any reason are required to wear basic PPE. All individuals are to wear full PPE during emergency drill exercises. The OIM and SPC are to perform a Risk Assessment for any proposed areas where PPE is not to be required.

2.2 Company Approved Personal Protective Equipment

Only Company approved and issued PPE will be worn by Borr Drilling personnel. The QHSE Corporate Department with assistance of Regional QHSE Staff will decipher the correct type of PPE for each type of job. Any PPE that is purchased by employees will be scrutinized by the standards within this procedure and their approved use will be determined by the OIM and/or QHSE Manager. Effective protection is only possible when the selected PPE is:

- Suitable for the task
- Suited to the weather and the environment
- In good condition
- Within the expiry date and worn correctly by someone who has been trained in its use.

Only competent personnel authorized by the OIM will maintain critical PPE.

2.3 Training

Training needs to cover both theory and practice on the PPE to be used. The training will be based on the recommendations and instructions supplied by the manufacturer. The Safety Performance Coach (SPC) or your Work Supervisor should be referenced on the correct way to don or utilize PPE.

2.4 Work Sites

For purposes of this section, Borr Drilling Work Sites that require the use of standard personal protective equipment (i.e. coveralls, safety boots, safety glasses, impact resist gloves and hard hat) include but are not limited to:

- Warehouses (outside offices)
- Workshops
- Shipyards (outside offices)
- all areas of MODUs and Platforms that are outside the living accommodations

Jewelry such as earrings, ear studs, necklaces, bracelets, finger rings, or other adornments subject to hanging or snagging on equipment or machinery shall **not** be worn outside the accommodations. Rubber banded watches are allowed for use.

2.5 Head Protection

Borr Drilling Employees are to wear MSA V-Gard Helmets with the Company Logo displayed on the front. When entering a work site outside of any office or accommodations, all personnel shall wear approved head protection. Hard hats must meet the standards of ANSI/ISEA Z89.1, EN 397, and CSA Z94.1.

Hard hats shall have a rating of at least "Class A" (General Service with limited voltage protection) or "Class B" (Utility service, high-voltage protection). At no time will "Class C" (metal/aluminum) hard hats be worn on Borr Drilling work sites. The following hard hat color scheme will be used in all Regions:

Personal Protective Equipment (PPE)

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White Hard Hat	Green Hard Hat	Yellow Hard Hat
<ul style="list-style-type: none"> Permanent/Resident Employees (> 6 months onboard rig) 	<ul style="list-style-type: none"> New Employees Short Service Employees Rig-to-Rig Transfers 	<ul style="list-style-type: none"> Visitors Contractors

Hard hats do not have an infinite service life and will require to be changed out due to fatigue or because of set expiry dates (end of life) by the manufacturer. Excessive temperatures, chemical exposures, UV light (sun), and routine day-to-day operations can contribute to a shorter life span. The following intervals are set for changing out hard hat protection per both the manufacturer (MSA) and Borr Drilling:

Normal Use Change Intervals (Service Life):

Hard Hat Suspension	Every 12 Months
Hard Hat Shell	Every 2 Years

The following date code refers to these MSA Protective Caps/Hats:



- V-Gard Cap and Hat
- V-Gard 500 Vented and Non-Vented Cap
- V-Gard GREEN Cap
- SmoothDome Cap

It is a Company requirement that the service life of hard hats and suspension systems start from the date of manufacture. In order to find these markings look for the date stamped into the material itself or provided on an adhesive sticker (example above). The following conditions require the hard hat and suspension system be replaced:

- Any impact sustained, no matter the intensity;
- Any modification made to the hat or suspension;
- Excessive exposure to temperatures 275°F (135°C);
- Excessive wear, cracking, holes, or dents/deforms;
- Excessive hazing, gouges, and/or deep scratches.
- Exposure to paints and/or other types of volatiles.

The user **MUST** inspect the hard hat and it's suspension **daily** and replace it or any part when necessary. Hard hats shall not have personal or promotional stickers/labels (other than a name tag) applied to them as they have the potential to cover up defects. Under no circumstances shall any Borr Drilling personnel wear a hard hat backwards or wear a hard hat that has been modified in any way. The use of elastic hard hat bands or chin straps are mandatory and are to be worn by everyone.

If an item such as a kerchief or bandanna is worn, it must be worn smoothly on the top of the head, approximately conforming to the contour of the head, with the helmet worn over it. To ensure a proper fit, a ratchet type suspension and/or a chinstrap should be used. Liners (zero hoods) that are designed to be worn with the specific safety helmet are permitted as long as they meet the manufacturer's recommendations. No items/articles are to be stored in the suspension system of the hard hat or on its brim.

Each work site will maintain a certain number of yellow hard hats available for visitors. These will be marked "VISITOR". A minimum quantity of **ten** is recommended to be onboard.

2.6 Foot Protection

Safety boots must meet ANSI Z41-1991, EN 345, 1993 and EN 345-2, 1997 or equivalent standard. Safety boots must cover the ankle and have either steel or steel alternative safety toe caps, slip resistant heels and soles. No tennis shoes or tennis shoe type safety shoes are allowed.

Personal Protective Equipment (PPE)		
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When working with corrosives such as caustics and bactericides, rubber boots with slip resistant soles and heels, as well as composite protectors shall be worn. Reference to the Safety Data Sheet (SDS) shall be done to ensure proper footwear is donned.

Each crew member will ensure that safety boots are in good repair (i.e. no holes, soles and heels are properly attached, "No Make Shift Repairs"). Where safety boots have laces, ensure that they are tied with no flopping laces. Tops of the boots are to be covered by pants/coverall to prevent chemicals, hot mud, steam, etc. from entering the boots and causing injury or burns to the foot area (pants/coverall shall not be tucked into the top of work boots).

2.7 Eye and Face Protection

Protective eye wear is to be used at all times when on tour. Contact lenses are prohibited for use on Borr Drilling facilities. All persons requiring vision correction devices are to use prescription glasses or "over the glasses type" approved to ANSI Z87.1, EN 166, or Country equivalent standard (current editions). Eye protection must meet the minimum requirements of the operating region, if no standard is present, the European requirements for eye protection will be the standard.

The following activities requiring face shields are described as but not limited to:

- Mixing and Handling Chemicals of any kind (Goggles Required)
- Buffing, Chipping, Grinding;
- Water Blasting (Goggles Required);
- Use of Hammer or Sledgehammer;
- Use of Hand Drill, Drill Press, or Machine Lathe;
- Any activity with the potential to cause flying debris.

Safety glasses are required to be worn at all times while personnel are outside the accommodation on MODUs and in work areas outside the offices of yards and shops. This would not include personnel who are going to or coming from the heliport or boat loading area during crew changes so long as it does not pass through the work area.

Prescription safety glasses may be obtained with a written prescription by an Optometrist or Medical Doctor. The prescription must be used within three months and will be used to order the correct safety glasses. Prescription Safety Glasses Order Form is located in Element 5: Supply Chain. This form must be completed and signed by the OIM prior to submitting to the Materials Coordinator.

Visitors who do not wear prescription glasses are to be issued tour-guard type glasses to be worn while on tour of the facility. Visitors who wear prescription glasses are to be issued "over the glasses type" safety glasses. These glasses are to be returned after the tour is completed.

Rig personnel engaged in or assisting in welding operations should utilize approved welding hoods or shields and if involved in torch cutting operations personnel shall wear goggles or glasses approved for torch burning operation.

Personnel involved in rigging operations or working on deck may wear tinted safety glasses. Personnel working within any interior portion of the rig or areas where there is less lighting are to use only non-tinted safety glasses.

2.8 Hearing Protection

At all times, personnel outside the accommodations and working in high noise areas are to wear ear buds at minimum. Personnel who require double hearing protection (ear muff and ear bud) are individuals with assigned work in the following high noise areas:

- Engine/Generator Rooms

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- Auxiliary Machine Rooms
- Mud Pump Rooms
- Rig Floor
- Other areas which may have high noise levels such as enclosed Shale Shaker Rooms and Mud Pit Rooms.

Some operating regions may have *Noise Level Surveys* to be carried out per the regulatory requirement. Depending on the results of the survey, more than the minimum required hearing protection could be prescribed. In this situation the prescribed protection shall prevail unless local regulation determines otherwise.

2.9 Body Protection / Clothing Procedure

All personnel who are engaged in work operations at a Borr Drilling facility (on-tour), are to wear Company approved garments that are high visibility and flame retardant. Any person that is off tour and wishes to exit the accommodations is to wear his/her coveralls. Depending on the type of job the individual is involved with, additional clothing devices may be required to be donned such as rubber aprons and or full body suits (i.e. Tyvek).

Company assigned work uniforms should not be baggy or poor fitting to ensure it does not get caught within moving machinery and/or cause cutaneous blisters or abrasions. All clothing is to be in good condition and not contain holes or excessive frays. To minimize the risk of injury at all Borr Drilling work sites, all field, yard and shop employees must comply to a minimum standard of clothing as outlined below:

- All employees must have a spare set of work clothes available at the work site to change into, if the first set of clothing becomes contaminated.
- Contaminated work clothing shall be washed to remove oil, flammable, or hazardous substances prior to being worn. (Clothing shall not be washed or soaked in flammable liquids).
- In situations where chemical hazard analysis or the SDS recommends full body covering, employees must wear the appropriate outer garments. The SDS may require the protective clothing to be impermeable full body covering. When impermeable clothing is utilized, personnel must be aware of the potential of heat stress and take appropriate safety precautions.
- Certain weather conditions may require employees to wear slicker jackets and pants.
- Rubber aprons shall be worn when mixing caustic or corrosive materials such as those in drilling fluids.
- Flame resistant aprons or clothing shall be worn by personnel engaged in welding or cutting operations.

2.10 Acceptable Under Garments

Acceptable under garments worn next to the skin, such as T-shirts, undershirts, underpants and socks shall be made of natural fibers such as cotton or wool. Clothing made from polyester, nylon (particularly harmful) and poly cotton blends are not to be worn as they have the potential to melt and adhere to the skin.

2.11 Acceptable Outer Garments

Borr Drilling approved fire-retardant clothing is mandatory when working outside the living quarters on a Borr Drilling rig or when working at a shore based facility in industrial areas. Short sleeves are never allowed while working at these facilities.

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2.12 Fall Protection

For full explanation on fall protection reference *Fall Protection Systems Procedure* (COR-PRO-0569). Personnel are to use fall protection systems when their waist is 6 ft (1.8m) or more from the ground below. However, working at heights and the need to utilize fall protection systems should be used when an individual can fall from any distance liable to cause injury to one's self. At all means try to avoid working at heights or attempt to minimize your distance working above the ground.

2.13 Hand/Arm Protection

Due to the abrasive texture of many of the materials handled daily; all employees shall wear work gloves while on tour. The minimum standard for hand protection will be the rigger style (impact resistant) neoprene/rubber glove. Cotton, Cotton/Leather, or Spandex style gloves are not to be used for any purpose other than for observation duties only.

Welders and welders' helpers shall wear appropriate flame-resistant protection.

Persons handling materials, such as acids or caustics shall wear rubber, nitrile, PVC gloves to protect the skin from exposure to these corrosive materials.

2.14 Types of gloves

- Rubber, nitrile, PVC, and vinyl are used when handling chemicals, petroleum products, and corrosives.
- Leather gloves resist sparks, moderate heat, chips and rough objects. They provide some cushioning against blows. Chrome tanned leather or horse hide gloves are usually used by welders.
- Electrically tested rubber gloves rated for the appropriate voltage shall be worn by electricians working on high voltage equipment. A visual inspection and air test must be made prior to each use of the gloves.
- Cut resistant gloves (i.e. chain or kevlar) can drastically reduce if not eliminate the risk of lacerations to the offhand when personnel are using knives or utility cutters in the work place.

Examples where they shall be used include but are not limited to, opening sack material and meal preparation in the galley. They can also be used in other instances where the risk of cuts are high such as handling glass or metal with sharp or jagged edges. It must be pointed out however that they offer lower protection against point puncture and are not "cut proof". Also, they should never be used around rotating or any equipment where a risk of being caught and pulled into the equipment exists.

2.15 Respiratory Equipment

Employees are required to don respiratory protective devices anytime an atmospheric hazard exist. Reference the *Respiratory Protection Procedure* for more complete information on general and emergency type respiratory equipment. Respiratory protection equipment shall be Borr Drilling approved equipment. Newly hired Borr Drilling employees should be face fitted tested upon assignment to the rig.

2.16 Electrical Equipment

Employees who work directly with electricity should use the personal protective equipment required for the jobs they perform. Equipment that should be used with such jobs is described as but not limited to:

- Rubber insulating gloves,
- Insulating hoods and/or sleeves,

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- Dielectric matting or blankets used on decking,
- Electrical Approved Hard Hats per ANSI/ISEA Z89.1 and CSAZ94.1
 - Class E Hard Hat 20 kV- Electrical Jobs
 - Class G Hard Hat 22 kV- General
 - Class C Hard Hat (No Protection)- Prohibited on Borr Drilling Facilities

2.17 Back Support Belts

Back support belts are prohibited for use on Borr Drilling facilities.

Attachments

None

Reference Documents

- Prescription Safety Glasses Order Form
- COR-PRO-0569 - Fall Protection Systems Procedure
- COR-PRO-0602 - Respiratory Protection Procedure
- COR-PRO-0537 - Confined Space Entry Procedure
- The Occupational Health and Safety Regulations, 104/79 Section 32.
- National Fire Prevention Association 1975, 2112, 2113.

เอกสารแนบที่ 42

แผนการตอบสนองต่อเหตุการณ์ฉุกเฉินของแท่นเจาะ

Emergency Response Plan

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Emergency Response Plan

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1 Introduction

1.1 Intent

The purpose of this procedure is to specify emergency response arrangement on the rig and the actions to be taken in the event of an emergency, on or near the installation, to minimize the harmful impact of such event on personnel, environment and/or asset.

This procedure needs to be referred to in conjunction with other rig specific documents such as:

- Station Bill.
- Aspects and Impacts Register.
- SOPEP.
- Marine Operations Manual.
- Bridging Document with Client.
- Relevant Rig Specific Work Instructions.

It should be noted, however, that in case of an emergency event, the Person in charge, as per the rig Chain of command has the authority to take the most appropriate action necessary to preserve the life of personnel, harm to environment.

1.2 Scope

This procedure applies to the Borr Drilling Rig: Skald.

1.3 Responsibility

The OIM is responsible for the development and maintenance of this procedure and is approved by the Rig Manager.

OIM to ensure that the requirements herein are implemented on the rig.

2 Control and Communication

2.1 Chain of Command

Skald Chain of Command in order of succession is:

1. OIM.
2. Barge Engineer.
3. Driller

Succession will only be empowered if the above person(s) on the list encounter a fatality, are missing and unable to be contacted via the rig communications, are incapacitated or have relinquished command.

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2.2 Notification and Mobilization

Anyone on-board the installation identifying an emergency situation should immediately report it to the Emergency Control Centre (ECC) Tel Ext: 1603 (Radio Room) Or 1517 (OIM Office) stating name, status and location and detailing the emergency and knowledge of any person(s) trapped or injured.

The notification process will be as below:

The Rig Manager is always the immediate and primary point of contact for the OIM in any emergency situation. If the OIM is unable to contact the Rig Manager, then he should contact the Corporate ERT Leader (Refer to Section 3 – Emergency Contacts).

While notifying shore base Rig Manager ensure that the information is relayed clearly. The following information may be provided as available:

- A brief description of the Incident.
- Time of Incident.
- The actions taken by the rig.
- POB.
- Details of personnel missing or injured / condition of injured if known.
- Resources available – Helicopter, support vessel.
- Support required from onshore.
- Weather Conditions.

2.3 Immediate Actions

The following Sections detail the actions that shall be taken if one of the most common events occurs.

2.3.1 Fire

In the event of discovering a fire the following actions should be taken:

- Sound the fire alarm immediately via a break-glass call point or by any other available means
- Secure an escape route.
- Telephone the Emergency Number 1603 or 1517.
- Only attempt to fight the fire if you are trained and it is safe to do so.
- Proceed to designated muster point when relieved or instructed.

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2.3.2 Man Overboard (MOB)

In the event of a man overboard situation the following actions should be taken:

- Shout “Man Overboard” and continue shouting until other personnel are alerted.
- Have them inform the Emergency Control Centre (ECC).
- Keep the man in the water in sight and note the direction of drift.
- Throw a lifebuoy to the person in the water.

2.3.3 Pollution

In the event of a pollution incident the following actions should be taken:

- Immediately notify the OIM
- Gather as much information as possible about the spill i.e. size, type of pollutant, ongoing hazard potential.... etc.
- Report the information to the Emergency Control Centre (Emergency Number 1603 or 1517)
- If possible, contain the spill until assistance arrives.

2.4 Station Bill

The Station Bill provides a summary of instructions for emergency situations and should be displayed in prominent locations around the installation. The Station Bill is intended to provide guidance in an emergency and as such should be read by all personnel; especially the Emergency Response Team Members and those personnel with individual assignments. The Station Bill contains the following information:

- Details of the audible and visual emergency signals and alarms
- A plan view of the installation showing muster areas, emergency control centre and the location of the life-rafts, decent devices, fire-fighting equipment and other emergency equipment
- Details of actions that personnel are required to undertake, fire and emergency stations, emergency duties and muster stations
- Safe Haven areas for a combustible gas or H₂S emergency Actions to be taken in a man overboard situation Chain of command

2.5 Maintaining Log of Emergency

The OIM shall ensure that potential progression of each emergency event is logged with specific time lines which shall detail all emergencies that develop over a period of time.

2.6 Personnel Performance Standard

Members of the emergency teams have been assigned as per their job descriptions and they are required to have certain levels of competence. These requirements are detailed in the Borr Drilling Training Matrix.

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2.7 Alarms and Announcements

NOTE: On hearing any type of alarm it is important for ALL personnel to follow the instructions as highlighted on the Station Bill. Deviation from this is only permitted if instruction is given by the OIM or Designee or it is obvious to take action to protect life.

See attachments:

3.2 (Announcements for various emergency scenario's).

3.3 (Skald Rig Specific Station Bill)

2.8 Duties and Responsibilities

The following sections give details of the tasks assigned to the different personnel in the event of an emergency.

2.8.1 OIM

The OIM will assume overall command of the emergency response and control the activities of all response and support teams. Should he be incapacitated, the next person in the chain of command will assume responsibility.

The OIM will have the following personnel as a minimum to assist him with information gathering and decision making from the Emergency Control Centre (ECC):

- Off-duty Toolpusher.
- Rig Maintenance Supervisor (RMS).
- Safety Performance Coach (SPC).
- Radio Operators x 2 (when available)
- Client Representative.
- Camp Boss.

On hearing the emergency alarm, it is absolutely essential that the OIM proceeds to the ECC. If the OIM has taken part in any actions to prevent or identify the emergency at some other location and has initiated the alarm they should then immediately leave the location and proceed to the ECC.

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Once in the ECC the OIM should:

1. Always be in command of the situation.
2. Obtain the necessary information concerning the emergency situation.
3. Assess the situation and prepare a plan taking into account possible outcomes and considering if actions should be taken solely to save life or to minimize damage for the purpose of safeguarding life and protecting the asset.
4. Consult the Emergency Control Centre Team on actions to take and prepare for a fluid situation and escalation of event.
5. Maintain communications with all parties and delegate the task of communications and information gathering to their team, this includes communications to Emergency Response Teams, Drill Crew, Technical Team and Muster Stations as well as any shore-based contacts that may be required, Standby Vessel and other support systems.
6. Ensure all sequence of events are logged.
7. Be responsible for the final decision to abandon the installation.

2.8.2 Toolpusher

The Off-Duty Toolpusher shall report to the ECC and assist the OIM as required. The On-duty Toolpusher shall make the well safe and ensure the OIM is fully informed of the ongoing situation, they should monitor, provide advice and prompt the OIM when actions or communications may be required.

2.8.3 Barge Marine Supervisor

The Barge Engineer shall report to Initial Response Team- Muster location: Portside Main deck.

2.8.4 Client Representative (Day)

The Day Client Representative shall report to the ECC and assist the OIM as required. The Night Client Representative will proceed to the assigned Muster Station.

2.8.5 Event Logger

The SPC shall report to Emergency Control Centre (ECC) and he is the designated Event Logger. The SPC will be responsible for updating the event board with the POB count.

2.8.6 Designated Coxswains

Barge Engineer and Electronic Technician are the designated Primary Coxswains. In the event they cannot be the coxswains for any reason, the designated secondary coxswains are the On-Duty Driller and the Maintenance Supervisor.

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NOTE: Under certain conditions the launching of the lifeboats may be required to be carried out without the direct order of the OIM. Coxswains should be prepared for this eventuality and should seek advice and assistance from others in the lifeboat or arriving at the lifeboat.

2.8.7 Fire Teams

The Fire Teams are designated to individual fire lockers on the Starboard Main Deck and Port Side Main Deck and Helideck, should respond in a timely manner to take orders from the Barge Engineer and proceed to the location of suspected fire. Actions may involve rescue of personnel or first actions relating to firefighting.

Fire teams:

- Initial Emergency Response Team – Barge Engineer (Team Leader) and Deck Supervisor (On Duty): Port Main Deck.
 - Fire team No. 1- Crane Operator (On-Duty), 3 X Roustabouts (On-Duty)- Muster Station: Port Main Deck.
 - Fire team No. 2 - Crane Operator (Off-Duty), 3 X Roustabouts (Off-Duty) – Muster Location: Helideck.

2.8.8 Medical Emergency Response Team (Stretcher Bearers)

- Muster Location: Portside Changing Room
- The Medical Emergency Response Team comprises:
- Medic
- Derrickman (Off Duty)
- Roughnecks x 3 (Off Duty)

Primary rescue will be by the Fire Teams to a safe area. The Medical Emergency Response team will then take the casualty(s) from the safe area to the sick bay / triage as required.

2.8.9 Maintenance Team

Muster Location: Power Control Room

Provide an initial head count to the ECC, stay in constant contact with the ECC, report to their muster stations when requested to do so.

- Senior Mechanic
- Senior Electrician
- Motorman (On Duty)

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2.8.10 Drilling Team

The Drill crew comprises of the on-duty drill crew at Rig Floor. Their main task is to maintain the safety of the well and make the well safe on directions from the on-duty Toolpusher and then proceed as directed by the OIM.

- Toolpusher (On Duty)
- Driller (On Duty)
- Assistant Driller (On Duty)
- Derrickman (On Duty)
- Roughnecks (On Duty) X 3

2.8.11 Muster Team

The Muster Teams (i.e. all non-essential personnel) are to proceed to their designated primary muster station as per the Station Bill or as directed by the OIM. There are two muster teams, one for Lifeboat # 1 (Port side) and the other for Lifeboat # 2 (Starboard side).

During abandonment, if for any reason the teams cannot muster at their designated lifeboat then they should muster at their secondary lifeboat. The designated muster checkers (as per Station Bill) will ensure that a head count is taken and reported to the ECC.

Camp boss duties are to check the accommodation for any personnel and report back verbally in person to the ECC and proceed directly to primary Muster Station.

NOTE: All individual designations shall be listed in the Skald Station Bill.

2.8.12 Drills

Requisite drills shall be conducted as per regulatory and Borr Drilling requirements and logged in EHS Insight.

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At a minimum the following drills shall be conducted onboard the Skald:

Drill and Exercise Type	Frequency
Well Control *	Daily during suitable operations
Abandon Rig	Weekly
Fire	Weekly
Search and Rescue and Mock Injury	Once every 60 days
Man Over Board (FRC- Fast Rescue Craft)	Once every 60 days
Helicopter Crash	Once every 60 days
Rescue at Heights	Once every 60 days
Confined Space Rescue	Once every 60 days
Ballast Control / Collision (semi-submersible)	Once every 60 days
Onboard Environmental Drill	Once every 60 days
Overboard Environmental Spill Exercise**	Each OIM once per year
H ₂ S	In an H ₂ S area - Weekly In a non- H ₂ S area - Quarterly
Security (in ISPS Level 2 or 3 areas only)	Monthly and after rig move

* Includes BOP drill, Pit Drills, Kick Drills, Tripping Drill. BOP Drills should be repeated daily until each crew closes-in the well within the span of 2 minutes (after can be completed weekly)

Well Control drills shall be conducted as per the Well Control Manual.

Contract specific drills may be conducted if there is a requirement by Operator.

A pre-drill briefing shall be given to the relevant personnel before commencement of drills and exercises to ensure appropriate planning. The applicable forms are to be completed on the rig and sent to the Rig Manager as soon as possible after the Drill.

All drills must be logged in the IADC report. A report of the Drill shall be sent to the Rig Manager.

After the drill all equipment used for the exercise shall be refilled/stored back in a ready to use condition.

2.8.13 Emergency and Escape (Evacuation) Equipment

Emergency and escape equipment include but is not limited to:

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Lifeboats (TEMPSC) on Skald:

Number of Lifeboats: Four (4) x Norsafe JYN100 totally enclosed lifeboat/Rescue boat, capacity: 4 x 75 person

Location:

Port side: Life boat #1 (Primary) & Lifeboat #3 (Alternative).

Starboard side: Life boat #2 (Primary) & Lifeboat #4 (Alternative).

Emergency equipment within: As per SOLAS 74/83 - Food, water rations, emergency equipment, first aid kits, radio equipment... etc.

Speed: 6 knots

Life rafts on Skald:

- Number: Six (6) x Survival Raft type A for 25 people
- Location: Main deck port side – Three (3) life rafts and Starboard side – Three (3) life rafts
- Capacity: 25 persons
- Secured on rig: Stored on cradle, can be in float free – used Hammar H20 hydrostatic release for securing.

Fire-fighting equipment:

- The Rig is equipped: Two (2) Fire pumps; ALL WEILERG mbH / NIM 80-400/02 U3 T-S-W 133
- Unit 123 fire protection cover critical area: Jacking control / Radio Room and Switchboard Room. There is a separate fire suppression system, Ansul R-102 Wet Chemical system for the Galley, which can only be activated from the Galley location.
- Fire hose station: There are 51 fire hose stations assigned around the rig, location as fire plan
- Fire Monitor: There are 5 fire monitors on the rig as per fire plans to include 2 foam fire monitors on port and starboard helideck fire stations.
- Fire extinguisher: There are 96 fire extinguishers assigned around the rig, location as fire plan.
- Three (3) Fire man locker: One (1) is located at starboard main deck and one (1) is located at Port Side main deck and one (1) accommodation level 4 Helideck.

Life jackets / work vests: On Skald there are 1 jacket per bunk (150), 35 on Muster Point for starboard lifeboat, 35 at Muster Point for port lifeboat, the work vest are available 15 for Main deck, 10 for Starboard side Cantilever, 10 for below Port side Cantilever and 10 for rig floor.

Grab bags (Fire escape and smoke hood)

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Each bunk is assigned one fire escape smoke hood, there are a total of 160 Escape smoke hoods onboard.

Self-Contain Breathing Apparatus (SCBA)

These are placed strategically around the rig, including the Drill floor, underneath shale shaker, portside main deck and mud processing unit.

Life-saving equipment (buoys, flares, EPIRB's, SARTs, line throwing devices)

The above-mentioned equipment shall be maintained, inspected and cared for with the highest standard on the rig and shall be kept at a ready-for- use state at all times.

Sufficient spares where required shall be maintained and daily, weekly and monthly inspections as well as requisite OEM / 3rd third party inspections shall be carried out and records maintained. Any findings shall be recorded and followed through for corrective actions.

Sufficient life jackets shall be maintained at the Lifeboat/life raft stations to ensure that people working outside the accommodation have access to this equipment in the event of an emergency evacuation.

2.9 Evacuation Considerations

2.9.1 Down Manning

Down-manning of personnel from the rig shall be considered in emergency situations or conditions where, having non-essential persons may be a threat to their safety and wellbeing i.e. precautionary down- manning.

The ability to carry out safe and effective down manning of non-essential personnel in any situation can be considerably enhanced by the amount of pre-planning carried out during normal operations, which may include:

- Appraisal and identification of scenarios which may give rise to a requirement for down manning.
- Weather monitoring and consideration to scale of full evacuation, for example Typhoon.
- Location of and transit times to other installations in the vicinity.
- Availability and specification of in-field helicopters.
- Capacity and capability of own and adjacent stand by vessels.

NOTE: The rig shall maintain the required number of essential personnel as per the Station Bill for specific emergency scenarios and this will be adhered to for each situation if down-manning is required. All persons not listed on these lists shall be considered as non-essential personnel and shall be down manned for that specific emergency situation.

Consideration must be given to:

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- Planning for mode of evacuation i.e. helicopter, stand-by boat/ ERRV, TEMPSC etc.
- Names of evacuated personnel must be accompanied by designations and Date of Birth to avoid confusion caused by name similarities.

2.9.2 Information required for Down Manning

The following information must be provided to the shore-based Emergency Response Team and the coastal authorities in the event of an emergency down-manning:

- a) Name of Installation.
- b) Position of installation (LAT-LONG).
- c) Description of incident /emergency or reason for down-manning.
- d) Total POB.
- e) POB to be evacuated. (Use the evacuation tab on the POB information)
- f) Time of incident.
- g) Time needed for down-manning. (Use time planner for Typhoon)
- h) Weather conditions at installation.
- i) Details of injured persons (if any).
- j) Type of assistance required.
- k) Actions taken by the installation.

2.9.3 Communication during Emergencies

Effective mode of and timely communication is very crucial during emergencies. This includes but is not limited to communication with:

- Rig Emergency Response teams.
- Rig crews.
- Shore-based Emergency Response Teams.
- Coastal authorities.
- Other vessels/ installations in the vicinity.

NOTE: External modes of evacuation such as helicopters/ vessels must be requested for in a timely manner to facilitate a systematic evacuation.

As soon as a decision to evacuation is made in emergency situations, a mayday shall be broadcast by the Radio operator. The May-day shall be as follows:

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MAYDAY – MAYDAY – MAYDAY

This is the drilling rig Skald.

Call sign (D5UJ3)

In position.....

Latitude.....

Longitude.....

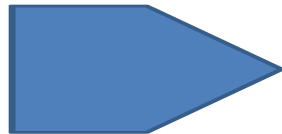
We are abandoning the rig and require immediate assistance

Number of lifeboats launched.....

Number of life rafts launched.....

Total number of personnel.....

Personnel missing.....



**REPEAT THESE
DETAILS 3 TIMES**

Note:

The OIM or designate should take the following documentation with him:

- Installation Logbook or photographs of emergency boards.
- Up to date POB list.

2.9.4 Mode of Evacuation or escape

Consideration shall be given to the mode of evacuation or escape based on the situation at hand. In certain situations, such as high H₂S or gas conditions helicopter landings may not be appropriate.

The various modes of evacuation to be considered are as follows:

- Helicopters
- Supply / stand by vessels, other vessel on location
- Lifeboat /life raft, evacuation to sea

2.9.5 Emergency Evacuation by Helicopter

The OIM / designate in addition to other duties shall:

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- Advise the Standby vessel, other shipping and other installations in the area that evacuation is to take place and request assistance as necessary.
- Ensure that all personnel have been accounted for.
- Inform the Coastguard or Marine Local Authorities that rig evacuation is taking place and advise them of the destinations being used and whether Medical assistance is required.
- Ensure a total rig shutdown, including well control systems, and the emergency generator auto stop system has been immobilized. The foghorn, navigation lights and helicopter beacon must be activated.
- Inform the shore-based Emergency Response Team and the Standby vessel when the last helicopter load is ready to leave the rig and that the rig is now evacuated.

The Helicopter Landing Officer (HLO) shall:

- Ensure the Helideck is fully operational.
- Establish the payload as each helicopter approaches and inform the OIM or deputy the number of passengers which can be accommodated.
- Establish helicopter capacity and estimated time of arrival and call personnel forward in an order which permits the maximum numbers to be transferred onshore or to other installations as quickly as possible.
- Inform the OIM / designate as each helicopter departs and confirm the number of persons evacuated and their destination.

2.9.6 Emergency Evacuation by Supply/Stand by Vessel / Other vessel on site / location

The OIM / designate in addition to other duties shall:

- Ensure the weather permits the use of crane and personnel transfer via personnel basket.
- Ensure crew are all accounted for and muster them in life jackets.
- Inform the vessel that crew is ready for evacuation.

2.9.7 Emergency Evacuation by Lifeboat/Life-raft

The OIM / designate in addition to other duties shall:

- Authorize the evacuation of the rig and check the rig is evacuated in an orderly fashion.
- Authorize the launch of lifeboats and rafts from ECC.

The Coxswain shall:

- Ensure lifeboat checks are made and ready for launching.
- Verify radio communications.
- Commence boarding of personnel on receiving commands from OIM/designate in ECC.

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- Alternately be prepared to launch without instructions if the situation so demands.
- Once launched, disconnect from falls and proceed to safe area away from rig and await standby vessel if available.

2.9.8 Emergency Response Team – Shore-based

The function of the Borr Drilling Shore-based Emergency Response Team (ERT) is to provide managerial, logistical and technical support to the rig operational staff in the event of an emergency offshore. The team will help the rig liaise with appointed agencies involved and with any necessary resources internal or external to the Borr Drilling. This includes but is not limited to:

- Borr Drilling Operations Support.
- Operations Support from Clients.
- Medical facilities, Consultants and Medical evacuation providers.
- Regulatory Bodies /Administrations.
- Law Enforcement/ Coast guard/ Navy etc.
- Other vessels / installations in the vicinity.

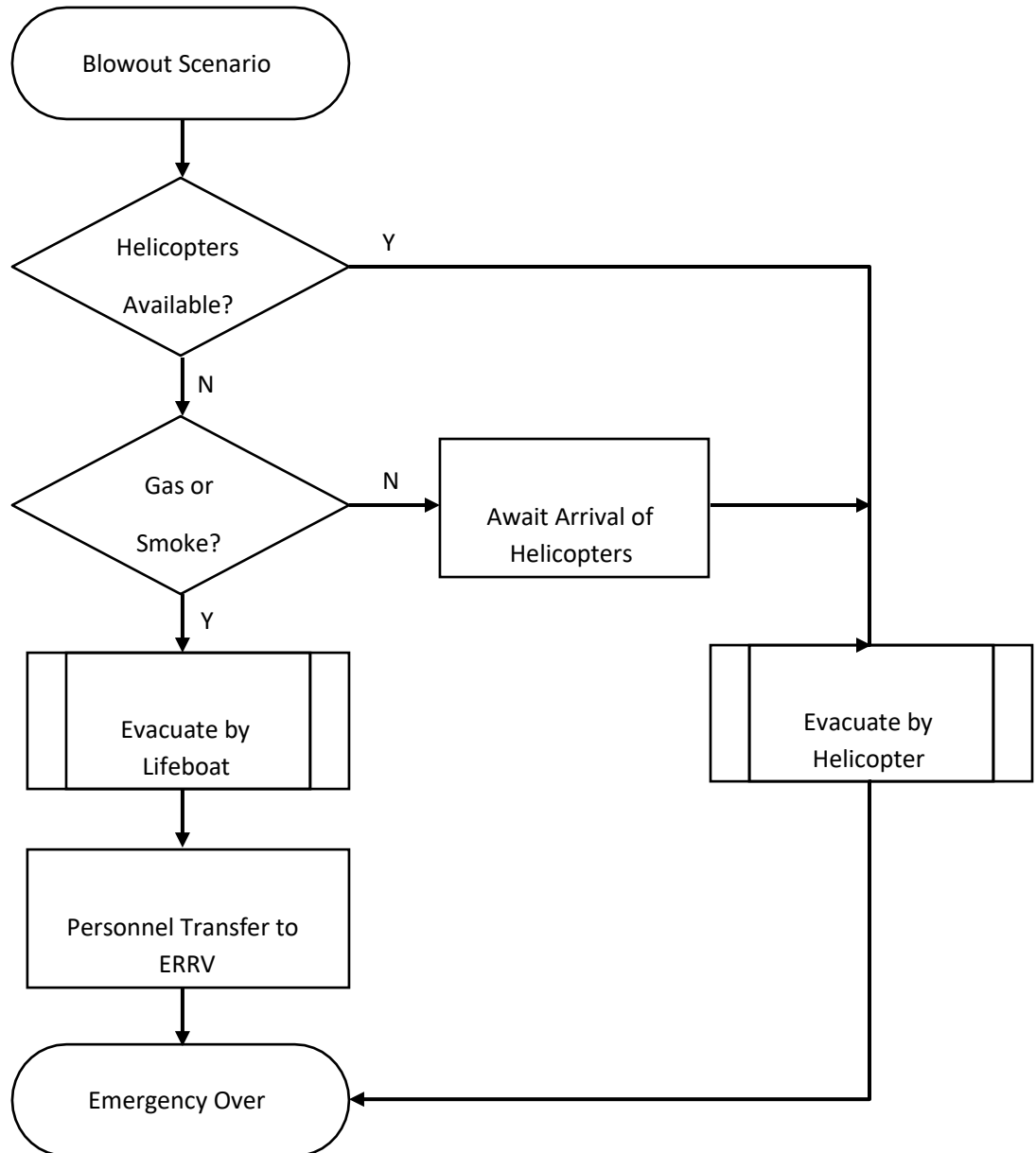
NOTE: All Checklists in this Emergency procedure shall be completed under the direction of the OIM.

2.9.9 Training

It is the responsibility of the OIM to ensure that his crews are fully aware of their individual assigned responsibilities and are fully trained as per the requirements of the EMP, Training Matrix and the Station Bill. Blowout Scenario Evacuation Flowchart

Emergency Response Plan

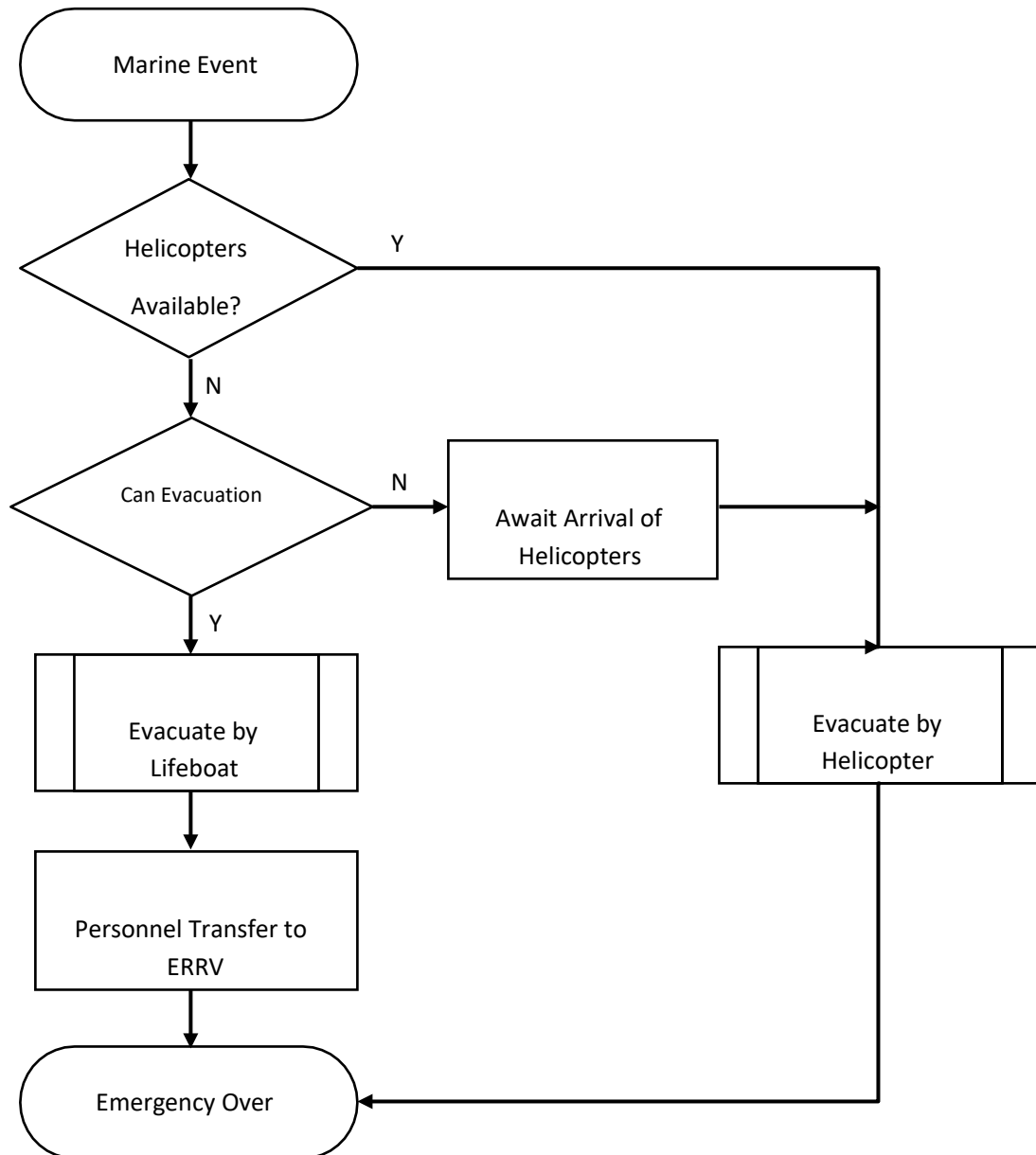
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2.10.1: Evacuation Sequence for Marine Event Scenario.



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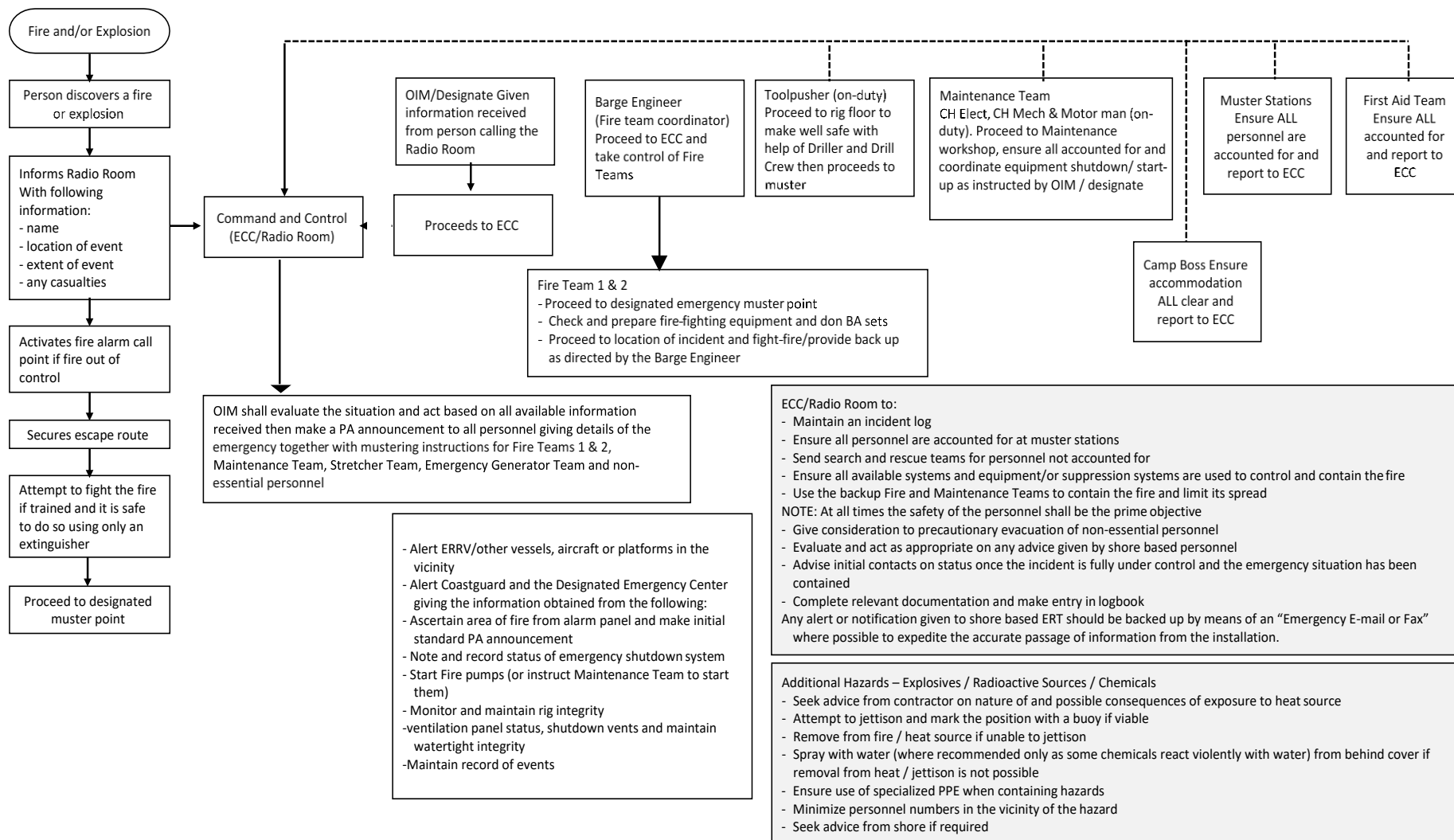
Checklist for Evacuation

Evacuation Time – Out Called (Time):		
Situation no longer controllable because:		
Declare plan to evacuate by: Helicopter <input type="checkbox"/> Stand by boat/ERRV <input type="checkbox"/> Lifeboat <input type="checkbox"/>		
Designation	Task	
Barge Engineer Toolpusher	- Withdraw all Emergency Response Personnel to muster point	<input type="checkbox"/>
Radio Operator	- Inform relevant personnel of intention to evacuate and inform them of any casualties or missing persons	<input type="checkbox"/>
	- Send MAY-DAY	<input type="checkbox"/>
	- Contact rescue vessel (ERRV) and establish Rendezvous Point for lifeboats	<input type="checkbox"/>
Comments:		
Muster Checker	- Instruct all personnel to don lifejackets	<input type="checkbox"/>
	- Move all personnel to boats and reconcile numbers	<input type="checkbox"/>
Comments:		
OIM	- Make PA – Announce evacuation decision to all personnel	<input type="checkbox"/>
	- Initiate Prepare to Abandon Platform Alarm	<input type="checkbox"/>
	- Await confirmation of numbers for all personnel at lifeboats	<input type="checkbox"/>
	- Instruct Coxswains to load lifeboats	<input type="checkbox"/>
	- Instruct Coxswains to launch lifeboats in sequences of readiness	<input type="checkbox"/>
	- Make final PA for any missing persons (if necessary)	<input type="checkbox"/>
	- Final telephone call to shore based Borr Drilling Operations	<input type="checkbox"/>
	- Hand over command to ERRV	<input type="checkbox"/>
	- Inform ERRV that the command team are now leaving the rig	<input type="checkbox"/>
	- Self and team go to lifeboat, collecting all log books and POB	<input type="checkbox"/>
	- Initiate ESD level zero (0) shutdown at lifeboat	<input type="checkbox"/>
Comments:		

Emergency Response Plan

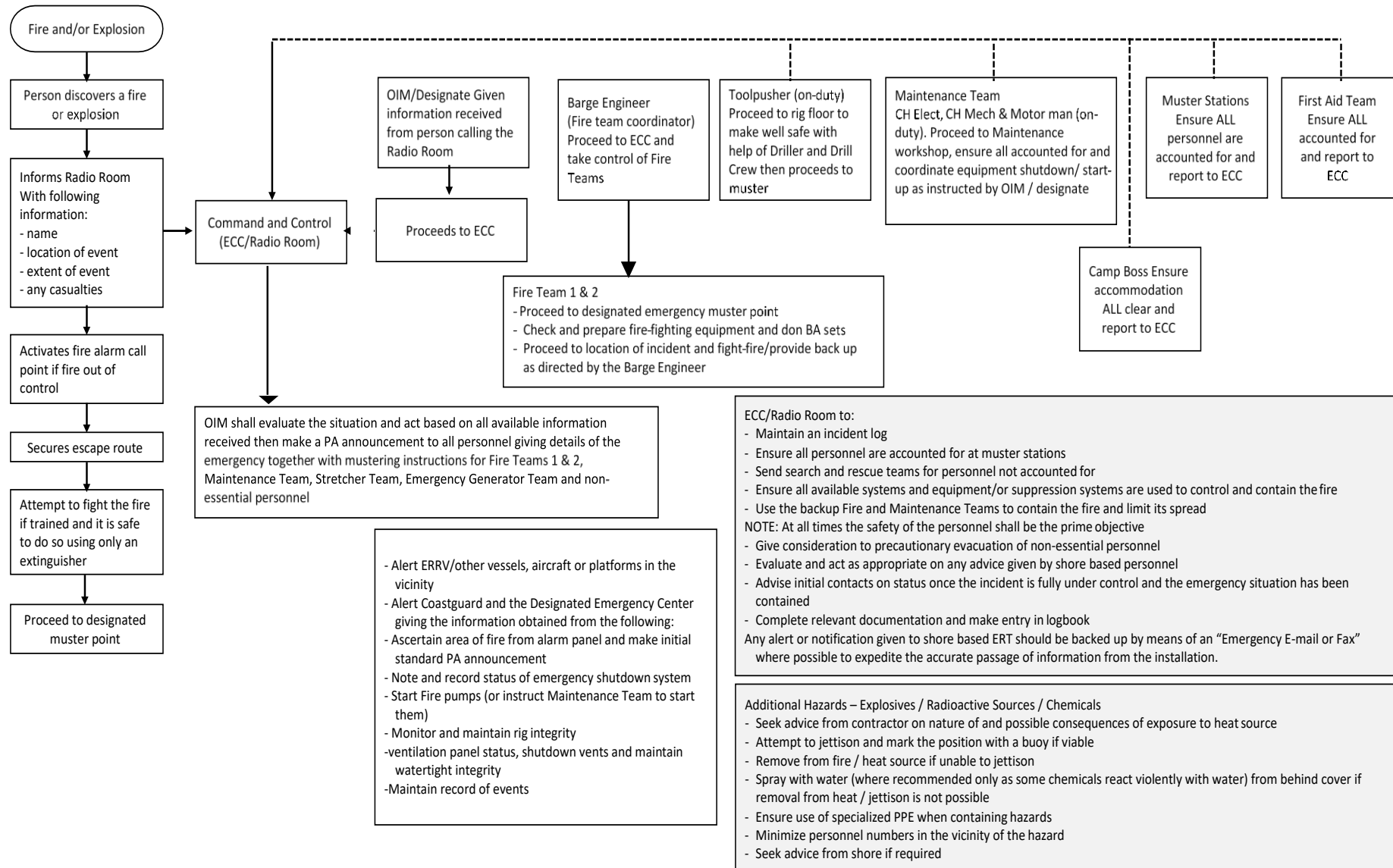
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2.10 Fire or Gas Explosion



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1. Dependent on location, establish via F&G system location of alarm	<input type="checkbox"/>										
2. Ensure the General Alarm is sounded if only ONE head activated and not in General Alarm State	<input type="checkbox"/>										
3. Make a PA announcement directing crew to muster location	<input type="checkbox"/>										
4. Consider ESD	<input type="checkbox"/>										
5. Consider stopping or activating the following: <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> Ventilation</td> <td><input type="checkbox"/> Foam system</td> </tr> <tr> <td><input type="checkbox"/> Electrical Power stopped</td> <td><input type="checkbox"/> Paint locker manual release</td> </tr> <tr> <td><input type="checkbox"/> Fuel shut-off</td> <td><input type="checkbox"/> Engine room manual release</td> </tr> <tr> <td><input type="checkbox"/> Fixed fire-fighting system</td> <td><input type="checkbox"/> Galley range hood manual release</td> </tr> <tr> <td><input type="checkbox"/> Water deluge system outside</td> <td></td> </tr> </table>		<input type="checkbox"/> Ventilation	<input type="checkbox"/> Foam system	<input type="checkbox"/> Electrical Power stopped	<input type="checkbox"/> Paint locker manual release	<input type="checkbox"/> Fuel shut-off	<input type="checkbox"/> Engine room manual release	<input type="checkbox"/> Fixed fire-fighting system	<input type="checkbox"/> Galley range hood manual release	<input type="checkbox"/> Water deluge system outside	
<input type="checkbox"/> Ventilation	<input type="checkbox"/> Foam system										
<input type="checkbox"/> Electrical Power stopped	<input type="checkbox"/> Paint locker manual release										
<input type="checkbox"/> Fuel shut-off	<input type="checkbox"/> Engine room manual release										
<input type="checkbox"/> Fixed fire-fighting system	<input type="checkbox"/> Galley range hood manual release										
<input type="checkbox"/> Water deluge system outside											
6. Deploy the Emergency Response Teams to the forward point (event location): <input type="checkbox"/> Fire Teams <input type="checkbox"/> H2S Detection Team <input type="checkbox"/> Maintenance Team <input type="checkbox"/> Stretcher Team (Medic to prepare Triage to receive casualties)											
7. Radio Operator to: <input type="checkbox"/> Notify ER Centre <input type="checkbox"/> Compile Check lists <input type="checkbox"/> Update ERRV <input type="checkbox"/> Communicate with Helicopter											
8. If fire escalates and is out of control, consider evacuation by helicopter (based on wind direction) and instruct HLO to prepare helideck	<input type="checkbox"/>										
Contact ERRV and check for a rendezvous point	<input type="checkbox"/>										
9. Consider jettison of Heli-fuel tanks and explosives if possible	<input type="checkbox"/>										
10. Consider making Lifeboats ready for launch and instruct accordingly	<input type="checkbox"/>										
11. Prior to evacuation: <input type="checkbox"/> Transmit MAYDAY											
12. Notes:											

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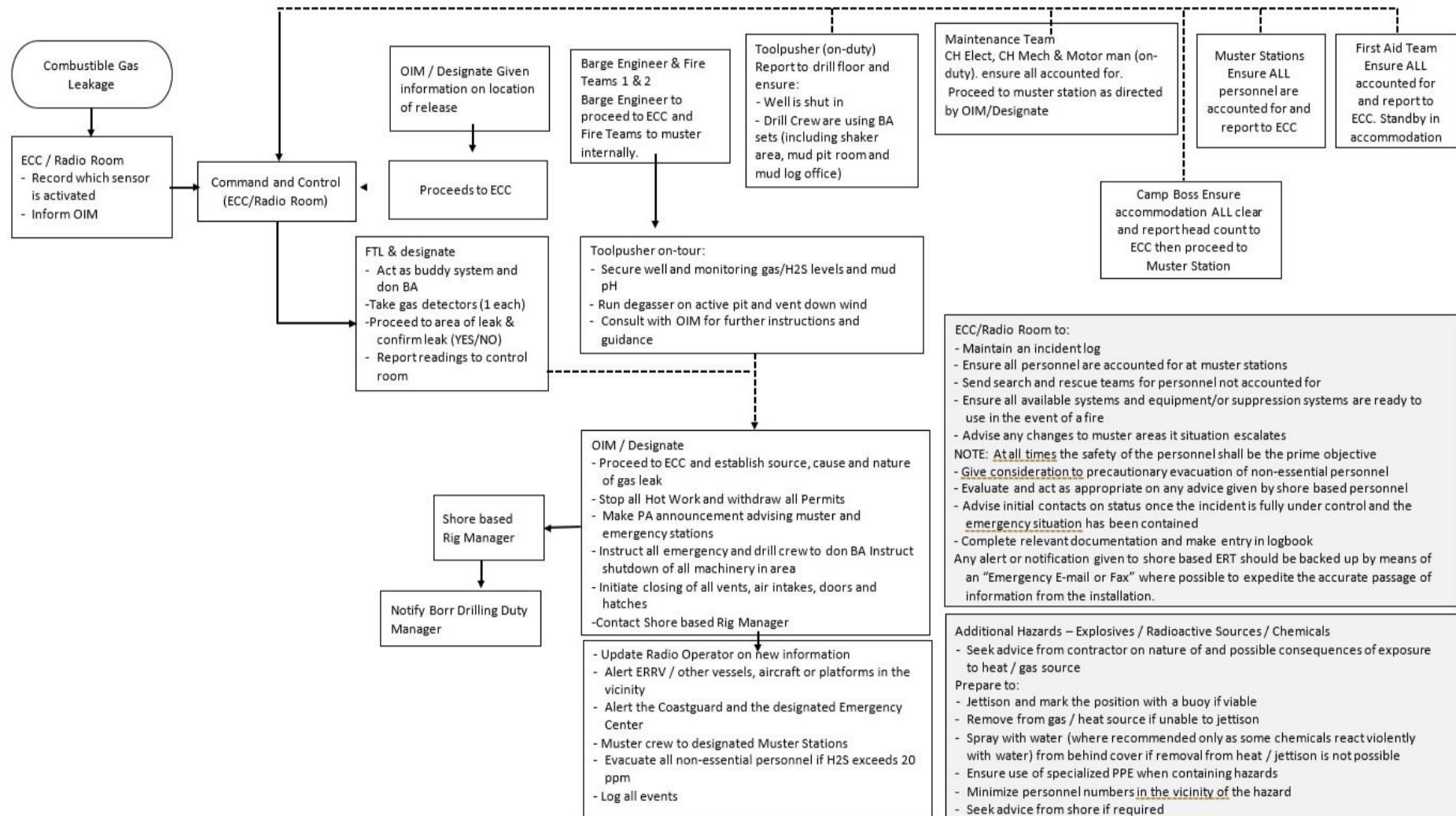
Checklist for Sprinkler Activation

1. F&G System to alarm to fire activation	<input type="checkbox"/>
2. Radio Operator to:	<input type="checkbox"/>
- Identify which accommodation levels have activated	<input type="checkbox"/>
- Make a clear and concise PA announcement	<input type="checkbox"/>
- Brief OIM on situation on arrival with other ECC +	<input type="checkbox"/>
- personnel	
3. Sprinklers auto activated	<input type="checkbox"/>
Ensure Fire Teams are fully accounted for and briefed by the Barge Engineer	<input type="checkbox"/>
/ Fire Team Leader	<input type="checkbox"/>
Have confirmation that nominated sprinkler system has been activated	<input type="checkbox"/>
4. Notes:	

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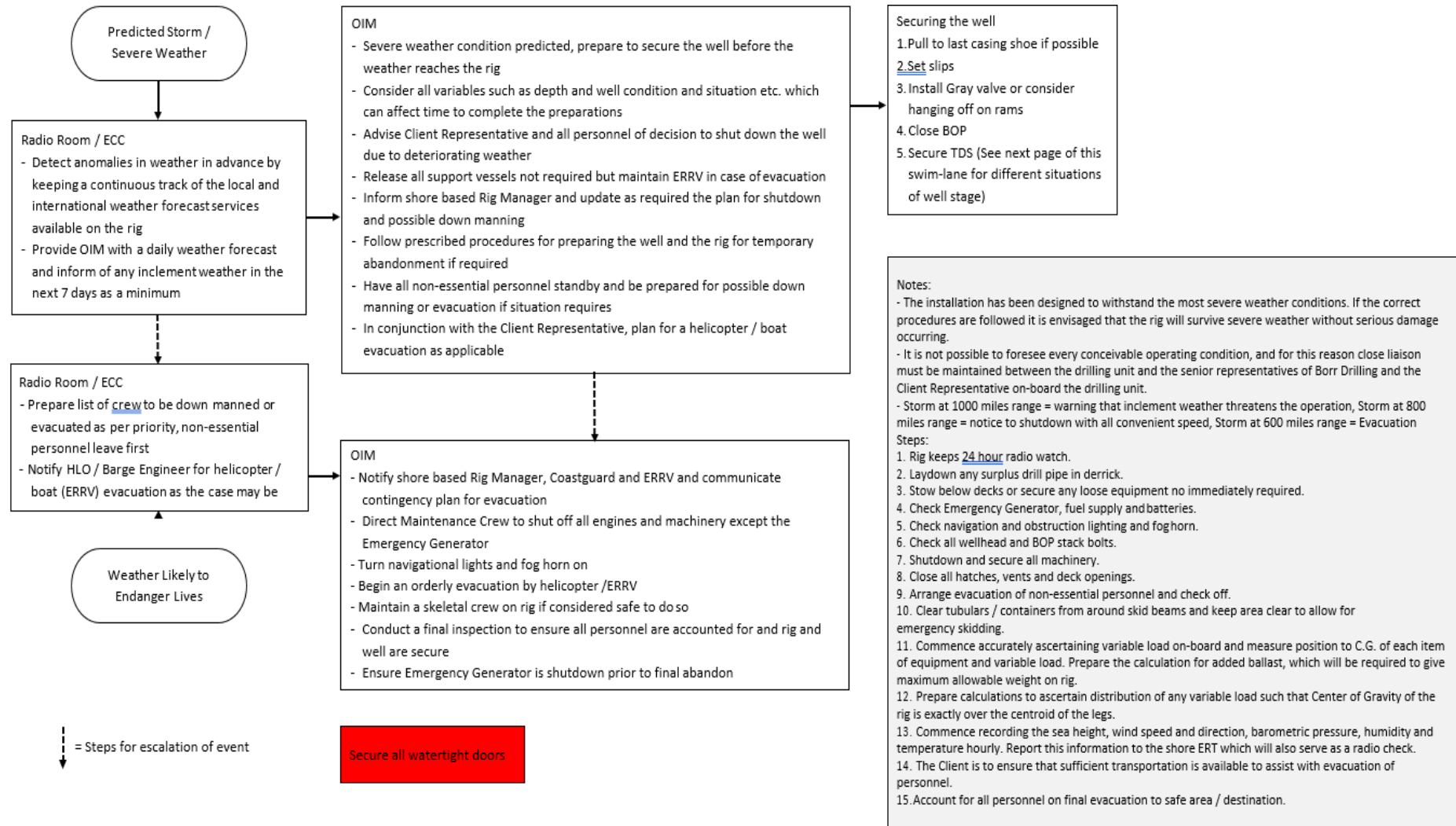
2.11 Combustible Gas Leakage



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2.13 Hurricane or Severe Weather



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Beaufort Scale (BF)

Beaufort number	Description	Wind speed	Wave height	Sea conditions	Land conditions	Sea state photo	Associated Warning Flag
0	Calm	< 1 km/h < 1 mph < 1 knot < 0.3 m/s	0 m 0 ft	Flat.	Calm. Smoke rises vertically.		
1	Light air	1.1–5.5 km/h 1–3 mph 1–3 knot 0.3–1.5 m/s	0–0.2 m 0–1 ft	Ripples without crests.	Smoke drift indicates wind direction. Leaves and wind vanes are stationary.		
2	Light breeze	5.6–11 km/h 4–7 mph 4–6 knot 1.6–3.3 m/s	0.2–0.5 m 1–2 ft	Small wavelets. Crests of glassy appearance, not breaking.	Wind felt on exposed skin. Leaves rustle. Wind vanes begin to move.		
3	Gentle breeze	12–19 km/h 8–12 mph 7–10 knot 3.4–5.4 m/s	0.5–1 m 2–3.5 ft	Large wavelets. Crests begin to break; scattered whitecaps.	Leaves and small twigs constantly moving, light flags extended.		
4	Moderate breeze	20–28 km/h 13–17 mph 11–16 knot 5.5–7.9 m/s	1–2 m 3.5–6 ft	Small waves with breaking crests. Fairly frequent whitecaps.	Dust and loose paper raised. Small branches begin to move.		
5	Fresh breeze	29–38 km/h 18–24 mph 17–21 knot 8.0–10.7 m/s	2–3 m 6–9 ft	Moderate waves of some length. Many whitecaps. Small amounts of spray.	Branches of a moderate size move. Small trees in leaf begin to sway.		
6	Strong breeze	39–49 km/h 25–30 mph 22–27 knot 10.8–13.8 m/s	3–4 m 9–13 ft	Long waves begin to form. White foam crests are very frequent. Some airborne spray is present.	Large branches in motion. Whistling heard in overhead wires. Umbrella use becomes difficult. Empty plastic bins tip over.		
7	High wind, moderate gale, near gale	50–61 km/h 31–38 mph 28–33 knot 13.9–17.1 m/s	4–5.5 m 13–19 ft	Sea heaps up. Some foam from breaking waves is blown into streaks along wind direction. Moderate amounts of airborne spray.	Whole trees in motion. Effort needed to walk against the wind.		
8	Gale, fresh gale	62–74 km/h 39–46 mph 34–40 knot 17.2–20.7 m/s	5.5–7.5 m 18–25 ft	Moderately high waves with breaking crests forming spindrift. Well-marked streaks of foam are blown along wind direction. Considerable airborne spray.	Some twigs broken from trees. Cars veer on road. Progress on foot is seriously impeded.		
9	Strong gale	75–88 km/h 47–54 mph 41–47 knot 20.8–24.4 m/s	7–10 m 23–32 ft	High waves whose crests sometimes roll over. Dense foam is blown along wind direction. Large amounts of airborne spray may begin to reduce visibility.	Some branches break off trees, and some small trees blow over. Construction/temporary signs and barricades blow over.		
10	Storm, ⁽⁷⁾ whole gale	89–102 km/h 55–63 mph 48–55 knot 24.5–28.4 m/s	9–12.5 m 29–41 ft	Very high waves with overhanging crests. Large patches of foam from wave crests give the sea a white appearance. Considerable tumbling of waves with heavy impact. Large amounts of airborne spray reduce visibility.	Trees are broken off or uprooted, structural damage likely.		
11	Violent storm	103–117 km/h 64–73 mph 56–63 knot 28.5–32.6 m/s	11.5–16 m 37–52 ft	Exceptionally high waves. Very large patches of foam, driven before the wind, cover much of the sea surface. Very large amounts of airborne spray severely reduce visibility.	Widespread vegetation and structural damage likely.		
12	Hurricane force ⁽⁷⁾	≥ 118 km/h ≥ 74 mph ≥ 64 knot ≥ 32.7 m/s	≥ 14 m ≥ 46 ft	Huge waves. Sea is completely white with foam and spray. Air is filled with driving spray, greatly reducing visibility.	Severe widespread damage to vegetation and structures. Debris and unsecured objects are hurled about.		

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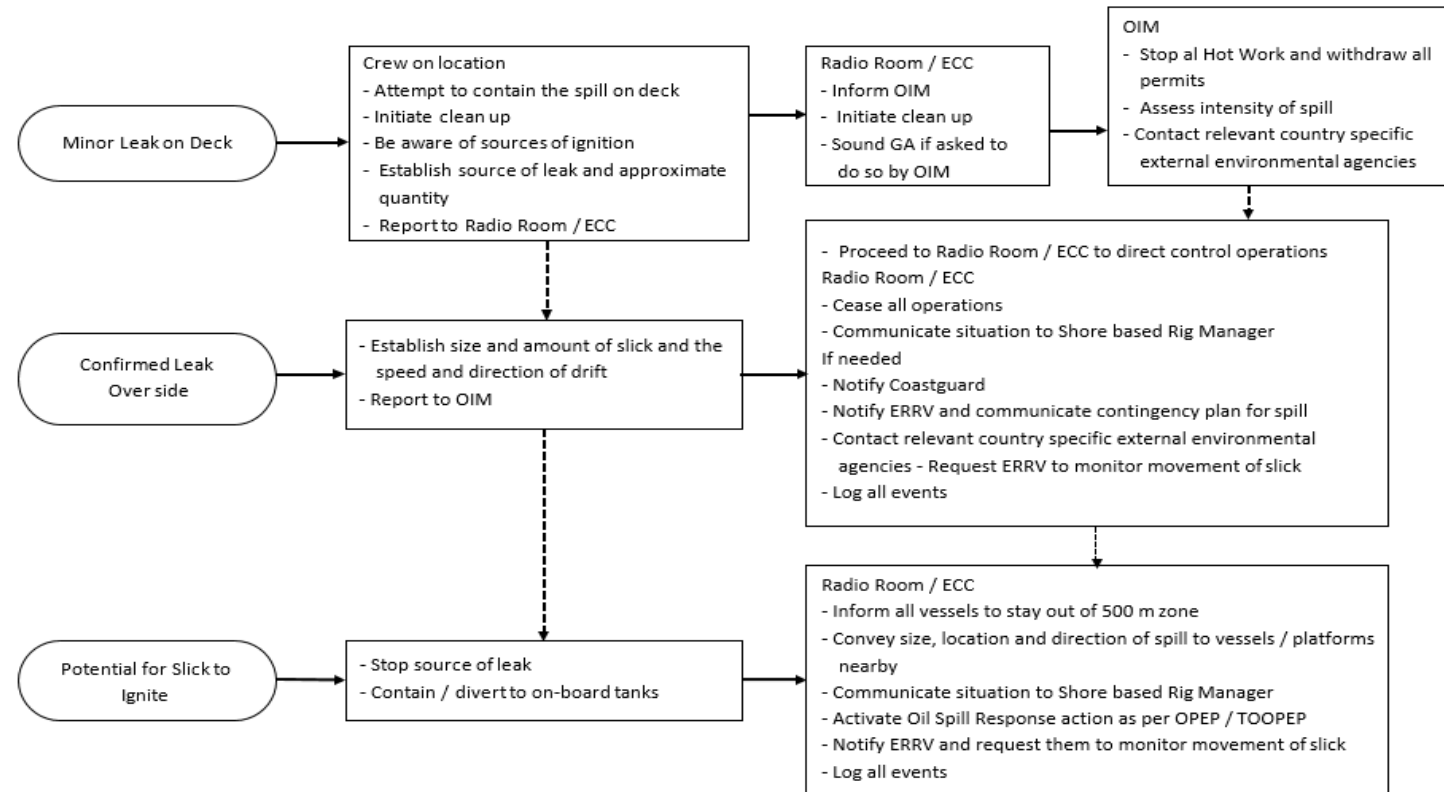
Hurricane Tracking Sheet

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2.14 Leakage of Oil from Installation



↓ = Steps for escalation of event

Note

The use of spray dispersants by the ERRV can only be used under the following conditions:

- The slick is not moving clear of the rig and there is a danger of ignition
- There is an obvious hazard to colonies of bird or marine life in the immediate vicinity of the slick and in the direction it is heading
- The environmental regulator has agreed that a spray dispersants can be deployed

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Oil color can be used to calculate the quantity of the oil. This is done by following these steps:

- Estimate total size of the area as a square or rectangle (in km²) i.e. maximum extremities of the slick.
- Assess the area affected by the slick calculated as a % of the total area.
- Estimate the area covered by each colour of oil, calculated as a % of the total area affected.
- Multiply the area covered by each colour by the appropriate figure in the oil quantity table given below.
- Adding all the colour figures will give the total quantity of oil within the slick.

Oil Quantity Estimation by Color	
Color Code	Quantity(tons/km ²)
Silver	0.02
Grey	0.1
Rainbow	0.3
Blue	1
Blue Brown	5

Oil thickness can also be estimated by using the following table

Oil Thickness Estimations				
Standard Term	Approx. Film Thickness		Approx. Quantity of Oil in Film	
	Inches	mm	Gals/mile ²	Liters/km ²
Barely Visible	0.0000015	0.00004	25	44
Silvery	0.000003	0.00008	50	88
Slight Color	0.000006	0.00015	100	176
Bright Color	0.000012	0.0003	200	351
Dull	0.00004	0.001	666	1168
Dark	0.00008	0.002	1332	2237
Thickness of light oils: 0.0010 inches to 0.00010 inches.				
Thickness of heavy oils: 0.10 inches to 0.010 inches				

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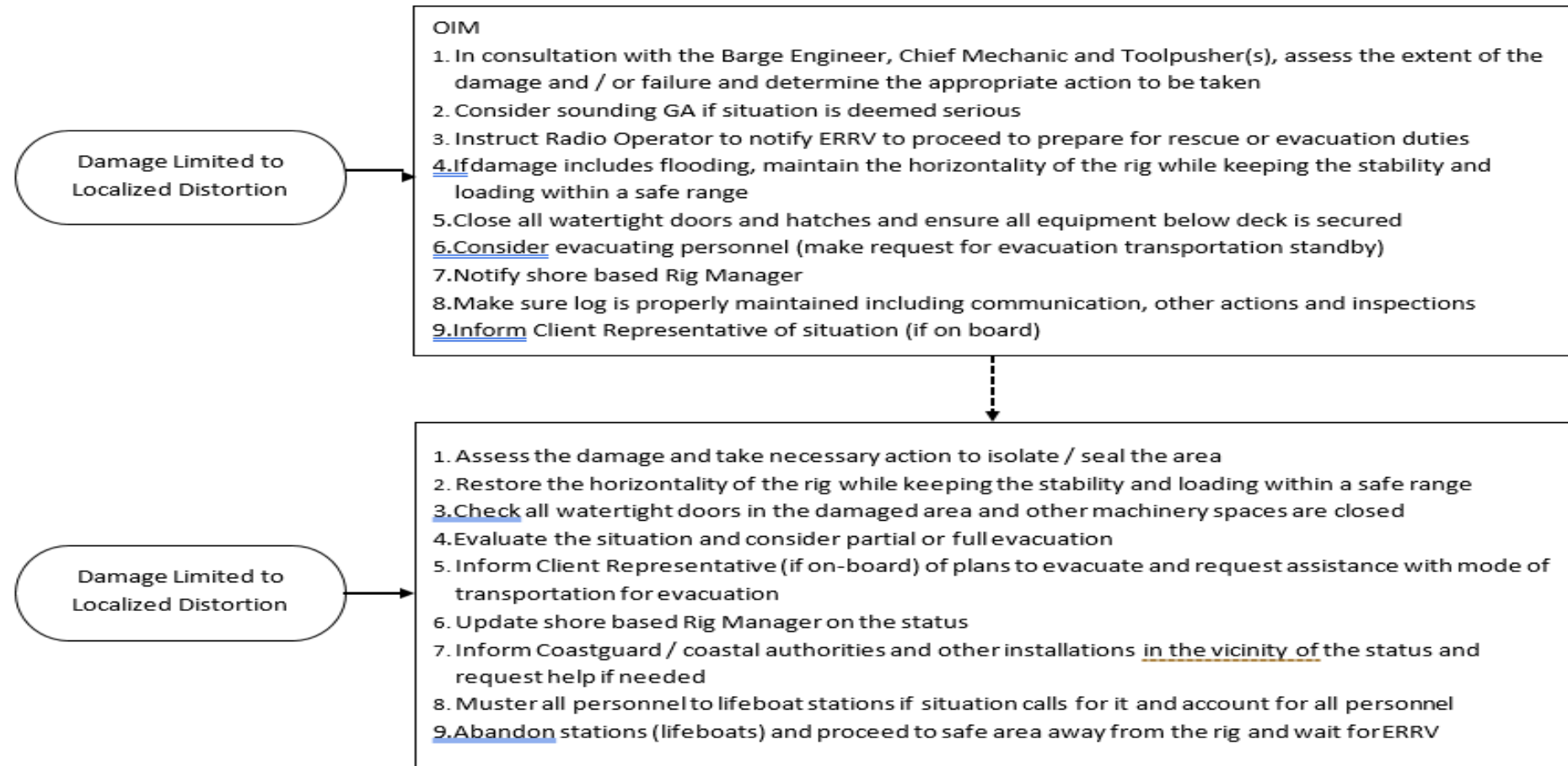
Checklist for Spills

1. Check any Drilling Operations being carried out that could cause spillage	<input type="checkbox"/>
2. Check operation of the machinery area oily water drainage system	<input type="checkbox"/>
3. Check the oily water drain tank overflow	<input type="checkbox"/>
4. Request personnel to check for signs of oil spillage into the open drains system	<input type="checkbox"/>
5. Deck Crew to check diesel storage day tanks for signs of overflow	<input type="checkbox"/>
Check for leaking / punctured drums	<input type="checkbox"/>
6. Check with Deck Crew to determine if any heavily oiled areas have recently been washed down and degreased	<input type="checkbox"/>
7. If vessel alongside check for discharges during diesel transfer or bilge discharges	<input type="checkbox"/>
Vessel to check around rig to see if they can identify leak	<input type="checkbox"/>
8. Ask ERRV to check that oil is not coming from them or a third party	<input type="checkbox"/>
9. Contact relevant country external bodies and report as described in SOPEP/OPEP/TOOPEP	<input type="checkbox"/>
10. Notes:	

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2.15 Structural Failure / Damage to Rig



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2.16 Collision / Interference with Other Vessel (Floating Object)

Checklist for ship collision

1. Confirm incident details for all sources i.e. ECC / Radio Room, visual etc.	<input type="checkbox"/>
2. Sound the GA dependent on scenario and muster at lifeboat station as required	<input type="checkbox"/>
3. If ERRV on station contact for details on: Close proximity of vessel Plotting collision course Warning off rogue vessel	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4. Radio Operator to: In form nearby Platforms / vessel etc.	<input type="checkbox"/> <input type="checkbox"/>
5. Have emergency response teams on standby if required	<input type="checkbox"/>
6. Consider an air evacuation plan if required and time permits	<input type="checkbox"/>
7. Prepare lifeboats ready for deployment	<input type="checkbox"/>
8. Liaise with ERRV for a coordinated rescue and recovery plan	<input type="checkbox"/>
9. Radio Operator to fax details of POB to shore base send a MAYDAY distress call	<input type="checkbox"/>
10. Shutdown rig if deemed necessary and load and launch lifeboats (non-essential personnel)	<input type="checkbox"/>
11. Hand over on-scene command to ERRV / rescue services	<input type="checkbox"/>
12. Notes:	

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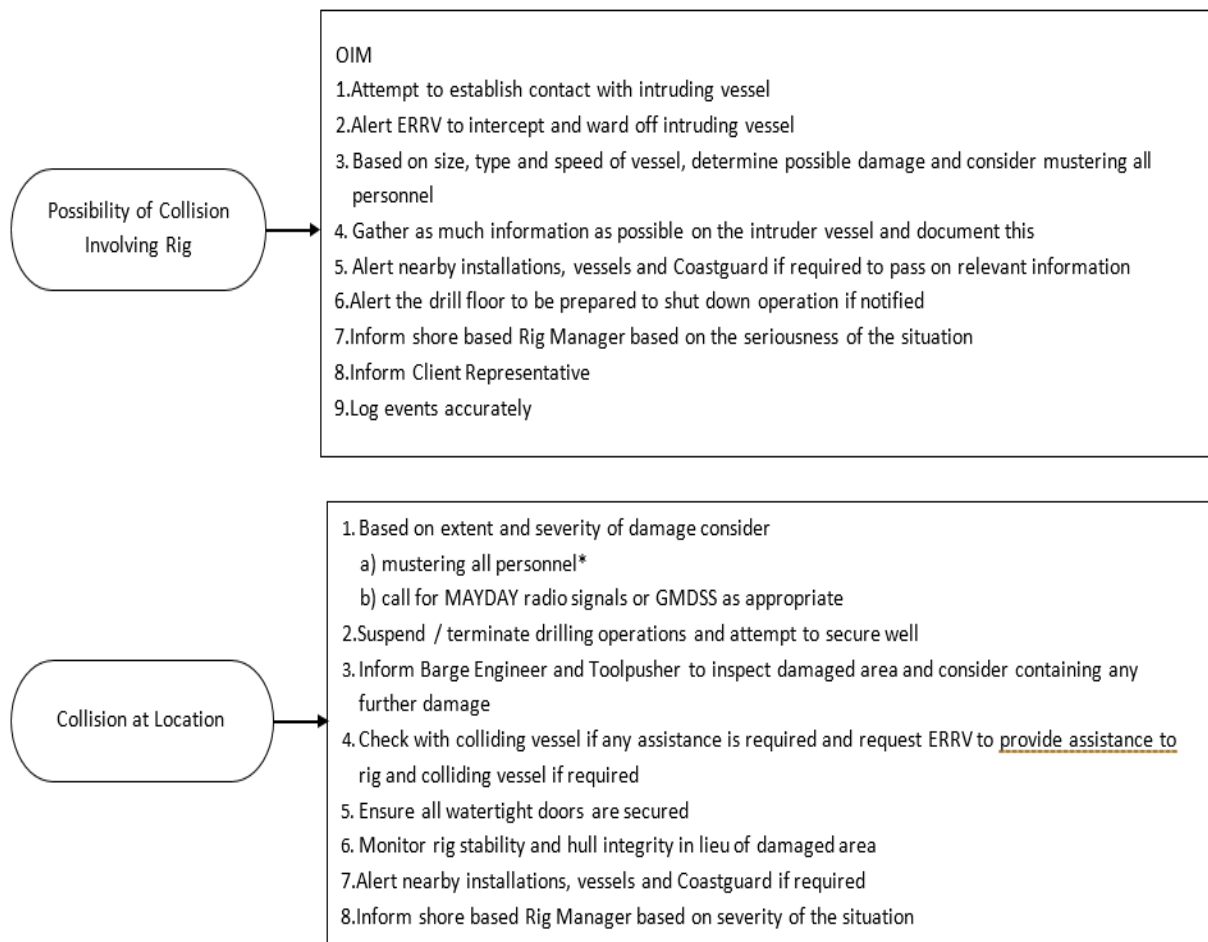
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2.17 Vessel Collision

Collision / Interference by Other Vessel

Vessels are not allowed to breach the 500 m safety zone without prior authorization from the rig. During periods of bad weather or in fog, Skald, snow or conditions of reduced visibility, the rig's obstruction lights must be switched on and the fog signal must be sounded.

The ERRV shall patrol around the rig, with the activated radar and the foghorn sounding to warn off any vessel approaching within 2 miles.



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Collision in Transit /
Afloat Mode

1. Authorize the Radio Operator to send out 'or 'MAYDAY' signal as appropriate
2. Based on extent of damage sound the GA and prepare crew for evacuation
3. Make PA announcement to direct crew to alternative lifeboat stations if there are any damaged due to collision
4. Instruct Barge Engineer to secure watertight doors, locate possible damage and try to counteract any flooding
5. Maintain stability of the rig
6. Direct Barge Engineer, Chief Mechanic and Chief Electrician to undertake damage control
7. Inform tow vessel(s) of collision and stop tow; slip tow as necessary and request assistance from tow vessel(s)
8. Inform tow vessel(s) / ERRV to prepare for rescue and evacuation duties to rig and colliding vessel.
9. Inform shore based Rig Manager based on severity of the situation
10. Evacuate all non-essential personnel as deemed necessary
11. Ensure monitoring of hull integrity and location of possible damage
12. Make temporary repairs to maintain safe integrity of rig
13. Alert nearby installations, vessels and Coastguard / coastal authority if required
14. Assess the distance to safe protected area and water depth
15. Prepare to raise hull out of the water if possible
16. Log events accurately

Note:

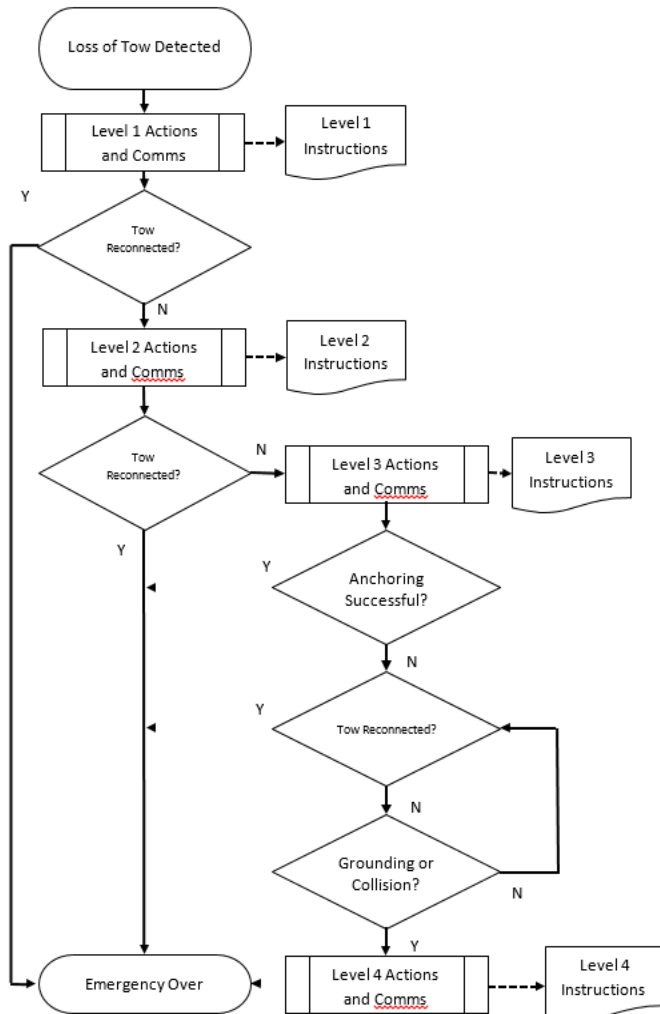
*Consideration to be given as to where the collision would take place / has taken place in relation to crews mustering at the lifeboats.

Please also refer to the Collision Emergency Procedure Timeline.

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2.18 Loss of Control in Transit



Level	Initiation – Loss of Control in Transit		
1	These actions and communications will be initiated as soon as the tow has been lost.		
	Action	Authority	Operator
1	Attempt to reconnect tow	OIM	BE
	Communications with	Authority	Operator
1	GMDSS VHF frequency	OIM	RO
2	Shore based Rig Manager	OIM	RO
3	Client (if under contract)	Client Rep	Client Rep
4	Towing vessel	OIM	BE

Level	Initiation – Loss of Control in Transit		
2	These actions and communications will be initiated if first attempts to connect tow fail. If at any time continued attempts to reconnect are successful then mitigation measure may be discontinued.		
	Action	Authority	Operator
1	Identify rate of drift and timing of first possible contact with shore / other installation	OIM	BE
2	Arrange to down man via helicopter if not already at minimum manning	OIM	OIM
3	Establish water depth	OIM	BE
4	Sound GA	OIM	BE
5	Check accommodation for personnel	OIM	Camp Boss
6	Check all Muster Area	OIM	
	Communications with	Authority	Operator
1	All personnel – PA announcement	OIM	BE
2	ERRV if present and other vessels on location	OIM	BE
3	Coastguard or Coastal Authority	OIM	RO
4	Shore based Rig Manager	OIM	RO
5	Client	Client REP	Client Rep
6	Other installations within 5 miles	OIM	RO

Level	Initiation – Loss of Control in Transit		
3	These actions and communications will be initiated if the attempts to reconnect tow are persistently unsuccessful		
	Action	Authority	Operator
1	Anchor to one or two anchors	OIM	BE
2	Ensure watertight integrity	OIM	Maintenance
3	Wait for improvement in weather to reconnect	OIM	BE
	Communications with	Authority	Operator
1	Any stations as appropriate	OIM	RO
2	Mustered personnel	OIM	OIM

Level	Initiation – Loss of Control in Transit		
4	These actions and communications will be initiated if the rig collides with another structure or runs aground.		
	Action	Authority	Operator
1	Immediate assessment of structural damage	OIM	BE
2	Tank and void space sounding	OIM	BE
3	Establish appropriate trim and stability	OIM	BE
4	Down man to "Marine Event – Transit" Manning	OIM	OSA
	Communications with	Authority	Operator
1	All stations via GMDSS	OIM	RO
2	Coastguard or Coastal Authority	OIM	RO
3	Shore based Rig Manager	OIM	OIM
4	Client	Client Rep	Client Rep
5	Mustered personnel	OIM	OIM
6	Contracted anchor-handlers	OIM	RO

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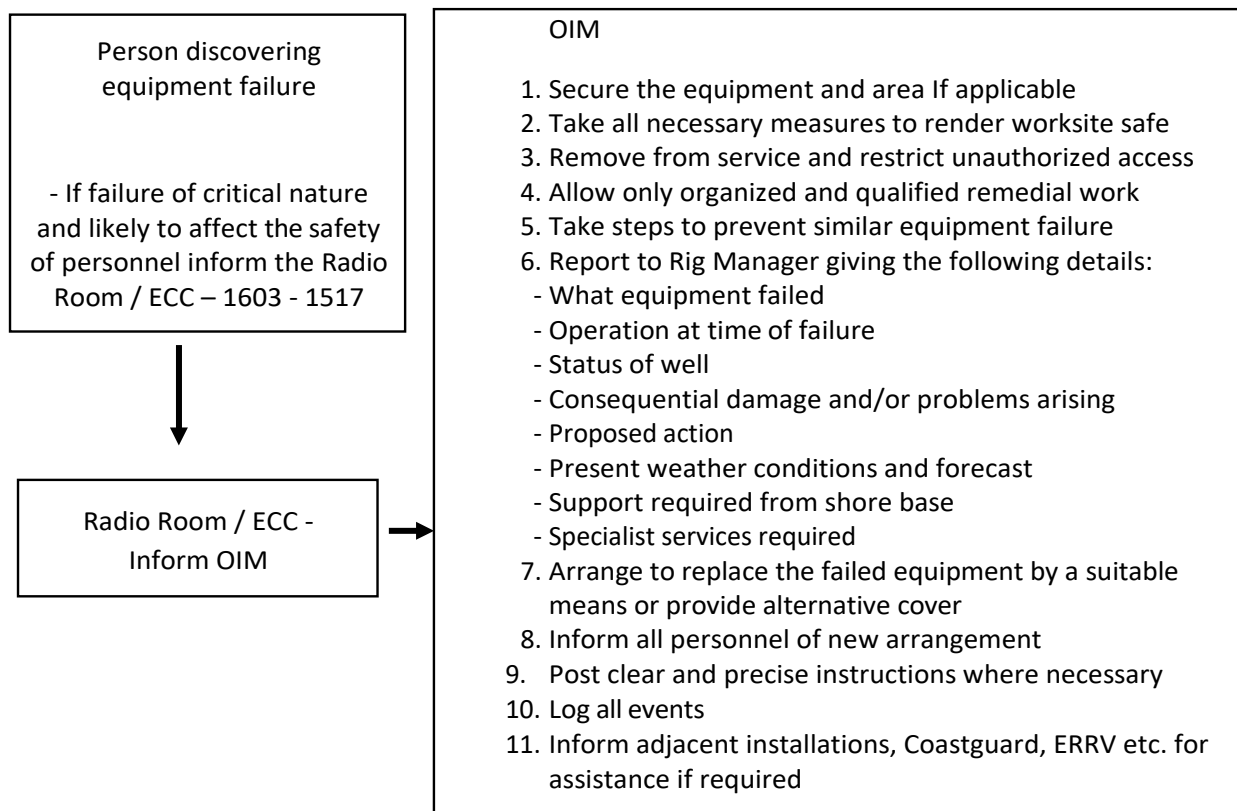
2.19 Failure of Equipment Affecting Safety

Failure of any equipment that may have an adverse impact on safety of personnel, environment or the rig itself shall be immediately reported to the Radio Room / ECC and the immediate Supervisor.

Equipment classed under this category is defined as below but not restricted to:

- Fire & Gas detection systems
- Fire extinguishing systems
- Ventilation or pressurization systems
- Life-saving equipment

In the event of equipment failure, certain action is required to avoid placing the safety of the personnel, the asset, the well and the environment at risk. Any failure of equipment must be critically examined by the OIM, Barge Engineer, and relevant maintenance personnel on-board. The immediate consequences must be determined and any far-reaching consequences which may affect the safety of persons must be examine with regard to circulating pertinent information, alerting departments or mitigating further risks.



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Note:

Failed equipment should be retained and may need to be left undisturbed pending surveyor or inspector examination. If failure affects integrity of the area classification, then operations which would either directly or indirectly cause ingress of gas to these areas must be shutdown.

Where loss of ventilation could result in a dangerous accumulation of gas then operations which could cause the accumulation must be shutdown.

2.20 Helicopter Emergencies

General

The Radio Operator will be in continuous contact with the heliport and/or the helicopter, as appropriate, during helicopter flight operations.

If a helicopter fails to report within fifteen minutes of a scheduled check in time, the Helicopter Base/Rig Radio Operator must initiate emergency procedures.

The Offshore Installation Manager (OIM) has overall responsibility for safety during helicopter operations on the platform.

A helicopter crash on deck is a very serious incident. Saving the lives of the Helicopter Crew and Passengers is dependent on the rescue actions performed within the first one to two minutes by rig personnel.

The designated Helicopter Landing Officer (HLO) will direct all activities on the helicopter deck, including loading and unloading baggage and transferring it to and from the Helicopter waiting Area.

The HLO or his designee will ensure adequate fire protection is provided for each takeoff and landing by ensuring that firefighters are dressed in full bunker coat, fire hat, boots and are standing by the helideck foam monitor ready to meet all incoming and outgoing flights.

Responsibility

OIM

- Ensure the Helicopter Landing Officer immediately activates firefighting equipment.
- Instruct Medic to prepare for treatment of casualties.
- Raise fire alarm and announce crash on the public-address system.
- Direct activities of back up Firefighting and Support Teams.
- Radio Operator to notify Heliport and Borr Drilling Shore-based ERT.

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- Advise Operator's Senior Representative and Toolpusher to halt drilling operations and secure well.
- Supervise fuel spill containment, clean up and reporting, if require.

Toolpusher:

- Coordinate the drilling operation and other rig activities.
- Assist the OIM.
- Coordinate with the Operator's Senior Representative to decide the course of well activities, i.e. suspend drilling operations and secure well.

Helicopter Landing Officer (HLO):

- Ensure radio communications from the helideck to the control room.
- Restrict access to helideck by all personnel except ALERT Team members.
- Start fire pump and preparation of rescue and firefighting equipment.
- Command rescue operations including the rescue of personnel from the helicopter.

Radio Operator

- Notify the RELEVANT Country Coast Guard standby vessels and shore base as advised by the OIM.

Mechanic:

- Organize emergency teams for backup assistance of HLO in rescue operation.
- Assess vessel structural damages and notify the OIM.

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2.21 Man Overboard (MOB)

<p>Person Identifying MOB</p> <ol style="list-style-type: none"> 1. Shout and continue shouting 'Man overboard' until help arrives 2. Keep an eye on the exact location of the MOB and deploy a life buoy if possible 3. Instruct the 1st person that comes to raise the alarm and call the Radio Room / ECC 	<p>Radio Operator</p> <ol style="list-style-type: none"> 1. Inform the OIM of the MOB 2. Inform ERRV and request to come along side and assist with the rescue 3. Log all events 4. Send emergency communications as directed by OIM 	<p>OIM</p> <ol style="list-style-type: none"> 1. Proceed to ECC and announce alarm for MOB 2. Consider ERRV to rescue MOB as primary rescue 3. Alert Barge Engineer if ERRV not available and prepare FRC crew for launching and rescue 4. Put Medic and Stretcher Team on standby to receive casualties 5. Instruct deck crew to standby to lower BILLY PUGH as required 6. Inform Client Representative and depending of state of casualties consider medevac by helicopter 7. Initiate a muster of all personnel if the identification or number of person(s) is not clear
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Fast Rescue Lifeboat

The primary choice of Fast Rescue Lifeboats uses when required shall be the ERRV Fast Rescue Craft. If there is a situation where the rig designated FRC must be launched the following crew will be used:

Fast Rescue Lifeboats:

- Barge Engineer.
- Mechanic.
- Deck Supervisor.

Fast Rescue Lifeboat Davit Team

- On shift Electrician
- Crane Operator
- Roustabout x 2
- Medic assists as directed

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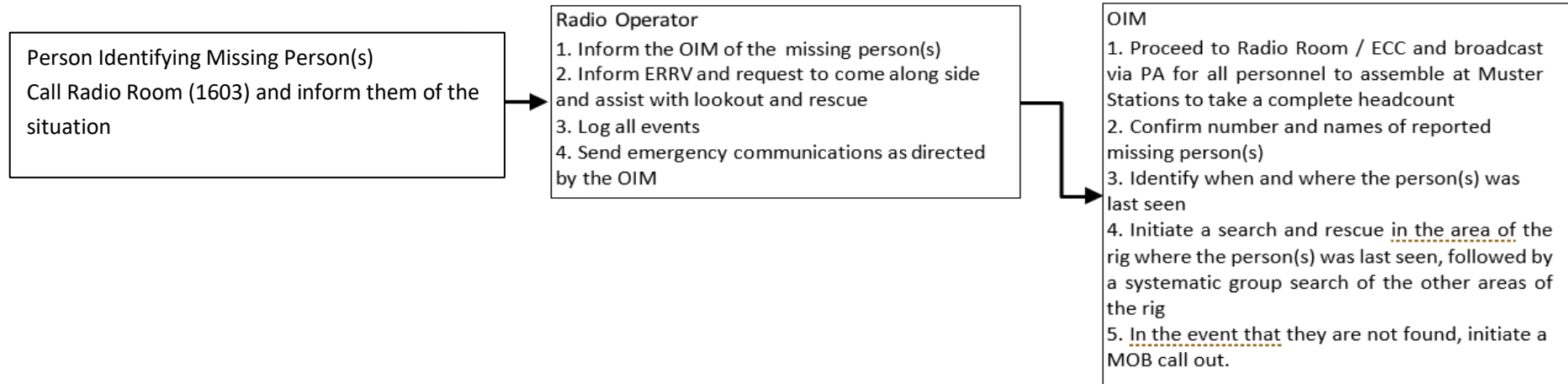
Checklist for Man Overboard

1. Sound the GA	<input type="checkbox"/>
2. Broadcast message on PA with location of MOB	<input type="checkbox"/>
3. Ensure that the person whom identified the MOB remains on location until help arrives Question the person at the scene:	
• Name of person(s) who fell overboard?	<input type="checkbox"/>
• Are they wearing any life saving devices?	<input type="checkbox"/>
• What is the direction of drift?	<input type="checkbox"/>
4. Ensure life buoy has been deployed	<input type="checkbox"/>
5. Ensure ERRV has been informed and had deployed an FRC (primary choice of recovery)	<input type="checkbox"/>
6. Inform shore base Rig Manager	<input type="checkbox"/>
7. Radio Operator to contact Coastguard as instructed by OIM	<input type="checkbox"/>
8. Have emergency response team ready to deploy rig FRC and have stretcher team and Medic prepare triage for receiving casualties	<input type="checkbox"/>
9. Review weather report prior to deploying rig FRC	<input type="checkbox"/>
10. Have Radio Operator inform MRCC of situation, ensure SAR helicopter en-route for medevac	<input type="checkbox"/>
11. Notes:	

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2.1 Missing Person



Missing Person Call Out:

ATTENTION. ATTENTION WILL _____ (Name and company of person(s)) REPORT TO THE RADIO ROOM

IMMEDIATELY Note:

- Ensure all areas of the rig including accommodation is checked
- If the rig is alongside a platform then this shall also be reached
- Any ongoing operation shall be stopped and the OIM's discretion.

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2.2 Bomb / IED Threat

The following form gives the information that should be recorded in the event of a Bomb / IED Threat over the phone or radio. A copy of this form must be kept in the Radio Room / ECC.

Person Identifying Suspected Bomb / IED Threat

1. IF ANYTHING, SUSPICIOUS IS DISCOVERED IT MUST NOT BE TOUCHED / MOVED AND THE SURROUNDING AREA SHOULD BE CLEARED OF ALL PERSONNEL AND CORDONED OFF PENDING ANY FURTHER DECISIONS
2. STAY IN AREA TO CONTROL ANY UNAUTHORIZED ENTRY AND INFORM THE RADIO ROOM / ECC (1603)

Radio Operator

1. Inform the OIM of the situation
2. Inform of the situation
3. Log all events
4. Send emergency communications as directed by OIM

OIM

1. Establish with caution the authenticity of the situation
2. Liaise with Client Representative, and relevant authorities and provide information and request for assistance where required (country specific external emergency services)

If situation is deemed authentic and the risk is real

1. Stop all work and secure drilling operations
2. Restrict the use of radios as they can trigger an explosion
3. Notify ERRV
4. Dispatch a party (minimum TWO persons) to ensure areas of evacuation i.e. helideck, lifeboat stations etc. are inspected and are safe to muster personnel
5. Muster all personnel
6. Down man non-essential personnel to ERRV if deemed necessary
7. Log all events

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Recordable Information (Applies only if a call is made on phone / radio)

1. Date _____

2. Person receiving call:

Name _____

Designation _____

3. Source of call:

Emergency call /

Public call /

Private telephone

4. Exact words spoken

5. Ask the caller:

WHERE is the exact location of the bomb? _____

WHEN is it due to detonate? _____

WHAT does it look like? _____

WHY are you making this threat? _____

WHO are the organizers? _____

Where are you speaking from? _____

6. Speech:

Male	Slow	Soft
Female	Normal	Loud
Adult	Rapid	Broken
Child	Excited	Sincere

Estimated age _____ Nationality /Dialect _____

7. Background noises: _____

8. Remarks (include ant other information thought to be relevant)

9. Action taken:

Borr Drilling Official informed _____

Police informed _____

10. Call on tape?

Yes No

On completion to be retained for Police

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2.3 Dead / Serious Injury / Illness

Person Identifying Affected Individual(s)

1. IF THE PERSON(S) IS IN IMMEDIATE HARMS WAY, IF POSSIBLE ENSURING YOUR OWN SAFETY REMOVED THEM TO A SAFE AREA
2. INFORM RADIO ROOM / ECC | (1603)
3. CALL THE MEDIC AND ASSIST WITH FIRST AID IF REQUIRED
4. STAY IN THE AREA TO CONTROL ANY UNAUTHORIZED ENTRY AND CORDON OFF THE AREA

Radio Operator

1. Inform the OIM of the situation
2. Inform of the situation
3. Log all events
4. Send emergency communications as directed by OIM

OIM

1. Proceed to the scene of event (ensure area is safe) or sickbay
2. If situation leading to causality is still unfolding e.g. fire / explosion / gas leak etc. Deal with this emergency first by following the required protocol in this ERP
3. Liaise with Client Representative, and relevant authorities and provide information and request for Case vac/Medevac where required
4. Consider assigning a suitable person to accompany causality to hospital if required.
5. If fatality ensure the area it occurred in is secured and closed off. Inform the country specific external emergency services.
6. Complete all necessary documents, forms and documentation to accompany casualty to shore
7. Take statements from others involved in / present near the incident
8. Log all events with timelines
9. Once situation is under control initiate Incident Report and Investigation
10. Use Security Aide Memoir for OIM's

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Sudden death offshore may be due to medical reasons, as a result of an incident or as a result of a suspected crime.

Saving of a life is to be paramount to other considerations and therefore the Medic or others are justified in taking action to rescue the casualty even though valuable evidence may be destroyed during this process, however extra precaution must be taken to ensure minimum disturbance of and preservation of the location remains as it was when the casualty was found.

The things to note by the first person on location are:

- Position of the body
- Appearance
- Condition of clothing and surroundings
- Any telltale signs of what might have happened

If there is a death on the rig, this becomes a Police case and the scene as well as the casualty must be preserved as best they can for Police assessment

In a situation where information of a complaint has been received that a crime has been committed:

- Interview the observer and obtain all relevant information; decide if the interview should be private, but consider having the Medic present.
- Obtain names of suspect(s) and witnesses.
- Decide if immediate action is required to quell or avoid escalation of a problem, especially if personnel are in immediate danger.
- Report the crime to police and decide if police or other specialist assistance are required at rig.
- In a case of violence proceed to the scene of the crime or suspected crime in the company of other senior members of staff and secure location. Attempt not to disturb the scene of the crime.
- Talk to the suspect and if necessary, restrain them using minimum force.
- Restrain the suspect so as to protect other personnel and the suspect from inflicting injury upon themselves.
- Have Medic review the suspect's condition if he is acting abnormally any maybe under the influence of alcohol or drugs.
- If necessary, have the Medic seek medical advice from a doctor and report details to, shore based Rig Manger and police.
- Liaise with Client Representative.
- Maintain a record of events.

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Information to be gathered and supplied to Shore

1. Name of installation_____
2. Location_____
3. Number of casualties _____
4. Name(s) of casualties_____
5. Date and time injuries sustained_ _ _ _
6. Name of injuries persons employer_____
7. How accident was cause_____
8. Name of Medic_____
9. If drugs administered what type, amount and at what time were they give_____

10. Present condition of injured_____
11. Temperature, pulse and blood pressure_____
12. Whether the injured person is in shock_____
13. Has any bleeding stopped_____
14. Blood group if known_____

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2.4 Total Power Failure

In the event of failure of the diesel-powered generators, the diesel-powered Emergency Generator starts automatically and provides sufficient generated electricity to critical systems to support the rig until the main generators can be reinstated.

To cope with the loss of main power and failure of the emergency power system, critical systems on-board the installation are provided with Uninterruptible Power Supplies (UPS) complete with battery back-up.

All electrical generating equipment including back-up and failsafe facilities are to be maintained in good working order.

In the event of total power failure, the safety of personnel, the rig and the well are of prime importance.

In the event that both the Main Power and the Emergency Generator Fail the OIM should:

1. Assess the situation and cause of the power failure
2. Consider implications on personnel safety
3. Consider well situation and operation at time of power failure and initiate procedures to secure well if required
4. Depending on cause and effect power failure consider initiating the alarm
5. Initiate actions to ensure safety of personnel
6. Alert shore based Rig Manager
7. Bring all non-essential personnel inside the accommodation to minimize any injuries / incidents caused due to black-out
8. Analyze in consultation with maintenance team:
 - Duration of continued loss of power
 - Spares and equipment available on-board / required to reinstate power

Any specialist personnel / equipment required

9. Consider down manning of non-essential personnel if power cannot be reinstated within a reasonable timeframe
10. Essential personnel to remain on-board to attempt to regain full power, only for as long as it is

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2.5 Movement of Seabed, Rapid Penetration

Any movement of the seabed or rapid penetration is very likely to affect the stability of the installation and pose a danger to personnel.

If a rig is going to an area where there is a possibility of rapid penetration it is essential to maintain minimum personnel on-board for the jacking operation. All necessary precautions for the ERRV must be made prior to pinning down on location.

Know Rapid Penetration Location

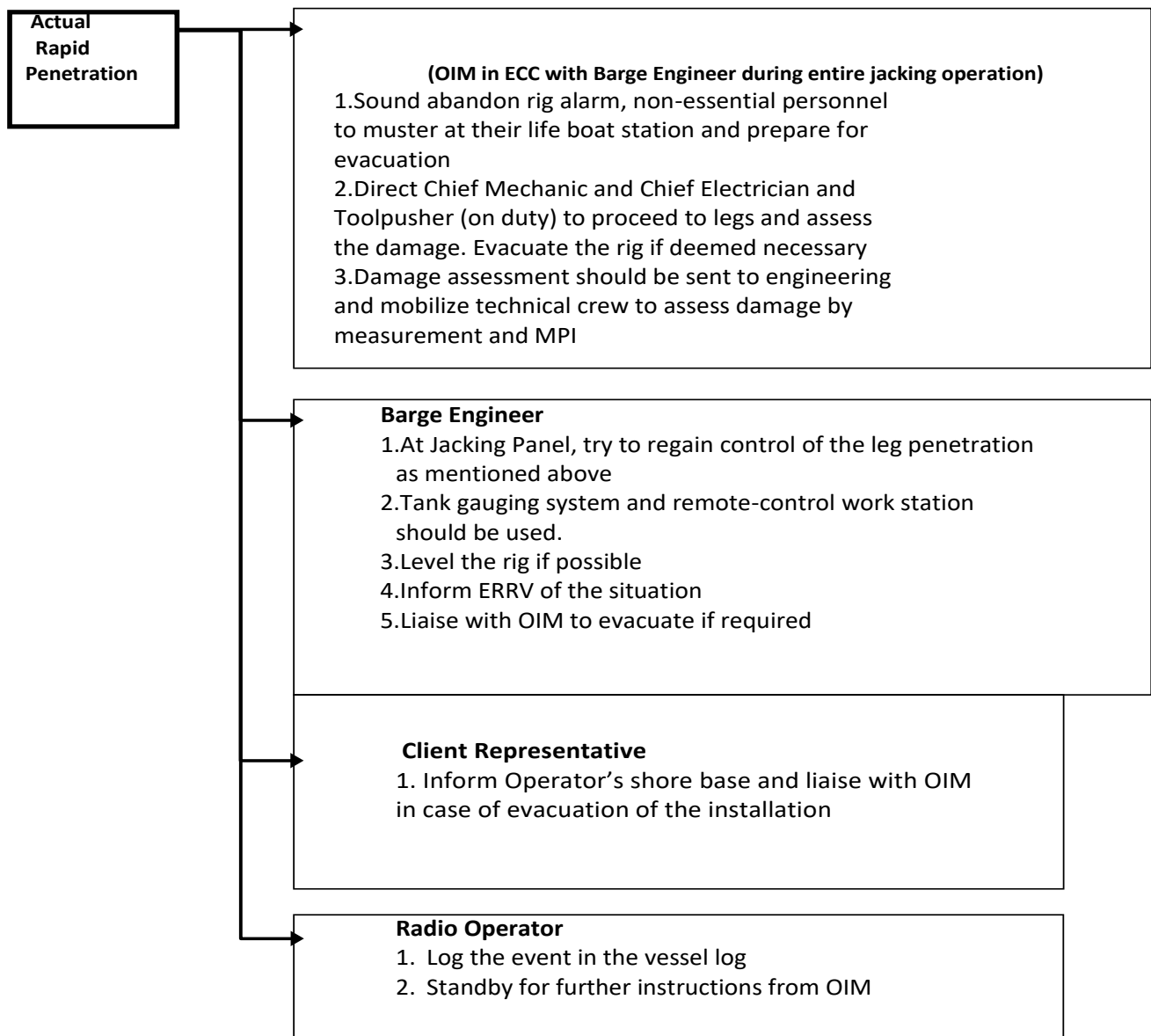
OIM

- Soft pin on location – check position and heading are OK.
- Jack up rig to zero air gap with transit variable only – check penetrations and RPD (refer to MOM).
- If initial penetrations are significantly different than those predicted, extreme caution shall be exercised. Consultation with shore-based personnel will be required. Lower to floating draft and ream if severe RPD problem then return to 2 m draft.
- Add preload up to maximum allowable jacking load. This would normally take place on all 3 legs simultaneously or individually if conditions warrant. Procedure for preload is determined by consultation with Marine Manager / Engineering Manager or equivalent and the rig mover.
- Adjust height of bottom of hull in relation to the predicted rise and fall of the tide, so that the maximum height of the hull above the sea level will not exceed 3 feet during the time taken for loading plus 1 hour, the 1 hour is the required individual leg holding time.
- If this means that the hull goes back into the water at high tide, this will have to occur and preload holding time will be counted only from when zero air gap is again reached.
- If the leg is observed to be penetrating “rapidly” during the preload process and is penetrating faster than can be controlled by lowering of the high side (up to an angle 1.5 degrees), all jacking will be stopped, and the rig will be allowing to settle. All preload will be dumped at this time prior to attempting any re-levelling. Any re-levelling operations will be done in a controlled manner with small increments of jacking as distracted by the RPD which will be monitored closely.
- If the penetration is uncontrolled and jacking the hull down on the unloaded legs is unable to keep pace with the rate of settlement on the loaded leg, all jacking should be stopped once the out of level of the barge reaches around 1.5 degrees. This is because the forces in the legs and jacking structure are far better supported and distributed with the motors stopped and the brakes on than with the motors and gearboxes operating. Also, by this stage buoyancy is already being gained as the hull will be in the water and this is more effective for stopping the drop than jacking, which is slow.
- If the barge is levelled down until the air gap is lost, the preload on the loaded leg should be dumped down to the maximum jacking capacity of that leg and the process repeated.
- If uncontrolled settlement has occurred and the out of level has exceeded the limit mentioned in point 8 above, the rig should be left to find its own equilibrium based upon the buoyancy of the hull supporting the rig on the low side. Dump valves of preloaded tanks are to be opened and thorough inspection of leg and jack house structure shall be undertaken on all legs to check for damage. It is common for damage to be.
- More severe on the legs which have NOT penetrated.

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- Once the preload is dumped, the rig is to be levelled. How this is done (lowering the high side or raising the low side) may be dependent on the existence of damage. If there is no damage, the process can be repeated until the full preload is successfully held for a 1-hour observation period. If damaged has occurred, this has to be reported to base immediately. No further operation is allowed until after approval for continuing operations is obtained.
- The whole process is repeated for the other two legs until each leg individually has held the full preload for 1hour.
- The whole process is repeated from point 8 but based upon the time taken to load the full preload simultaneously on to all legs and maintain a holding period of six-hours if possible. If this is not possible due to high range of tide, the hull should be left at a level as low as possible, consistent with maintaining a six- hour holding period clear of the water.
- Penetrations inconsistent with predictions or significantly different between legs, and unexplained by known physical parameters indicated on soil boring logs, are to be communicated to base.



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2.6 Loss of Radioactive / Explosive Sources

Although the rig is not directly responsible for radioactive / explosive sources, it is essential to ensure that a secure and quarantined location is provided for this material to be stored on the rig where it may be easily jettisoned if required in the event of a fire or any other critical emergency.

Loss of Radioactive
/ Explosive Source

OIM

1. Determine the last use/location of the missing source and initiate a search of the area in an effort to locate the source
2. If found, return the source to its approved containment and launch an investigation to identify the root cause of the initial loss
3. Initiate a first report of incident involving suspected loss of a radioactive source
4. If not found continue a systematic search of the installation. Request assistance from the Client Representative in obtaining relevant advice. Involve the Radiation Protection Supervisor (RPS) in the search if present

Loss of Radioactive
/ Explosive Source

Appropriate attempts should be made to retrieve the source but in the event of failure, the OIM will inform shore-based Rig Manager as soon as possible. If the source is irretrievably lost down hole, it may be necessary to cement in place. This decision will be made by Operator.

Should source be cemented in place, an exclusion zone will be place around the well

OIM

1. Quarantine the area where the incident occurred involving the radioactive source. If safe to do so return the source to its approved containment.
2. Barrier the immediate area and restrict access until contamination level scan be assessed and access is safe.
3. In the event that the radioactive source cannot be recovered to its approved containment, erect shielding to reduce the effects of the radiation / simply cordon off the area.
4. Request assistance from the appointed RPS in obtaining relevant advice relating to the management of the area and personnel that may have been exposed to radioactive material as a result of the incident.
5. The Medic to seek advice from the appointed topside medical provider with regards to any injuries sustained as a result of exposure to or ingestion of a radioactive source.
6. Initiate an investigation into the incident involving the radioactive source if it is safe to do so.

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2.7 Pressure (NGO) Groups (Terrorist / Hostage Threat)

Various types of pressure groups may be encountered at times in different parts of the world. The rig must have an action plan in case of boarding / attempted boarding or interference by terrorists, political activists, environmentalists etc.

Interference by such pressure groups should be interpreted widely. It may include:

- Attempts to inflict physical damage to the rig or other equipment
- Boarding the rig and / or support vessels
- Attempted disruption of drilling operations or preparations for drilling operations including the above

OIM

1. In the event of confirmed sighting of any vessel, boat, helicopter or other craft operated by demonstrators in the vicinity, the shore-based Rig Manager should be notified immediately.
2. get onshore support without any delay.
3. Inform the ERRV in intercept an intruding vessel if possible.

For an approaching vessel, attempt to communicate with the following response via radio

“You are not permitted to enter the 500 m exclusion zone surrounding this installation. To do so is an illegal act which will interfere with the safe operation of the installation and create a potential hazard to the safety of the installation and its crew as well as endangering your crew.

Please leave the vicinity of the installation and ensure you do not approach within 500 m of the installation.”

For persons attempting to board a vessel, communicate with the following response via radio

“I do not authorize you to board this installation. Any attempt to do so is an illegal action as well as being potentially hazardous to everyone’s safety including your own. Such reckless and potentially dangerous is unacceptable and completely contrary to the maritime rules.

Anyone who boards this installation will be asked to leave immediately: if they do not do so I reserve the right to take such action as considered necessary for the protection of the installation and her crew.”

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1. Where possible try to ascertain information from the pressure group /individual; e.g. Who are you? _____
 What is your name? _____
 What do you want? _____
 What organization do you represent? _____
 What is your position in that organization? _____
2. Any response, or absence of response, should be logged and signed by two witnesses and recorded. A refusal to acknowledge attempts to communicate should be logged. Any contact must be reported to / Duty Manager immediately via standard reporting procedures.
3. Avoid confrontation at all times and under all circumstances
4. Any direct contact with protesters should be minimized, firm and measured in consultation with the Client Representative if available.
5. Assign crew to record / film if possible, any ongoing developments and log all events.
6. Try to establish what the threat is and what has happened or is unfolding; e.g. Who did what? To whom?
 When? Where? And How?
 Record names of witnesses and what they saw / experienced
7. Wherever possible, identify those persons affecting operations by name. Always attempt to produce visuals of those involved on video or photograph.
8. If possible, take possession of, and retain for safekeeping, any cameras or other equipment or material that is brought on board and is non-intrinsically safe. Do not use force or threats, explain the reason and ensure equipment / material is not damaged or lost.
9. Under sound judgment and without possible harm to anyone look at the possibility of restraining the individual(s) if possible until the authorities arrive. Any force used must be the absolute minimum necessary without putting anyone's life in danger. Restraint will only be used in extreme circumstances where safety or security of personnel and equipment is compromised.
10. Once individual(s) are restrained ensure you provide a safety briefing so that they know their escape routes and other lifesaving appliances. The restrained individual(s) must be monitored by two crew members at all times until they are removed from the installation by the relevant authorities,
11. Log all events.

Notes:

- A secure channel for offshore / onshore communication should be established
- Country relevant external emergency services /parties must be informed (via standard emergency response procedure) must be informed (via standard emergency response procedure).

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Attachments

- Announcements for Various Emergency Scenario's
- Skald Specific Station Bill
- Notification and Mobilization
- Emergency Contact

Reference Documents

None

Revision Log

Rev.	Date	Brief description of changes	Prepared by	Reviewed by	Approver	Signature (approver)
00	April 2021	First Issue	Skald SPC	Skald OIM	Skald Rig Manager	
01			Skald SPC	Skald OIM	Skald Rig Manager	

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3 Attachments

3.1 Announcements for various Emergency Scenario's

Announcement for Blowout

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Blowout _____ (repeat x3 and where, e.g. 'Surface' or 'Subsea'). All emergency teams report to their muster points. All non-assigned personnel report to your assigned muster station. All equipment must be made safe and all smoking hot work must cease immediately. This is not a drill. This is not a drill".

Announcement for H₂S

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Toxic Gas at the _____ (repeat x3 and where). All non-assigned personnel report to your assigned internal muster station. This is not a drill. This is not a drill".

Announcement for Fire

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Fire in accommodation at _____ (repeat x3 and where, e.g. location and level). All emergency teams report to their muster points. All non-assigned personnel report to your Lifeboat station. This is not a drill. This is not a drill".

Announcement for Fire outside accommodation

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Fire in _____ (repeat x3 and where, e.g. location and level). All emergency teams report to their muster points. All non-assigned personnel report to your assigned muster station. This is not a drill. This is not a drill".

Announcement for Collision

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Collision at _____ (repeat x3 and where). All personnel except for the duty Drill Crew cease all activities immediately, and muster at _____. This is not a drill. This is not a drill".

Announcement for Structural Failure / Loss of Stability

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Capsize imminent (repeat x3). All personnel cease all activities immediately, collect grab bag (if already in accommodation) and lifejacket and muster at _____. This is not a drill. This is not a drill".

Announcement for Towing Failure

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. We have a tow failure (repeat x3). All personnel except for the duty Deck Crew, muster at _____. This is not a drill. This is not a drill".

Announcement for Helicopter Crash on Installation

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Helicopter crash (repeat x3). All emergency teams report to their muster points. All non-assigned personnel report to your assigned muster station. This is not a drill. This is not a drill".

Announcement for Man Overboard

"Man overboard, man overboard, man overboard _____ (indicate which side of the unit)".

Announcement for Nitrogen Leak

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Nitrogen leak identified at _____ (repeat x3 and where). The emergency teams are responding to the incident. All other non-essential personnel are to keep clear of this area. This is not a drill. This is not a drill".

Announcement for Abandonment Muster

"Attention all personnel. Attention all personnel. This is an Emergency. This is an Emergency. Prepare to abandon (repeat x3) All personnel proceed to their assigned Lifeboat station and board the lifeboat as directed by coxswain. This is not a drill. This is not a drill".

Announcement for Evacuation by Lifeboat

"Attention all personnel. Attention all personnel. Evacuation is now taking place. Evacuation is now taking place. All personnel proceed to their assigned Lifeboat station and board the lifeboat as directed by coxswain. When embarking is complete the boats will be lowered away. Anyone finding themselves left onboard should escape to sea by the safest possible means".


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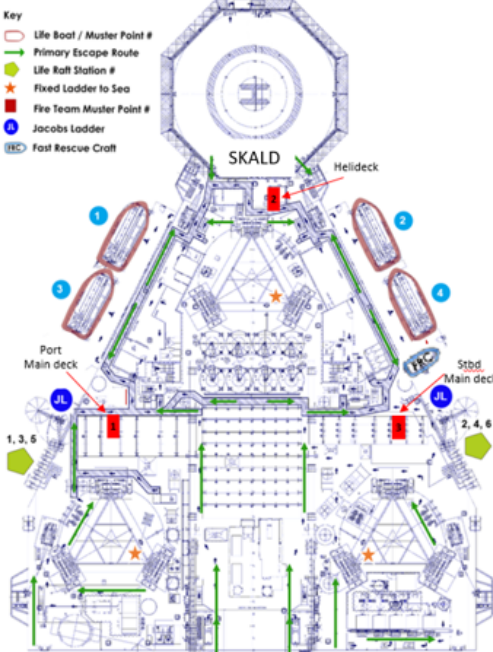
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3.2 Skald specific Station Bill

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STATION BILL	
 Borr Drilling	SKALD
	CHAIN OF COMMAND (PIC)
	1. CIM CIM approval:
	2. ToolPusher (Off duty) 3. Barge Engineer
GENERAL INSTRUCTIONS	
<p>1. Personnel arriving for the first time are required to attend a safety briefing upon arrival.</p> <p>2. Each person shall familiarize themselves with their assigned muster location & alarm signals.</p> <p>3. All crew members shall be thoroughly familiarised with the duties they are assigned to perform in the event of an emergency.</p> <p>4. All personnel will participate in emergency and abandon-ship drills.</p> <p>5. During emergency and abandon ship (including drills), personnel will report to the muster area with suitable clothing and adequate footwear, personnel coming from the accommodation to bring life jackets and grab bag.</p> <p>6. The CIM is responsible for seeing that all personnel in the living quarters are aware of an emergency condition.</p> <p>7. The Installation's Barge Engineer is responsible for the maintenance and readiness of all lifesaving and firefighting equipment.</p> <p>8. All personnel to have lifeboat familiarization training (including boarding of lifeboat).</p> <p>9. To use the Public-Address system: Chir (100) wait for beep tone then dial, Record the announcement two time then hang up the handset to end.</p>	
FIRE AND EMERGENCY INSTRUCTIONS	
<p>1. Any person discovering an emergency condition shall raise / sound the emergency alarm and make sure that the location and nature of the emergency is passed to the Radio Room on Extension 1603. Only attempt to fight the fire if you are trained and it is safe to do so.</p> <p>2. The Response Team's primary duties will include securing power, closing watertight doors, fire doors, ventilations, vents, valves inlets and outlets, scuppers side scuttles, skylights, portholes or similar, and establishing boundary cooling as directed by the Response Team Leader.</p> <p>3. All personnel will report to their assigned muster station or as directed by PA announcement.</p> <p>4. Personnel that cannot report to the primary muster station, due to the location of the emergency, shall proceed to the secondary muster station and report to the Control Room using available communications equipment.</p>	
ABANDON SHIP INSTRUCTIONS	
<p>1. When the abandon-ship signal sounds, personnel shall put on and fasten their lifejacket and proceed to their assigned lifeboat muster station and await orders. Unless unable to do so, personnel off tour are to use the lifejackets from their room.</p>	
TOXIC GAS (H ₂ S) INSTRUCTIONS	
<p>1. On sounding of the alarm all non-essential personnel must promptly report to the designated upwind safe area, or otherwise to the announced safe area and await further instructions.</p> <p>2. The essential drill crew, as listed on the H₂S contingency plan, must put on their breathing apparatus and wait for instructions.</p>	
COMBUSTIBLE GAS INSTRUCTIONS	
<p>1. On sounding of the alarm, all non-essential personnel must promptly report to primary muster station or announced safe area.</p> <p>2. The essential drill crew, as listed on the Shallow Gas contingency plan line up to pump kill mud and wait for instructions.</p>	
MAN OVERBOARD INSTRUCTIONS	
<p>1. Upon seeing a man overboard, immediately throw a life ring (equipped with an orange smoke float and lighting) about "MAN OVERBOARD" and give the location (port, starboard side) until word is passed to Radio Room / Control Room. The Radio / Control room will then make a PA announcement instructing the FRC boat team to assemble and launch the FRC. In all cases keep the man in sight to help the rescue crew locate the person.</p> <p>2. The FRC Boat Team and the Davit Team will muster at the FRC location upon PA announcement of man overboard.</p> <p>3. The FRC Team will consist of the following on tour personnel:</p>	
FRC BOAT TEAM	FRC DAVIT / CRANE TEAM
Barge Engineer	Electrician (On duty)
Crane Operator #1 (On duty)	Crane Operator #2 (On duty)
Mechanic (On duty)	Medic
In command	In charge of lowering / raising boat
Crew	As directed
Run engine	Standby in crane
	Assist as directed
PERSONNEL SEARCH AND RESCUE	
<p>1. When a search or rescue is required, contact the Radio Room on emergency extension 1603 and report information including persons involved, location and situation.</p> <p>2. The PIC will assess the information and initiate the required response team.</p>	
HELICOPTER EMERGENCIES	
<p>1. Upon arrival or departure of the helicopter, the team monitors must always be available and ready. The Helicopter Landing Officer will be in constant contact with the helicopter via radio headset.</p> <p>2. In case of a helicopter crash, sound the fire alarm at once and notify the Radio Room, who will announce the emergency. The helicopter landing crew must commence rescue and firefighting efforts at once. The emergency response team will take charge after arriving on the scene.</p>	

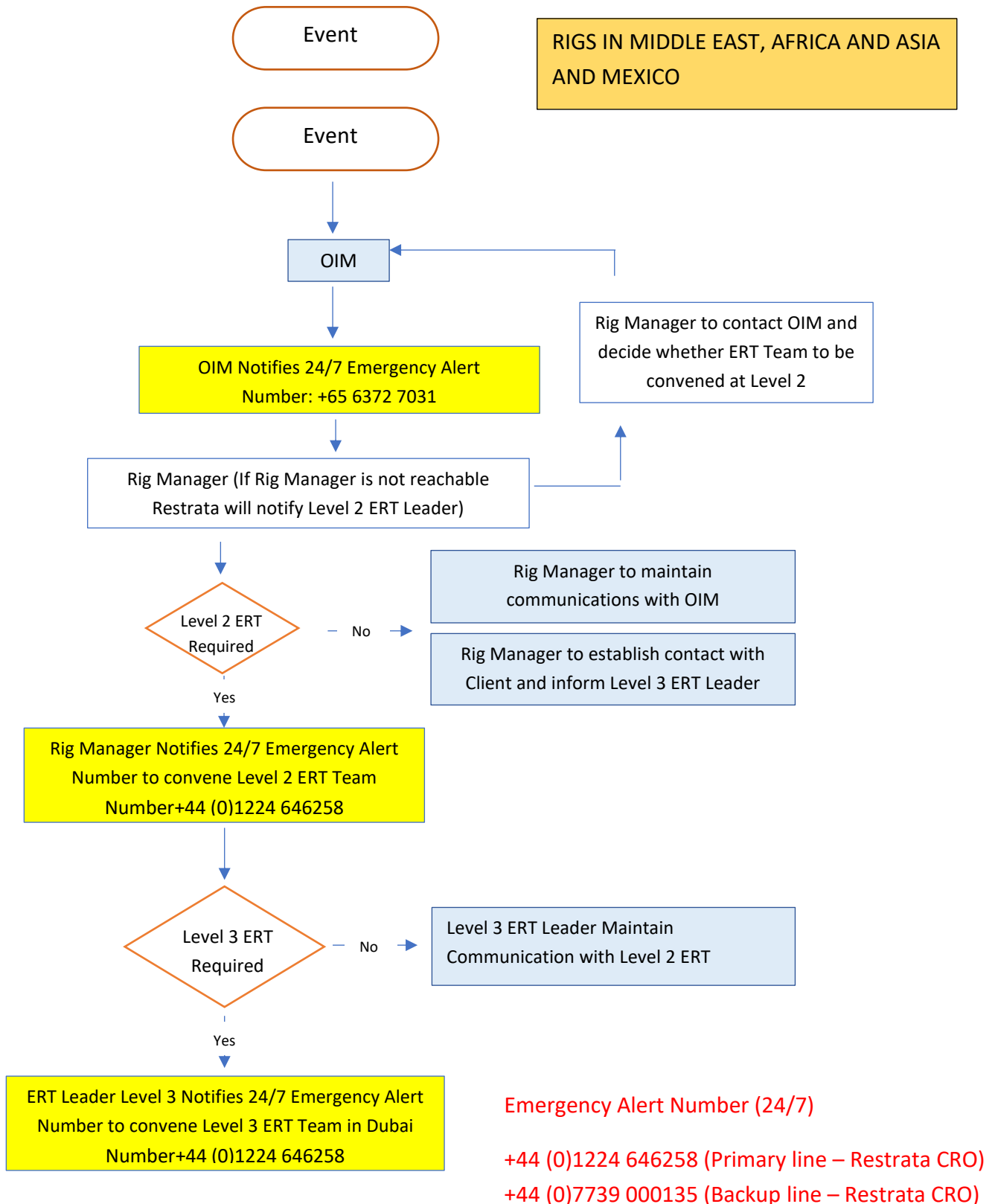
ALARM SIGNALS TO RAISE THE ALARM, CALL EXTENSION 1603			
ALARM	SOUND	VISUAL	ACTION
Fire Alarm & General Alarm	Intermittent frequency tone on the PA/General Alarm System for a period of not less than 10 seconds	RED Flashing Light	Secure the well. Teams report to designated team locations. Other personnel go to primary muster station.
Abandon Ship Alarm	Continuous frequency tone on the PA/General Alarm System	GREEN Flashing Light	Secure the well. Report to assigned lifeboat stations.
Toxic Gas Alarm	Continuous warble tone on Fire & Gas System	AMBER Flashing Light	Report to announce safe area
Combustible Gas Alarm	Continuous sharp high to low tones on Fire & Gas System	RED Flashing Light	Stop all hot work make area safe & report to announced safe area
LOCATION OF MAIN LIFESAVING EQUIPMENTS AND ABOVE DECK ESCAPE ROUTES			
			
LIFEBOAT ALLOCATION			
If lifeboat on the side you are assigned to is unavailable, report to your alternate muster station.			
LIFEBOAT #1 (ALTERNATE #4)		LIFEBOAT #2 (ALTERNATE #5)	
Driller (Off duty)	Coxswain/ Deputy Muster Checker	Electrician tech	Coxswain
Barge Engineer	Deputy Coxswain	Motorman (Off duty)	Deputy Coxswain/ Deputy Muster Checker
AD (Off duty)	Muster taker	Warehouse man	Muster taker

RESPONSE TEAM ASSIGNMENTS	
COMMAND TEAM- MUSTER LOCATION: EMERGENCY CONTROL CENTER (ECC)	
CIM	In command of unit during emergencies - Command Team Leader.
ToolPusher (Off duty)	2nd in command directs ECC personnel / alert teams as directed by CIM.
Rig Maintenance Supervisor	Provide technical assistance as required.
SPC	ECC scribe.
Radio Operator (On duty)	Assist with muster.
Radio Operator (Off duty)	Coordinate logistical requirements and clerk as directed.
Client Rep	Coordinate logistical requirements with Radio Operator.
Camp boss	Ensure accommodation has been cleared & report same to ECC. Then proceed directly to primary muster station.
INITIAL RESPONSE TEAM - MUSTER LOCATION: MAIN DECK (PORT Main Deck)	
Report status of Team to Emergency Control Centre (ECC) EXT (1603).	
Barge Engineer	Team Leader, On scene PIC.
Asst night BE	Assist Team Leader.
EMERGENCY RESPONSE TEAM #1 - MUSTER LOCATION: PORT MAIN DECK	
Report status of Team to Emergency Control Centre (ECC) EXT (1603).	
Crane Operator (On duty)	Emergency Response Team #1 leader - Directs Emergency Response Team as instructed.
Roustabout (On duty)	Boundary cooling or backup on hose team as directed SCBA times. Assist medical needs at scene.
Roustabout x 3 (On duty)	Emergency Response Team #1 - As directed.
EMERGENCY RESPONSE TEAM #2 - MUSTER LOCATION: HELIDECK	
Report status of Team to Emergency Control Centre (ECC) EXT (1603).	
Crane Operator (Off duty)	Emergency Response Team #2 leader. Directs Emergency Response Team as instructed.
Roustabout (Off duty)	Boundary cooling or backup on hose team as directed SCBA times. Assist medical needs at scene.
Roustabout x 3 (Off duty)	Emergency Response Team #2 - As directed.
MEDICAL RESPONSE TEAM - MUSTER LOCATION: PORT CHANGING ROOM	
Report status of Team to Emergency Control Centre (ECC) EXT (1603).	
Medic	Prepares hospital / Triage area. Muster stretcher bearers. Reports status to ECC.
Derrickman (Off duty)	Assist as directed.
Roughneck x 3 (Off duty)	Stretcher Bearers, assist as directed by Derrickman / Medic.
MAINTENANCE TEAM - MUSTER LOCATION: POWER CONTROL ROOM (PCR)	
Report status of Team to Emergency Control Centre (ECC) EXT (1603).	
Mechanic	In command of Power Control Room.
Electrician	2nd in command.
Motorman (On duty)	Assist as directed.
DRILLING TEAM - MUSTER LOCATION: RIG FLOOR	
Report Status of Teams to Emergency Control Centre (ECC) EXT (1603).	
ToolPusher (On duty)	Team leader.
Driller (On duty)	2nd in command, secure well and report status to Command Team.
AD (On duty)	Assist as directed.
Derrickman (On duty)	Assist as directed.
Roughneck x 3 (On duty)	Secure well, assist as directed.
UNALLOCATED PERSONNEL - MUSTER LOCATION: PRIMARY MUSTER LOCATION	
Primary Muster: Lifeboat #1 (Alternate #4) - Secondary Muster: Life Rafts 1,3,6 (Port. side)	
Cabin No:	201, 202, 203, 204, 205, 206, 207, 208, 209, 211, 214, 301, 302, 303, 304, 305, 306, 307, 309, 311, 401, 402, 403, 404, 405, 406, 407, 408, 409, 411, 423, 424, 426, 428, 501, 502, 503, 504, 505, 506, 514
Primary Muster: Lifeboat #2 (Alternate #5) - Secondary Muster: Life Rafts 2,4,6 (Stbd. side)	
Cabin No:	217, 218, 219, 220, 221, 222, 223, 224, 226, 228, 229, 327, 329, 330, 331, 332, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 426, 428, 429, 430, 431, 433, 435, 436, 437, 438, 440, 515, 521, 524

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3.3 Notification and Mobilization



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3.4 Emergency Contacts

- Skald ECC number: +65 6372 7030 (Radio Room)
- Skald Rig Manager contact: +84 9098 12433 (Sean Johnson)
- Operational Engineer Contact: +84 9099 35507 (Le Hieu)
- Crew coordinator:
- Director of Operations contact:

Corporate ERT Leaders

Primary:

Secondary:

Back Up 1:

Back Up 2:

Emergency Contact

Position	Name	e. mail	Phone
Client Country Manager			
Client Drilling Superintendent			
Client Onshore Logistics Controller			

The onshore weekly duty rotation will be printed off and kept with this ERP

Printed copies are uncontrolled and serve as information only.

เอกสารแนบที่ 43

ข้อกำหนดในสัญญา Contract- SSHE Clause

PERSONNEL on the WORKSITE to the minimum workforce, consistent with the safety and security of the RIG.

7.4 Labor Relations

The CONTRACTOR shall in the performance of the CONTRACT:

- (a) assume sole responsibility for, and manage all aspects of, labor relations;
- (b) ensure that the rates of payment and conditions of employment specified in any APPLICABLE LAWS, for all PERSONNEL engaged by the CONTRACTOR GROUP in relation to the CONTRACT, shall always be observed in full; and
- (c) keep the COMPANY fully and promptly informed of labor relations problems or issues which affect or are likely to affect the performance of the CONTRACT.

Article 8 – Safety, Security, Health and Environment

The CONTRACTOR shall strictly comply and ensure the compliance of all members of the CONTRACTOR GROUP with the SSHE requirements as specified in Exhibit G and herein below. Prior to or after the CONTRACT execution and whenever applicable, the PARTIES shall use their best endeavor to develop a bridging document with respect to the performance of the CONTRACT. When the bridging document is finalized and agreed, the PARTIES shall comply with such document. Notwithstanding sub-article 2.2.6, should there be any discrepancy between the SSHE requirements, the bridging document, and this article 8, the order of precedence shall be as follows:

- (i) SSHE requirements;
- (ii) the bridging document; and
- (iii) article 8.

8.1 General

8.1.1 The CONTRACTOR shall be responsible for ensuring on the WORKSITE at his own cost the safety and welfare of all PERSONNEL involved in the performance of the SERVICES.

8.1.2 The CONTRACTOR shall take all necessary associated measures with respect to health, safety, environment protection and security in relation with the performance of the SERVICES and shall inform the COMPANY of such measures.

8.1.3 The CONTRACTOR shall use all reasonable and prudent means and practices to prevent, identify and control at all times fires, explosions, cratering, blow-out, pollution of the environment and damages to reservoirs and to protect all PERSONNEL, the environment, the COMPANY GROUP's property and equipment and the RIG. In the event of occurrence of such abnormal conditions, the CONTRACTOR REPRESENTATIVE shall, without undue delay, exert every reasonable effort to bring the well under control and simultaneously inform the COMPANY REPRESENTATIVE.

8.1.4 If in COMPANY's sole opinion, actual or potential risks exist, including blow-out, explosion, fire, pollution, the COMPANY reserves itself the right to direct in detail the emergency procedures required to regain full control of the well and/or to overcome the situation and to use the RIG and CONTRACTOR's equipment at its sole discretion for killing the well or conducting associated emergency procedures. This sub-article 8.1.4 shall not be construed to limit or modify articles 14 and 15.

8.2 Compliance with APPLICABLE LAWS relating to Safety and Environment

In accordance with sub-article 5.2, the CONTRACTOR shall in particular comply, and ensure compliance by all members of the CONTRACTOR GROUP, with all APPLICABLE LAWS

relating to safety and environment and COMPANY's SSHE requirements as specified in Exhibit G.

8.3 CONTRACTOR's Safety Organization

- 8.3.1 The CONTRACTOR shall ensure that his functional organization and corresponding resources satisfy the requirements mentioned in sub-articles 8.1 and 8.2.
- 8.3.2 The CONTRACTOR shall appoint a safety representative for the CONTRACT who shall be responsible on behalf of the CONTRACTOR for all safety aspects including for identification of potential hazards associated with the performance of the SERVICES, the preparation of the safety procedures and the control of their implementation.
- 8.3.3 The CONTRACTOR shall provide the COMPANY with copies of the CONTRACTOR's safety procedures and safety manuals which shall be displayed on the WORKSITE and/or made available to all PERSONNEL on the WORKSITE.

8.4 CONTRACTOR PERSONNEL's Safety Awareness and Training

- 8.4.1 In order to enhance safety performance and to avoid delays while performing the SERVICES, the CONTRACTOR, before the commencement of the SERVICES, shall carry out and provide to the COMPANY a WORKSITE survey to assess working and safety conditions, to identify hazards and to optimize the lay out of the RIG and the COMPANY GROUP's property and equipment.
- 8.4.2 The CONTRACTOR shall ensure that all CONTRACTOR PERSONNEL present on the WORKSITE attend a safety induction meeting.
- 8.4.3 During the course of the performance of the SERVICES, the CONTRACTOR shall ensure that:
 - (a) the safety awareness of the CONTRACTOR PERSONNEL is continuously maintained and enhanced. In this respect, the CONTRACTOR shall conduct in co-ordination with the COMPANY REPRESENTATIVE, regular safety meetings and drills to review safety procedures and their implementation. Safety meetings and drills shall also be recorded on the safety register mentioned in sub-article 8.9;
 - (b) a hot work permit has been established before any welding, burning or spark-producing work is performed, that a work permit has been established before any work is performed on lifting/handling the CONTRACTOR's equipment, on pressurized enclosures, on electrical systems, on safety systems and for handling hazardous or toxic materials. The list of qualified CONTRACTOR PERSONNEL and specific procedures for the work performed shall be attached to such permits; and
 - (c) no smoking takes place in the non-smoking areas, galley and dining room.

8.5 Safety Training

The CONTRACTOR shall ensure that all CONTRACTOR PERSONNEL scheduled to work offshore have carried out training courses in the field and position they occupy (including as relevant basic training in offshore survival and firefighting techniques and any other safety courses as required by the GOVERNMENT) and have been certified in this respect by an internationally recognized agency acceptable to the COMPANY and/or to the GOVERNMENT. Certificates shall be made available to the COMPANY upon its request.

8.6 Handover of Safety Information

The CONTRACTOR shall ensure that all relevant information concerning safety with respect to the performance of the SERVICES are properly handed over from shift to shift and at the time of the periodical relief of the CONTRACTOR REPRESENTATIVE and formally recorded.

8.7 Protective Clothing and Equipment

The CONTRACTOR shall provide the CONTRACTOR PERSONNEL involved in the performance of the SERVICES with all items of equipment and clothing contained in the COMPANY's SSHE requirements (Exhibit G) which are necessary for the safe and healthy conduct of the SERVICES. Such items shall be maintained in good condition or replaced and shall be worn as indicated by notices, instructions and good oil and gas field practices.

8.8 Packing and Cargo Handling

The CONTRACTOR shall comply with the COMPANY's SPECIFICATIONS and all applicable transport, packing and labelling regulations associated with both cargo handling/lifting CONTRACTOR's equipment and means of shipment.

8.9 Safety Register

The CONTRACTOR shall maintain a safety register recording the results and dates of all the safety meetings and drills and the periodical tests and inspections of his safety equipment performed on WORKSITE. The safety register shall be made available to the COMPANY upon its request.

8.10 Medical Services and First Aid Facilities

8.10.1 In the event of illness, injury, accident or search and rescue in respect of the CONTRACTOR PERSONNEL, the COMPANY hereby will make its best efforts, to assist victims amongst the CONTRACTOR PERSONNEL, and the CONTRACTOR shall indemnify, defend and hold harmless each member of the COMPANY GROUP from any CLAIM arising out of or in relation to providing, failing or inability to provide such assistance and/or the performance of these medical services and/or search and rescue operations. Without prejudice to the foregoing, article 14 shall apply with respect to CLAIMS arising out of or in connection with the performance of such assistance and/or medical services and/or search and rescue operations by the COMPANY.

8.10.2 The COMPANY during those search and rescue operations will make all reasonable efforts:

- (a) to provide first aid on the WORKSITE pursuant to APPLICABLE LAWS and safety regulations in force;
- (b) to provide or allow to be used any available communication means; and/or
- (c) to provide or allow to be used, any transportation vehicles/craft available for the search and rescue and carrying of casualties from the WORKSITE to the nearest hospital.

8.10.3 Except for helicopter cost for medevac and search and rescue which shall be on COMPANY's account, the costs of medical services, search and rescue operations, transportation and hospital services performed for CONTRACTOR PERSONNEL, shall be reimbursed to the COMPANY by the CONTRACTOR.

8.10.4 The decision to evacuate the CONTRACTOR PERSONNEL as a result of illness or injury shall be taken by the CONTRACTOR REPRESENTATIVE.

8.11 Hazardous or Toxic Materials

Prior to the commencement of the SERVICES, the CONTRACTOR shall submit for the COMPANY's review, written procedures (including manufacturer's safety data sheets and any other hazard information, transportation procedures, storage precautionary measures for such hazardous or toxic materials) for any SERVICES involving the handling or use of hazardous or toxic materials. Such review shall in no way be construed as relieving the CONTRACTOR of any of his obligations, responsibilities and liabilities under the CONTRACT or at law, including but not limited to obtaining relevant licenses and permits prior to commencement of the SERVICES. Failure to comply with this requirement shall entitle the COMPANY to reject the said materials.

8.12 Housekeeping

The CONTRACTOR shall ensure that good housekeeping is maintained at all times on the WORKSITE in respect of the performance of the SERVICES. Due regard shall be given to living quarters' cleanness, tidiness and disposal of waste.

8.13 Cleaning-up of the WORKSITE

8.13.1 Throughout the performance of the SERVICES, the CONTRACTOR shall keep the WORKSITE, its access, egress and surroundings, tidy, clean and free from obstructions resulting from the performance of the SERVICES.

8.13.2 Upon completion of the performance of the SERVICES on the WORKSITE, or termination of the CONTRACT, the CONTRACTOR shall promptly remove from such the WORKSITE any surplus of materials, wrecks and debris, resulting from the performance of the SERVICES.

8.13.3 If the CONTRACTOR fails to satisfy the above requirements, the COMPANY, following appropriate notification to the CONTRACTOR, shall have the right to perform (or have performed) clean-up operations at the CONTRACTOR's expense, at any time.

8.14 Signaling of Works in Progress

Throughout the performance of the SERVICES, the CONTRACTOR shall provide and maintain in good operating conditions on the WORKSITE, lights, guards, marks, signals, fences and other appliances for the safety and convenience of third parties and as required by APPLICABLE LAWS and the COMPANY's regulations and/or instructions.

8.15 Accident, Near Miss and Dangerous Occurrence Reports

8.15.1 The CONTRACTOR shall immediately report to the COMPANY all accidents, near miss and other dangerous occurrences resulting in or having the potential to cause personnel injury or death, property and CONTRACTOR's equipment or RIG damage or loss and shall provide the COMPANY with copies of report made to and/or required by the GOVERNMENT.

8.15.2 The CONTRACTOR shall inform the COMPANY by the quickest and most expedient method available of any signs which might indicate a dangerous situation for any PERSONNEL present on the WORKSITE, the environment, the well(s), the RIG, COMPANY GROUP's property and equipment and shall take immediately all measures consistent with good oil and gas field practices and/or in accordance with safety and environment APPLICABLE LAWS.

8.16 Health - Medical Examination

The CONTRACTOR shall ensure prior to the commencement of the SERVICES and for the duration of the CONTRACT that all CONTRACTOR PERSONNEL employed on the WORKSITE for the performance of the SERVICES are medically fit for the job they are assigned to. Medical fitness certificates issued by a recognized authority shall be made available to the COMPANY upon its request.

8.17 Environmental Protection

8.17.1 At all time during the performance of the SERVICES, the CONTRACTOR shall take all necessary measure in order to prevent and/or to limit within the levels authorized by APPLICABLE LAWS and/or the COMPANY's SSHE requirements (Exhibit G), any discharge from any source under his care, custody or control whatsoever into the atmosphere, the ground and any body of water of any substance which might cause pollution or be deleterious to life or environment such as smoke, dust, oil, radioactive products or other atmospheric, ground or liquid pollutants.

8.17.2 The CONTRACTOR shall be responsible for disposal of all waste from any source under his care, custody or control and generated through the performance of the SERVICES. The CONTRACTOR shall provide the COMPANY with a written statement of how and where such waste has been disposed of.

8.18 COMPANY's Alcohol and Drug Policies

8.18.1 The CONTRACTOR acknowledges that he has been advised and is subject to, and agrees that he shall advise the CONTRACTOR PERSONNEL that they are subject to the following:

- (a) it is the policy of the COMPANY that the use, sale, transfer, purchase, possession, and/or presence in one's system of a controlled substance(s) or of alcoholic beverages by any person, and/or the presence of firearms on any WORKSITE or the COMPANY's property is prohibited;
- (b) entry onto any WORKSITE and/or the COMPANY's property constitutes consent to (i) an inspection of one's person, personal effects and vehicle at any time while entering, on, or leaving the COMPANY's property, and (ii) laboratory or onsite testing (by witnessed urinalysis or otherwise) of the chemical in one's system to confirm the absence of any controlled substances, and/or alcohol content, if such testing is requested by the COMPANY;
- (c) any person who is found in violation of the aforesaid policies, or who refuses to permit such inspection, or submit to such testing, shall be removed from the COMPANY's property and/or the WORKSITE, and may be barred at the discretion of the COMPANY; and
- (d) all CONTRACTOR PERSONNEL shall be subject to such testing.

8.18.2 The CONTRACTOR shall allow access during normal business hours to his offices, property, and records for the COMPANY and/or any governmental representative with appropriate jurisdiction for the purpose of maintaining compliance with any relevant laws and regulations relating to such testing.

8.19 Security

The CONTRACTOR shall co-operate with the COMPANY on all security matters and shall promptly comply with any security requirements. The CONTRACTOR shall immediately report to the COMPANY any incidents with respect to security matters on the WORKSITE including losses, thefts, vandalism and/or unexplained disappearances.

8.20 Safety of the RIG and Safety Equipment (Whenever Applicable)

Subject to sub-article 6.2, the CONTRACTOR shall install, operate, and maintain in first class condition and regularly test the RIG including well-control, fire, life-saving and all other equipment using for safety purpose.

The CONTRACTOR shall perform, at his sole cost and expenses, as per the recommended inspection interval period by classification society of the RIG including well-control, fire, life-saving, and all other equipment using for safety purpose. Such inspection has to be performed by a THIRD PARTY inspection company recognized by the COMPANY and witnessed by a certifying authority recognized by the COMPANY. (see the COMPANY's rules and regulations, Exhibit G).

Article 9 – Inspections and Commissioning

- 9.1 The COMPANY shall have the right to send the COMPANY REPRESENTATIVE and/or surveyor(s) from inspection companies and/or any person authorized by it who shall prior to or after the commencement of the SERVICES have at all times free and full access to the CONTRACTOR's premises and the RIG for the purpose of inspecting the RIG including equipment modifications made for the purpose of the SERVICES and the spare parts stock level, in order to judge whether the RIG and/or the performance of the SERVICES are in accordance with the provisions of the CONTRACT. The CONTRACTOR shall ensure similar access to premises of any SUBCONTRACTOR for the same purpose. The CONTRACTOR agrees to immediately remedy at his sole cost and expense any defect evidenced by such inspection(s).
- 9.2 The COMPANY REPRESENTATIVE shall be entitled to carry out commissioning (reception tests) of the RIG on the WORKSITE, prior to and/or within ninety-six (96) hours after the commencement of the SERVICES in accordance with the RIG acceptance test and report procedure issued by the COMPANY. The CONTRACTOR agrees to immediately remedy, at his sole cost and expense, any defect evidenced by such tests.
- 9.3 No remuneration whatsoever shall be due by the COMPANY to the CONTRACTOR during remedial operations/corrective actions. In addition, provisions of liquidated damages shall be applied for situations including as stipulated in Exhibit B.
- 9.4 Although the COMPANY shall be entitled to inspect the RIG, it shall be the responsibility of the CONTRACTOR as an independent contractor, to use only the RIG fit for their use and any failure of the COMPANY REPRESENTATIVE to inspect or reject any defective piece of CONTRACTOR's equipment or the RIG shall not relieve the CONTRACTOR from any of his obligations under the CONTRACT.

Article 10 – Financial Conditions

10.1 CONTRACT Price

- 10.1.1 In full consideration of the performance of the SERVICES, the COMPANY shall pay the CONTRACTOR the amounts due and calculated according to the applicable rates and fees set out in this article 10 and Exhibit B. Unless otherwise provided for in the CONTRACT, the rates and fees shall be fixed and firm and inclusive of everything necessary for the complete performance of the CONTRACT and shall not be subject to any adjustment, revision or escalation during the CONTRACT term.
- 10.1.2 Subject to sub-article 10.1.3, the COMPANY shall compensate the CONTRACTOR for substantial overall increase in the cost of performing the SERVICES which directly arises out of any new APPLICABLE LAWS (including new interpretation and/or amendment to any existing APPLICABLE LAWS) and coming in force after the EFFECTIVE DATE provided that such increase in cost is properly supported by documentation reasonably satisfactory to the COMPANY and that the CONTRACTOR has requested the COMPANY's opinion before making related commitment(s). Substantial overall

เอกสารแนบที่ 44

ตัวอย่างรายงานสรุปผลการดำเนินการโดยเจ้าหน้าที่ MEDIC ประจำแท่นเจาะ

MONTHLY CLINIC ACTIVITY REPORT
Year 2021

Name of Company / Site Location:	BORR DRILLING
CLINIC:	SKALD
PERIOD:	January to December 2021
DOCTOR/MEDIC:	Suwittha /Siwa
MEDICAL SUPPORT:	



Population	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Average population on site this month						142	135	150	153	150	148	145	1023
Client						77	77	74	74	78	75	73	528
Contractor / Sub Contractor						65	58	76	79	72	73	72	495
Male	0	0	0	0	0	7	21	28	22	23	15	20	136
Female	0	0	0	0	0	1	1	2	2	2	2	2	12
Type of Visits	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Client	0	0	0	0	0	2	1	3	1	1	2	1	11
Contractor / Sub Contractor	0	0	0	0	0	2	21	27	23	16	15	20	124
Other	0	0	0	0	0	0	0	0	0	0	0	1	1

Assistance Activity	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Call CD	0	0	0	0	0	0	0	0	1	0	0	3	4
Referrals	0	0	0	0	0	0	0	0	1	0	0	0	1
Medivac	0	0	0	0	0	0	0	0	0	0	0	0	0

Category of Illnesses and injuries	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Gastrointestinal	0	0	0	0	0	3	0	9	11	8	7	6	44
Eye	0	0	0	0	0	0	0	1	1	0	0	1	3
Ear	0	0	0	0	0	0	0	0	0	0	0	0	0
Respiratory	0	0	0	0	0	1	3	2	4	2	2	0	14
Cardiovascular	0	0	0	0	0	0	0	0	0	0	0	0	0
Musculoskeletal	0	0	0	0	0	2	6	7	4	5	5	3	32
Neurological	0	0	0	0	0	0	4	6	1	0	1	2	14
Skin	0	0	0	0	0	2	9	4	2	9	2	6	34
Urological	0	0	0	0	0	0	0	0	0	0	0	0	0
Dental	0	0	0	0	0	0	0	0	1	1	0	0	2
Genital & Gynecology	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	4	4
Total visits	0	0	0	0	0	8	22	29	24	25	17	22	147
Total New case	0	0	0	0	0	8	22	30	21	25	17	20	143
Total follow up case	0	0	0	0	0	0	0	0	3	0	0	2	5
Total visit after work hour	0	0	0	0	0	1	0	1	1	0	15	2	20

Type of Illnesses and Injuries	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Illness - Non work related	0	0	0	0	0	8	22	30	24	25	17	21	147
Illness - Work related	0	0	0	0	0	0	0	0	0	0	0	0	0
Illness - Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0
Injury - Non work related	0	0	0	0	0	0	0	0	0	0	0	0	0
Injury - Work related	0	0	0	0	0	0	0	0	0	0	0	1	1
Injury - Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0

Classification of case	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
FAC (First aid case)	0	0	0	0	0	8	22	30	24	25	17	22	148
MTC (Medical treatment case)	0	0	0	0	0	0	0	0	0	0	0	0	0
RWR (Return to work with restrictions)	0	0	0	0	0	0	0	0	0	0	0	0	0
LTA (Lost time accident)	0	0	0	0	0	0	0	0	0	0	0	0	0

Health & Hygiene Inspection Result	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1.1 Living Quarters						96.4%	88.9%	92.2%	98.2%	96.3%	92.2%	93.0%	93.9%
1.2 Bathroom and Toilets						85.4%	84.4%	85.0%	81.8%	85.0%	85.0%	86.0%	84.7%
1.3 Laundry						92.4%	92.7%	92.3%	96.4%	92.7%	92.3%	93.0%	93.1%
1.4 Recreation						96.4%	98.2%	98.1%	97.1%	98.2%	98.1%	98.0%	97.7%
1.5 Drinking Water						80.6%	81.8%	81.2%	96.2%	94.5%	96.4%	96.5%	89.6%
1.6 Food Handlers						96.4%	96.4%	96.5%	92.4%	96.4%	97.1%	97.0%	96.0%
1.7 Kitchen						96.4%	97.1%	96.9%	96.4%	97.1%	96.9%	96.8%	96.8%
1.8 Dishwashing						96.4%	96.2%	95.9%	80.6%	95.0%	96.4%	96.5%	93.9%
1.9 Food Preparation						86.4%	92.4%	93.2%	96.4%	94.5%	90.6%	90.7%	92.0%
1.10 Dry Stores						98.9%	93.7%	93.1%	96.4%	92.1%	96.4%	96.5%	95.3%
1.11 Refrigerators and Freezers						92.4%	96.7%	96.1%	92.7%	94.6%	96.4%	96.3%	95.0%
1.12 Dining Room						81.8%	91.6%	94.5%	98.2%	95.1%	96.2%	96.5%	93.4%
Average per month	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	91.7%	92.5%	92.9%	93.6%	94.3%	94.5%	94.7%	93.5%

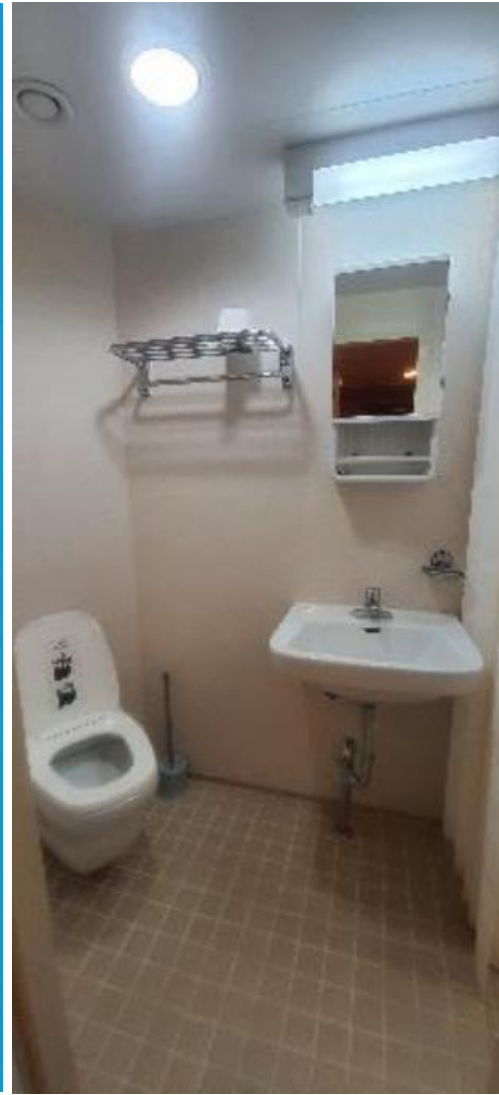
Other Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Prevention Consultation						1	1	10	1	10	10	5	38
Induction visits						250	120	40	32	35	30	25	532
Screening prevention						240	140	350	300	350	320	310	2010
Room/ Cabin allocation/ T-card preparation						250	140	152	153	145	151	145	1136
Kitchen inspection						2	4	4	4	4	4	4	26
Accommodation Inspections						2	4	4	4	4	4	4	26
Eye wash station/PPE inspection						3	2	4	4	4	4	4	25
Health Talk/ Training						2	2	2	2	3	3	3	17
Health Promotion Campaign						0	0	0	0	0	0	0	0
Medical Waste Disposal						0	0	0	0	0	0	0	0
Medical Drills/ MERP drills						1	1	0	0	0	0	1	3
First aid kit inspection						2	4	4	4	4	4	4	26
Water testing						0	2	3	1	4	5	4	19
Vaccinations						0	0	0	0	0	0	0	0
Drug and Alcohol Testing						0	0	0	0	0	0	0	0
Number of satisfaction surveys cards						5	5	0	2	0	0	0	12
First Aid training						1	2	2	2	2	2	2	13
Refill Germxit for Air Circulation						0	0	0	0	0	0	0	0
Helping translation for trainer						2	3	1	2	2	2	1	13

Total Cases and Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	0	0	0	0	0	769	452	605	535	592	556	534	4043

Updated by:	Medic name	Medic name	Medic name	Medic name	Medic name	Suwittha P /Siwa B	Suwittha P /Siwa B	Suwittha P /Siwa B	Suwittha P /Siwa B	Siwa B	Suwittha P /Siwa B	Suwittha P /Siwa B	
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เอกสารแนบที่ 45

ภาพถ่ายพื้นที่ส่วนพักอาศัยและสำนักงานบนแท่นเจาะ SKALD
ได้แก่ ห้องนอน ห้องครัว ห้องอาหาร และห้องน้ำ ห้องออกกำลังกาย

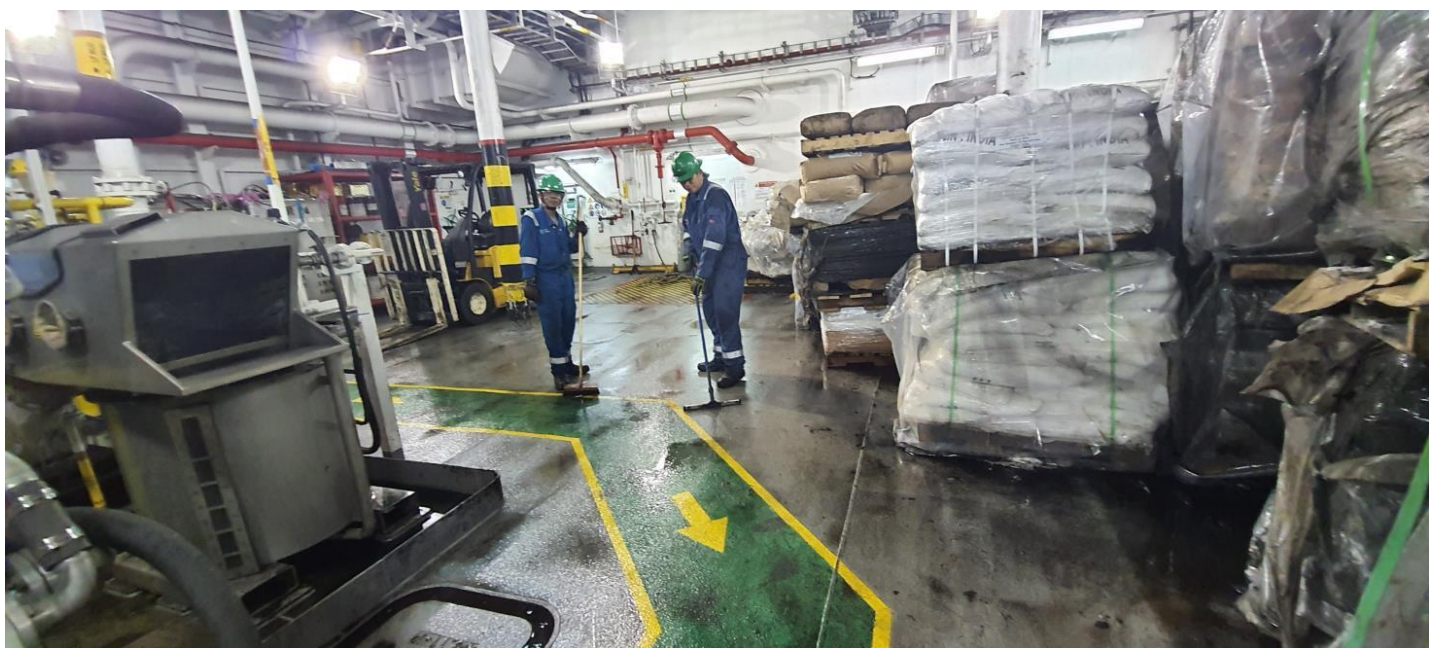
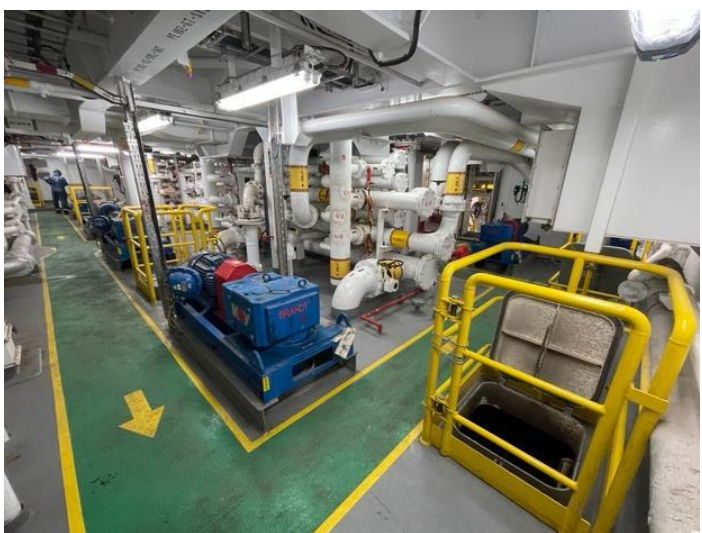




เอกสารแนบที่ 46

ภาพถ่ายพื้นที่พื้นที่จัดเก็บสารเคมีบนแท่นเจาะ SKALD
และภาพถ่ายอ่างล้างตา และฝักบัวฉุกเฉิน

ภาพถ่ายพื้นที่จัดเก็บสารเคมีบนแท่นเจาะ SKALD



ภาพถ่ายพื้นที่จัดเก็บสารเคมีบนแท่นเจาะ SKALD



เอกสารแนบที่ 47

ตัวอย่างบันทึกสถิติการเกิดอุบัติเหตุที่เกิดขึ้นในระหว่างการปฏิบัติงานโครงการฯ

Event Record in 2021

Event ID	Event Type	Responsible Department	Secondary Department	Summary of Event	Date Occurred	Date Reported	Impacts	Actual Consequence (Worst Category)	Potential Consequence (Worst Category)	High Potential Incident (HPI)	Event Status	Investigation Status	Open Actions
28816	Near Miss	OTF/D : G2	OTF	Two sheared off Yellow bolt heads connected with lock wire were dropped on the drill floor near rotary table.	12/16/2021	12/17/2021	Property Damage Impact	Minor (1)	Moderate (2)	No	Closed	Closed	0 out of 1
27135	Incident	OTF/D : G2	OLG	SC BONGKOT collided with anchor rack on Rig Skald	12/6/2021	12/7/2021	Property Damage Impact, Injury/Illness Impact	Minor (1)	Minor (1)	No	In Progress	Open	-
28872	Incident	OTF/D : GBN	OLG	While offloading deck cargo from Supply Vessel (TC Dragon) to the Rig MIST being noticed that the port leg mooring line parted and followed bow leg mooring line also parted.	12/20/2021	12/20/2021	Property Damage Impact	Minor (1)	Moderate (2)	No	In Progress	Open	-
27082	Incident	OTF/D : GBN		IP's slip during descending stairs resulted left ankle sprain.	11/30/2021	12/1/2021	Injury/Illness Impact	Minor (1)	Minor (1)	No	Closed	Closed	2 out of 2
26954	Incident	OTF/D : GBN		IP could not control the casing hanger and the casing hanger swung contacted the V-door pad-eye post pinching his right ring finger between casing hanger and the post	11/26/2021	12/1/2021	Injury/Illness Impact	Minor (1)	Minor (1)	No	Closed	Closed	6 out of 6

เอกสารแนบที่ 48

รายงาน SUMMARY REPORT: 2021 Tropical Cyclone Exercise Offshore Field



PTTEP

PTT Exploration and Production Public Company Limited

SUMMARY REPORT

2021 TROPICAL CYCLONE EXERCISE

OFFSHORE FIELD

21 SEPTEMBER 2021

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1.0 EXERCISE DETAILS

2021 Tropical Cyclone Exercise			
EXERCISE DETAILS			
EXERCISE Title	Tropical Cyclone Exercise		
PARTICIPANTS	1. Emergency Management Team (EMT) 2. Bongkot North 3. Bongkot South 4. Arthit 5. Marine Team 6. Concerned parties		
VENUE	MS team with ART, GBN, GBS & PSB		
Date	21 September 2021	Start time: 08.30	Finish Time: 16.30

2.0 EXERCISE AGENDA

- 2.1 The aim of the exercise was to assess and ensure that current Corporate and Asset's Emergency Response Plans and Tropical Cyclone Plan for Gulf of Thailand remain effective and to allow both Emergency Management Team (EMT) and the Asset's Emergency Response Team to practice related plan and procedures to be able to adopt and apply them during a real Tropical Cyclone emergency.

The objectives were:

- Ensure that the EMT responds according to the prescribed priorities.
- Ensure that the EMT fulfills all prescribed roles & responsibilities.
- Assess capability of the individual function in EMT and effective interaction between the functions.
- Ensure all EMT members are familiar with the facilities in emergency management room.

2.2 PRE-EXERCISE BRIEFING

- The EMT had the benefit of a 30-minute pre-exercise briefing prior to the exercise commencing.
- The briefing provided detailed expectations of the EMT performance and the priority tasks that they should perform.
 - A. Assess and manage the “Potential” impacts of the incident & not be over-focused on the response team actions occurring offshore
 - o Identify what could occur because of the incident:
 1. People
 2. Environment
 3. Asset
 4. Reputation
 - o Reduce the “Potential” impact of these occurrences.
 - B. Ensure that the Emergency Response Priority Policy of PTTEP is adhered to.
 - C. Manage effective communications – Internal, External and Media.
 - D. Work as a “Teams” and use “Time-Outs” and “Brainstorm” sessions to explore potential escalations and create a Prioritized Action Plan.

3.0 EXECUTIVE SUMMARY REPORT

On 21 September 2021, Tropical Cyclone exercise was conducted via 100 % online (Microsoft Team & Emergency Information Management System application) from Covid-19 situation. Emergency Management Team (EMT) was fully activated in accordance of emergency procedure. At starting phase Tropical Cyclone Advisor summarized weather conditions from weather forecast report and informed to EMT. The attendees were very cooperative, intensive and enthusiasm to participate. The emergency management team members mostly understand their roles and responsibilities. There are some points that may need to be improved.

The result of major exercise met all objectives as following;

- Ensure that the EMT responds according to the prescribed priorities.

Corporate Emergency Management Team training (S-SSHE2215) and EIMS application have conducted for EMT member continually. Besides, the ground rule briefing was emphasized again before exercise starting.

- Ensure that the EMT fulfills all prescribed roles & responsibilities (Objective)

EMT team can response as prescribe in their roles. Many duties demonstrated their roles effectively. For example, PSB can provide support EMT request such as hotel room reservation for offshore staff, and etc. And those duties also can learn and familiar with their roles and develop competency from exercise at the same time.

- Assess capability of the individual function in EMT and effective interaction between the functions

Most of interaction had happened via MS team. The strength point is that the same message could provide to EMT member at the same time (EMT understood the latest situation & same objective). Although some technical problems were observed but it was solved immediately. The team demonstrated a good and effective interaction.

- Ensure all EMT members are familiar with the facilities in emergency management room.

Regarding COVID-19 situations, new way of emergency management team exercise was applied . IT system such as laptop, MS team, individual device (mobile phone) and etc. were important for emergency management. Overall is good and all EMT member have received good experience.

4.0 STRENGTHS, FINDINGS AND OBSERVATIONS

During the debrief after exercise, strengths, findings, and observations were made by assigned observers, EMT member, GBN asset team, GBS asset team, Arthit asset team, PSB team, Marine team, PDT SSHE, PTF SSHE, Corporate SSHE and concerned parties were agreed as follows:

4.1 STRENGTH

- Good exercise with complex scenario and BCP activation process was integrated.
- Calling to support is more effective in online emergency exercise
- Good internal message preparation
- EIMS application

4.2 FINDINGS AND OBSERVATIONS

Item	Findings / Observations	Recommendation	Action by	Target completion
1	There is a finding issue on limitation of hotel rooms (as per current procedure for COVID-19 management, 1 room will be provided for 1 person). But in case of full evacuation, more than 600 pax will be evacuated to shore	This issue is discussed In Covid 19 Taskforce meeting no 16/2021, Doctor has also concerned on the quality of hygiene and safety of small hotel where PTTEP never inspect/use, if use during evacuation. Therefore, Doctor will consider case-by-case, but in the worst-case people from the same platform/site can share the room in hotel. Nevertheless, they must be conducted RT-PCR testing before returning Offshore.	PTF and CSH/M	Completed
2	Preparation time for internal and external communication messages and the message should be sent internally before externally.	Internal message to employees can be prepared by RRT in parallel with CCT drafting message for external parties. CCT can send the drafted message to RRT before IC approval, and RRT to ensure the correctness of the message before sending to employees. The discussion meeting will be arranged	RRT, CCT and CSA/S	Next exercise
3	Displayed time jump application issues. - It was stopped when left the application. - It cannot display in EIMS	Improve Time jump or find another method instead	CSA/S, PDT SSHE and PTF SSHE	Next exercise
4	EIMS issues as followings:		CSA/S	Completed

Item	Findings / Observations	Recommendation	Action by	Target completion
	<ul style="list-style-type: none"> - POB dashboard error, Cannot show all items - Logistics board cannot be updated (Technical problem)- Already informed technical team. 	<ul style="list-style-type: none"> - User miss understood. Actually, some information was displayed on page # 2 -This is technical problem when we use EIMS for long time or with many programs at the same time 	CSA/S	
5	CCT & RRT issues as followings: <ul style="list-style-type: none"> -The coordination between RRT and CCT for statement -Time line of statement for sending to employee and external stakeholders 	The meeting for RRT rep., CCT rep. and CSA/S rep. was arranged on 18 Oct as details below. <ul style="list-style-type: none"> -RRT duty is focal point to request CCT duty for drafted statement -Before announcing statement, CCT will consult with RRT and other duties 	RRT, CCT and CSA/S	Completed

5.0 REFERENCE DOCUMENTS

Document Number	Document Title
11038-STD-SSHE-501-R05	Emergency & Crisis Management Standard
10011-PDR-SSHE-501/07-R17	Tropical Cyclone Plan for Gulf of Thailand
SSHE-106-PDR-502	Emergency Management Plan
12146-PDR-SSHE-501/03-R02	Spill Management Plan
12056-PDR-031	Relative Response Plan
SSHE-10011-PDR-601	Domestic Assets Fatality Management Procedure
11003-GDL-SSHE-501-003	Medical Emergency Management Guideline
12145-GDL-004-R05	Crisis Communication Guideline

6.0 APPENDIX

6.1 SCENARIO OUTLINE

Date	Time for Weather Forecast	Exercise Time	Position		Bearing to ART (Deg)	Distance from ART (nm)	Alert Zone	Pressure	Category	Max Wind (kt)	Movement		Event	Expected actions
			Lat	Long							Deg	kt		
20-Sep	0600	20/0700											O/S sends Daily Weather Forecast	Reading and initial discussion
20-Sep	1300	20/1300	7°49'00"N	117°25'00"E	091	886	Gray	1003	T/Dist	20	269	20	Daily Weather Forecast 20/0600 hrs. O/S sends 1st TC Forecast	Since the Tropical Cyclone occurs within the Pre-alert zone, TC Advisor should: Call for a meeting with all related parties (TC Advisor, PFO, OTF, PDT, SSHE, OLG, OSM SSHE, OPS, CSA/SEC, etc.) for situation assessment on 20 Sep 2021 at 1400 hrs. <i>Note: Participants subject to actual activity at offshore.</i> Meeting Members and TC Advisor to inform (by phone) to IC (PTF, K.Pichet S.) to update the situation and way forward action. IC (PTF) agreed with proposed way forward actions and assigns TC Advisor for call (via Bangkok Telephone Operation 02-537-4000) for EMT activation to meeting at 21 Sep 0830hrs TC Advisor to inform (by email) to "TropicalCycloneGroup@pttep.com" and EMT duty roster. 1) Update situation 2) Way forward action >> ED-16 T-18 (well secure, prepared mobilization rig move team, move to stand off position, prepared for start anchor operation) >> Nava Thane & AVB400 (stop operation, prepared for mobilization barge move team, move barge to stand off position, prepared for start anchor operation) >> FSO2 (update offloading plan, personal management for possible evacuation) >> Jack up rig "SKALD" (well secure, personal management for possible evacuation) >> Construction Barge K1X2 (stop operation, prepared for start anchor operation) 3) Logistics resources preparation to support towing and evacuation (both vessel and chopper). Marine resources will be managed by each asset (if any issue/support request, please raise to EMT). 4) TC Advisor recommend shelter area.
21-Sep	0600	21/0600	7°49'00"N	112°50'00"E	090	612	Green	995	TS	35	269	17	Daily Weather Forecast 21/0600 hrs. O/S sends 2nd TC Forecast Track 21/1300 hrs.	1st EMT meeting at 28th floor, collaboration room Enco-A, Bangkok (at 21 Sep 0830). In the EMT meeting 1. Safety ground meeting 2. TC Advisor update the situation (incl. evacuation lead time and point-of-no-return) 3. Re-confirm risk assessment by considering offshore operation vs weather forecast. 4. Discuss response strategy e.g. drilling, fixed/floating offshore units, condensate offloading, logistics preparation, communication to site and concerned parties. 5. Design and construction damage criteria for offshore installation (fixed platform, fixed mooring) will be discussed/finalised. 6. Develop action plan each operation (base on PEAR), including notification to stakeholders, for example: 7. Update movement situation for floating unit. >> ED-16 T-18 (Start anchor operation, prepared for start towing to shelter area) >> Nava Thane & AVB400 (Start anchor operation, prepared for start towing to shelter area) >> FSO2 (suspend offloading operation, start evacuation personal group "S") >> Jack up rig "SKALD" (suspend operation, start evacuation personal group "S") >> Construction Barge K1X2 (start anchor operation, prepared for start towing to shelter area) 8. TC management for all unit (GBN, GBS, ART), start for evacuation personal group "S". 9. P-SB action for prepared jetty berth, land transportation, accommodation and formality clearance, (accommodate full booking at SKL). Green alert notification issued.

Date	Time for Weather Forecast	Exercise Time	Position		Bearing to ART (Deg)	Distance from ART (nm)	Alert Zone	Pressure	Category	Max Wind (kt)	Movement		Event	Expected actions
			Lat	Long							Deg	kt		
21-Sep	1800	22/1000	7°50'00"N	111°10'00"E	089	517	Yellow	986	STS	50	269	15	Daily Weather Forecast 21/0600 hrs. O/S sends 4th TC Forecast Track 21/1300 hrs.	Follow up action and re-assessment if any change in weather forecast and TC track deviation. 1. Consider to evacuation personal group "A" for all unit. (GBN, GBS, ART, FSO2, SKALD) 2. Review and follow up action. >> ED-16 T-18 (Under towing to shelter area) >> Nava Thane & AVB400 (Under towing to shelter area) >> Construction Barge K1X2 (Under towing to shelter area) 3. To aware for passenger transfer to Songkhla in case TC landfall at Songkhla GBS crew boat engine failure, AHTS support NVT engine failure, personal injury GBN and immediate evac by chopper (K. Thin) Yellow alert notification issued Time jump to 21/2030 hrs. Input scenario passenger arrival PSB Jetty, water flooding route SKL to Hatgai (traum), Bus shortage, COVID-19 (Quarantine/Nick)
22-Sep	0600	22/1100	7°50'00"N	109°10'00"E	090	392	Orange	983	STS	65	266	11	Daily weather forecast 22/0600 hrs. O/S sends 5th TC Forecast Track 22/0700 hrs.	Follow up action and re-assessment if any change in weather forecast and TC track deviation. 1. Consider to evacuation personal group "B" for all unit. (GBN, GBS, ART, FSO2, SKALD) Orange alert notification issued
22-Sep	1800	22/1300	7°50'00"N	107°00'00"E	088	267	Red	974	TY	65	266	11	Daily Weather Forecast 22/1800 hrs. O/S sends 6th TC Forecast Track.	Follow up action and re-assessment if any change in weather forecast and TC track deviation. Red alert notification issued.
23-Sep	0600	22/1400	7°52'00"N	103°20'00"E	111	51	Purple	969	TY	70	269	12	Daily weather forecast 23/0600 hrs.	
23-Sep	1800	22/1415											O/S sends 7th TC Forecast Track 23/1300 hrs. O/S sends Daily Weather Forecast 23/1800 hrs.	
23-Sep	1900	22/1430	7°13'00"N	100°35'00"E	266	77	Landfall	969	TY	70	275	10	O/S sends 8th TC Forecast Track 23/1900 hrs.	Landfall will be 23/1900 at SKL. - Call ED-17 / NVT / EVB400 / K1 #2 and supporting AHTS return to offshore location. - Recovery and remaining management, including considering of weather criteria for boat transit back to offshore) - BFM action summary

6.2 TROPICAL CYCLONE NOTIFICATION**To:** Arthit Field Manager**Date:** 20/9/21

Great Bongkot North Field Manager

Great Bongkot South Field Manager

FSO2 Barge Master

Songkhla Petroleum Support Base Manager

Company man offshore drilling rig

1.EDrill-1.....

2.T-18.....

3.-.....

4.-.....

Construction barge, accommodation barge and work barge/vessel

1.Nava Thane.....

2.EWB 400.....

3.-.....

Please note that **Tropical Depression** has been declared / ~~call-off~~ alert level at **Grey (Pre-Alert)** / **Green / Yellow / Orange / Red.**

All responsible persons need to deploy the Tropical revolving storm evacuation plan within their respective assets

Please reply your notification receive confirmation to emergency.roombkk@pttep.com, or

fax No. 02 537 4045



Digitally signed by
Pichet.Sangjan
Date: 2021.09.20
15:55:52 +07'00'

Incident Commander (EMT Leader)

6.3 EVENT LOG



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
23 Sep 2021				
20:20	Event Logger	EMT	Rig Skald: 12PAX by chopper to resume operation. Others by vessels. BCP considered: No BCP activated. To send email indicating Back to Normal.	
20:05	Event Logger	EMT	- BCM Co to EMT, PTF BCP not activate due to TC not impact to Production nomination and Facility - Corp. BCM acknowledged and informed VP Risk Management (HEM) and HCA accordingly.	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

	From	To		
20:00	Event Logger	EMT	<p>Update @1900: TC arrive shore SKL 65knots to west 981hpa</p> <p>Sep 24 0100 TC will go to Andaman sea</p> <p>Sep 24 morning: chopper can operate, vessels can go offshore. Wind < 20knots with wave <1.7m. Condition will be better with time for RE-MAN.</p> <p>GBN: Sep24 morning chopper 24PAX, FSO2 2+2. 2 Vessels for Cat B 14PAX, A 87PAX. FSO2 Tanker Operation: Sep26 1200hrs ready to offload as REMAN on Sep24 (Barge Master & Crane Operator first). To plan for towing to help FSO2 operation, depending on vessels back from Koh Kood. Tanker operation will be the first priority (Asset VP).</p> <p>ART: Sep24 morning chopper 24PAX. Total 36 PAX to resume operation. Sep24 0900hrs re-man Cat A, B by vessels SC1.</p> <p>GBS: Sep24 morning chopper 12PAX. TMS14 to re-man 55PAX Cat A, B. Sep 25 reman Cat S by TMS10.</p> <p>Condition back to normal after TC impact.</p> <p>E Drill, T18, Rigs: to be back from Koh Kood.</p> <p>Rig Skald: Sep24 chopper ...</p> <p>K1,K2: During resume.</p> <p>NVT: Marine Control NVT proceed back to site. ETA Sep24 night.</p> <p>SKL Base: 5 Chopper flights: GBN 1st priority. Vessels operation ready.</p> <p>Doc: Patients OK. Resume to work: Thais OK. Foreigners by chopper can resume. (COVID assumed to be OK due to under control)</p>	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
21 Sep 2021				
20:40	Event Logger	EMT	Now „Red Case and Yellow case are stable.	
20:25	Event Logger	EMT	Logistics to EMT: Updated Flight Plan [11:15 AM] Pasavorn Limpawattana21 Sep 21 HS-SFJ ETD 1200 to ETA GBS 1300 (0/12) - ETA SKL 1400 HS-SFO ETD 1215 to ETA AQP 1315 (0/12) - ETA SKL 1415 HS-SFP ETD 1230 to ETA BQP 1330 (0/12) - ETA SKL 1430 Next Available helicopter HS-SFJ ETD 2100 to ETA BQP 2200 - ETA SKL 2300 (MEDEVAC) HS-SFO ETD ???? HS-SFP ETD ???? 22 Sep 21 HS-SFJ ETD 0900 to ETA BQP (0/2) SKALD 1000 (0/10)- ETA SKL 1100 HS-SFO ETD ???? HS-SFP ETD ?????24 Sep 21 HS-SFJ ETD 0800 to ETA BQP 0900 - ETA SKL 1000 HS-SFO ETD 0830 to ETA BQP 0930 - ETA SKL 1030 HS-SFP ETD ???? Edited	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
20:20	Event Logger	EMT	Asset VP: All GBN, GBS, ART to consider re-man To GBS asset duty from GBS Field: CPOC supply boat AHTS Bahtera Zamrud confirm ETA at TMS10 for towing on 22/09 02:00 hrs then ETA at SKL on 22/09 12:00 hrs. NVT to sail Sep22 0600hrs EMT LEdar: No need to chopper patrol. Await CPOC response. Construction duty to EMT: K1 Activity anchor operation (on-going). Expect to tow to Koh Kud 21/9 2230 h ETA 23/9 07:30 h, K2 en route to safe location as suggested. Depart 21/9 1400 h ETA เกษเขต 24/9 1400 h. ทั้งสองลำ ไม่ต้องการ support อาหารอยู่ได้อีก 1 สัปดาห์ ส่วน MGO เพิ่งเข้ามาเมื่อสัปดาห์ที่แล้วเพียงพอต่อการลากครับ.	
20:16	Event Logger	EMT	From GBN field To Asset duty: 20.00 : แจ้งเหตุเพิ่มเติม Anchoring operation for barge Nava Thane stop เนื่องจากเรือ _AHTS _ชื่อ mv. VOS Champion เครื่องยนต์ขัดข้อง. To sail to shore. GBN: 2100 confirm landing for medivac by chopper.	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
20:14	Event Logger	EMT	<p>Still finding vessel to tow TMS10.</p> <p>Updated info: To GBS asset duty from GBS Field: EWRs show CPOC supply boat AHTS Bahtera Zamrud bearing 80 degree to SKL (distance 46 nm from TMS10), LAT: 7 35.73N, LONG: 102 52.79E. Marine to confirm if capable. GBS to coordinate with TMS10 for contacting Bahtera Zamrud.</p> <p>Asset VP and EMT LEader will contact CPOC, SKL for authorization.</p>	
20:10	Medical team	Logistic (Hangar)	1 Doctor and 1 Nurse have already arrived to hangar.	Medic team wear full PPE on Board
20:00	Event Logger	EMT	<p>Marine Control: To tow TMS10 by SC Bonkot to SKL. Plan SC Bongkot to return to TMS10.</p> <p>From GBN field To Asset duty: 20.00 : แจ้งเหตุเพิ่มเติม Anchoring operation for barge Nava Thane stop เนื่องจากเรือ _AHTS_ ชื่อ mv. VOS Champion เครื่องยนต์ขัดข้อง</p>	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
19:49	Event Logger	EMT	<p>Info update:</p> <p>From: BKT Typhoon-Emergency room</p> <p>To: Asset Duty</p> <p>GBN มีผู้รับเหมาได้รับบาดเจ็บสองท่านระหว่าง Evacuate</p> <ol style="list-style-type: none"> 1. Winai Bambat ชาวвахักขณะเคลื่อนย้ายโดย personal basket 2. 2. Wichan Wanseng เป็นลมหมดสติขณะรวมพล เตรียมอพยพขอคำแนะนำด้วยค่ะ 	
19:49	Event Logger	EMT	<p>GBS: Remaining 48PAX. Cat B evc tmr morning. Cat C TBC.</p> <p>ART: Remaining 83PAX expeted tmr 0700 71PAX by SC3. 231MMSFD 7000BBLD. First lot evacuated (ETA shore 0100, 84PAX).</p> <p>Marine Log: All vessels to be at safe site when TC attack time i.e. to be at shore (SKL)</p>	
19:49	Event Logger	EMT	<p>GBS: 55PAX Left 1800. Engine failed at 1945. To GBS asset duty from GBS Field: TMS10 all engines failure (passenger 55 PAX and crew 7 PAX on board) at 19:45 on 21/09. current position: LAT 7 26N LONG 102 01E. Dist from GBS 30miles. Current condition: 1.3m wave, wind 10knots.</p>	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
19:47	Event Logger	EMT	<p>GBN: Class A,S evac with 2 PAX at medic, ready for medivac by chopper; broken leg and fainted, medivac by chopper with 1Nurse&1Doc (ETA 2100), Patients: Yellow for faint, Red for broken lag, Not require more doc stuff, To Bangkok Hospital HYD</p> <p>FSO2: 16PAX re-man required to offload. Helideck capable of 12PAX. Expected to operate offload on Sep26. Can be either chopper or vessels.</p>	
19:32	Event Logger	EMT	<p>Sep21 @1900: TC move West 40knots, 997hpa, 536miles from AQP</p> <p>Sep 22 2400 will be RED</p> <p>All barges, rigs to N still safe</p> <p>GBN/ART: Sep23 0600 wind 60knots and then reduce; Sep22 0600 wave > 2.7m; Sep 24 Tanker can be operated with wave < 2m</p> <p>GBS: Sep23 0600 wind 70knots (from 5miles from QPS) and then reduce; Sep 24 0300 can resume by vessel</p>	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
19:30	Event Logger	EMT	<p>From: BKT Typhoon-Emergency room</p> <p>To: Asset Duty</p> <p>GBN มีผู้รับเหมาได้รับบาดเจ็บสองท่านระหว่าง Evacuate</p> <ol style="list-style-type: none"> 1. Winai Bambat ชาวชาวพักขณะเคลื่อนย้ายโดย personal basket 2. Wichan Wanseng เป็นลมหมดสติขณะรวมพล เตรียมอพยพขอคำแนะนำด้วยค่ะ 	
15:54	BKK Telecom Operator Duty	EMT	We received message from K.Siriratchanee S. that exercise is over. @15.53hrs	
15:05	Event Logger	EMT	<p>Logistics to EMT: Updated Flight Plan</p> <p>[11:15 AM] Pasavorn Limpawattana</p> <p>21 Sep 21 HS-SFJ ETD 1200 to ETA GBS 1300 (0/12) - ETA SKL 1400 HS-SFO ETD 1215 to ETA AQP 1315 (0/12) - ETA SKL 1415 HS-SFP ETD 1230 to ETA BQP 1330 (0/12) - ETA SKL 1430 Next Available helicopter HS-SFJ ETD 2100 to ETA BQP 2200 - ETA SKL 2300 (MEDEVAC) HS-SFO ETD ??? HS-SFP ETD ???</p> <p>22 Sep 21 HS-SFJ ETD 0900 to ETA BQP (0/2) SKALD 1000 (0/10)- ETA SKL 1100 HS-SFO ETD ??? HS-SFP ETD ???</p> <p>24 Sep 21 HS-SFJ ETD 0800 to ETA BQP 0900 - ETA SKL 1000 HS-SFO ETD 0830 to ETA BQP 0930 - ETA SKL 1030 HS-SFP ETD ???</p>	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
15:03	BKK Telecom Operator Duty	EMT	We received attached file Severe Tropical Storm TCEX21 (OWS99N21) is in the ORANGE zone. from K.Wiriya M. @15.03hrs.	
14:10	Event Logger	EMT	@1930 From: BKT Typhoon-Emergency room, To: Asset Duty GBN มีผู้รับเหมาได้รับบาดเจ็บสองท่านระหว่าง Evacuate 1. Winai Bambat ขาขวาหักขณะเคลื่อนย้ายโดย personal basket 2. Wichan Wanseng เป็นลมหมดสติขณะรวมพล เตรียมอพยพขอคำแนะนำด้วยค่ะ	
14:09	Event Logger	EMT	From: BKT Typhoon-Emergency room To: Asset Duty GBN มีผู้รับเหมาได้รับบาดเจ็บสองท่านระหว่าง Evacuate 1. Winai Bambat ขาขวาหักขณะเคลื่อนย้ายโดย personal basket 2. Wichan Wanseng เป็นลมหมดสติขณะรวมพล เตรียมอพยพขอคำแนะนำด้วยค่ะ	
13:53	Event Logger	EMT	Sep 24-25: Barges and Rigs will retrain, No vessels to help offload FSO2 resume POB by chopper from GBN - TBC for plan	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:53	Event Logger	EMT	All 3 fields, confirmed skeleton 12 PAX can still accom, to confirm tmr 1300 by seeing max wind and wave (and max wind for chopper) K1, K2 confirmed to go to Koh Kood, all PAX to stay on-board, esp foreigners	
13:51	CCT	EMT	Media Alert from Sanook News at 1.37 PM Headline: พายุถล่มอ่าวไทย พนักงานแท่นกว่าพันชีวิตอพยพขึ้นฝั่งที่สงขลา No details. Only headline and mock-up picture of the platform. (negative) Action: CCT team Will have media relations contact and send 1st company holding statement to media.	
13:50	Event Logger	EMT	ART: Can maintain production with 12 pax for skeleton crew GBS: Can maintain production with 12 pax for skeleton crew	
13:46	SSHE Duty	EMT Leader	SSHE Duty sent statement via email to notify "Yellow Level " to PTT for approval	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:39	Event Logger	EMT	Asset VP: GBN and ART to re-confirm monitoring system (DCS) of FSO during EVAC GBN : FSO can be monitor only tank 3 and 5, level switch high ART : Can monitor only trend of discharge pressure Skald : Confirm expat 6 pax (1 pax already demob, 5 pax will be return to shore by chopper)	
13:38	Logistic Duty	EMT	21 Sep 21 HS-SFJ ETD 1200 to ETA GBS 1300 (0/12) - ETA SKL 1400 HS-SFO ETD 1215 to ETA AQP 1315 (0/12) - ETA SKL 1415 HS-SFP ETD 1230 to ETA BQP 1330 (0/12) - ETA SKL 1430 Next Available helicopter HS-SFJ ETD 1445 HS-SFO ETD 1500 HS-SFP ETD 1515 22 Sep 21 HS-SFJ ETD 0800 to ETA 0900 FSO2 - BQP -SKALD - ETA SKL 1100 HS-SFO ETD 0000 HS-SFP ETD 0000	
13:37	RRT	Event Logger	RRT to Event Logger: Internal Message1 to communicate to internal employees has been approved. RRT to Event Logger: Internal Message1 has been posted via e-mail to all employees.	
13:35	CCT	EMT	CCT Team distributed 1st statement to all internal parties, then distributed to external parties (PTT & DMF's PR) and media (ข่าว สก)	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:26	BKK Telecom Operator Duty	EMT	Received attached file Declare Tropical Depression at "Yellow Level" (OWS99N21) from K.Siriratchanee S. @13.17 hrs.	
13:21	Event Logger	EMT	GBN : Chopper 22 Sep , ETA0800 interfield GBN and FSO2 for pick-up captain and barge master for AUS-8. 38 pax will return to shore by AUS-8 ART : TMS11 84 pax to SKL depart 1200 PM, PROD 231 mmscfc, Condy 7000, POB 83 pax Class A&B 71 pax by FC glory-1 ETA 0800AM GBS : Production 352, Condy 8000, Chopper ETA 1400 boarding to SKL, POB reduce to 70% Class S & A 55 pax return to SKL, 21 Sep'21 Class B 36 pax 22 Sep'21 ETA 0800 AM T-18 : POB 138 pax, E-drill : POB 119 pax, Skald : POB 132 pax K1 : POB 363 pax (barge+support vessel), Departure 21 Sep'21 2230 return to Koh Kood K2 : POB 364 pax (barge+support vessel), return to Koh Kood	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:17	Event Logger	EMT	At the time of impact (Sep23, evening) GBS: wind 65knot, wave 4.7m ART: 56knot, 4.6m GBN: 46knot, 4.6m Sep24 0800, Wind 20knot at fields with 2m; to confirm at shore	
13:17	CCT	EMT	EMT Leader Approved 1st Statement. CCT leader ensured CCT Team to distribute to internal and external parties respectively	
13:15	Event Logger	EMT	1st statement (EMT Approved) To GBS asset duty from GBS Field: Update current POB and evacuation status as of 13:00 on 21/09 From: CCT, To: EMT, Details: EMT already Approved 1st Statement: สถานการณ์พายุโซนร้อนบริเวณอ่าวไทย and ensured CCT Team to distribute to internal stakeholders and external stakeholders respectively	
13:14	Event Logger	EMT	As of now until tmr 1200hrs, wave still lower than 2m, still OK to evac by vessel	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:09	Event Logger	EMT	Update 1300 weather: Yellow 588miles from AQP, direction West, 35knot, 999hpa Sep 22 1200hrs, last to evac by vessel Evac to North is still safe Expected averse condition at SKL, esp for land transporation (Sep24 0300) Red at Sep23 1900, 48miles from AQP, 5 miles from GBS,	
13:06	Event Logger	EMT	POB ที่อพยพ มีชาวต่างชาติที่ status passport stamp out ใหม่ละ ถ้ามีต้องขออนุญาต จังหวัดสงขลาเป็นกรณีพิเศษเพื่อขอขึ้นฝั่ง EMT Leader: Foreigners to be declared	
13:02	Event Logger	EMT	EMT Leader and Asset VP: indicate that evac PAX will stay at hotel without going out for 3 days Doctor: OK with separated room (1 PAX 1 room, <u>no meeting at all</u>) - no need to PCR Logistics Duty To EMT: Updated Hotel 960 rooms	

Remark: Exercise controller used “Time Fast”



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
13:02	Event Logger	EMT	From: CCT To: EMT leader Details: For Approval - 1st Statement:- <u>สถานการณ์พายุโซนร้อนบริเวณอ่าวไทย</u>	
13:01	Event Logger	EMT	Doctor: Update for COVID ขออนุญาตดาวน์แท่นชั่วคราว ไม่มีความจำเป็นต้องกักตัวครับ เนื่องจากมีการตรวจก่อนลงทำงานและหมอนเอร์อาการและใช้ทุกวันขณะทำงานอยู่ในออฟฟิศครับ แต่หากจำเป็นต้องกลับมามีงานที่ออฟฟิศอีกครั้งก็ต้องมาจับตัวเจ็ดวันหกคืน + RT PCR ซ้ำอีกรอบครับ	
12:51	Event Logger	EMT	test with back up	
12:38	Event Logger	EMT	test	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
12:00	Event Logger	EMT	From: CCT To: EMT Media Alert จาก คม ชัด ลึก ออนไลน์ วันที่ 21 Sep เวลา 11.36 น. Headline: พายุถล่ม แท่นน้ำมันกลางอ่าวไทย อพยพฉุกเฉิน No details. Only headline and mock-up picture of the typhoon. (negative) Action: CCT to prepare 1st statement for EMT Leader approval	
11:44	Event Logger	EMT	K1: ? K2: ? GBN: confirmed to ETD 2000hrs today for S and A 168 PAX req 2 crew boats U25/TMS12; Class S 12 PAX by Choppers; AUS to pick Cat B 38PAX tnr; Cat C by Chopper Rig Skald: TMS12 33PAX to SKL ETD 1300 Weather: ? Sales: Confirmed by production: 31000BBLD with extended offloading Sep26-28, gas maintained, POB maintained as minimum; FSO2 to be 1st priority to return Hotel: to confirm the rest 1xx ? NVT EWB400 K1 K2 Tender Rigs: confirmed to Koh KOOD, along with vessels	

Remark: Exercise controller used “Time Fast”



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
11:43	Event Logger	EMT	<p>Updated 1144hrs</p> <p>Updated Available Accommodation at Hat Yai Zone as of 21st September 2021</p> <p>HotelNumber of Available RoomW363Ton Aoi Grand50TR Rock Hill107Crystal Hotel224Hop INN70ศูนย์โครงการ33Total Room Available547</p> <p>[11:31 AM] Rattanan Singhthuean</p> <p>เพิ่มศูนย์โครงการอีก 33 ห้องครับ</p>	
11:42	Event Logger	EMT	<p>Rig Skald: 33 PAX the rest ETA from SKL today 1300 by TMS12; tmr at 0900 by chopper 12PAX</p> <p>E Drill & T 18: will go with vessel to Koh Kood Sep21 2000hrs and Sep21 0300hrs (confirmed)</p> <p>NVT: Sep 22 0100hrs to Koh Kood (confirmed) POB 48, avialable 250beds and 125rooms (FYI)</p> <p>EWB400: Sep21 2200hrs (confirmed) POB 78</p> <p>POB to SKL: 578PAX + FSO2 78 PAX (S 47, A 22, B 8, C 1) total 656 PAX to SKL</p> <p>SKL: 7 buses total 154 PAX; room 514 rooms avialable only due</p>	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

			<p>to COVID <-- require more 142 rooms - may be not registered <-- if not, may consider to POB NVT</p> <p>NVT: Total 125PAX to consider food</p> <p>K1: no plan yet to evac <-- to check POB and evac plan to koh Kood</p> <p>K2: no plan yet to evac <-- to check POB and evac plan to koh Kood</p> <p>GBS/GBN/ART/FSO2: To collect PAX to off-shift</p> <p>Rig Skald: 87 PAX from Rig Skald ETA SKL soon + 49PAX by vessel Sep22 0300hrs</p> <p>Update by Asset VP:</p> <p>Red zone Sep22 2300; Evac all before Sep22 1200</p> <p>GBN, GBS affected directly; ART to update</p> <p>Condy 31000BBLD until Sep26 <-- Marine BKT to check</p> <p>1141 updated POB and vessels / chopper evac</p>	
--	--	--	--	--

Remark: Exercise controller used "Time Fast"


**2021 Tropical Cyclone Exercise
Key Event Log (EMR)**

Time	Message		Detail of Message / Event	Comments
	From	To		
11:12	Event Logger	EMT	Rig: Chopper 12 + TMS12 39 Asset VP confirm SKL Log: Chopper 3: ART 12; GBS 12; GBN 12 <-- today ETA 1200hrs Chopper 1: Rig 12 <-- tnr ETA 0900hrs	
11:09	Event Logger	EMT	Chopper Plan: HS-SFJ ETD 1115 to SKALD (0/12) - ETA SKL 1315 HS-SFO ETD 1215 to AQP (0/12) - ETA SKL 1415 HS-SFP ETD 1230 to BQP (0/12) - ETA SKL 1430 Next Available helicopter HS-SFJ ETD 1400 TO GBS (0/12) - ETA SKL 1600 HS-SFO ETD 1500 HS-SFP ETD 1515	


**2021 Tropical Cyclone Exercise
Key Event Log (EMR)**

Time	Message		Detail of Message / Event	Comments
	From	To		
11:02	Event Logger	EMT	SKL Req chopper to GBN, ART, GBS/Rig Log: TMS 84PAX form ART to SKL ART to cut to 231MMSCFD and condy 7000BBLD Marine: Ask for off-load plan on Sep25 GBS: Plan EVAC: Class A 28 and S 39 to evac today Class B 36PAX: tnr 0800 Sep22 All to SKL Prod to cut condy to 8000BBLD GBN: chopper tnr before 1200hrs at FSO2 and then to QP	

Remark: Exercise controller used "Time Fast"


**2021 Tropical Cyclone Exercise
Key Event Log (EMR)**

Time	Message		Detail of Message / Event	Comments
	From	To		
10:56	Event Logger	EMT	ART: POB, S 96, A 40, B 31, C 12 Prod remain 231MMSCFD, condy 130000BBD Chopper 12PAX, the rest TMS 11 to evac 84PAX Vessel: SC1 89PAX, SC3 90PAX Plan: Team A, B tmr @0800hrs 71PAX by SC1; TMS11 @1200 Sep21 to SKL No vessel for coil tubing with 21 + 22 PAX <-- ready to tow	
10:51	Event Logger	EMT	GBN: to work on vessel evac GBS: POB 115; Prod ..., No remote activity, TMX 10 90PAX and TMS14 90PAX Evac: req chopper to demob 12PAX S	
10:50	Sales Team	EMT	Sales Team already contact PTT Trading about incoming Tropical Storm and to reschedule offloading date from 23 Sep to 25 Sep. New offload volume is to be informed again.	


**2021 Tropical Cyclone Exercise
Key Event Log (EMR)**

Time	Message		Detail of Message / Event	Comments
	From	To		
10:47	BKK Telecom Operator Duty	EMT	We received attached file "Green" alert notification from K.Wiriya M. @10.47hrs. Tropical Storm TCEX21 (OWS99N21) intensified over the southern South China Sea.	
10:34	Event Logger	EMT	GBN: Prod 550MMSCF Condy 15500BBLD no remote activity; Prepare to evac S 46+47 PAX and A 65+22PAX, Vessels to evac U 80 + AOS 86 + TMS2 90 (+ TMS5 at SKL 90); remian B 30+8 (to use TMS12 capac 90PAX) and C (Chopper 11+1); remain Barge MASTER and Crane Operator at CPP Ready to evac at 1037hrs No info of FSO2 <-- Shall show info of FSO2 separately Asset VP: Aware of COVID, wear mask SKL Base: TMS5 asked to ready to go to GBN for evac, PSB to EMT TMS5 Depart PSB on 08:30 ETA at GBN on 18:30 (21st September) GBN: Insist no cut on condy due to norm; B and C ready to evac when Orange Asset VP: Wheather Pick up Sep22 @1200; So may mob 2 times for S, A, B GBN: plan: Sep22 0700 S and A, TMS2 to FSO2 to pick 47+22, the other 2 to pick PAX from QP to shore BKT Marine: Remaining crew boat to pick 35PAX at Rig after first evac, the rest will be chopper	

Remark: Exercise controller used "Time Fast"



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
10:29	Event Logger	EMT	<p>1027hrs: Sales Team will inform PTT Trading about the incoming Tropical Storm, and change the next offloading schedule from 23 Sep to 25 Sep.</p> <p>EMT Leader: Time out at 1034hrs, asked TC Advisor for updated forecast</p> <p>Asset VP to Asset Duty at 1031hrs: to check updated production plan of GBN GBS ART SKAL Rig</p>	
10:26	Event Logger	EMT	<p>Got approved email from EMT Leader</p> <p>EMT Leader: Await plan for prod/evac plan</p> <p>Drilling duty: Asked for update; TC recommend rig to Koh Kood</p>	
10:24	BKK Telecom Operator Duty	EMT	<p>We received attached file Declare Tropical Depression at "Green Level" (OWS99N21) from K.Siriratchanee S. @10.24 hrs.</p>	



2021 Tropical Cyclone Exercise Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
10:20	CCT	EMT	<p>CCT Approved 1st telephone Message and Ensured CCT Team to distribute to internal parties</p>	
10:04	EMT admin	EMT	<p>POB (in share drive)</p> <p>GBS: 115; GBN: 152; ART: 181; Rig: 132</p> <p>Accom and Transport:</p> <p>HYT 144 rooms; Bus 3 buses; with back up 7 cars; Chooper stby 3 EA</p> <p>Crew Boat:</p> <p>ART 3; Share 1; GBN 4; GBS 2</p> <p>Well Duty: depend on ART</p> <p>Drilling Duty: will go with rig, need support for 45PAX for chopper and 33 for vessel</p> <p>Logistics Duty: To coordinate with Drilling</p> <p>Sales: Ask when to evac, so as to see if <u>condy to be reduced</u>, Asset VP: still no plan to evac</p> <p>EMT Leader: Insist Field determine situation themselves for the level of emergency response; ask Asset VP to follow up evac plan and</p> <p>Log Duty: crew boat 10x can evac 183PAX; hotels firstly plan 1 room for 1 PAX, Asset VP asked for more buses and ensure rooms due to COVID</p>	



2021 Tropical Cyclone Exercise

Key Event Log (EMR)

			Asset Duty: GBN/GBS, ART (total 3PAX) 1015hrs: To EMT Leader Pichet Sangjan, EMT Admin sent statement via email, to declare "Green Level " for your approval ka <-- Done at 1022hrs 1019hrs: From: CCT, To: EMT, Details: CCT Approved 1st telephone Message and ensured CCT Team to distribute to internal stakeholders Asset VP: 580PAX <-- to ensure vessels and buses/accom at shore	
09:58	PSB	Logistic Duty	Available Accommodation at <u>Hat Yai Zone</u> as of 21st September 2021 Total Available Room: 444 Rooms W3: Number of Available Room 63 Rooms Ton Aoi Grand: Number of Available Room 50 Rooms TR Rock Hill: Number of Available Room 107 Rooms Crystal Hotel : Number of Available Room 224 Rooms	



2021 Tropical Cyclone Exercise

Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
09:54	TC advisor	EMT	Weather neues updated on Sep21, 0950- AWP09 asked to close well 9Hr. T18 at GBN WP19, close well 12hrs, ready to move 2000hrs T3 ready to move on Sep23. Jackup Rig at GBN asked to secure well 17hre To evac POB at 1300hrs on Sep21. NVT at WP06. Sep21 at0700hrs ready to towing at 0100 on Sep22. K1 AWP14 ready to towing in the evening K2 AWP39 towing to WP37 FSO2 next offload Sep23-24, can extend to 25. with flowrate, extend to 26.	
09:50	TC advisor	EMT	Tropical Depression to enter ART, still green @ Sep21, 0700; Expected to Red on Sep23 updated on Sep21 Morning, Sep22 to stop operation. on Sep 23, to stop chopper.	



2021 Tropical Cyclone Exercise
Key Event Log (EMR)

Time	Message		Detail of Message / Event	Comments
	From	To		
20 Sep 2021				
16:50	BKK Telecom Operator Duty	EMT	<p>We received attached file GREY alert notification from K.Danai T./ TC Advisor @16.26hrs..</p> <p>Tropical Depression OWS99N21 has developed over the Sulu Sea and moved inside the PTTEP GREY Alert zone. TD will move generally West and intensify over the southern South China Sea on the 21st September.</p>	

6.4 PRIORITY AND ACTION BOARD



2021 Tropical Cyclone Exercise Priorities Action Board (EMR)

Emergency Details		Priority Level	Action Plan			
			Action	Responsible Person	When	Status
People						
(A) Tropical identify in Orange Zone at 01.00 hrs., 22/09/2021	H	Submitted "Orange Alert Zone" notification to PTT.	SSHE Duty	22 Sep 2021 01:30	Completed	
	M	Submitted "Yellow Alert Zone" notification to PTT.	SSHE Duty	21 Sep 2021 01:43	Completed	
		Communicate Yellow Alert notification to ART, GBN, GBS and FSO2.	EMT Admin Duty	21 Sep 2021 01:30	Completed	
(K) AHTS VOS Champion engine failure during anchoring operation	H	- Anchoring operation for barge Nava Thanee has stopped due to AHTS "VOS Champion" engine failure.	Logistic Duty	21 Sep 2021 08:00	Completed	
		It has sailed to shore for maintenance.	Logistic Duty	21 Sep 2021 08:16	Completed	
(K) Crew boat engine failure during evacuation	H	- CPOC supply boat AHTS Bahtera Zamrud confirm ETA at TMS-10 for towing on 22/09 02:00 hrs then ETA at SKL on 22/09 12:00 hrs.	Logistic Duty	21 Sep 2021 08:16	Completed	
		- TMS 10 all engines failure (passenger 55 PAX and crew 7 PAX on board)	Logistic Duty	21 Sep 2021 07:45	Completed	
		- current position: LAT 7 26N LONG 102 01E				



2021 Tropical Cyclone Exercise Priorities Action Board (EMR)

Emergency Details		Priority Level	Action Plan			
			Action	Responsible Person	When	Status
(K) Injury			Information confirmed from Medical Team, red case and yellow case are stable.	Medical Team duty	21 Sep 2021 10:15	Completed
			At GBN 2 contractors have injured during evacuation.	Logistic Duty	21 Sep 2021 07:45	Completed
			- Winai Bambat right leg broken during personal basket transferring.			
			- Wichan Wanseng unconscious during evacuation.			
			Request urgent medical evacuation.			
	H		1 doctor and 1 nurse arrived to hangar at 20.00 hrs. to take GBN for Medivac case#1 RED and case #2 Yellow.	Medical Team duty	21 Sep 2021 08:00	Completed
			Confirmed landing for medivac by chopper at GBN.	Medical Team duty	21 Sep 2021 09:00	Completed


2021 Tropical Cyclone Exercise
Priorities Action Board (EMR)

Emergency Details		Priority Level	Action Plan			
			Action	Responsible Person	When	Status
(K) Personnel evacuation		M	Prepare crew boats and helicopters for personnel evacuation. Total staff and contractor will be evacuated to SKL = 656 persons. Check accommodation available in SKL and HYD for confirmation.	Logistic Duty	21 Sep 2021 12:00	Completed
			Updated helicopters and crew boats for personnel evacuation, as following; GBN: Chopper 22 Sep, ETA 08.00 interfiled GBN and FSO2 for pick-up captain and barge master for AUS-8. 38 pax will return to shore by AUS-8 ART: TMS 11 84 pax to SKL depart 12.00 PM, POB 83 pax class A&B 71 pax by SC glory-1 ETA 08.00 AM GBS: Chopper ETA 14.00 boarding to SKL, class S & A 55 pax return to SKL, 21 Sep'21 class B 36 pax 22 Sep 2021 ETA 08.00 AM	Logistic Duty	21 Sep 2021 12:00	Completed
			Updated hotel available room in Songkhla and Hadyai for 656 persons. - Available room in SKL and HYD = 960 rooms.	Logistic Duty	21 Sep 2021 01:06	Completed


2021 Tropical Cyclone Exercise
Priorities Action Board (EMR)

Emergency Details		Priority Level	Action Plan			
			Action	Responsible Person	When	Status
(P) Tropical identify in Green Zone at 07.00 hrs., 21/09/2021		M	Tropical Depression OWS99N21 has developed over the Sulu Sea and moved inside the PTTEP GREY Alert zone. The storm has reach GREEN alert zone on 21 Sep 2021 at 07.00 hrs. EMT has activated on 21 Sep 2021 at 09.00 hrs.	EMT Admin Duty	21 Sep 2021 09:00	Completed
			Communicate Green Alert notification to ART, GBN, GBS and FSO2.	EMT Admin Duty	21 Sep 2021 10:15	Completed
			Submitted "Green Alert Zone" notification to PTT.	SSHE Duty	21 Sep 2021 10:30	Completed

Asset


2021 Tropical Cyclone Exercise
Priorities Action Board (EMR)

	(K) Move Rig and AWB to safe location	M	<p>Call Rig move team to remove anchor and tow to safe location (to Koh Kut, Thailand).</p> <p><u>Rig ED-1/Rig T-18</u></p> <ul style="list-style-type: none"> 20 Sep / 18.00 hrs. started well and Rig secure 21 Sep / 07.30 hrs. Transferred Marine Advisor + Positioning survey 21 Sep / 13.00 hrs. Estimate time to start retrieve anchor. 22 Sep / 03.00 hrs. Estimate time to complete anchor operation and start tow. <p><u>Rig K1 and K2</u></p> <ul style="list-style-type: none"> 22 Sep / 22.30 hrs. Estimate time to complete anchor operation and start tow. <p><u>Nava Thane/EWB300</u></p> <ul style="list-style-type: none"> 20 Sep /18.00 hrs. Stop operation and Prepare retrieving the anchor 21 Sep / 07.00 hrs. Transfer Marine Advisor + Positioning survey 21 Sep / 10.00 hrs. Estimate time to start retrieve anchor. 22 Sep / 01.00 hrs. Estimate time complete anchor operation and start tow. <p>- Minimize condensate production at 31,000 bbl/d. But, maintain gas production in normal rate.</p> <p>- To avoid offloading during emergency situation.</p> <p>- Sale will inform PTT for this situation.</p>	Logistic Duty	21 Sep 2021 11:00	Completed
				Sales & Commercial	21 Sep 2021 12:00	Completed

6.5 REGISTRATION RECORD

ID	Name	Dept./Div	Dept./Div
35226	Pichet Sangjan	PDT	PTF
36254	Pinnapa Charuwatee	HCA	HRC
40449	Chalaw Puntuwong	PDT	PAT/P
40453	Kittiporn Treenate	PDT	PBN/FS GBN
40462	Phaiboon Semsri	PDT	GBN
40469	Pranee	HCA	HMM
40470	Prateep Mahasawad	PDT	PBN/F
40477	Surapol Damchuti	PDT	PBS/F
40526	Ekaphong Phatphaitun	PDT	PBS/F
40548	Tawee Duangpakdee	PDT	GBS
40581	PANTIP CHANTARAWANGSO	OPS	OSB/S
41729	Supot Lertsakulsup	PDT	PTF
41732	Porntep Kongkapetchawan	CEO	CSA
46015	Nat Sawatdiwong	PDT	PDT
46016	Teerapong Namto	PDT	PDT
47119	Nuntakarn Poolsiri	HCA	HMM
48386	Passaworn Silakorn	OPS	OMI/I
49413	Roongwit Rongsopa	HCA	HEM
49453	Jularat Kaewtapan	PDT	PFP/H , PFP
49467	Natthapon Omapinyan	OPS	OSB , PSB SKL
49488	Sasithorn Tangthienkul	HCA	HSR
50509	Thripraphan Supsaeng	PDT	PTF
51666	Naruepon Lecksiwilai	PDT	PDP
51732	Krisada Rienmanee	OPS	OLG
51744	Archanan Nilwanich	OPS	OSB
51752	Peerati Mesamarn	PDT	PDT SSHE
52796	Bancha Chimtrakool	OPS	OLG/O Bangkok North
52808	Tanawat Khumkaew	PDT	PDT SSHE

ID	Name	Dept./Div	Dept./Div
52812	Amaralak Foopatthanakamol	PDT	PFP
52823	Anucha Leelaratsamephanit	PDT	PBS/P
53923	Piyanuch Nampratchayakul	PDT	PMP/H
54036	Monchai poungkulab	PDT	PBN/P
54147	Nontapong Panudulkitti	PDT	PTF
54148	Tanasak Sonhkrod	CEO	CSA
54179	siriratchanee Sirisawat	CEO	CSH
550126	Satit Worapan	Other	IT
55189	Krissanan Phoemsin	OPS	OSM and OSB/S
55201	Piyawat Sujirachato	OPS	OSB / PSB
56018	ROTRAT LEELATANON	EDE	ECM/N
56023	Rattanan Singthuean	OPS	OSB/S, PSB Songkhla
56095	Keeradit Homcha-em	OPS	OTF/D
56148	Phumphong Prakthong	CEO	CEN/O
57048	Prakasit Thongsumrit	OPS	OTF/D
57106	sineenat kruennumjai	OPS	OTF/W
57166	Witoon Kaaaien	PDT	PBS/P
58003	Thirayu Khumtong	OPS	OTF/D
62071	Dolaporn Saralamba	HCA	HMM/C
63132	Thidaporn Nakhonvattim	HCA	HMM
63299	Prasart Poolsil	OPS	OTF/D
63319	Nithis Jamlongkaew	OPS	Drilling
64088	Michael YEUNG WAI TOK	OPS	OTF/D
64225	Kraisorn Balamongkol	PDT	PGO/G1
88691	Thana Yampram	OPS	OSB/S
90309	Apiluk Somboon	PDT	PAT/F Arthit
90359	Chawanat Amornsrisajja	PDT	PDP/S
9083	fabrice LOUX	OPS	OTF/D
90998	Danai Srijunngam	OPS	OLG/O
91080	Anusorn Chakpradu	PDT	PTF
91175	Pariwat Tokasaem	PDT	PAT/F, ARTHIT
91912	Prayut Boonthung	OPS	OSB/S
91913	Wiriya Meechoke	OPS	OLG/O
92141	Teerawat Thongmuean	Other	FFM
92257	Rapee Kudisri	OPS	OTF/D
92652	Sasima Thongkaewkattiya	OPS	OSB/S, PSB Songkhla
92655	Visarut Phonpuntin	OPS	OTF/D
B0361	Wannayuk Radsadornnue	Other	IT
-	Konlawat Paiboonsin	Other	PBN/F
-	Nartchawee Arunwet	OPS	OSB/S

6.6 EXERCISE PICTURES

Microsoft Teams

Reserve for 2021 Tropical Cyclone Exercise

2021-09-21 06:03 UTC

Recorded by
Tanasak Songkrod

Organized by
Tanasak Songkrod

Offshore Weather Services Pty Ltd
 277 Blackburn Road, Mt Waverley, Victoria 3149, Australia
 Telephone: +61 3 9887 8613 Facsimile: +61 3 9886 7216
 E-mail: ows@offshoreweather.com.au

Valid Time of Forecast : 2021-09-21 1300 LT
Tropical Storm TCXES21 (OWS99N21) intensified over the southern South China Sea

Client Threat Information	
System of Interest:	OWS99N21
Current Threat Level ¹ :	green
Maximum Forecast Threat Level ² :	purple (red)
Distance from Client Location:	588nm
Bearing from Client Location:	east
Client Site:	Arlthit
Client Location:	8.3N 102.5E

Latest System Information	
System ID:	OWS99N21
System Name:	TCXES21
Current Category:	Tropical Storm
Position:	8.0N 112.4E
Position Error:	6.0 nm
Time at Position:	21/1000 LT
Storm Speed:	07kt
Storm Movement:	west
Maximum Sustained Wind Speeds:	35kt (+/- 10kt)
Wind Gusts:	43kt
Central Pressure:	999 hpa

¹Threat value based on whether current position is within a given alert zone.
²Threat value based on whether forecast track comes within a given alert zone. The value in brackets takes into account potential track uncertainty.

Legend:
 - potential track uncertainty
 - past track
 - forecast track
 - Arlthit
 - 34kn radii
 - 48kn radii
 - 64kn radii

เอกสารแนบที่ 49

ตัวอย่างบันทึกการคาดการณ์สภาพอากาศสำหรับแปลงสำรวจ G2/61
(แหล่งบงกชเหนือและแหล่งบงกชใต้)



Offshore Weather Services Pty Ltd
277 Blackburn Road, Mt Waverley, Victoria 3149, Australia
Satun Weather Forecaster: Chevron Extension 4820
slqsws@chevron.com
ows@offshoreweather.com.au
offshoreweather.com.au



Weather Forecast for PTTEP Gulf of Thailand Valid for 144 hours from 0600LT 23 Nov 2021

Tropical Advisory:

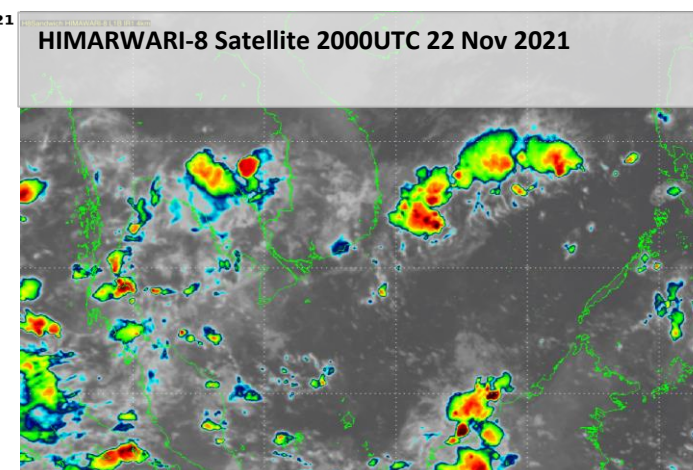
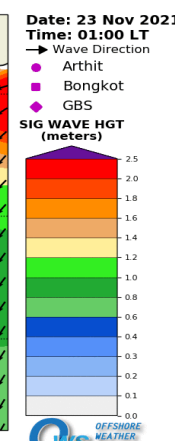
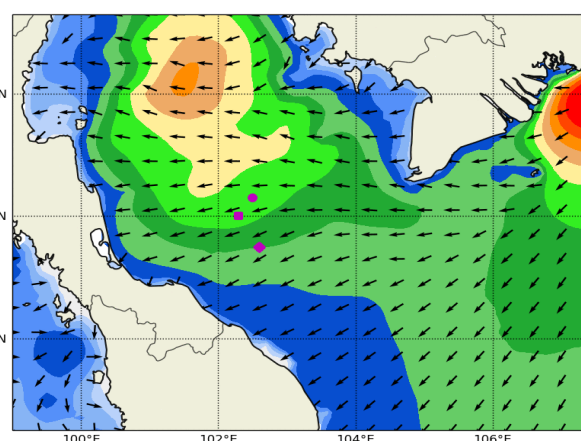
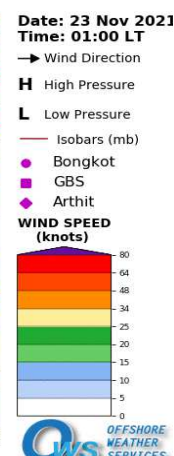
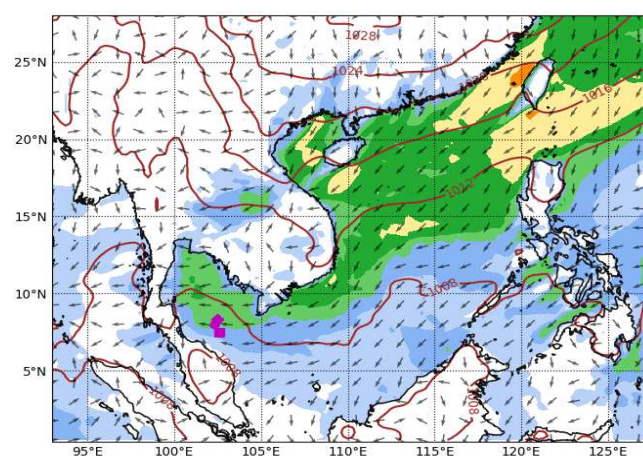
Nil.

Warnings:

MODERATE - HIGH risk of squalls to 25-30kt in heavy showers/thunderstorms from today until the 25th. Squalls lasting for periods of 20-30 minutes with onset gusts to 35-40kt and temporarily raised seas are expected.

Met Situation:

A strong ridge from SE China extending over the central Thailand/central Vietnam and the central South China Sea from today, then weakening by tomorrow-25th, before strengthening again 26th-27th. A shallow trough lies over the southern Malay Peninsula/Natuna Sea and western Borneo. A new trough developing west of northern Borneo on the 25th, moving W-WSW and deepening from the 26th, then moving across the southn Gulf of Thailand on the 29th.



Weather Forecast for PTTEP - Greater Bongkot North and Arthit (near 8.3N 102.5E)

Valid for 144 hours from 0600LT 23 Nov 2021

Weather:

Isol - sct showers and isol thunderstorms from today until the 25th.

Date/Time LT		Wind (from / knots)					Sea Ht	Swell 1			Swell 2			Total Wave					Confidence
		Dir	Spd	95%*	Gust	50m		Dir	Per	Ht	Dir	Per	Ht	Sig	95%*	Max	Tp	PDir	
Tue 23-Nov	06:00	E	18	23	23	22	0.9	E	5	1.2				1.5	1.9	2.7	5	E	High
	09:00	ESE	17	22	22	21	1.0	E	5	1.2				1.5	2.0	2.8	5	E	
	12:00	E	16	22	21	20	0.9	E	5	1.2	NNE	4	0.3	1.5	2.0	2.8	5	E	
	15:00	E	15	20	19	18	0.9	E	5	1.2	NNE	4	0.3	1.5	2.0	2.7	5	E	
	18:00	E	13	19	17	16	0.7	ESE	5	1.2	NE	4	0.4	1.4	2.0	2.6	5	E	
	21:00	E	12	20	16	15	0.6	ESE	5	1.1	NE	4	0.4	1.3	1.9	2.4	5	E	
Wed 24-Nov	00:00	E	14	23	18	17	0.7	E	5	1.1	NE	3	0.2	1.3	2.0	2.3	5	E	High
	03:00	ENE	15	25	20	18	0.8	E	5	1.1				1.3	2.2	2.4	5	E	
	06:00	ENE	16	26	21	20	0.9	E	5	1.1				1.4	2.3	2.5	5	E	
	09:00	E	20	28	26	24	1.0	E	5	1.3				1.6	2.6	3.0	5	E	
	12:00	E	19	27	24	22	1.1	E	5	1.5				1.8	2.7	3.3	5	E	
	15:00	ENE	16	24	20	19	0.9	E	5	1.5				1.8	2.6	3.2	5	E	
	18:00	ENE	14	23	18	17	0.8	E	5	1.5				1.7	2.5	3.1	5	E	
	21:00	ENE	14	24	18	17	0.7	E	5	1.4				1.6	2.4	2.8	5	E	
Thu 25-Nov	00:00	ENE	14	23	18	17	0.7	E	5	1.4				1.6	2.4	2.8	5	E	High
	03:00	ENE	14	23	18	17	0.7	E	6	1.3				1.5	2.3	2.7	6	E	
	06:00	ENE	15	23	19	18	0.8	E	6	1.2				1.4	2.1	2.6	6	E	
	09:00	ENE	15	24	20	18	0.8	E	6	1.2				1.4	2.2	2.6	6	E	
	12:00	ENE	13	23	17	16	0.8	E	6	1.2				1.4	2.1	2.6	6	E	
	15:00	ENE	13	21	17	16	0.7	E	5	1.2				1.4	2.1	2.5	5	E	
	18:00	ENE	11	19	15	14	0.6	E	5	1.2	N	4	0.2	1.3	2.1	2.4	5	E	
	21:00	E	11	21	15	13	0.5	E	5	1.1	N	4	0.2	1.2	1.9	2.2	5	E	
Fri 26-Nov	00:00	E	10	21	13	12	0.4	E	5	1.1	NNW	4	0.2	1.2	1.9	2.2	5	E	High
	03:00	E	10	20	13	12	0.4	E	5	1.2				1.3	2.0	2.3	5	E	
	06:00	ENE	12	22	16	15	0.5	E	5	1.1				1.2	1.9	2.2	5	E	
	09:00	ENE	13	23	17	16	0.6	E	5	1.0				1.2	1.9	2.1	5	E	
	12:00	ENE	12	23	16	15	0.6	E	5	0.9	NNW	5	0.2	1.1	1.9	2.0	5	E	
	15:00	NE	11	21	15	13	0.5	E	5	0.9	NNW	4	0.2	1.1	1.8	1.9	5	E	
	18:00	NE	9	19	12	11	0.4	E	5	0.8	NNE	4	0.6	1.1	1.7	1.9	4	ENE	
	21:00	ENE	9	18	11	10	0.3	ESE	5	0.7	NNE	4	0.6	1.0	1.5	1.7	4	ENE	
Sat 27-Nov	00:00	NE	8	17	11	10	0.3	ESE	5	0.7	NE	4	0.5	0.9	1.4	1.6	4	ENE	Moderate
	03:00	NE	8	16	11	10	0.3	ESE	5	0.7	NE	4	0.4	0.8	1.3	1.5	5	E	
	06:00	NE	9	17	12	11	0.3	ESE	5	0.7	NE	4	0.3	0.8	1.3	1.5	5	E	
	09:00	NE	10	19	13	12	0.3	ESE	6	0.7	NE	4	0.3	0.8	1.3	1.5	6	E	
	12:00	NE	12	21	15	14	0.5	ESE	7	0.6	N	4	0.3	0.8	1.4	1.5	7	E	
	15:00	ENE	12	22	16	15	0.6	ESE	7	0.7	N	4	0.4	1.0	1.7	1.8	7	E	
	18:00	NE	12	21	15	14	0.6	ESE	6	0.6	NNE	4	0.7	1.1	1.8	2.0	6	ENE	
	21:00	NE	12	22	16	14	0.5	ESE	6	0.5	NE	4	0.8	1.1	1.9	2.0	4	ENE	

Date/Time		Wind (from / knots)					Sea	Swell 1			Swell 2			Total Wave					Confidence
LT		Dir	Spd	95%*	Gust	50m	Ht	Dir	Per	Ht	Dir	Per	Ht	Sig	95%*	Max	Tp	PDir	
Sun 28-Nov	00:00	NE	13	24	17	15	0.6	ESE	5	0.4	NE	4	0.9	1.2	1.9	2.1	4	ENE	Moderate
	03:00	NE	13	24	17	15	0.6	ESE	5	0.3	NE	4	0.8	1.1	1.9	1.9	4	NE	
	06:00	NNE	15	26	19	18	0.7	ESE	5	0.2	NNE	4	0.8	1.1	2.0	2.0	4	NNE	
	09:00	ENE	16	28	21	19	0.8	ESE	5	0.2	N	4	0.8	1.2	2.1	2.1	4	NNE	
	12:00	NNE	16	27	20	19	0.9	ESE	5	0.2	N	4	0.9	1.3	2.3	2.3	4	NNE	
	15:00	NNE	14	24	18	16	0.8	ESE	5	0.2	NNE	4	1.0	1.3	2.3	2.3	4	NNE	
	18:00	NNE	13	24	18	16	0.7	ESE	5	0.7	NNE	5	0.9	1.3	2.3	2.4	5	NE	
	21:00	ENE	15	25	20	18	0.8	ESE	5	0.6	NNE	5	0.8	1.3	2.2	2.3	5	NNE	
Mon 29-Nov	00:00	NE	16	26	21	19	0.8	E	5	0.6	NNW	5	0.8	1.3	2.3	2.4	5	NNE	Moderate
	03:00	NE	18	28	24	22	0.9	E	5	0.5	NNW	4	1.0	1.5	2.4	2.6	5	N	
	06:00	NE	20	30	26	24	1.1	ESE	5	0.4	NNW	5	1.2	1.7	2.5	3.0	5	N	

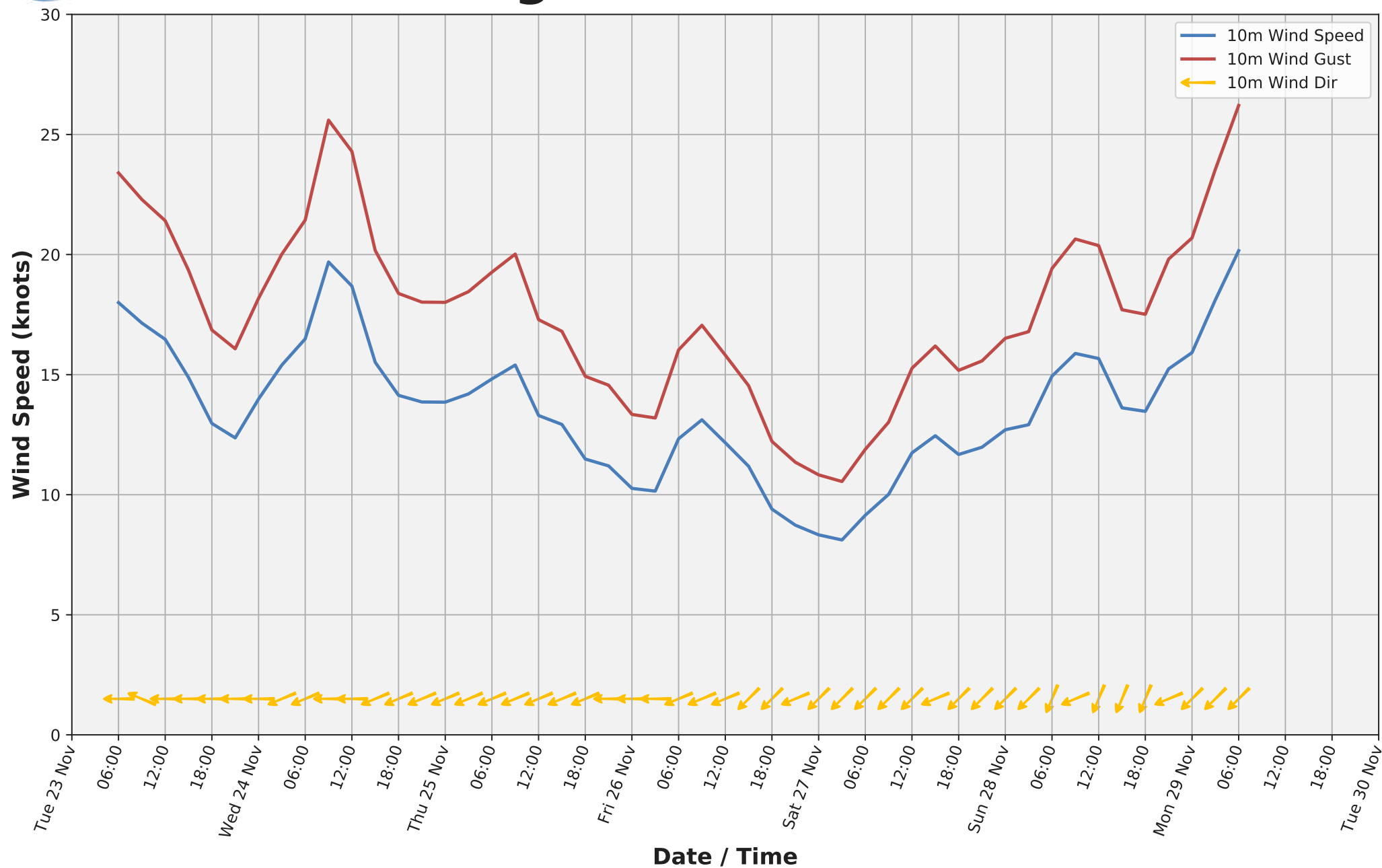
Units: wind speed/gust in knots; wave height in metres; wave periods in seconds; directions from

* Forecast mean wind / significant wave height upper bound (estimated 95% confidence).

Duty Forecaster: Mario Palafox

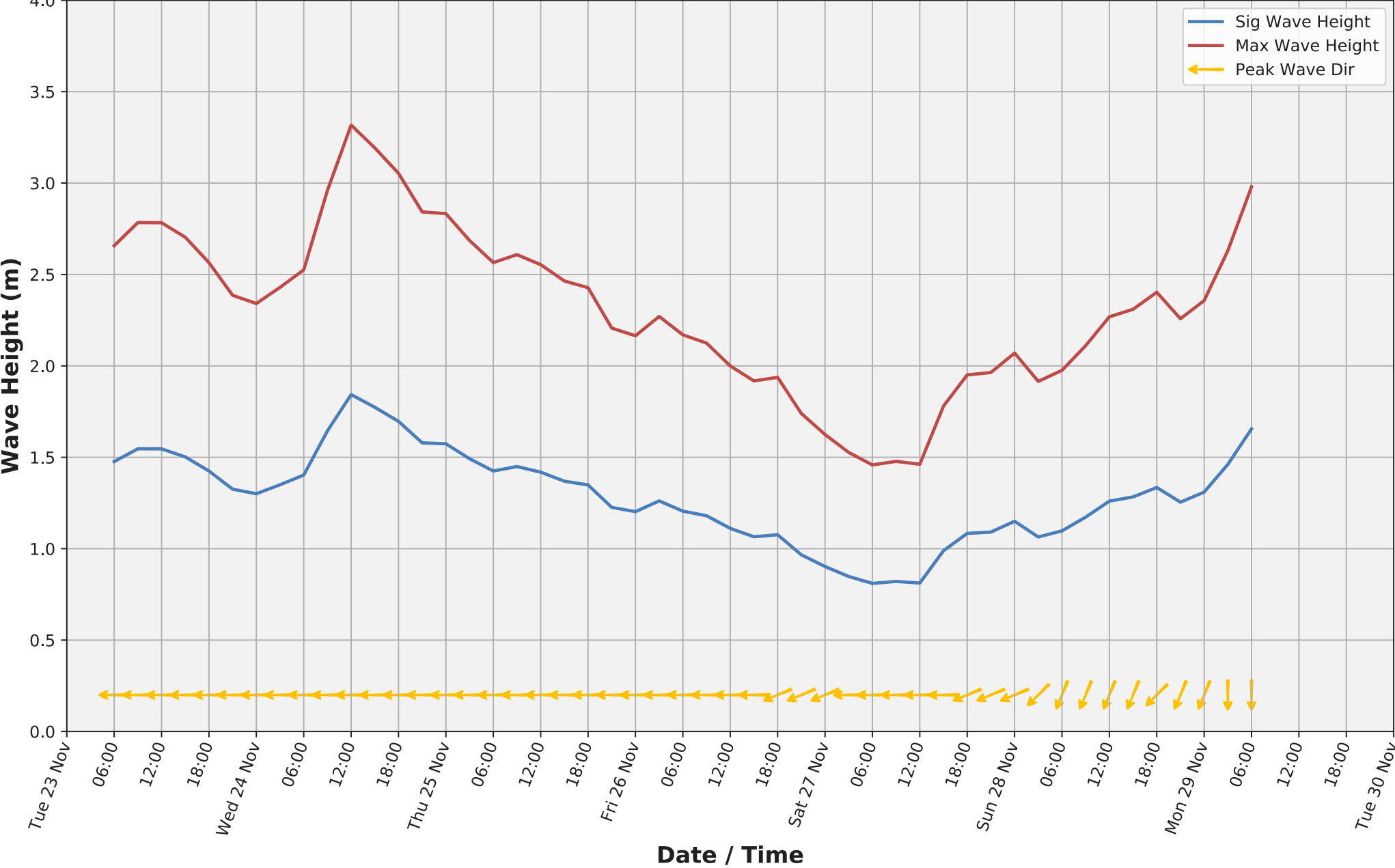


Greater Bongkot North and Arthit Wind





Greater Bongkot North and Arthit Wave



Weather Forecast for PTTEP - Greater Bongkot South (near 7.5N 102.6E)

Valid for 144 hours from 0600LT 23 Nov 2021

Weather:

Isol - sct showers and isol thunderstorms from today until the 25th.

Date/Time LT		Wind (from / knots)					Sea Ht	Swell 1			Swell 2			Total Wave					Confidence
		Dir	Spd	95%*	Gust	50m		Dir	Per	Ht	Dir	Per	Ht	Sig	95%*	Max	Tp	PDir	
Tue 23-Nov	06:00	ESE	17	22	22	20	0.8	E	5	1.0				1.3	1.7	2.3	5	E	High
	09:00	ESE	18	24	23	22	1.0	E	5	1.0				1.4	1.9	2.5	5	E	
	12:00	E	16	23	21	19	0.9	E	5	1.0				1.4	1.9	2.5	5	E	
	15:00	E	14	20	18	17	0.8	E	5	1.0				1.3	1.9	2.3	5	E	
	18:00	E	13	20	17	16	0.7	E	5	1.1				1.3	2.0	2.3	5	E	
	21:00	E	14	21	19	17	0.7	E	5	1.2				1.4	2.2	2.5	5	E	
Wed 24-Nov	00:00	E	15	24	20	18	0.8	E	5	1.2				1.4	2.4	2.6	5	E	High
	03:00	ENE	17	26	22	20	0.9	E	5	1.2				1.5	2.6	2.7	5	E	
	06:00	ENE	17	26	23	21	0.9	ENE	5	1.2				1.5	2.5	2.7	5	ENE	
	09:00	E	18	26	23	22	1.0	ENE	5	1.3				1.6	2.5	2.9	5	ENE	
	12:00	E	17	25	22	20	1.0	ENE	5	1.3				1.6	2.5	2.9	5	ENE	
	15:00	E	15	25	20	18	0.9	ENE	5	1.4				1.6	2.5	3.0	5	ENE	
	18:00	E	15	25	19	18	0.8	ENE	5	1.4				1.6	2.5	2.9	5	ENE	
	21:00	E	16	26	20	19	0.8	ENE	5	1.5				1.7	2.6	3.1	5	ENE	
Thu 25-Nov	00:00	ENE	15	25	19	18	0.8	ENE	5	1.4				1.6	2.5	2.9	5	ENE	High
	03:00	E	14	24	18	16	0.7	ENE	6	1.4				1.6	2.4	2.9	6	ENE	
	06:00	E	14	24	18	16	0.7	ENE	6	1.4				1.6	2.4	2.8	6	ENE	
	09:00	E	13	24	18	16	0.7	ENE	6	1.3				1.5	2.4	2.7	6	ENE	
	12:00	E	12	23	16	15	0.6	ENE	6	1.3				1.5	2.4	2.6	6	ENE	
	15:00	E	11	21	14	13	0.5	ENE	6	1.3				1.4	2.3	2.5	6	ENE	
	18:00	ENE	10	20	13	12	0.4	ENE	6	1.3				1.4	2.2	2.5	6	ENE	
	21:00	E	11	21	15	14	0.4	ENE	5	1.2				1.3	2.1	2.3	5	ENE	
Fri 26-Nov	00:00	E	12	22	15	14	0.5	ENE	5	1.2				1.3	2.2	2.3	5	ENE	High
	03:00	E	12	22	15	14	0.5	ENE	5	1.2				1.3	2.2	2.4	5	ENE	
	06:00	ENE	12	23	16	15	0.6	ENE	5	1.2				1.3	2.2	2.4	5	ENE	
	09:00	ENE	12	23	15	14	0.6	ENE	5	1.1				1.2	2.1	2.2	5	ENE	
	12:00	ENE	11	22	14	13	0.5	ENE	5	1.1				1.2	2.0	2.2	5	ENE	
	15:00	ENE	8	19	11	10	0.3	ENE	5	1.1				1.1	1.9	2.1	5	ENE	
	18:00	ENE	6	15	8	8	0.2	E	5	1.0	NNW	5	0.2	1.0	1.8	1.9	5	E	
	21:00	ENE	5	14	7	7	0.2	E	5	0.9	NNE	4	0.3	1.0	1.7	1.7	5	E	
Sat 27-Nov	00:00	NE	5	14	7	6	0.2	E	6	0.9	NNE	4	0.4	1.0	1.6	1.8	6	E	Moderate
	03:00	NNE	6	15	8	7	0.2	E	6	0.8	N	4	0.3	0.9	1.5	1.6	6	E	
	06:00	NNE	8	17	10	9	0.2	E	6	0.8	NNE	4	0.3	0.9	1.5	1.6	6	E	
	09:00	NE	9	17	11	10	0.3	E	7	0.8	NNE	4	0.3	0.9	1.5	1.6	7	E	
	12:00	NNE	10	19	13	12	0.3	E	7	0.7	NNE	4	0.3	0.8	1.6	1.5	7	E	
	15:00	NE	11	20	14	13	0.4	E	7	0.7	N	4	0.3	0.9	1.7	1.5	7	E	
	18:00	NE	10	20	13	12	0.4	E	7	0.7	NNE	3	0.4	0.9	1.8	1.6	7	ENE	
	21:00	ENE	11	19	14	13	0.4	E	7	0.7	NNE	3	0.5	1.0	1.8	1.7	7	ENE	

Date/Time		Wind (from / knots)					Sea	Swell 1			Swell 2			Total Wave					Confidence
LT		Dir	Spd	95%*	Gust	50m	Ht	Dir	Per	Ht	Dir	Per	Ht	Sig	95%*	Max	Tp	PDir	
Sun 28-Nov	00:00	NE	9	19	12	11	0.3	E	7	0.6	NE	5	0.7	1.0	1.8	1.8	5	ENE	Moderate
	03:00	NNE	12	23	16	15	0.5	E	7	0.6	NNE	5	0.7	1.0	1.8	1.9	5	NE	
	06:00	NNE	14	25	18	17	0.7	E	7	0.5	NNE	4	0.7	1.1	1.9	2.0	4	NE	
	09:00	NE	16	28	21	20	0.8	E	8	0.4	NNE	4	0.8	1.2	2.1	2.2	4	NNE	
	12:00	NNE	15	26	20	19	0.9	E	10	0.5	NNE	4	1.0	1.4	2.4	2.6	4	NNE	
	15:00	NNE	14	25	18	17	0.8	E	9	0.4	NNE	5	1.2	1.5	2.5	2.7	5	NE	
	18:00	NNE	13	24	17	16	0.7	E	9	0.4	NE	5	1.3	1.5	2.5	2.8	5	NE	
	21:00	ENE	13	23	17	15	0.7	E	9	0.6	NNE	5	1.2	1.5	2.5	2.7	5	NE	
Mon 29-Nov	00:00	NNE	13	24	17	16	0.7	E	8	0.6	NNE	5	1.1	1.4	2.4	2.5	5	NE	Moderate
	03:00	NE	15	26	20	18	0.7	E	8	0.6	NNE	5	1.1	1.5	2.5	2.6	5	NNE	
	06:00	NE	16	26	20	19	0.8	E	7	0.6	NNW	5	1.1	1.5	2.5	2.7	5	NNE	

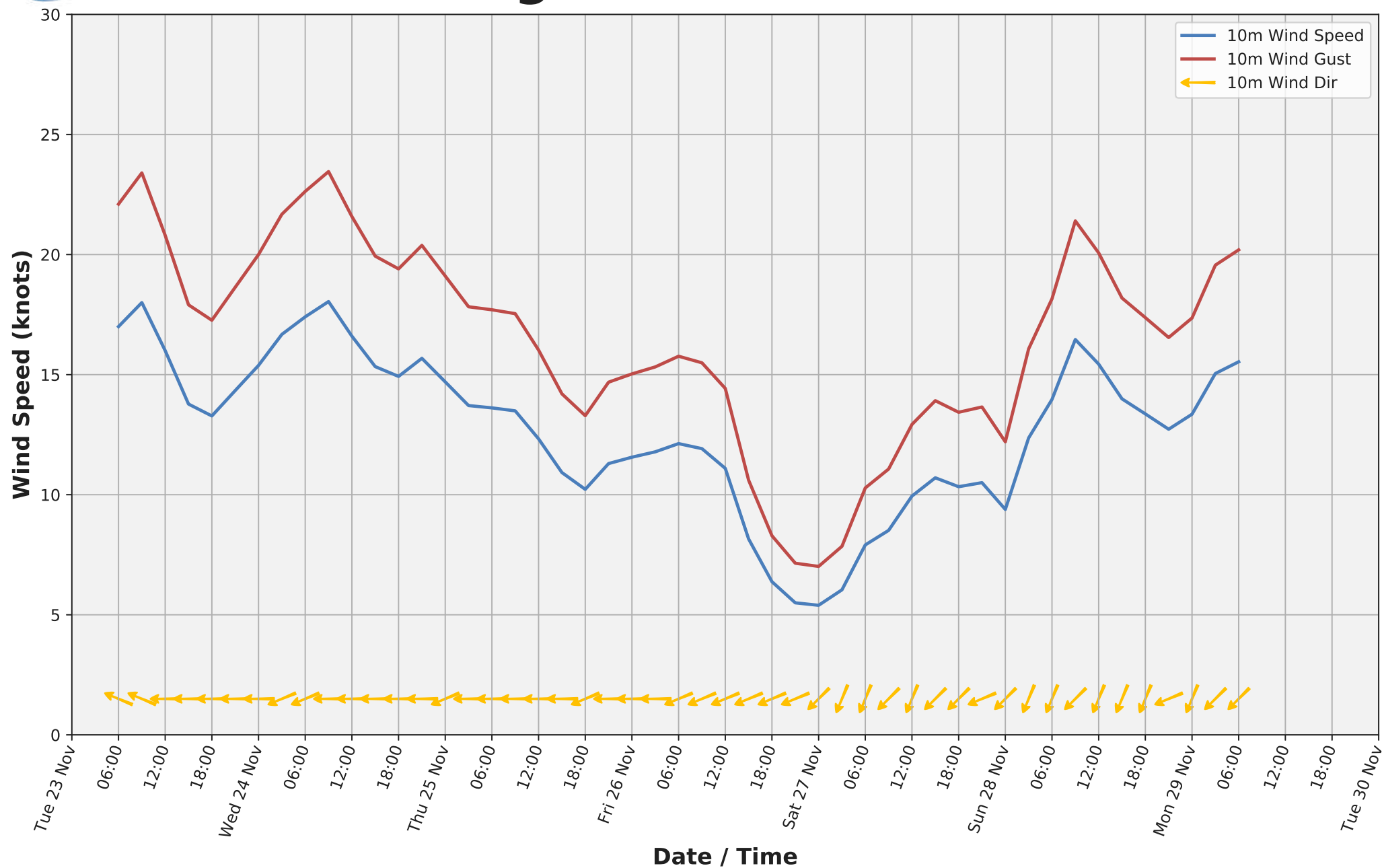
Units: wind speed/gust in knots; wave height in metres; wave periods in seconds; directions from

* Forecast mean wind / significant wave height upper bound (estimated 95% confidence).

Duty Forecaster: Mario Palafox

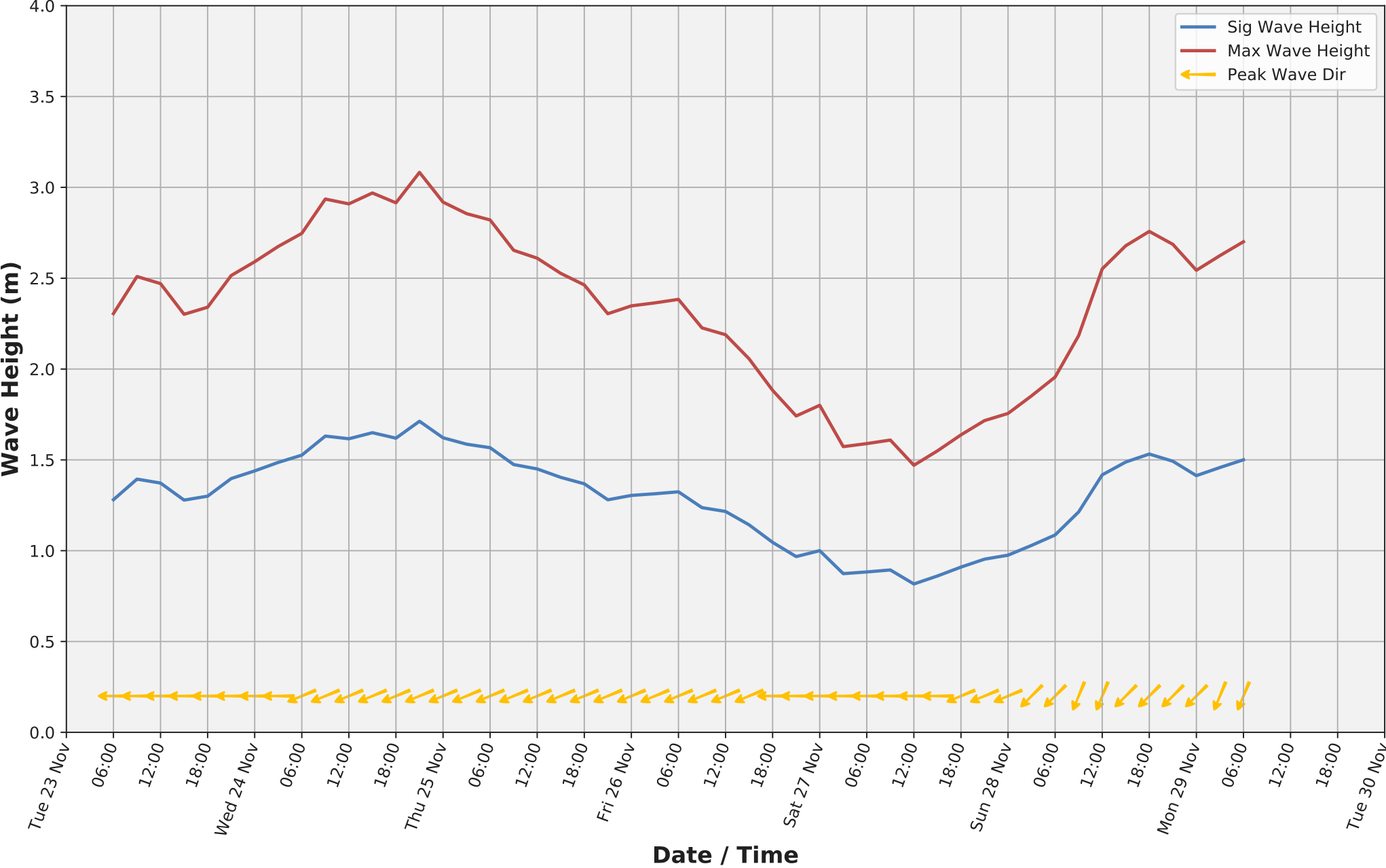


Greater Bongkot South Wind





Greater Bongkot South Wave



Additional route / area weather forecasts:

Supply Base to Arthit & Bongkot fields, valid for 24 hours:

- Winds:** E-ESE 12-22kt.
- Seas:** 0.6-1.1m.
- Swell:** E-ESE 1.1-1.2m/5sec + NNE-NE 0.2-0.4m/3-4sec.
- Weather:** Isol - sct showers and isol thunderstorms today until the 25th.

Supply Base to Greater Bongkot South field, valid for 24 hours:

- Winds:** ESE-ENE 13-22kt.
- Seas:** 0.7-1.1m.
- Swell:** E 1.0-1.2m/5sec.
- Weather:** Isol - sct showers and isol thunderstorms today until the 25th.

Duty Forecaster: Mario Palafox

เอกสารแนบที่ 50

ภาพถ่าย Lifeboat ที่ติดตั้งบนแท่นเจาะ SKALD

ภาพถ่าย Lifeboat บนแท่นเจาะ SKALD



เอกสารแนบที่ 51

ตัวอย่างแผนและรายงานผลการตรวจสอบสภาพของอุปกรณ์ช่วยชีวิต

Sep-21

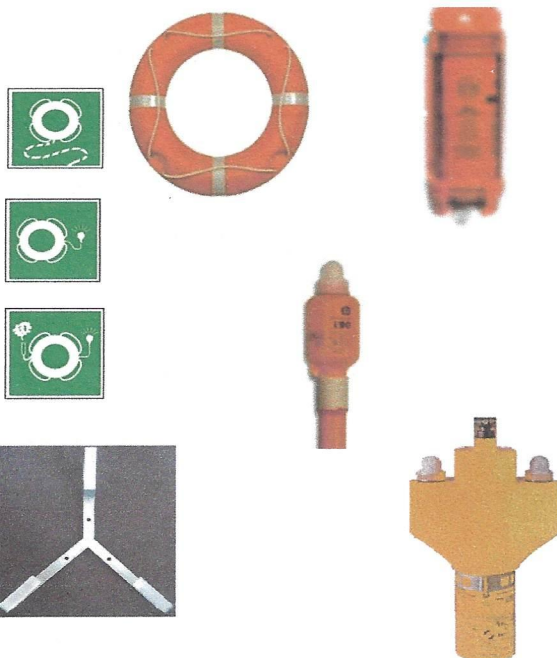
Inspected By:-

Life Bouy Ring Inspection

RETURN TO BARGE MASTER ONCE COMPLETED

Inspection Criteria

Life Ring Body	No visible deep scores, dents splits in body structure Colour not unacceptably faded Hi vis adhesive tape attached Grab rope in good condition SKALD MONROVIA Wording legible
Rope	No visible deterioration Securely attached to the ring Rope is still tight in its canister (Do not pull it out) Canister is securely fitted to its bracket
Lamp	No visible deep scores, dents splits in body structure Securely attached to the ring Light working - Lift light so that bulbs are pointing upwards.
Light & Smoke	Ensure unit is secure in its bracket Check that unit is still in date.
Bracket	Lifebuoy bracket is securely fastened to structure,
Wall signage	IMO signage present and readable Correct sign for type of equipment
Operational	Area clear & accessible



Inspection Condition

No	Location	Type	Ring	Rope	Light	Bat Exp	Bracket	Signage	Smoke Exp	Comments
			✓ - X	✓ - X	✓ - X		✓ - X	✓ - X	Date	
1 ✓	Port side level 3 (4.3Kg)	Huahai	✓			N.A	✓	✓	Feb-24	MOB
2 ✓	Stbd side level 3 (4.3Kg)	Huahai	✓			N.A	✓	✓	Feb-24	MOB
3 ✓	Port Fwd anchor winch	Viking (2.5Kg)	✓		✓	N.A	✓	✓		Life buoy with light
4 ✓	Stbd Fwd anchor winch	Viking (2.5Kg)	✓		✓	N.A	✓	✓		Life buoy with light
5 ✓	Port Life raft davit	Viking (2.5Kg)	✓	✓		N.A	✓	✓		Life buoy with life line 140ft
6 ✓	Stbd Life raft davit	Viking (2.5Kg)	✓	✓		N.A	✓	✓		Life buoy with life line 140ft
7 ✓	Port Aft Skidding Control	Viking (2.5Kg)	✓	✓		N.A	✓	✓		Life buoy with life line 140ft
8 ✓	Stbd Aft cantilever beam	Viking (2.5Kg)	✓	✓		N.A	✓	✓		Life buoy with life line 140ft
9 ✓	Port cantilever platform	Viking (2.5Kg)	✓	✓	✓	N.A	✓	✓		Life buoy with light
10 ✓	Stbd cantilever platform	Viking (2.5Kg)	✓	✓	✓	N.A	✓	✓		Life buoy with light

DONE ! 21 SEP 2021

Oct-21

SART Inspection**RETURN TO BARGE MASTER ONCE COMPLETED**

Inspection Criteria	
Location	Check that the unit is in the location specified below
	Check that it is securely mounted
Unit	Remove unit by sliding it up and off the bracket
	Check that the unit is in good condition
	Check that the battery is still in date
	Check red stopper is in place
Testing	To test the unit follow these instructions
	Twist the ring anti clock wise
	Hold the ring round for 10 sec
	When holding check bottom of unit for red LED light
	Re mount the unit by sliding down onto bracket
Wall signage	Check that IMO signage is in place
	Sign is firmly fixed
	Sign is readable & not too faded
Recording	Radio operator to note test in the GMDSS log book



No	Location	Type	Serial No	Location	Bracket	Test	Light	Activation Pin	Signage	Bat Exp	Log Book Entry	Comments
				√ - X	√ - X	√ - X	√ - X	√ - X	√ - X		√ - X	
1	Jacking Control 1	Tron SART20	30437	✓	✓	✓	✓	✓	✓	Apr-26 ✓	✓	
2	Jacking Control 2	Tron SART20	30397	✓	✓	✓	✓	✓	✓	Apr-26 ✓	✓	
3	Lifeboat 1	Tron SART20	30394	✓	✓	✓	✓	✓	✓	Apr-26	✓	
4	Lifeboat 2	Tron SART20	30398	✓	✓	✓	✓	✓	✓	Apr-26	✓	
5	Lifeboat 3	Tron SART20	30399	✓	✓	✓	✓	✓	✓	Apr-26	✓	
5	Lifeboat 4	Tron SART20	30436	✓	✓	✓	✓	✓	✓	Apr-26	✓	
6	Rescue boat	Tron SART20	42302	✓	✓	✓	✓	✓	✓	Apr-26	✓	

Oct-21

EPIRB Inspection

Inspected By:

RETURN TO BARGE MASTER ONCE COMPLETED**Inspection Criteria****Location**

Check that the unit is in the location specified below

Check that it is securely mounted

Unit

Remove unit by opening front case

Check that the unit is in good condition

Check that the red activation tag is fitted to the rear of unit

Looking through the clear perspex Check that the battery is still in date

Check that HRU is still in date

Testing

To test the unit follow these instructions

Press once the "TEST" button on top of the unit

Red LED light will illuminate

White strobe lights will flash

Replace unit by folding over ariel and sitting unit on cradle

Put front cover back on and secure with pin

Wall signage

Check that IMO signage is in place

Sign is firmly fixed

Sign is readable & not too faded

Recording

Radio operator to note test in the GMDSS log book

**Inspection Condition**

No	Location	Type	Location	Bracket	Self Test	Light	Activation Pin	Signage	Serial No	Bat Exp	HRU Exp	Log Book Entry	Comments
			√ - x	√ - x	√ - x	√ - x	√ - x	√ - x				√ - x	
1	Top deck		✓	✓	✓	✓	✓	✓	32436	04/2	04/23	✓	

Preventive Maintenance Route - Lifeboat & Davit			
Equipment:	Lifeboat & Davit (4 boats)	Trade:	Barge Engineer
Manufacturer:	NORSAFE	Frequency of routine:	Weekly
Model number:	JYN-100	Duration routine:	1 Hour
Location:	Borr Skald	Operational status required:	In operation: 1 hr Shutdown : - hr
Specific Location:	- port & stbd		

Month **November 2021**

Following test and inspections shall be carried out weekly: (as per SOLAS III 19.6 / MODU Code 10.18.6)

Weekly tasks		B O A T	COMPLETED WEEK				
			1	2	3	4	5
1.	All survival craft and launching appliances to be visually inspected to ensure that they are ready for use.	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	
2.	Engine in lifeboats to be run for a period of not less than 3 min. provided the ambient temperature is above the minimum temperature required for starting the engine.	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	
3.	Engine gear train to be tested by running ahead and astern for short time during the 3 minute test period. Note: It is not recommended to run the propeller of inboard engines for long periods while the boat is not in the water since most shaft seals are water lubricated.	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	
4.	Thoroughly check that the on-load release mechanism is in good condition and that it is correctly set. Refer to manufacturer's guidelines and manuals as appropriate. Ref Solas 04 Amendment III / Reg.20	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	
5.	Note: Not to be carried out with personnel onboard. Lifeboat should be lowered, (Noble recommend a minimum 3 metres) to ensure that the lowering mechanisms are functioning correctly. Ref Solas 04 Amendment III / Reg.20	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	
6.	Ensure all equipment stowage's brackets and racks are correctly identified or marked as required for example Pyrotechnics containers etc and that the quantity stated on the container matches the contents.	1	x	x	x	x	
		2	x	x	x	x	
		3	x	x	x	x	
		4	x	x	x	x	



REMARKS	NEEDS ACTION	
	YES	NO
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

Lifeboat, Inventory, Marine, M

REV 002 25

November 2021 LIFEBOAT NO 1

1. Lifeboats must be kept clean at all times. *Done*
2. Check inventory according to the lifeboat inventory check list (see below) *All in place with good condition*
3. Check the condition and expiry dates of the ration packs to ensure that they will not expire within the next three months. *Done*
4. Check the condition and expiry date of the water rations to ensure they will not expire within the next three months. *Done*
5. Check that the air bottles 5 yearly pressure tests are in-date. *Done*
6. Check that air bottle pressures are at a minimum 90% of normal safe working pressure, see note. Ensure SWP and min charge pressure is clearly marked on / near bottles. Ensure bottles are closed if opened during inspection. *Done*
7. Check internal and external lights.
8. Carry out a function test of the VHF radio with the standby boat or radio room. *Good working*

Note:

Do not test any emergency hand held radios with the sealed batteries provided, use a test battery instead and check the expiry date of the available sealed batteries.

9. Release any water from the bilge, and check - reinstate drain plug. Check storage places in boat for moisture, ventilate as required. *No water*

10. Function test all isolation and drain valves and lightly lubricate as required. *Done*
11. Ensure signs and operating instructions are posted and highly visible within the lifeboat. *In place*
12. On completion of inspection, ensure that all lights etc are switched off and that all power and charging supplies are reconnected and working correctly. *Done*

Please note that lifeboat equipment has to be in a 100% working order, clean and dry, if any doubt about any equipment then replace.

Minimum requirement for safety equipment (according to 1997 LSA Code Section 4.4.8)

Sufficient buoyant oars c/w pins/crutches (oars have to be straight. If not: replace immediately.

- 2 Boat hooks ✓
- 1 Buoyant bailer ✓
- 2 buckets ✓
- 1 survival manual ✓
- 1 compass ✓
- 1 sea anchor ✓
- 2 painter lines
- 3 liter fresh water per person (in date) ✓
- 1 rust proof drinking vessel c/w dipper ✓
- Food rations (in date) ✓
- 1 Signaling mirror ✓
- 1 Water proof torch and set of spare batteries ✓
- 1 copy of life saving signals ✓
- 1 whistle ✓

- 1 first aid kit in waterproof case. ✓
- 6 doses of seasick medicine per person ✓
- 1 sick bag per person ✓
- 1 jack knife ✓
- 3 tin openers ✓
- 2 buoyant rescue quoits & line ✓
- 1 manual pump ✓
- 1 Fishing tackle ✓
- 1 set of engine repair tools ✓
- 1 fire extinguisher ✓
- 1 search light ✓
- 1 radar reflector ✓

Thermal protective aids for 10% of the number of persons the lifeboat is permitted to accommodate.

- 4 rocket parachute flares ✓
- 6 hand flares ✓
- 2 buoyant smoke signals ✓

NOTE: Check the expiration dates of the rocket parachute flares, hand flares and buoyant smoke signals. If they are within 1 month of expiration: replace immediately.

1 EPIRB or SART (Radar beacon / Transponder). Testing of SARTs and EPIRBs is covered under separate maintenance.

Note:

When required to check equipment in sealed bags, only break open the bags on a quarterly basis i.e. in the months of: March, June, September and December only.

Pressure air bottles:

Air pressure in the air bottles to be at 90 % of bottles SWP at 15 deg C. ✓

Sample:

SWP: Min Charge Pressure:

180 bar (2640 psi) 161 bar (2340 psi)
276 bar (4000 psi) 248 bar (3600 psi)

5 Yearly Testing of air bottles

1. Replace the air bottles with a spare set.
2. Empty bottles slowly prior sending bottles to shore for pressure test and recertification.
3. Discard old certificates

1. Lifeboats must be kept clean at all times. *Done*
2. Check inventory according to the lifeboat inventory check list (see below) *All in place with good condition*
3. Check the condition and expiry dates of the ration packs to ensure that they will not expire within the next three months. *Done*
4. Check the condition and expiry date of the water rations to ensure they will not expire within the next three months. *Done*
5. Check that the air bottles 5 yearly pressure tests are in-date. *Done*
6. Check that air bottle pressures are at a minimum 90% of normal safe working pressure, see note. Ensure SWP and min charge pressure is clearly marked on / near bottles. Ensure bottles are closed if opened during inspection. *Done*
7. Check internal and external lights.
8. Carry out a function test of the VHF radio with the standby boat or radio room. *Good working*

Note:

Do not test any emergency hand held radios with the sealed batteries provided, use a test battery instead and check the expiry date of the available sealed batteries.

9. Release any water from the bilge, and check - reinstate drain plug. Check storage places in boat for moisture, ventilate as required. *No water*
10. Function test all isolation and drain valves and lightly lubricate as required. *Done*
11. Ensure signs and operating instructions are posted and highly visible within the lifeboat. *In place*
12. On completion of inspection, ensure that all lights etc are switched off and that all power and charging supplies are reconnected and working correctly. *Done*

Please note that lifeboat equipment has to be in a 100% working order, clean and dry, if any doubt about any equipment then replace.

Minimum requirement for safety equipment (according to 1997 LSA Code Section 4.4.8)

Sufficient buoyant oars c/w pins/crutches (oars have to be straight. If not: replace immediately.

- 2 Boat hooks ✓
- 1 Buoyant bailer ✓
- 2 buckets ✓
- 1 survival manual ✓
- 1 compass ✓
- 1 sea anchor ✓
- 2 painter lines
- 3 liter fresh water per person (in date) ✓
- 1 rust proof drinking vessel c/w dipper ✓
- Food rations (in date) ✓
- 1 Signaling mirror ✓
- 1 Water proof torch and set of spare batteries ✓
- 1 copy of life saving signals ✓
- 1 whistle ✓

- 1 first aid kit in waterproof case. ✓
- 6 doses of seasick medicine per person ✓
- 1 sick bag per person ✓
- 1 jack knife ✓
- 3 tin openers ✓
- 2 buoyant rescue quoits & line ✓
- 1 manual pump ✓
- 1 Fishing tackle ✓
- 1 set of engine repair tools ✓
- 1 fire extinguisher ✓
- 1 search light ✓
- 1 radar reflector ✓

Thermal protective aids for 10% of the number of persons the lifeboat is permitted to accommodate.

- 4 rocket parachute flares ✓

- 6 hand flares ✓

- 2 buoyant smoke signals ✓

NOTE: Check the expiration dates of the rocket parachute flares, hand flares and buoyant smoke signals. If they are within 1 month of expiration: replace immediately.

1 EPIRB or SART (Radar beacon / Transponder). Testing of SARTs and EPIRBs is covered under separate maintenance.

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Air pressure in the air bottles to be at 90 % of bottles SWP at 15 deg C. ✓

Sample:

SWP: Min Charge Pressure:

180 bar (2640 psi) 161 bar (2340 psi)

276 bar (4000 psi) 248 bar (3600 psi)

5 Yearly Testing of air bottles

1. Replace the air bottles with a spare set.
2. Empty bottles slowly prior sending bottles to shore for pressure test and recertification.
3. Discard old certificates

Lifeboat, Inventory, Marine, M

REV 002 25

November 2021 LIFEBOAT NO 3

1. Lifeboats must be kept clean at all times. Done
 2. Check inventory according to the lifeboat inventory check list (see below) All in place with good condition
 3. Check the condition and expiry dates of the ration packs to ensure that they will not expire within the next three months. Done
 4. Check the condition and expiry date of the water rations to ensure they will not expire within the next three months. Done
 5. Check that the air bottles 5 yearly pressure tests are in-date. Done
 6. Check that air bottle pressures are at a minimum 90% of normal safe working pressure, see note. Ensure SWP and min charge pressure is clearly marked on / near bottles. Ensure bottles are closed if opened during inspection. Done
 7. Check internal and external lights.
 8. Carry out a function test of the VHF radio with the standby boat or radio room. Good working
- Note:
- Do not test any emergency hand held radios with the sealed batteries provided, use a test battery instead and check the expiry date of the available sealed batteries.
9. Release any water from the bilge, and check - reinstate drain plug. Check storage places in boat for moisture, ventilate as required. No water
 10. Function test all isolation and drain valves and lightly lubricate as required. Done
 11. Ensure signs and operating instructions are posted and highly visible within the lifeboat. In place
 12. On completion of inspection, ensure that all lights etc are switched off and that all power and charging supplies are reconnected and working correctly. Done

Please note that lifeboat equipment has to be in a 100% working order, clean and dry, if any doubt about any equipment then replace.

Minimum requirement for safety equipment (according to 1997 LSA Code Section 4.4.8)

Sufficient buoyant oars c/w pins/crutches (oars have to be straight. If not: replace immediately.

- 2 Boat hooks ✓
- 1 Buoyant bailer✓
- 2 buckets✓
- 1 survival manual✓
- 1 compass✓
- 1 sea anchor✓
- 2 painter lines
- 3 liter fresh water per person (in date) ✓
- 1 rust proof drinking vessel c/w dipper✓
- Food rations (in date) ✓
- 1 Signaling mirror✓
- 1 Water proof torch and set of spare batteries✓
- 1 copy of life saving signals✓
- 1 whistle✓

- 1 first aid kit in waterproof case. ✓
- 6 doses of seasick medicine per person ✓
- 1 sick bag per person ✓
- 1 jack knife ✓
- 3 tin openers ✓
- 2 buoyant rescue quoits & line ✓
- 1 manual pump ✓
- 1 Fishing tackle ✓
- 1 set of engine repair tools ✓
- 1 fire extinguisher ✓
- 1 search light ✓
- 1 radar reflector ✓

Thermal protective aids for 10% of the number of persons the lifeboat is permitted to accommodate.

- 4 rocket parachute flares ✓

- 6 hand flares ✓

- 2 buoyant smoke signals ✓

NOTE: Check the expiration dates of the rocket parachute flares, hand flares and buoyant smoke signals. If they are within 1 month of expiration: replace immediately.

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5 Yearly Testing of air bottles

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Lifeboat, Inventory, Marine, M

REV 002 25

November 2021 LIFEBOAT NO 4

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3. Check the condition and expiry dates of the ration packs to ensure that they will not expire within the next three months. *Done*
4. Check the condition and expiry date of the water rations to ensure they will not expire within the next three months. *Done*
5. Check that the air bottles 5 yearly pressure tests are in-date. *Done*
6. Check that air bottle pressures are at a minimum 90% of normal safe working pressure, see note. Ensure SWP and min charge pressure is clearly marked on / near bottles. Ensure bottles are closed if opened during inspection. *Done*
7. Check internal and external lights.
8. Carry out a function test of the VHF radio with the standby boat or radio room. *Good working*

Note:

Do not test any emergency hand held radios with the sealed batteries provided, use a test battery instead and check the expiry date of the available sealed batteries.

9. Release any water from the bilge, and check - reinstate drain plug. Check storage places in boat for moisture, ventilate as required. *No water*

10. Function test all isolation and drain valves and lightly lubricate as required. *Done*
11. Ensure signs and operating instructions are posted and highly visible within the lifeboat. *In place*
12. On completion of inspection, ensure that all lights etc are switched off and that all power and charging supplies are reconnected and working correctly. *Done*

Please note that lifeboat equipment has to be in a 100% working order, clean and dry, if any doubt about any equipment then replace.

Minimum requirement for safety equipment (according to 1997 LSA Code Section 4.4.8)

Sufficient buoyant oars c/w pins/crutches (oars have to be straight. If not: replace immediately.

- 2 Boat hooks ✓
- 1 Buoyant bailer✓
- 2 buckets✓
- 1 survival manual✓
- 1 compass✓
- 1 sea anchor✓
- 2 painter lines
- 3 liter fresh water per person (in date) ✓
- 1 rust proof drinking vessel c/w dipper✓
- Food rations (in date) ✓
- 1 Signaling mirror✓
- 1 Water proof torch and set of spare batteries✓
- 1 copy of life saving signals✓
- 1 whistle✓

- 1 first aid kit in waterproof case. ✓
- 6 doses of seasick medicine per person ✓
- 1 sick bag per person ✓
- 1 jack knife ✓
- 3 tin openers ✓
- 2 buoyant rescue quoits & line ✓
- 1 manual pump ✓
- 1 Fishing tackle ✓
- 1 set of engine repair tools ✓
- 1 fire extinguisher ✓
- 1 search light ✓
- 1 radar reflector ✓

Thermal protective aids for 10% of the number of persons the lifeboat is permitted to accommodate.

- 4 rocket parachute flares ✓
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