

TIDBITS

A variety of articles, excerpts and items of interest taken from Chevron's news releases and media reports compiled by the CRA Communications Committee

Gearing up for Hurricane Season

June 30, 2015 – As the 10th anniversary of Hurricane Katrina approaches, and with the 2015 hurricane season under way, Chevron's Jack/St. Malo and our other Gulf of Mexico assets stand ready for severe weather.



Jack/St. Malo, located in 7,000 feet (2,100 m) of water, approximately 280 miles (450 km) south of New Orleans, Louisiana, is “more remote” than many of our other assets says Offshore Installation Manager Tommy Boepple, requiring “additional time to initiate the systems that will ensure the safety of our people and assets.”

“Growing up on the Gulf Coast, like many of our employees, I’ve seen the destructive power of hurricanes first hand,” said Mike Illanne, vice president for Chevron’s Gulf of Mexico business unit. “Preparation is the key to weathering any severe storm. That’s true for the community and that’s true for our company. Our ability to protect people, the environment and our facilities comes from disciplined planning, clear accountability and comprehensive procedures.”

Having more deepwater assets in Chevron’s portfolio requires even more foresight. Jack/St. Malo is located in 7,000 feet (2,100 m) of water, approximately 280 miles (450 km) south of New Orleans, Louisiana. Offshore Installation Manager Tommy Boepple explained, “Jack/St. Malo is more remote and therefore we have to allow additional time to initiate the systems that will ensure the safety of our people and assets.”



Tahiti is another of our company’s major deepwater projects in the Gulf of Mexico, also making it subject to severe weather in the region.

Boepple added, “We have a number of resources that we rely on. Chevron maintains our own Gulf of Mexico helicopter fleet, for example, giving us greater flexibility in the event we need to evacuate a platform prior to a storm’s arrival. Jack/St. Malo is also equipped with technology to track a storm’s progress and trajectory, as well as detailed computerized crew manifests to keep tabs on who is offshore and where precisely they are located. Like other fields, Jack/St. Malo is connected to our onshore Decision Support Center (DSC) located in Covington, Louisiana, which serves as ‘mission control’ during severe weather. We also conduct periodic drills that reinforce each individual’s role and responsibilities in the event of a tropical disturbance or hurricane.”

Chevron and our legacy companies have been exploring for and developing oil and gas resources in the Gulf of Mexico for more than 75 years. Currently, we have an interest in 587 leases in the Gulf, 386 of which are located in water depths greater than 1,000 feet. At the end of 2014, Chevron was the largest leaseholder in the Gulf. Over the decades, we’ve brought our people safely through numerous tropical storms and hurricanes, including mega-storm Katrina. During that hurricane, Chevron evacuated more than 1,000 employees and contractors without a single injury.

Our tasks and timelines during severe weather are guided by our Hurricane Action Plan (HAP). As part of this plan, storms are monitored as soon as they begin developing. If they have the potential to impact the Gulf of Mexico, the Hurricane Evacuation Team (HET) is activated, and the DSC is staffed 24 hours a day. Assets in the Gulf are evacuated and production is shut in using phases based upon the track of the storm and information provided by the National Weather Service. The facilities closest to the tropical weather's most immediate path are cleared first. All available marine and aviation assets are directed and monitored by the DSC throughout the entire evacuation and remobilization process.

- In Phase One, which covers any tropical storm or hurricane within the Gulf or the leading edge of any tropical depression within 200 miles of any Chevron operations, we begin moving any nonessential personnel and liftboats out of the affected area.**
- During Phase Two, which involves a tropical storm or hurricane within the Gulf that is forecast to directly affect our operations, we completely evacuate nonessential personnel.**
- Under Phase Three, which covers a hurricane or storm that represents imminent danger to our people and operations, we evacuate all employees and contractors and shut down production.**

Chevron remobilizes when weather conditions allow for the safe movement of personnel and equipment. We first perform surveillance flights before re-staffing to ensure the integrity of our facilities.

Mike Illanne said, “Our level of preparedness at Jack/St. Malo and throughout the Gulf is based on decades of experience with tropical weather. While we’re proud of our severe weather systems and our record of keeping people safe, we must remain vigilant. Our commitment to personal and process safety must never waver – especially during hurricane season.”

Chevron to move deepwater U.S. Gulf of Mexico platform to sheltered waters following damage to installation tendons

June 1, 2015 – Chevron Corporation today advised that the Big Foot tension-leg platform (TLP) will be moved to sheltered waters from its location in the deepwater U.S. Gulf of Mexico following damage to subsea installation tendons.

The tendons were pre-installed in preparation for connection to the Big Foot TLP. Between Friday, May 29 and Sunday, May 31, 2015, several tendons lost buoyancy.

The Big Foot TLP was not connected to any subsea wells or tendons at the time of the incident and was not damaged. There are no producing wells at Big Foot at this time. There were no injuries and there has been no release of any fluids to the environment.

Damage to the tendons, which are not connected to subsea wells and are used to attach the TLP to the seafloor, is being assessed. First production will not commence in late 2015 as planned.

Unmanned Flights Promise Enhanced Data Collection

June 5, 2015 – The use of unmanned aerial vehicles (UAVs) and remotely operated aircraft holds great promise for Chevron as multipurpose tools for data collection and the protection of people and the environment.



Chevron has used small unmanned vehicles to monitor flaring on North Sea platforms. This photo was taken from an unmanned aerial vehicle.

Until recently, the use of these systems has been tightly regulated in the United States and other countries. But under recently passed U.S. federal regulations, Chevron has received an exemption that will soon enable the company to undertake flights for aerial mapping, surveying, detection of potential operational threats and other safety issues. Eventually, Chevron anticipates using UAVs and other airborne systems to monitor the company's shipping, pipeline, production and other operations.

In the media, UAVs are often misrepresented as drones, which are fully autonomous systems with no human intervention. All current UAVs at Chevron, however, have a human element involved at all times.

Chevron Upstream Europe (CUE) already used small UAVs to visually inspect flare tips on the Captain and Alba platforms in the U.K. North Sea. This has reduced the requirement for the installation of scaffolding and manual inspection of the tips, hundreds of feet above the water, thereby mitigating potential risk to employees and contractors. CUE has used a number of UAVs technologies and based on the quality of the imaging obtained it is likely that these will be deployed again in the future to support the safe and successful inspection and maintenance of its assets.

"We can still get quality of inspection without putting people at risk," said John O'Brien, Facilities, Optimization and Reliability focus manager for Chevron Energy Technology Company.

Chevron's Australasia business unit has also used UAV technology to monitor turtle tracks and nests in the vicinity of the Wheatstone Project offshore Western Australia. The environmental survey data confirmed that UAVs were a non-obtrusive and effective way to gather necessary information while reducing the need for individuals to access the local marine flora and fauna.

Just the Beginning

The potential of UAVs was demonstrated in 2006 when Chevron Shipping Co. engaged a vendor to perform UAV flight testing in California's Santa Barbara Channel, collecting live video and position information from field locations, which it transmitted to responders in the field. Most notably, the UAV's infrared camera was effective in differentiating the channel's natural oil seeps from the surrounding sea water.

In 2013, the U.S. Federal Aviation Administration (FAA) granted approval for UAV flights over the Columbia River east of Astoria, Oregon, in conjunction with a Chevron Shipping oil spill response exercise. This and subsequent tests demonstrated that UAVs are a proven, reliable technology well suited for aerial surveillance and oil spill response.

"Because all imagery and flight information is automatically captured and recorded by the control equipment, documentation is a strong point with the UAV platform," said Jeff Williams, Chevron Shipping Co. Very Large Crude Carrier fleet operations planner. "With the recent progress in FAA acceptance of small UAVs into national airspace, the technology will soon play a significant role in oil spill response and disaster preparedness."

Added O'Brien: "The technology enables us to have eyes on the ground fast and early without sending people into a hazardous situation."

Enhanced Data Acquisition

The San Joaquin Valley business unit (SJVBU) will monitor its field operations with UAVs equipped with high-definition imaging, elevation modeling and thermal or infrared equipment.

"The technology can help us with a wide range of issues, from security and surveillance to the question of whether an enhanced oil recovery operation has too much or too little steam," said Ken Lewis, SJVBU's i-field™ Research & Development project lead.

UAVs Land in Chevron Pipeline

Chevron Pipeline Co. (CPL) foresees similar benefits for its operations and is researching conducting pipeline incident emergency response monitoring and right of way inspections.

"As government regulations become more defined, the future use of UAVs for CPL could be long-range, beyond-line-of-sight flights to inspect pipeline right of ways for potential leaks, third-party encroachments, and other threats to the pipeline's safe operation," said Michael Cooper, CPL's pipeline integrity management team leader.

New improved hits of the 60s

Some artists of the 60's are updating their old hits with new lyrics to attract our aging baby boomers who can still remember doing the "Limbo" like it was yesterday.

They include:

Bobby Darin --- Splish, Splash, I Was Havin' A Flash

Herman's Hermits --- Mrs. Brown, You've Got a Lovely Walker

Ringo Starr --- I Get By With A Little Help From Depends

The Bee Gees --- How Can You Mend A Broken Hip?

Roberta Flack--- The First Time Ever I Forgot Your Face

Johnny Nash --- I Can't See Clearly Now

Paul Simon --- Fifty Ways To Lose Your Liver

The Commodores --- Once, Twice, Three Times To The Bathroom

Procol Harem --- A Whiter Shade Of Hair

Leo Sayer --- You Make Me Feel Like Napping

The Temptations --- Papa's Got A Kidney Stone

Abba --- Denture Queen

Tony Orlando --- Knock 3 Times On The Ceiling If You Hear Me Fall

Helen Reddy --- I Am Woman; Hear Me Snore

Leslie Gore--- It's My Procedure and I'll Cry If I Want To

And Last, but NOT least:

Willie Nelson --- On the Commode Again