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U.S. Department of the Interior

Re: *PII Douglas Brown's Response to Captain Fish's May 4, 2011 Letter*

Dear Lieutenant Bray and Ms. Murphy:

Thank you for the opportunity to submit information to you.

I. All Vessels Drilling in United States Waters or on United States Leases Should be Flagged by the United States.

One thing that was apparent from the testimony is that the Coast Guard had minimal insight into the operation of the vessel compared to vessels flagged by the United States. Vessel owners are able to flag their vessels under flags as obscure as a Micronesian Island with a population of less than some rural United States cities. Foreign countries have inconsistent manning requirements in an industry that needs consistency. Requiring vessels to be flagged by the United States will create uniformity, greater oversight, and safer vessels.

Some vessel owners have raised concern that this would violate the cabotage side of the Jones Act. But this concern is meritless because a MODU never becomes a "point" on the Outer Continental Shelf. The attached advisory opinion from the United States properly analyzes why there is no such violation. The advisory opinion is attached hereto and made a part hereof as if recited verbatim throughout. Additionally, should this be a concern, the vessel could be granted a waiver and the overriding concerns for safety should supply a sufficient basis for such a waiver.

II. O.I.M should be an Endorsement Available Only to the Master and Chief Mates of Unlimited Tonnage.

O.I.M endorsements should require training and testing in well control principles, management of gas emergencies, subsea systems (including Blow Out Preventers) and all safety mechanisms found aboard drilling vessels.

III. All Vessels with Thrusters Engaged Should be Considered Underway and Under the Command of the Vessel's Master.

One thing that became apparent from the testimony is that indecisions by the Captain played a role in causing the accident. Nobody was able to identify the moment control was transferred to the Captain and his delays demonstrated the problem. Requiring a Captain to always be in charge creates certainty. Moreover, ruling that a vessel under thrusters be considered underway also creates certainty.

IV. All Watchstanders Must Have OICNW or OICEW Qualifications.

All watchstanders, including but not limited to bridge, engine room, dynamic positioning system and vessel management systems, should have Officer in Charge of a Navigational Watch or Officer in Charge of an Engineering Watch qualifications.

V. Regulatory Changes.

PII-Brown suggests several regulatory changes:

- The definition of "Underway, Making Way" should include all vessels with thrusters engaged regardless of mooring arrangements.
- All drilling contractors must employ a marine superintendent holding a Master Unlimited license and O.I.M endorsement
- All core manuals and changes effecting vessel safety must be approved and signed by the company's Marine Superintendent.
- All drilling contractors must employ a port engineer holding a Chief Engineer Unlimited license.
- All core manuals and changes effecting vessel safety must be approved and signed by the company's port engineer.
- No vessels may participate in Underwater Survey in Lieu of Drydocking (UWILD) exceptions without the approval of USCG, the Bureau of Ocean Energy Management Regulation and Enforcement (BOEMRE), the vessel master, company port engineer and marine superintendent.
- Vessels may not qualify for UWILD exceptions if any safety critical maintenance is outstanding.
- Annual inspections should be conducted jointly with BOEMRE and USCG present.

- Annual inspections should require interviews with all licensed personnel aboard the vessel. These interviews should remain confidential and with amnesty.

VI. Licensing.

PII-Brown suggests four changes:

- USCG needs to mandate training and testing requirements for Dynamic Positioning endorsements. This should not be a separate license rather it should be an endorsement available only to licensed maritime officers.
- USCG needs to mandate training and testing requirements for Power Management Systems. This should not be a separate license rather it should be an endorsement available only to licensed engineering officers.
- MODU Chief Engineer licenses should not be applicable to self-propelled MODU's. Each MODU must have a full complement of UNLIMITED engineers.
- Engine rooms should be manned by at least one licensed officer 100% of the time when a MODU is connected to the well.

VII. Training

PII-Brown suggests several changes:

- Major Emergency Management and Crisis management courses should be required of all first responders on self-propelled MODU's.
- Masters must have all the training required of the senior most drilling personnel (typically the Senior Toolpusher) aboard the rig.
- Master must be included in all corporate email and communications with regard to the rig and its operations.
- All crew members must meet Standard of Training, Certification and Watchkeeping requirements.
- The word "robust", as found in the investigation report, should be defined in a robust manner.

VIII. Equipment

PII-Brown suggests several changes:

- Evacuation chutes equipped with winches (for lowering stretchers) should be considered.

- Regulations mandating Fast Rescue Boats on all MODU whether dynamically positioned or not.
- Blast doors to be installed in all Control rooms adjacent to engine rooms.
- Set of Nomex coveralls provided in all staterooms. These should only be worn during drills and emergencies.
- All first responders should be issued, by their employer, rescue knives of high quality and sheepfoot blades.
- Mandate that drilling contractors invest in personnel tracking solutions (e.g. T-Card, electronic mustering, PASS monitors)

IX. Standby Vessels

A “dedicated” standby vessel should be mandated with the following requirements:

- Must not have any other duties than to standby
- Must be able to reach the vessel within 30 minutes.
- Must have a medical helicopter with hoist capable of launching within 5 minutes of being called.
- Must have a fully-equipped 10 bed hospital
- Must have a doctor onboard
- Must have tele-medical equipment
- Must have two independent Fast Rescue Boats
- Must have water cannons
- Must be capable of towing an enflamed rig off location. One standby vessel could serve five drilling vessels.

X. Other thoughts.

PII-Brown requests that all changes to Transocean and BP safety policy since the incident should be made available to the industry for public comment. Finally, the *Deepwater Horizon* should be salvaged and inspected for forensic evidence.

Respectfully Submitted,

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