



C/L WELL #2  
 X= 1,709,479.03'  
 Y= -205,488.77'  
 Lat. 28° 05' 54.740"N  
 Lon. 92° 14' 02.326"W

B	ISSUED FOR INTERNAL REVIEW	TM	21JUN12
A	ISSUED FOR REVIEW	TM	20JUN12
REV No.	DESCRIPTION	BY	DATE

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DWG. TITLE:  
 ROWAN "JOE DOUGLAS"  
 VERMILION 376A  
 HELICOPTER APPROACH ANGLES

DRW	HT	DATE	18JUN12	CHK	DATE
CHK	TM	DATE	19JUN12	APPR	DATE
HALL FIRST USED ON		MADE FROM DWG. NO.		PRODUCTION DWG. NO.	

SCALE: N.T.S.      SHEET 1 OF 1

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078-HELI-APPR-ANG      REV. B

## Silliman James

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**From:** Wendell York [REDACTED]  
**Sent:** Friday, June 22, 2012 4:14 PM  
**To:** Silliman James  
**Subject:** RE: CEN12FA250: Information Request  
**Attachments:** 078-HELI-APPR-ANG-RB HELICOPTER APPROACH ANGLES.PDF

Jim,

I've provided an updated two dimensional view with a bit more information. This updated drawing reflects more accurately what the cranes would look like during take-off and landing in their stowed positions. Also, I've provided answers to your questions in red below. It took me a bit of time to gather answers as the personnel onboard the rig the day of the incident are currently off rotation.

**Wendell York**  
Rowan Companies, plc  
[REDACTED]

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**From:** Silliman James [REDACTED]  
**Sent:** Wednesday, June 20, 2012 4:45 PM  
**To:** Wendell York  
**Subject:** RE: CEN12FA250: Information Request

Wendell,

This helps a lot.

Questions:

1. Is this drawing now aligned with the actual heading of the rig at the time of the accident? **(Yes, the rig is currently in the same heading it was at on April 17<sup>th</sup> and that is what the drawing reflects.)**
2. Were the cranes actually positioned as they are depicted in this drawing? If not, how were the cranes positioned at the time of the accident? **(Crane positions do not reflect actual positions at the time of incident. The crane should be in stowed position during takeoff and landing.)**
3. During takeoff and landing at the pad, do the cranes get positioned so that they are in the least restrictive positions for the landings and departures? **(See answer to #2 above)**
4. As the drawing depicts it now, it appears that a 190 degree heading is flying almost right at the middle of the rig. Am I correctly interpreting the drawing? **(Yes)**

Jim

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**From:** Wendell York [mailto:[REDACTED]]  
**Sent:** Wednesday, June 20, 2012 4:10 PM  
**To:** Silliman James  
**Subject:** RE: CEN12FA250: Information Request