

February 14, 2007

FEQUENTLY ASKED QUESTIONS

Do I need a dry disconnect (TODO) fitting wherever I have a quick connection?

The intent of this process change is to minimize the use of Cam-Loc type fittings in our GOMBU operations to help eliminate inherent hazards associated with quick connections.

Dry disconnect couplers, the TODO type fitting, will be used for hazardous liquid transfers over water or outside of containment areas.

Hammer unions will be used for dry bulk transfers on vessels.

Examples of acceptable connections when applied according to design are: Air hose connections, Hydraulic connections and the like.

The Cam-Loc type quick connections are acceptable for gravity feed and atmospheric liquid transfers, including suction service. Consideration should always be given to replacing quick connections with a more permanent and effective connection, such as a union or hard piping.

Do I need a TODO to pump water to my platform?

The transportation group has determined that all liquid transfers from a marine vessel, will require you to have a dry disconnect fitting.

Additionally, Chevron recognizes that standard sizing is important to the success of this change. The sizings listed below are based on practices already in place in our operations and therefore, should not be overly burdensome to comply.

- 2 inch TODO couplers will be used for water transfers.
- 3 inch TODO couplers will be used for fuel/chemical transfers.
Note: Couplers used for Methanol Transfers require special seals.
- 4 inch TODO couplers will be used for liquid mud transfers.
- 5 inch hammer unions will be used for dry bulk transfer lines.

Can I use a compatible connection from another manufacturer?

The integrity and compatibility of “like kind” couplers can not be validated. Therefore, only true Todo-Matic® couplers will be approved for Chevron GOM Operations.

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Will Chevron provide all of the couplers we need?

Chevron will supply the TODOs to our marine contractors as needed for the initial roll out of this requirement, thereafter; the marine contractor will be responsible for maintenance and replacement of the connections. Future vessel hires and spot hires will be equipped by the owner with the TODOs as a condition of employment.

Drilling operations will receive the initial fittings from the shorebase via the vessels serving each rig until the current rig inventory is furnished, thereafter; the drilling contractor will be responsible for maintenance and replacement of the connections.

Production operations will be responsible for getting the connections needed for each of their facilities, in accordance with the stated standards of 2'' for water and 3'' for fuel at each transfer location. Facility connections must be male as the hose fittings will be female. The transportation coordinators will order the fittings for the field vessels.

How will the connections be configured?

The female connection will be on the hose and the male connection will be attached to rigid piping. The female connection has the handles used to lock the connection.

What seats do I need for chemical transfers?

The valve materials are dependant on the chemical used. Please contact Jimmy Smith, phone (985) 381-4958, at Bluewater to help determine the best fit for your application.

Are there protective caps and plugs available for these fittings?

Yes, you can order the caps for the male side and plugs for the female side and these protectors can be ordered in aluminum.

Can we use Cam-Lock connections at the fuel docks?

This is an area where the vessel owners will determine whether or not they wish to follow this practice. Chevron has no jurisdiction over the fuel docks; however, we have communicated these concerns with some of the fuel vendors and have gotten good feedback. With a push from the vessel owners we believe we can get buy in from them.