

## Valaris DS-16 March 12<sup>th</sup> Event Log

0015- Initial sound of lines popping heard by bridge personnel; vessel starts to peel away from dock

- Initial call to Master
- Security call made VHF CH. 16 to inform local area of vessel status and to request for local tug assistance
- Master on the bridge
- DPO Thomas Blechschmidt away to bow to release Port Anchor
- Continue with VHF-16 calls for tug assistance

0025- Port anchor released

0028- Captain Keegan completes PANPAN call VHF Ch 16 (GPS POSN: L 30°20.4097'N Lon 088°

- Attempts made by SDPO Diaz to contact Tanker Vessel STI Mythic via VHF Ch 16 (moored alongside chevron terminal), to advise of vessel being adrift and drifting towards their position
- Danger signal sounded
- Push Boats Sarah Golding, Michelle Golding and Harvey Sbisà arriving on location to assist as able
- Continue sounding or danger signal by vessel

0032- DG #6 Online

0035- GPS Posn: L 30°20.3502'N Lon 088°30.5208'W

0036- Two push boats alongside starboard side pushing ahead. Port Anchor fetched up

0043- GPS Posn: L 30°20.3466'N Lon 088°30.5291'W

- ***Vessel landed alongside MV Akti (estimated)***
- Begin monitoring vessel ballast tanks

0046- Tugs request port side lines to be recovered before coming alongside

0047- Call to Shipyard Night Safety Rep Douglas Stork (no answer)

0048- Call to Shipyard Day Safety Rep Bob Dearth; answered and advised him on the situation

0050- GPS Posn: 30°20.3453'N Lon 088°30.5246'W

0052- All Portside lines recovered to deck

0103- GPS Posn: 30°20.3466'N Lon 088°30.5315'W / Call made by master to USCG response center to report the situation

0105- Recovering last line on Port Aft Stern

0110- Last line recovered and clear on stern

0113- GPS Posn: L 30°20.3468'N Lon 088°30.5332'W

0118- Captain completed call to USCG

0120- GPS Posn: L 30°20.3472'N Lon 088°30.5343'W

0125- GPS Posn: L 30°20.3470'N Lon 088°30.5343'W

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0127- Fire Called out over PAGA general alarm sounded for fire spotted between Starboard side tensioners and MV Akti

0128- Notified CM of fire on radio, fire pumps started

- MV Akti called to notify of possible fire. MV Akti reported back that it's not a fire, but the smoke from their Starboard bridge wing ring-buoy smoke float

0133- Chevron dock notified on VHF 16/9 that there is no fire

0142- GPS Posn: L 30°20.3469'N Lon 088°30.539'W, HDG: 016.4°T Wind: 23kt 349°T

0145- Tug Signet Reliance on location

- \*Master completes call with USCG Sector Mobile to update on situation

0146- Tug Signet Challenger on location

0147- Tug Signet Valiant on location

0147- Michelle Golding and Sarah Golding moving away

- GPS Posn: L 30°20.3467'N Lon 088°30.5334'W

0152- GPS Posn: L 30°20.3469'N Lon 088°30.5339'W, HDG: 016.3°, Wind: 23kt @ 347°T

0159- Bridge team on teams call with office

0207- Starboard anchor reported with 1 shot on deck, Port anchor reported with 2 shots on deck

- Tug Signet Reliance moving into Stern to put up 1 line

0209- Tug Signet Reliance made fast on stern, 1 line

0213- GPS Posn: L 30°20.3463'N Lon 088°30.5314'W, HDG: 016.7°T, Wind: 32kt @ 345°T

0217- 1 line made fast from Tug Signet Challenger on PF by accommodation ladder

0218- Pascagoula Pilots boarding (3) #4 Walter Gautier, #2 Brian Waters, #5 Jasper Walsh

- Tug Signet Valiant standing by

0221- Pilots on the bridge

0223- Signet Valiant moving into Port Quarter for 1 line

0225- GPS Posn: L 30°20.3471'N Lon 088°30.5352'W, HDG- 015.3°, Wind: 28 kt @ 353°T

0226- Tug Signet Valiant made fast 1 line on port quarter

0231- Captain makes PA call to crew on update of situation and releases from muster location

0238- Chief Mate and pilots inspecting contact point with MV Akti

- Call from USCG to update on situation, "no loss of fuel oil at this time"

0240- GPS Posn: L 30°20.3468'N Lon 088°30.5362'W, HDG: 015.7°T Wind: 25kt @ 344°T

0242- DPO Dan Vairo reports to the bridge from deck and passes over that he and his line crew had seen dock bollards at the ends of the lines when being recovered from the water.

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0253- 2<sup>nd</sup> Eng. Thomas Gimbal commencing sounding of void tanks

0257- GPS Posn: L 30°20.3472'N Lon 088°30.5353'W, HDG: 015.3°T, Wind: 24kt @ 344°T

0306- GPS Posn: L 30°20.3468'N Lon 088°30.5351'W, HDG: 014.9°T Wind: 344°T

0309- Chief Mate and deck team commencing with recovery of mooring lines on Starboard Bow

0310- Monitoring contact point between MV Akti and vessel's Starboard Tensioners to avoid damage to rig floor hydraulic ring main lines

0314- GPS Posn: L 30°20.3469'N Lon 088°30.5348'W, HDG: 015.1°T Wind: 26-35kt @ 344°T

0317- Drill Floor Hydraulic HPU's secured. AD David and TP Donohoe Standing by Starboard riser tensioners

0321- Chief Mate reports all mooring lines recovered and crew is conducting assessment and inventory of current lines

0330- Call to MV Akti to update on status: Their cargo consists of 2000MT coke, all of their tanks are intact, no leaks

0329- Master completes call with USCG Mobile to update on situation

0339- GPS Posn: L 30°20.3467'N Lon 088°30.5348'W, HDG: 015°T Wind: 23-39kt @ 347°T

0353- MV Akti called to report that our vessels is knocking into them with our current vessel motion

0354- GPS Posn: L 30°20.3466'N Lon 088°30.5345'W, HDG: 015°T Wind: 23-35kt @343°T

0400- Master on teams call with shore. GPS Posn: L 30°20.3464'N Lon 088°30.5343'W, HDG: 015.7°T Wind: 22-46kt @ 350°T UKC 1.5M

0407- CE reports Starboard take-on station valves are all closed.

0423- Ballasted vessel back to 0.5° to port due to shifting of wind

0423- Master on phone with USCG again to update on situation

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| <u>3/12/22 VALARIS OS-6</u>   |  |
|---|--|
| 0430 - L 30°20.3468'N<br>λ 088°30.5365'W<br>HOG - 015.3°T<br>WIND - 12-20 kt @ 354°T<br>UKC - 1.5 m | 0554 - L 30°20.3470'N<br>λ 088°30.5357'W<br>HOG - 015.8°T<br>WIND - 20-40 kt @ 340°T<br>UKC - 1.6 m  |
| 0442 - L 30°20.3468'N<br>λ 088°30.5355'W<br>HOG - 015.6<br>WIND - 19-28 kt @ 337°<br>UKC - 1.5 m    | 0600 - L 30°20.3468'N<br>λ 088°30.5352'W<br>HOG - 016.9°T<br>WIND - 15-25 kt @ 336°T<br>UKC - 1.6 m  |
| 0454 - L 30°20.3470'N<br>λ 088°30.5355'W<br>HOG - 015.7°<br>WIND - 15-25 kt @ 339°<br>UKC - 1.5 m   | 0612 - L 30°20.3468'N<br>λ 088°30.5354'W<br>HOG - 015.9°T<br>WIND - 17-26 kt @ 338°T<br>UKC - 1.5 m  |
| 0500 - L 30°20.3469'N<br>λ 088°30.5356'W<br>HOG - 015.5°<br>WIND - 17-26 kt @ 341°T<br>UKC - 1.6 m  | 0624 - L 30°20.3462'N<br>λ 088°30.5327'W<br>HOG - 016.8<br>WIND - 20-30 kt @ 347°T<br>UKC - 0.9 m    |
| 0512 - L 30°20.3465'N<br>λ 088°30.5359'W<br>HOG - 015.6°T<br>WIND - 20-35 kt @ 341°T<br>UKC - 1.6 m | 0636 - L 30°20.3468'N<br>λ 088°30.5344'W<br>HOG - 016.4<br>WIND - 26-27 KTS FROM 322°<br>UKC - 1.5 m |
| 0524 - L 30°20.3468'N<br>λ 088°30.5356'W<br>HOG - 015.7°<br>WIND - 15-28 kt @ 354°T<br>UKC - 1.5 m  | 0648 - L 30°20.3470'N<br>λ 088°30.5356'W<br>HOG 0160<br>WIND 20-32 KTS FROM 325°<br>UKC - 1.5 m      |
| 0536 - L 30°20.3466'N<br>λ 088°30.5346'W<br>HOG - 016.2°T<br>WIND - 18-30 kt @ 342°T<br>UKC - 1.9 m | 0700 - L 30°20.3468'N<br>λ 088°30.5355'W<br>HOG 015.9<br>WIND 16-29 KTS FROM 316°<br>UKC - 1.5 m     |
| 0548 - L 30°20.3465'N<br>λ 088°30.5336'W<br>HOG - 016.6°<br>WIND - 25-30 kt @ 342°<br>UKC - 1.6 m   | 0712 - L 30°20.3468<br>λ 088°30.5349<br>HOG 015.9°<br>WIND 18-28 KTS FROM 340°<br>UKC 1.7 m          |

0630 - 583.28 RT. MC ARTI AS OF 0430  
VHF-74

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0736- Pilot Boat A/S Port, Pilot F.A. Lundy aboard

**0836- USCG Aboard: LTJG [REDACTED], LT [REDACTED], LTJG [REDACTED]**

1119- Tug Signet Reliance reconfigured with 4 lines made fast to stern

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MARCH 12, 2022

0724 L 30° 20.3461'N  
 > 088° 30.5328'W  
 HDG 016.6°  
 WIND 26-29 KTS From 335°  
 UKC 1.5m

0736 Pilot Boat A/S Port.

0736 L 30° 20.3465'N  
 > 088° 30.5344'W  
 HDG 016.0  
 WIND 18-22 KTS From 337°  
 UKC 1.5m

0738 Pilot ONBOARD - F.A. LUNDY

0748 L 030° 20.3467'N  
 > 088° 30.5340'W  
 HDG 016.2°  
 WIND 22-25 KTS From 339°  
 UKC 1.5m

0804 L 030° 20.346'N  
 > 088° 30.5347'W  
 HDG 015.8  
 WIND 22-34 KTS  
 UKC 1.5m

0816 L 30° 20.3465'N  
 > 088° 30.5335'W  
 HDG 016.2°  
 WIND 19-28 KTS From 342°  
 UKC 1.6m

0824 L 30° 20.3462'N  
 > 088° 30.5333'W  
 HDG 016.3°  
 WIND 18-22 KTS From 348°  
 UKC 1.5m

0836 L 30° 20.3464'N 0836 USCG ABOARD.  
 > 088° 30.5341'W  
 HDG 016.1°  
 WIND 14-18 KTS From 332°  
 UKC 1.6m

1. [REDACTED] LTJG  
 2. [REDACTED] LT  
 3. [REDACTED] LTJG

0848 L 30° 20.3464'N  
 > 088° 30.5328'W  
 HDG 016.6°  
 WIND 11-22 KTS From 326°  
 UKC 1.5m

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MARCH 12, 22

0900 L 30° 20.3471' N  
 λ 088° 30.5362' W  
 HDG 015.4°  
 WIND 19-22 KTS - FROM 334°  
 UKC 1.5m

0918 L 30° 20.3471' N  
 λ 088° 30.5342' W  
 HDG 016.0  
 WIND 18-23 KTS FROM 341°  
 UKC 1.6m

0930 L 30° 20.3465' N  
 λ 088° 30.5346' W  
 HDG 015.8  
 WIND 25-30 KTS - FROM 346°  
 UKC 1.5m

0936 L 30° 20.3470' N  
 λ 088° 30.5361' W  
 HDG 015.4  
 WIND 27-29 KTS FROM 343°  
 UKC 1.8m

0948 L 30° 20.3469' N  
 λ 088° 30.5351' W  
 HDG 015.7°  
 WIND 14-24 KTS FROM 342°  
 UKC 1.6m

1000 L 30° 20.3465' N  
 λ 088° 30.5343' W  
 HDG 016.8  
 WIND 20-22 KTS FROM 330°  
 UKC 2.2m

1012 L 30° 20.3468' N  
 λ 088° 30.5362' W  
 HDG 015.3  
 WIND 17-19 KTS FROM 329°  
 UKC 1.5m

1024 L 30° 20.3466  
 λ 088° 30.5362' W  
 HDG 015.9°  
 WIND 25-30 KTS FROM 335°  
 UKC 1.5m

MARCH 12<sup>TH</sup>, 2022

1036 L 30° 20.3467' N  
 λ 088° 30.5345' W  
 HDG 015.8° T  
 WIND 16-23 KTS FROM 325°  
 UKC 1.8m.

1048 L 30° 20.3469' N  
 λ 088° 30.5344' W  
 HDG 015.9° T  
 WIND 17-21 KTS @ 341°  
 UKC 1.9m

1100 L 30° 20.3470' N  
 λ 088° 30.5341' W  
 HDG 016.0° T  
 WIND 25-27 KTS @ 330°  
 UKC 2.0m

1115 L 30° 20.3471' N  
 λ 088° 30.5348' W  
 HDG 015.7° T  
 WIND 14-17 KTS @ 332°  
 UKC 1.7m

1119 4 LINES MADE FAST TO STERN - TUG RELIANCE  
 (RE-CONFIGURED)

1124 L 30° 20.3473' N  
 λ 088° 30.5352' W  
 HDG 015.6° T  
 WIND 15-18 KTS @ 334°  
 UKC 1.6m

1140 L 30° 20.3468' N  
 λ 088° 30.5340' W  
 HDG 016° T  
 WIND 15-25 KTS @ 348° T  
 UKC 1.5m

1148 L 30° 20.3470' N  
 λ 088° 30.5337' W  
 HDG 016.1° T  
 WIND 25-26 KTS @ 342° T  
 UKC 1.5m



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