

CONFIDENTIAL

From: Vaclav Jedlicka
Sent: Monday, March 30, 2015 9:56 AM
To: Dustin Stringer
Subject: DPA Issues

Dustin,
Here ya go it is a draft so I have not had time to check grammar and spelling but it should be alright.
Thanks,

Jed

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19 Mar 2015

While traveling to different rigs in the GOM I was told that Captain J Hagopian (NDA) was trying to get a hold of me, when I stopped on NDA I was able to contact him. He explained to me that I needed to look at the Deck Log for the date of 29 Jan 2015, he told me that there may be a discrepancy. I had a quick glance at the log and departed the rig.

Once back in Houma La, I gave Captain Hagopian to discuss the log, his claim was that the lifeboats according to the log had been lowered and maneuvered on 29 Jan 2015 was a false entry the boats were lowered but not maneuvered. He also made claims that during the CG Inspection that was completed in February, when the FRC was found to be in less operable condition, that Captain D Askins had told the Chief Mate M Gavis to deceive the CG Inspectors. At the end of this conversation I asked Captain Hagopian to email me a summary of what we had discussed.

20 Mar 2015

Captain Hagopian emailed me a summary of what we discussed the evening before, I replied with an email telling him I was in receipt of his email and that we would look into this matter.

I discussed this matter with the DPA Dustin Stringer on this date.

23 Mar 2015

I called the NDA and talked with C/M M Gavis, he told me that he was aware of the the lifeboat issue and knew that the boats had been lowered but not maneuvered. I asked him to provide documentation of maintenance and operation of boats (permits, JSAs, maintenance log), I discussed with him were we would log lowering and maneuvering the boats (SAP) he did know that it was logged in SAP, which he logged entered in SAP that they had been lowered and maneuvered on the 03 Feb 2015. He was not involved with lowering the boats he had gone to bed when he had got on board on the 29 of Jan. The two mates (Jacob Harlow and Steven Haugland) were tasked with lowering the boats. When I asked the Gavis if he thought that the 2 mates were coerced into making the entry he said that he had his personal opinion but that he was not going to tell me.

I talked with Jacob Harlow, and asked him if the boats had been maneuvered, he told me that the boats were lowered but not maneuvered and that nobody was in them when they were lowered. I asked him if Haugland had been coerced into making the entry he told me that he did it for the good of the rig I asked him to keep our conversation confidential.

24 Mar 2015

I received a phone call from C/M Gavis, telling me that he would be unable to send me the documents that I had asked for his reason was that it was getting to hot on the rig for him to send me this information, to that point he had called me from the phone booths as he usually would have called me on a regular rig phone line.

Greg Broussard and myself called Captain D Askins (NDA) and had him send the documents that I had asked the Chief for, he did ask what this documentation was being collected for and I told him that it was for a DPA investigation. I started to receive the info that morning.