

# ENSCO PLC

## FORM 8-K (Current report filing)

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**UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION**  
Washington, D.C. 20549

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**FORM 8-K**

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**CURRENT REPORT**

**PURSUANT TO SECTION 13 OR 15(d) OF THE  
SECURITIES EXCHANGE ACT OF 1934**

**DATE OF REPORT (Date of earliest event reported): 18 November 2011**

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**Enesco plc**

(Exact name of registrant as specified in its charter)

**England and Wales**  
(State or other jurisdiction  
of incorporation)

**1-8097**  
(Commission  
File Number)

**98-0635229**  
(I.R.S. Employer  
Identification No.)

**6 Chesterfield Gardens**  
**London, England W1J 5BQ**  
(Address of Principal Executive Offices and Zip Code)

**Registrant's telephone number, including area code: 44 (0) 20 7659 4660**

**Not Applicable**

(Former name or former address, if changed since last report)

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Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
  - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
  - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
  - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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**INFORMATION TO BE INCLUDED IN THE REPORT**

**Item 7.01 Regulation FD Disclosure**

The Fleet Status Report of Ensco plc as of 18 November 2011 is furnished as Exhibit 99.1 to this report.

The information furnished in Item 7.01 and in Exhibit 99.1 shall not be deemed “filed” for purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the “Exchange Act”), or incorporated by reference in any of the Company’s filings under the Securities Act of 1933, as amended, or the Exchange Act.

**Item 9.01 Financial Statements and Exhibits**

(d) Exhibits

<u>Exhibit No.</u>	<u>Description</u>
99.1	Fleet Status Report of Ensco plc as of 18 November 2011.

**SIGNATURES**

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

Date: 18 November 2011

**Enscopl**

/s/ DOUGLAS J. MANKO

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Douglas J. Manko  
Controller

**EXHIBIT INDEX**

<u>Exhibit No.</u>	<u>Description</u>
99.1	Fleet Status Report of Ensco plc as of 18 November 2011.



Enco plc  
Fleet Status Report  
18 November 2011

Monthly Changes

Bolded rig names and underlined text signify changes in rig status from previous report.

Segment / Region / Rig	Design	Water Depth <sup>(1)</sup>	Customer/ Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b>Deepwater</b>							
<u>North &amp; South America (excluding Brazil) - See Definitions and Disclaimers</u>							
<b>ENSCO DS-3</b>	Drillship, DP3 Samsung	10000/12000	<u>BP/En route</u>	<u>Low 520s</u>	U.S. Gulf of Mexico	Jun. 16	<u>Sublet to Petrobras and mobilizing to Angola to mid 2012. Plus cost adjustments</u>
<b>ENSCO DS-5</b>	Drillship, DP3 Samsung	10000/12000	Petrobras	Mid 430s	U.S. Gulf of Mexico	Jul. 16	<u>In 4Q11 on zero rate for 64 days. Eligible for bonus opportunity up to 17%, plus cost adjustments</u>
ENSCO 8500	Semisubmersible DP	8500/10000	Anadarko/Eni	Mid 290s	U.S. Gulf of Mexico	Aug. 13	In 4Q11 on zero rate for 7 days. Lump sum payment of \$20 million and one-time reimbursable costs of \$27 million amortized over primary contract term, which equals approx. \$31,000 per day. Plus cost adjustments and four 1-year same-rate options
ENSCO 8501	Semisubmersible DP	8500/10000	Nexen/Noble Energy	Mid 370s	U.S. Gulf of Mexico	Jun. 13	Currently allocated to Noble. For Nexen's allocation of rig time, see <i>U.S. Gulf of Mexico</i> on Definitions and Disclaimers page. Mob and upgrade costs are reimbursed by Noble and Nexen at approx. \$19,000 per day over primary contract term. Plus cost adjustments and unpriced options
ENSCO 8502	Semisubmersible DP	8500/10000	Nexen	Low 490s	U.S. Gulf of Mexico	Jun. 13	Plus approx. \$35,000 per day for reimbursable mobilization expenses and upgrades amortized over 2-year term contract. Plus cost adjustments
ENSCO 8503 <sup>(2)</sup>	Semisubmersible DP	8500/10000	Tullow/Cobalt	High 430s	French Guiana	Nov. 11	Then estimate 25 day demob at 75% of day rate (i.e. mid 320s). Then 21 days at special Cobalt rate of low 210s for upgrades. Then expect to commence original 2-year term contract with Cobalt in U.S. Gulf of Mexico, mid 530s, plus reimbursable expenses and upgrades to be amortized over Cobalt's primary contract term of approx. \$54,000 per day once term contract commences
<b>Brazil</b>							
<b>ENSCO DS-4</b>	Drillship, DP3 Samsung	10000/12000	BP	<u>High 540s</u>	Brazil	May 16	<u>In 4Q11 on zero rate for 22 days. Plus cost adjustments</u>
ENSCO 7500	Semisubmersible DP	8000	Contracted/sea trials		Brazil	Nov. 11	Next to Petrobras to Jun. 14, low 320s. Eligible for bonus opportunity up to 5%. Plus mob and upgrade costs to be amortized over contract at

ENSCO 6001	Semisubmersible - DP Amethyst 2	5700	Petrobras	Mid 270s	Brazil	Jun. 13	approx. \$20,000 per day. Plus cost adjustments Eligible for bonus opportunity up to 15%, plus cost adjustments
ENSCO 6002	Semisubmersible - DP Amethyst 2	5700	Petrobras	Mid 270s	Brazil	Jul. 13	Eligible for bonus opportunity up to 15%, plus cost adjustments
ENSCO 6003	Semisubmersible - DP Amethyst 2	5700	Petrobras	High 310s	Brazil	Jan. 17	<u>In 4Q11 in shipyard for 4 days. Eligible for bonus opportunity up to 15%, plus cost adjustments</u>
ENSCO 6004	Semisubmersible - DP Amethyst 2	5700	Petrobras	High 310s	Brazil	Oct. 16	Eligible for bonus opportunity up to 15%, plus cost adjustments
<b><u>Europe &amp; Mediterranean</u></b>							
ENSCO 5006	Semisubmersible - Conv Bingo 8,000	6200/7500	Noble Energy	Mid 270s	Israel	Jan. 12	Plus cost adjustments and four 1-well same price options
<b><u>Middle East &amp; Africa</u></b>							
ENSCO DS-1	Drillship - DP Gusto 10,000	6000/10000	TOTAL	Mid 190s	Angola	Mar. 15	<u>In 4Q11 on zero rate for 10 days. Rate increases late Dec. 11, low 310s, then increases Oct. 12 to low 350s. Planned shipyard upgrade and inspection 3Q12 for approx. 90 days at zero rate. Plus options and cost adjustments. Eligible for bonus opportunity up to 7% to Dec. 11 and up to 5% thereafter</u>
ENSCO DS-2	Drillship - DP Gusto 10,000	6000/10000	TOTAL	Mid 460s	Angola	Jul. 13	In 4Q11 on zero rate for 8 days. Eligible for bonus opportunity up to 5%, plus cost adjustments
ENSCO 5001	Semisubmersible - Conv Sonat	5000/6500	Maersk	Mid 270s	Angola	Jun. 12	Next to PetroSA in South Africa to Jun. 14, mid 270s. Plus two 1-well options, low 320s





EnSCO plc  
Fleet Status Report  
18 November 2011

Monthly Changes

Bolded rig names and underlined text signify changes in rig status from previous report.

Segment / Region / Rig	Design	Water Depth* (1)	Customer/ Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b>Deepwater</b>							
<b>Asia &amp; Pacific Rim</b>							
<b>ENSCO 8504</b>	Semisubmersible DP	8500/10000	TOTAL	Mid 420s	Brunei	<u>May 12</u>	<u>In Oct. 11, 13 days at zero rate to complete acceptance testing as planned and related activities. Plus options. Mob and upgrade costs amortized over contract at approx. \$94,000 per day</u>
<b>Under Construction</b>							
ENSCO DS-6	Drillship, DP3 Samsung	10000/12000	Under construction		South Korea	Dec.11	
ENSCO DS-7	Drillship, DP3 Samsung	10000/12000	Under construction		South Korea	2H13	
ENSCO 8505	Semisubmersible DP	8500/10000	Under construction/ Contracted		Singapore	1Q12	Contracted to Anadarko/Apache/Noble Energy in US GOM for longer of two years or two rotations each, mid 470s, with estimated commencement in 2Q12. Plus two 1-year priced options
ENSCO 8506	Semisubmersible DP	8500/10000	Under construction		Singapore	2H12	

- (1) For rigs that may be modified to drill in deeper water depths, both the currently outfitted and maximum upgrade capabilities are shown.
- (2) While ENSCO 8503 has earned a sublet day rate since its successful completion of acceptance testing, the original two-year contract has not yet commenced. Therefore, mobilization from the shipyard and other related reimbursements are not yet being recognized in revenue.



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Segment / Region / Rig	Design	Water Depth' <sup>(1)</sup>	Customer/ Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b>Midwater</b>							
<b>Brazil</b>							
<b>ENSCO 5000</b>	Semisubmersible - Conv Neptune Pentagon	2300/2650	Petrobras	<u>High 230s</u>	Brazil	Jul. 13	Eligible for bonus opportunity up to 15%, plus cost adjustments
<b>ENSCO 5002</b>	Semisubmersible - Conv Aker H-3	1000	OGX	<u>Low 200s</u>	Brazil	Nov. 13	<u>Planned shipyard inspection mid Jan. 12 for approx. 60 days. Then rate changes mid Nov. 12 to low 220s</u>
<b>ENSCO 5004</b>	Semisubmersible - Conv F & G Enhanced	1500	OGX	<u>Low 220s</u>	Brazil	Nov. 13	<u>Rate changes mid Nov. 12 to mid 230s</u>
<b>ENSCO 5005</b>	Pacesetter Semisubmersible - Conv F & G Enhanced	1500/1700	Petrobras	Mid 230s	Brazil	Apr. 13	Eligible for bonus opportunity up to 10%, plus cost adjustments
<b>ENSCO 6000</b>	Pacesetter Semisubmersible - DP Amethyst	3400/4000	Petrobras	Low 150s	Brazil	Feb. 12	<u>Estimate 53 days of downtime for shipyard stay in 4Q11 at zero rate. Currently outfitted for workover activity. Eligible for bonus opportunity up to 18%, plus cost adjustments</u>
<b>Middle East &amp; Africa</b>							
<b>ENSCO 5003</b>	Semisubmersible - Conv Aker H-3	1000	SOCO	Mid 180s	Congo	<u>Jan. 12</u>	Plus one 1-well same rate option



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Segment / Region / Rig	Design	Water Depth'	Customer/ Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b>Jackups</b>							
<b>North &amp; South America (excluding Brazil)</b>							
<b>U.S. Gulf of Mexico - See Definitions and Disclaimers</b>							
ENSCO 59	F&G	300	Cold stacked		Gulf of Mexico		
ENSCO 68	MLT 84-CE	400	Chevron	Low 100s	Gulf of Mexico	Jan. 12	Day rate does not include certain extra reimbursable costs
ENSCO 69	MLT 84-Slot	300	Cold stacked		Gulf of Mexico		
ENSCO 75	MLT Super 116-C	400	Apache	Low 100s	Gulf of Mexico	Mar. 12	Rate increase Jan. 12 to mid 110s. Plus cost adjustments
<b>ENSCO 81</b>	MLT 116-C	350	Cimarex	Mid 80s	Gulf of Mexico	<u>Dec. 11</u>	<u>Next to Walter to Feb. 12, mid 80s. Then to Dynamic to Feb. 13, low 90s plus unpriced options</u>
ENSCO 82	MLT 116-C	300	Chevron	High 70s	Gulf of Mexico	Jan. 12	Day rate does not include certain extra reimbursable costs
ENSCO 86	MLT 82 SD-C	250	Apache	Mid 60s	Gulf of Mexico	Jan. 12	
ENSCO 87	MLT 116-C	350	Apache	Mid 80s	Gulf of Mexico	Apr. 12	
<b>ENSCO 90</b>	MLT 82 SD-C	250	<u>Energy XXI</u>	<u>Mid 60s</u>	Gulf of Mexico	<u>Mar. 12</u>	
ENSCO 99	MLT 82 SD-C	250	Energy XXI	Mid 60s	Gulf of Mexico	Mar. 12	
Pride Wisconsin	MLT-Slot	300	Cold stacked		Gulf of Mexico		
<b>Mexico</b>							
ENSCO 83	MLT 82 SD-C	250	Pemex	Low 110s	Mexico	Nov. 12	Plus cost adjustments
<b>ENSCO 89</b>	MLT 82 SD-C	250	Pemex	<u>Mid 80s</u>	Mexico	Mar. 12	<u>Rates adjust to global index rate every 3 months (next Feb. 12)</u>
ENSCO 93	MLT 82 SD-C	250	Pemex	Low 90s	Mexico	Mar. 12	Rates adjust to global index rate every 3 months (next Jan. 12)
ENSCO 98	MLT 82 SD-C	250	Pemex	Low 110s	Mexico	Apr. 12	Plus cost adjustments
<b>Europe &amp; Mediterranean</b>							
<b>North Sea</b>							
<b>ENSCO 70</b>	Hitachi K1032N	250	<u>Tullow</u>	<u>Low 90s</u>	<u>UK</u>	<u>Feb. 12</u>	<u>Next to RWE Dea to Jan. 13, high 80s. Plus five 1-well unpriced options</u>
ENSCO 71	Hitachi K1032N	225	Maersk	High 80s	Denmark	Mar. 12	Plus three 1-year options at escalating day rates
ENSCO 72	Hitachi K1025N	225	Maersk	High 80s	Denmark	Jun. 12	Plus three 1-year options at escalating day rates
<b>ENSCO 80</b>	MLT 116-CE	225	Wintershall	Low 90s	UK	Feb. 12	<u>Next to Dana to Apr. 12, low 100s. Then to Perenco to Jul. 12, mid 90s, plus one 1-well same rate option. Then to EOG to Feb. 13, high 90s, plus one 2-well unpriced option</u>
<b>ENSCO 92</b>	MLT 116-C	225	<u>Ithaca</u>	Low 100s	UK	<u>Dec. 11</u>	<u>Next to RWE Dea to Sep. 12, high 80s. Plus three 1-well unpriced options</u>
<b>ENSCO 100</b>	MLT 150-88-C	350	E.ON	Mid 130s	UK	<u>Apr. 12</u>	<u>Rate increases Feb. 12 to low 160s. Plus three 1-well unpriced options</u>
ENSCO 101	KFELS MOD V-A	400	Maersk	Low 170s	UK	Jun. 12	Rate increases Feb. 12 to low 200s. Plus cost adjustments and one unpriced option
ENSCO 102	KFELS MOD V-A	400	ConocoPhillips	Low 200s	UK	Jun. 16	Rate firm for 8 wells (est. 3 years) thereafter at mutually agreed rate. Plus unpriced options
<b>Mediterranean</b>							
<b>ENSCO 85</b>	MLT 116-C	300	-----	-----	<u>Malta</u>	-----	<u>Next to shipyard for upgrade in Singapore for approx. 4 months</u>



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Segment / Region / Rig Jackups	Design	Water Depth'	Customer/ Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b><u>Middle East &amp; Africa</u></b>							
<b>Middle East</b>							
ENSCO 54	F&G L-780 Mod II-C	300	ADOC/Bunduq	High 50s	UAE	Jun. 12	Rate increases Feb. 12 to high 60s. Plus cost adjustments and well-to-well unpriced options
ENSCO 58	F&G	250	Saudi Aramco	Mid 60s	KSA	Dec. 13	Plus one 1-year same rate option
ENSCO 76	MLT Super 116-C	350	<u>Saudi Aramco</u>	<u>Low 100s</u>	<u>Saudi Arabia</u>	Jun. 14	<u>Plus one 1-year option, high 150s</u>
ENSCO 84	MLT 82 SD-C	250	<u>Saudi Aramco</u>	<u>Low 60s</u>	<u>Saudi Arabia</u>	Nov. 14	<u>Planned shipyard upgrade Mar. 12 for approx. 80 days at zero rate. Plus one 1-year option, mid 70s</u>
ENSCO 88	MLT 82 SD-C	250	Ras Gas	Mid 60s	Qatar	Dec. 12	Plus multiple options at escalating rates
ENSCO 91	Hitachi	270	Saudi Aramco	High 60s	KSA	Jul. 14	Planned shipyard upgrade early Mar. 12 for approx. 90 days at zero rate. Plus one 1-year option, mid 90s
ENSCO 94	Hitachi 250-C	250	Ras Gas	Mid 60s	Qatar	Jan. 13	Plus multiple options at escalating rates
ENSCO 96	Hitachi 250-C	250	Contracted/en route		Bahrain	Nov. 11	<u>Next to Saudi Aramco to Nov. 14, low 60s. Planned shipyard upgrade 3Q12 for approx. 80 days at zero rate. Plus one 1-year option, mid 70s</u>
ENSCO 97	MLT 82 SD-C	250	<u>Saudi Aramco</u>	<u>Low 60s</u>	<u>Saudi Arabia</u>	Nov. 14	<u>Planned shipyard upgrade mid 2012 for approx. 80 days at zero rate. Plus one 1-year option, mid 70s</u>
Pride Hawaii	Levingston	300	Cold stacked		Bahrain		
Pride Pennsylvania	MLT	300	Cold stacked		Bahrain		
<b>Africa</b>							
ENSCO 61	Levingston	300	Perenco	High 80s	Cameroon	Nov. 11	Plus one 1-well same rate option
<b><u>Asia &amp; Pacific Rim</u></b>							
<b>Southeast Asia / Australia</b>							
ENSCO 52	F&G L-780 Mod II-C	300	Petronas Carigali	Mid 70s	Malaysia	Apr. 13	<u>Assigned to Murphy for remaining term, mid 70s. Late 1Q12 10-day inspection, mid 30s. Plus one year option at same rate and one year unpriced option</u>
ENSCO 53	F&G L-780 Mod II-C	300	Carigali Hess	High 70s	Malaysia	Nov. 11	<u>Next to Petronas Carigali to Feb. 12, high 70s. Then to Salamander in Thailand to Jun. 12, low 80s</u>
ENSCO 56	F&G L-780 Mod II-C	300	Pertamina	Mid 70s	Indonesia	Apr. 13	<u>Planned shipyard time for approx. 15 days in May 12 at zero rate. Plus one 6-month unpriced option</u>
ENSCO 67	MLT 84-CE	400	Pertamina	Low 100s	Indonesia	Jan. 13	Plus one 8-month unpriced option
ENSCO 104	KFELS MOD V-B	400	<u>Apache</u>	<u>Low 150s</u>	Australia	Nov. 12	<u>Plus cost adjustments. Upgrades amortized over Apache's 1-year term contract of approx. \$3,000 per day. Plus one 1-year unpriced option</u>
ENSCO 105	KFELS MOD V-B	400	Talisman	<u>Low 130s</u>	Malaysia	Aug. 12	<u>Plus cost adjustments. Two 1-year unpriced options. Upgrades amortized over Talisman's primary contract term of approx.</u>

<b>ENSCO 106</b>	KFELS MOD V-B	400	Newfield	<u>Mid 120s</u>	Malaysia	Oct. 12	<u>\$6,000 per day</u> <u>Plus cost adjustments. Upgrades</u> <u>amortized over Newfield's</u> <u>remaining contract term of</u> <u>approx. \$4,000 per day</u>
<b>ENSCO 107</b>	KFELS MOD V-B	400	Premier Oil	Low 110s	Vietnam	Mar. 12	<u>Rate increases late Jan. 12 to low</u> <u>130s. Plus four 1-well options at</u> <u>index rate</u>
<b>ENSCO 108</b>	KFELS MOD V-B	400	TOTAL	High 120s	Brunei	Jan. 12	<u>Next planned shipyard inspection</u> <u>for approx. 3 weeks</u>
<b>ENSCO 109</b>	KFELS MOD V- Super B	350	PTTEP	<u>Low 100s</u>	Australia	Nov. 11	<u>On standby rate. Then to PTTEP</u> <u>for work to Apr. 12, low 170s.</u> <u>Then to</u> <u>ENI/Murphy/Vermillion/Santos</u> <u>for work to Nov. 12, mid 170s.</u> <u>Plus one 1-well option</u>
<b>Under Construction</b>							
<b>ENSCO 120</b>	KFELS Super A	400	<u>Under construction/</u> <u>contracted</u>		Singapore	2Q13	<u>Contracted to Nexen from Q413</u> <u>to Mar. 15, low 230s. Plus cost</u> <u>adjustments and eleven 1-well</u> <u>options, mid 250s. Mob fee of</u> <u>\$7.5 million to be amortized over</u> <u>primary contract term</u>
<b>ENSCO 121</b>	KFELS Super A	400	Under construction		Singapore	4Q13	
<b>ENSCO 122</b>	KFELS Super A	400	Under construction		Singapore	3Q14	



**EnSCO plc**  
**Fleet Status Report**  
**18 November 2011**

Rig	Design	Water Depth <sup>(1)</sup>	Customer/Status	Day Rate \$000's US	Location	Est. Avail / Contract Change	Comments
<b>Other</b>							
<b>Deepwater Drilling Management</b>							
Kizomba	Deepwater TLP Drilling Rig	5000	ExxonMobil	Mid 80s	Angola	Apr. 15	
Thunderhorse	Deepwater Semisubmersible	6000	BP	Mid 80s	U.S. Gulf of Mexico	Jan. 12	Plus five 1-year unpriced options
<b>Barge Rig</b>							
ENSCO I	Barge Rig		Cold stacked		Singapore		

**Definitions and Disclaimers**

**Day Rate Definition.** The day rates reflected in this Fleet Status Report are the operating day rates charged to customers, which may include estimated contractual adjustments for changes in operating costs and/or reimbursable cost adjustments for ongoing expenses such as crew, catering, insurance and taxes. The day rates, however, do not include certain types of non-recurring revenues such as lump sum mobilization payments, revenues earned during mobilizations, revenues associated with contract preparation and other non-recurring reimbursable items such as mobilizations and capital enhancements, and the impact of the fair market value adjustments to Pride's drilling contracts in place on the 31 May 2011 acquisition date. Routine and non-routine downtime may reduce the actual revenues recognized during the contract term. Additionally, the Company occasionally negotiates special rates with customers as noted in the comments that reduce revenues recognized during the contract term.

**Rig Names.** Upon completion of the merger with Pride International, Inc., we intend to rename Pride's fleet in accordance with our naming convention. We are in the process of completing these name changes, some of which may not be completed for some time. For purposes of our Fleet Status Report, we are using the new names even when the name change has not been completed. Below is a legend showing the name changes.

**Legend of EnSCO rig names to Pride International rig names**

ENSCO DS-1	Pride Africa	ENSCO 6000	Pride South America	ENSCO 5002	Pride Sea Explorer	ENSCO 61	Pride Cabinda
ENSCO DS-2	Pride Angola	ENSCO 6001	Pride Carlos Walter	ENSCO 5003	Pride South Seas	ENSCO 91	Pride Montana
ENSCO DS-3	Deep Ocean Ascension	ENSCO 6002	Pride Brazil	ENSCO 5004	Pride Venezuela	Pride Hawaii	Pride Hawaii
ENSCO DS-4	Deep Ocean Clarion	ENSCO 6003	Pride Rio de Janeiro	ENSCO 5005	Pride South Atlantic	Pride Pennsylvania	Pride Pennsylvania
ENSCO DS-5	Deep Ocean Mendocino	ENSCO 6004	Pride Portland	ENSCO 5006	Pride North America	Pride Wisconsin	Pride Wisconsin
ENSCO DS-6	Deep Ocean Molokai	ENSCO 5000	Pride Mexico	ENSCO 58	Pride North Dakota		
ENSCO DS-7	Deep Ocean Marquesas	ENSCO 5001	Pride South Pacific	ENSCO 59	Pride Tennessee		

**Forward Looking Statement.** Statements contained in this Fleet Status Report that are not historical facts are forward-looking statements within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934. Forward-looking statements include words or phrases such as "anticipate," "believe," "estimate," "expect," "intend," "plan," "project," "could," "may," "might," "should," "will" and similar words and specifically include statements involving future rig dayrates; cost adjustments; utilization; estimated rig availability; contract duration, status, terms and other contract commitments; customers; rig enhancement projects; new rig commitments; the expected period of time and number of rigs that will be in a shipyard for repairs, maintenance, enhancement or construction; and scheduled delivery dates for new rigs. Such statements are subject to numerous risks, uncertainties and assumptions that may cause actual results to vary materially from those indicated, including the continued impact of the Macondo well incident; governmental regulatory, legislative and permitting requirements affecting drilling operations; changes in worldwide rig supply and demand, competition and technology; future levels of offshore drilling activity; downtime and other risks associated with offshore rig operations, relocations, severe weather or hurricanes; possible cancellation or suspension of drilling contracts as a result of mechanical difficulties, performance or other reasons; risks inherent to shipyard rig construction, repair, maintenance or enhancement; actual contract commencement dates; environmental or other liabilities, risks or losses; our ability to attract and retain skilled personnel on commercially reasonable terms; governmental action, civil unrest and political and economic uncertainties; terrorism, piracy and military action; and the outcome of litigation, legal proceedings, investigations or other claims or contract disputes. In addition to the numerous factors described above, you should also carefully read and consider "Item 1A. Risk Factors" in Part I and "Item 7. Management's Discussion and Analysis of Financial Condition and Results of Operations" in Part II of our most recent annual report on Form 10-K, as updated in our subsequent quarterly reports on Form 10-Q, which are available on the SEC's website at [www.sec.gov](http://www.sec.gov) or on the Investor Relations section of our website at [www.enscoplc.com](http://www.enscoplc.com). Each forward-looking statement speaks only as of the date of the particular statement, and we undertake no obligation to publicly update or revise any forward looking statements, except as required by law.

**U.S. Gulf of Mexico.** Certain EnSCO rigs in the U.S. Gulf of Mexico have been and may be further affected by the regulatory developments and other actions that have or may be imposed by the U.S. Department of the Interior. EnSCO rig utilization and day rates have been negatively influenced due to regulatory requirements and delays in our customers' ability to secure drilling and associated permits. Current or future NTLs or other directives, legislation or regulations may further impact our customers' ability to obtain permits and commence or continue deep- or shallow-water operations in the U.S. Gulf of Mexico. We continue to work with our customers on mutually agreeable contingency plans for our deepwater rigs in the U.S. Gulf of Mexico. In certain cases, we have negotiated reduced day rates with existing customers and/or sublet agreements with other customers in the U.S. Gulf of Mexico or elsewhere.

EnSCO has rejected all force majeure notices received since the Macondo well incident as invalid under the terms of the applicable drilling contracts. During mid-December 2010, EnSCO received a force majeure notice from Nexen regarding ENSCO 8501. Following delivery of the force majeure notice, Nexen only paid the \$280,000 force majeure rate (75% of the mid-\$370,000 invoiced applicable day rate at the time) under recent invoices. EnSCO, in turn, notified Nexen that it is in default, which Nexen has denied. EnSCO has commenced litigation to resolve the dispute.

The full impact of the government's actions and the regulations discussed in this note and potential new regulatory, legislative or permitting requirements has not yet been determined, but could have a further material adverse effect upon our results of operations.