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

**FORM 8-K**

**CURRENT REPORT**

**Pursuant to Section 13 OR 15(d) of The Securities Exchange Act of 1934**

Date of Report (Date of earliest event reported): **October 30, 2007**

**Transocean Inc.**

(Exact name of registrant as specified in its charter)

**Cayman Islands**

**333-75899**

**66-0582307**

(State or other Jurisdiction of  
Incorporation)

(Commission File Number)

(IRS Employer Identification No.)

**4 Greenway Plaza, Houston, Texas**

**77046**

(Address of Principal Executive Offices)

(Zip Code)

Registrant's telephone number, including area code: **(713) 232-7500**

**Not Applicable**

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

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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**Item 7.01 Regulation FD Disclosure.**

Transocean Inc. (the "Company") issues a report entitled "Transocean Fleet Update", which included drilling rig status and contract information, including contract dayrate and duration. The report is dated October 30, 2007 and is furnished as Exhibit 99.1 to this Current Report on Form 8-K and is incorporated herein by reference. You may also subscribe to the free Transocean Financial report Alert which will alert you to new Transocean Fleet Updates. This service will send you an automated email which will provide a link directly to the web page containing the updated report. You may subscribe to this service at the "Investor Relations/Email Alerts" section of the site by selecting "Receive E-mail" and providing your email address. The Company's website may be found at [www.deepwater.com](http://www.deepwater.com).

The statements made in the Transocean Fleet Update 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 made in the Transocean Fleet Update include, but are not limited to statements involving the estimated duration of client contracts, contract dayrate amounts, future contract commencement dates and locations and planned shipyard projects. Such statements are subject to numerous risks, uncertainties and assumptions, including but not limited to, uncertainties relating to the level of activity in offshore oil and gas exploration and development, exploration success by producers, oil and gas prices, competition and market conditions in the contract drilling industry, shipyard delays, actions and approvals of third parties, possible cancellation or suspension of drilling contracts as a result of mechanical difficulties or performance, the Company's ability to enter into and the terms of future contracts, the availability of qualified personnel, labor relations and the outcome of negotiations with unions representing workers, operating hazards, storms, terrorism, political and other uncertainties inherent in non-U.S. operations (including the risk of war, civil disturbance, seizure or damage of equipment and exchange and currency fluctuations), the impact of governmental laws and regulations, the adequacy of sources of liquidity, the effect of litigation and contingencies and other factors described above and discussed in the Company's Form 10-K for the year ended December 31, 2006 and in the Company's other filings with the SEC, which are available free of charge on the SEC's website at [www.sec.gov](http://www.sec.gov). Should one or more of these risks or uncertainties materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those indicated. You should not place undue reliance on forward-looking statements. 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.

The information in Item 7.01 of this report, including Exhibit 99.1, is being furnished, not filed. Accordingly, the information in Item 7.01 of this report will not be incorporated by reference into any registration statement filed by the Company under the Securities Act of 1933, as amended, unless specifically identified therein as being incorporated therein by reference. The furnishing of the information in this report is not intended to, and does not, constitute a determination or admission by the Company that the information in this report is material or complete, or that investors should consider this information before making an investment decision with respect to any security of the Company.

**Item 9.01 Financial Statements and Exhibits.**

The following exhibit is furnished pursuant to Item 7.01:

Ex-99.1 Transocean Inc. Fleet Update

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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 thereunto duly authorized.

**TRANSOCEAN INC.**

Date: October 30, 2007

By: /s/ Chipman Earle

Name: Chipman Earle

Title: Associate General Counsel and Corporate Secretary

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EXHIBIT INDEX

Ex-99.1 Transocean Inc. Fleet Update



## Transocean Inc. (NYSE: RIG) Fleet Update

The information contained in this Fleet Update report (the "Information") is as of the date of the report only and is subject to change without notice to the recipient. Transocean Inc. assumes no duty to update any portion of the Information.

**DISCLAIMER.** NEITHER TRANSOCEAN INC. NOR ITS AFFILIATES MAKE ANY EXPRESS OR IMPLIED WARRANTIES (INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE) REGARDING THE INFORMATION CONTAINED IN THIS REPORT, WHICH INFORMATION IS PROVIDED "AS IS." Neither Transocean Inc. nor its affiliates will be liable to any recipient or anyone else for any inaccuracy, error or omission, regardless of cause, in the information set forth in this report or for any damages (whether direct or indirect, consequential, punitive or exemplary) resulting therefrom.

**No Unauthorized Publication or Use.** All information provided by Transocean Inc. in this report is given for the exclusive use of the recipient and may not be published, redistributed or retransmitted without the prior written consent of Transocean Inc.

**Client Contract Duration, Timing and Dayrates and Risks Associated with Operations.** The duration and timing (including both starting and ending dates) of the client contracts are estimates only, and client contracts are subject to cancellation, suspension and delays for a variety of reasons, including some beyond the control of Transocean Inc. Also, the dayrates set forth in the report are estimates based upon the full contractual operating dayrate. However, the actual average dayrate earned over the course of any given contract will be lower and could be substantially lower. The actual average dayrate will depend upon a number of factors (rig downtime, suspension of operations, etc.) including some beyond the control of Transocean Inc. Our client contracts and operations are generally subject to a number of risks and uncertainties, and we urge you to review the description and explanation of such risks and uncertainties in our filings with the Securities and Exchange Commission (SEC), which are available free of charge on the SEC's website at [www.sec.gov](http://www.sec.gov). The dayrates do not include revenue for mobilizations, demobilizations, upgrades, shipyards or recharges.

**Out of Service Days (Shipyards, Mobilizations, Etc.).** Certain estimated out of service time for 2007 is noted where the company anticipates that a rig will be out of service and not be available to earn an operating dayrate for a period of 14 days or longer. With respect to expected out of service time for 2008, we have modified the information in this report given the inherent uncertainty of predicting out of service time events that far in advance. Certain estimated out of service time in 2008 is noted, but only where the out of service time falls within a contract period or between two contracts. We do expect to experience additional rig out of service time in 2008, and will add this information to the report once the timing of such events is more certain. We currently estimate the aggregate out of service time for 2008 that is not included to be approximately as reflected in the Fleet Update table entitled "Additional Estimated Potential Out of Service Time by Rig Class." However this additional estimated out of service time is not firm and could change significantly based on a variety of factors. No estimates are made for 2009 and beyond.

Out of service time is denoted as "Mob/Contract Prep" and "Shipyard or Project" out of service days. Mob/Contract Prep refers to periods during which the rig is being mobilized, demobilized and/or modifications or upgrades are being made as a result of contract requirements. Shipyard or Project refers to periods during which the rig is out of service as a result of other planned shipyards, surveys, repairs, regulatory inspections or other planned service or work on the rig. Similar Mob/Contract Prep and Shipyard or Project periods of durations under 14 days will occur but are not noted in the Update. In some instances such as certain mobilizations, demobilizations, upgrades and shipyards, we are paid compensation by our clients that is generally recognized over the life of the underlying contract, although such compensation is not typically significant in relation to the revenue generated by the dayrates we charge our clients.

**Forward-Looking Statement.** The statements made in the Fleet Update 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 made in the Fleet Update include, but are not limited to, statements involving the estimated duration of client contracts, contract dayrate amounts, future contract commencement dates and locations and planned shipyard projects and other out of service time. Such statements are subject to numerous risks, uncertainties and assumptions, including but not limited to, uncertainties relating to the level of activity in offshore oil and gas exploration and development, exploration success by producers, oil and gas prices, competition and market conditions in the contract drilling industry, shipyard delays, actions and approvals of third parties, possible cancellation or suspension of drilling contracts as a result of mechanical difficulties or performance, the Company's ability to enter into and the terms of future contracts, the availability of qualified personnel, labor relations and the outcome of negotiations with unions representing workers, operating hazards, factors affecting the duration of contracts including well-in-progress provisions, the actual amount of downtime, factors resulting in reduced applicable dayrates, hurricanes and other weather conditions, terrorism, political and other uncertainties inherent in non-U.S. operations (including the risk of war, civil disturbance, seizure or damage of equipment and exchange and currency fluctuations), the impact of governmental laws and regulations, the adequacy of sources of liquidity, the effect of litigation and contingencies and other factors described above and discussed in the Company's most recently filed Form 10-K, in the Company's Forms 10-Q for subsequent periods and in the Company's other filings with the SEC, which are available free of charge on the SEC's website at [www.sec.gov](http://www.sec.gov). Should one or more of these risks or uncertainties materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those indicated. You should not place undue reliance on forward-looking statements. 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.

**Fleet Classification.** Transocean Inc. uses a rig classification for its semisubmersible rigs and drillships to reflect the company's strategic focus on the ownership and operation of premium, high specification floating rigs. The rig classification, "High Specification Fleet," is comprised of "Ultra- Deepwater," which refers to the latest generation of semisubmersible rigs and drillships possessing the latest technical drilling capabilities and the ability to operate in water

depths in excess of 7,000 feet, "Other Deepwater," which refers to semisubmersible rigs and drillships that possess the ability to drill in water depths equal to or greater than 4,500 feet, and "Other High Specification," comprised of four of the company's premium harsh environment rigs, the semisubmersibles Henry Goodrich, Paul B. Loyd, Jr., Transocean Arctic and Polar Pioneer. The category titled "Other Floaters" represents semisubmersible rigs and drillships that possess the ability to drill in water depths of up to 4,499 feet.



Transocean Inc. (NYSE: RIG) Fleet Update

Updated : October 30, 2007

Revisions to Last Month's Fleet Status Report Noted in Bold  
Dynamically positioned «

Rig Type/Name	Floater Type	Yr.(1) Entered Service	Water Depth (Feet)	Drilling Depth (Feet)	Location	Client	Current Contract Start/Idle Date	Estimated Expiration /Out of Service(2)	Current Contract Dayrate(3) (Dollars)	Previous Contract Dayrate(4) (Dollars)
<b>High Specification Floaters:</b>										
<b>Ultra-Deepwater (13 plus 6 newbuilds)</b>										
Discoverer Clear Leader	ship	«	TBA	12,000	40,000	USGOM	Chevron	See Footnote 4	See Footnote 4	See Footnote 4
Discoverer Americas (11)	ship	«	TBA	12,000	40,000	USGOM	StatoilHydro	See Footnote 5	See Footnote 5	475,000
Discoverer Inspiration	ship	«	TBA	12,000	40,000	USGOM	Chevron	See Footnote 6	See Footnote 6	See Footnote 6
Enhanced Enterprise-class (to be named)	ship	«	TBA	7,500	40,000	Angola	BP	See Footnote 7	See Footnote 7	See Footnote 7
Deepwater Pacific I	ship	«	TBA	12,000	35,000	TBA	TBA	See Footnote 16	See Footnote 16	See Footnote 16
Deepwater Pacific II	ship	«	TBA	10,000	35,000	TBA	TBA	See Footnote 16	See Footnote 16	See Footnote 16
Discoverer Deep Seas (11)	ship	«	2001	10,000	35,000	USGOM	Chevron	Jan-07	Jan-08	294,000
						USGOM	Chevron	Jan-08	Jan-09	318,000
								Feb-08	14 days Shipyard or Project	
						USGOM	Chevron	Jan-09	Jan-11	485,000
Discoverer Enterprise (11)	ship	«	1999	10,000	35,000	USGOM	BP	Dec-04	Dec-07	191,000
						USGOM	BP	Dec-07	Dec-10	520,000
Discoverer Spirit (11)	ship	«	2000	10,000	35,000	USGOM	Shell	Mar-06	Dec-07	298,000
									20 days Shipyard or Project	204,000
						USGOM	Anadarko	Dec-07	Dec-10	475,000
Deepwater Discovery	ship	«	2000	10,000	30,000	Nigeria	Total	Mar-07	Aug-08	364,000
						Brazil	Devon	Aug-08	Jan-14	425,000(10)
								Dec-08	65 days Shipyard or Project	
Deepwater Frontier	ship	«	1999	10,000	30,000	India	Reliance	Aug-06	Aug-08	320,000
						India	Reliance	Sep-08	Sep-11	477,000
Deepwater Millennium (11)	ship	«	1999	10,000	30,000	USGOM	Anadarko	Jun-07	Jun-10	445,000
Deepwater Pathfinder	ship	«	1998	10,000	30,000	Nigeria	Shell/Chevron/Agip/Petrobras	Jul-07	Jun-09	395,000
						TBA	TBA	Jun-09	Oct-09	600,000
Deepwater Expedition	ship	«	1999	10,000	30,000	Egypt	Shell	Jan-07	Mar-08	240,000
									20 days Mob/Contract Prep	147,000
						Morocco	Petronas	Mar-08	May-08	320,000
								Mar-08	140 days Mob/Contract Prep	240,000
						India	Reliance	May-08	Oct-10	375,000
Deepwater Horizon (11)	semi	«	2001	10,000	30,000	USGOM	BP	Oct-07	Shipyard or Project	
						USGOM	BP	Nov-07	Oct-10	See Footnote 8
Cajun Express (11)	semi	«	2001	8,500	25,000	USGOM	Chevron	Aug-07	Jan-10	460,000
								May-08	15 days Shipyard or Project	216,000
Deepwater Nautilus (11)	semi	«	2000	8,000	30,000	USGOM	Shell	Dec-06	Jan-09	449,000
Sedco Energy	semi	«	2001	7,500	25,000	Nigeria	Chevron	Jan-06	Jan-08	202,000
						TBA	TBA	Jan-08	Jan-11	478,000
								Aug-08	30 days Shipyard or Project	
Sedco Express (9)	semi	«	2001	7,500	25,000	Angola	BP	Jun-05	Jun-09	183,000
								Jun-08	30 days Shipyard or Project	125,000





Transocean Inc. (NYSE: RIG) Fleet Update

Updated : October 30, 2007

Revisions to Last Month's Fleet Status Report Noted in Bold  
Dynamically positioned «

Rig Type/Name	Floater Type		Yr.(1) Entered Service	Water Depth (Feet)	Drilling Depth (Feet)	Location	Client	Current Contract Start/Idle Date	Estimated Expiration /Out of Service(2)	Current Contract Dayrate(3) (Dollars)	Previous Contract Dayrate(4) (Dollars)
<b>Other Deepwater (17)</b>											
Deepwater Navigator (10)	ship	«	2000	7,200	25,000	Brazil	Petrobras	Mar-07	Apr-11 25 days Mob/ Contract Prep	185,000	300,000
Discoverer 534	ship	«	1975/1991	7,000	25,000	Pakistan India	Shell Reliance	Oct-07 Nov-07	Jun-10	250,000	245,000
<b>Discoverer Seven Seas</b>	ship	«	1976/1997	7,000	25,000	India India	ONGC Reliance	Feb-04 <b>Nov-07</b>	<b>Nov-07</b> <b>Jan-08</b>	125,000 <b>292,000</b>	125,000 <b>125,000</b>
						<b>India</b>	<b>ONGC</b>	<b>Jan-08</b> <b>May-08</b>	120 days Shipyard or Project <b>Jun-11</b>	<b>316,000</b>	<b>292,000</b>
Transocean Marianas (11)	semi		1998	7,000	25,000	Colombia USGOM	Petrobras BP	Aug-07 Dec-07	Dec-07 Jan-10	528,000 444,000	444,000 528,000
<b>Sedco 702</b>	semi	«	1973/2007	6,500		Singapore Nigeria	Shell	Apr-06 <b>Jan-08</b>	<b>630 days</b> Mob/Project Dec-10		N/A
Sedco 707 (10)	semi	«	1976/1997	6,500	25,000	Brazil	Petrobras	Dec-05	Jan-10	185,000	N/A
<b>Jack Bates</b>	semi		1986/1997	5,400	30,000	Australia	Woodside	Jun-07	Apr-08	475,000	475,000
								May-08	35 days Mob/ Contract Prep		
						China	PetroChina	Jun-08	Aug-08	475,000	475,000
								Sep-08	15 days Mob/ Contract Prep		
						Indonesia	Eni	Sep-08	Apr-09	530,000	475,000
								Apr-09	15 days Mob/ Contract Prep		
Peregrine I (9) (10)	ship	«	1982/1996	5,280	25,000	Australia Brazil	Hess Petrobras	Apr-09 Jan-06	Jun-10 Jan-09	475,000 115,000	530,000 205,000
Sedco 709	semi	«	1977/1999	5,000	25,000	Nigeria	Shell	Jun-08 Oct-06	30 days Shipyard or Project Oct-08	205,000	175,000
M.G. Hulme, Jr.	semi		1983/1996	5,000	25,000			Jul-07	135 days Shipyard or Project		
						Nigeria	Eni	Nov-07	Jan-10	430,000	355,000
Transocean Richardson (9) (11)	semi		1988	5,000	25,000	Angola	Chevron	Aug-07	Sep-10 60 days Shipyard or Project	450,000	300,000
Jim Cunningham (11)	semi		1982/1995	4,600	25,000	Angola	ExxonMobil	Oct-07 Oct-08	Oct-08 May-09	364,000 372,000	357,000 364,000
Sedco 710 (9) (10)	semi	«	1983	4,500	25,000	Brazil	Petrobras	Oct-06	Nov-10	120,000	190,000
								Apr-08	75 days Shipyard or Project		
<b>Transocean Rather (10)</b>	semi		1988	4,500	25,000	<b>UKNS</b> <b>UKNS</b>	<b>BP</b> <b>BP</b>	<b>Oct-07</b> <b>Dec-08</b>	<b>Dec-08</b> <b>Oct-09</b>	<b>255,000</b> <b>437,000</b>	<b>304,000</b> <b>255,000</b>
<b>Transocean Leader (10) (11) (12)</b>	semi		1987/1997	4,500	25,000			Aug-07	45 days Shipyard or Project		
						NNS	StatoilHydro	Oct-07	Jan-08	268,000	285,000
						NNS	StatoilHydro	Jan-08	Jul-08	340,000	268,000
						NNS	StatoilHydro	Aug-08	Jul-09	379,000	340,000
						NNS	StatoilHydro	Aug-09	Feb-12	440,000	379,000
<b>Sovereign Explorer (11)</b>	semi		1984	4,500	25,000	Trinidad	BG	Oct-07	Feb-08 14 days Shipyard or Project	65,000	65,000
								<b>Mar-08</b>	<b>Mar-08</b>		
						Brazil	Repsol	<b>Mar-08</b>	<b>May-10</b>	380,000(10)	65,000
								<b>Jun-08</b>	35 days Shipyard or Project		
Sedco 706 (to be upgraded) (10)	semi		1976/1994	1,000	25,000			Jul-07	110 days Mob/Contract Prep		
	semi	«		6,500				Nov-07	300 days Shipyard or Project		
								Sep-08	80 days Mob/ Contract		





Transocean Inc. (NYSE: RIG) Fleet Update

Updated : October 30, 2007

Revisions to Last Month's Fleet Status Report Noted in Bold  
Dynamically positioned «

Rig Type/Name	Floater Type	Yr.(1) Entered Service	Water Depth (Feet)	Drilling Depth (Feet)	Location	Client	Current Contract Start/Idle Date	Estimated Expiration /Out of Service(2)	Current Contract Dayrate(3) (Dollars)	Previous Contract Dayrate(4) (Dollars)
<b>Other High Specification (4)</b>										
Henry Goodrich (11)	semi	1985	2,000	30,000	USGOM	StatoilHydro	Jun-07	May-09 <b>14 days Mob/Contract Prep</b>	350,000	173,000
Paul B. Loyd, Jr. (10)	semi	1987	2,000	25,000	UKNS	BP	Mar-07	May-09	327,000	145,000
Transocean Arctic (10) (11)	semi	1986	1,650	25,000	NNS	StatoilHydro	Jan-07	Jul-11	<b>280,000</b>	195,000
Polar Pioneer (10)	semi	1985	1,500	25,000	NNS	StatoilHydro	Aug-06	Jan-10	<b>300,000</b>	181,000
					NNS	StatoilHydro	<b>Mar-10</b>	<b>Mar-14</b>	<b>493,000</b>	<b>300,000</b>
<b>Other Floater (19)</b>										
Sedco 700	semi	1973/1997	3,600	25,000	E. Guinea	Hess	Sep-07	Feb-08	363,000	439,000
Transocean Legend	semi	1983	3,500	25,000	Sakhalin Is.	BP	Jul-07	<b>Dec-07</b> 40 days Shipyard or Project	120,000	435,000
					Sakhalin Is.	BP	Jan-08	Dec-08	405,000	120,000
Transocean Amirante (11)	semi	1978/1997	3,500	25,000	USGOM	Repsol	Aug-07	<b>Jan-08</b> 95 days Shipyard or Project	325,000	143,000
					USGOM	Eni	<b>Jan-08</b>	<b>Feb-11</b>	374,000	325,000
C. Kirk Rhein, Jr. Transocean Driller (9) (10)	semi	1976/1997	3,300	25,000	India	Reliance	Feb-07	May-09	340,000	N/A
	semi	1991	3,000	25,000	Brazil	Petrobras	Aug-06	Aug-10 25 days Shipyard or Project	113,000	53,000
Falcon 100 (9)	semi	1974/1999	2,400	25,000	USGOM	Petrobras	Mar-08 Jul-06	Oct-07	180,000(11)	145,000
					Brazil	Petrobras	Oct-07	110 days Shipyard or Project		
Sedco 703	semi	1973/1995	2,000	25,000	Australia	Woodside	Aug-07	<b>Feb-08</b> Sep-08	234,000(10)	180,000
					Australia	Conoco Phillips	Sep-08	20 days Shipyard or Project	435,000	400,000
Sedco 711	semi	1982	1,800	25,000	UKNS	Shell	Oct-08 Nov-07	Apr-09 <b>Feb-09</b> 50 Days Shipyard or Project	450,000 <b>283,000</b>	435,000 <b>150,000</b>
Transocean John Shaw	semi	1982	1,800	25,000	UKNS	Nexen	Jan-06	<b>Dec-07</b>	101,000	115,000
					UKNS	Total	<b>Dec-07</b>	<b>Mar-08</b> 35 Days Shipyard or Project	380,000(10)	101,000
Sedco 712	semi	1983	1,600	25,000	UKNS	Oilexco	Mar-07	Mar-08	236,000(10)	150,000
					UKNS	Oilexco	Mar-08	<b>May-10</b>	340,000	236,000
Sedco 714 (10)	semi	1983/1997	1,600	25,000	UKNS	Total	Jun-07	Jan-08	<b>310,000</b>	200,000
					UKNS	Total	Jan-08	Apr-08	<b>340,000</b>	310,000
					UKNS	Total	Apr-08	Jun-08	210,000	340,000
					UKNS	Total	Jun-08	Sep-08	258,000	210,000
					UKNS	Total	Sep-08	Dec-08	208,000	258,000
					UKNS	Total	Dec-08	Mar-09	258,000	208,000
Actinia	semi	1982	1,500	25,000	India	Reliance	Sep-06	Aug-09 45 days Shipyard or Project	190,000	54,000
Sedco 601	semi	1983	1,500	25,000	Vietnam	ConSon JOC	Jan-08 Jul-07	<b>Oct-07</b>	<b>200,000</b>	330,000
					Vietnam	ConSon JOC	<b>Oct-07</b>	<b>Nov-07</b>	<b>268,000</b>	<b>200,000</b>
					TBA	TBA	Nov-07	<b>Nov-10</b> 14 days Shipyard or Project	<b>255,000</b>	<b>268,000</b>
Sedneth 701	semi	1972/1993	1,500	25,000	Angola	Chevron	Mar-08 Jun-07	Jan-10	360,000	90,000
Transocean Winner (10)	semi	1983	1,500	25,000	NNS	StatoilHydro	Aug-06	Oct-09	373,000	120,000
Transocean	semi	1983/1988	1,500	25,000	NNS	StatoilHydro	Oct-06	Jan-09	<b>354,000(11)</b>	138,000

								45 days			
								Shipyard or			
								Project			
								Apr-08			
								Jan-09	Mar-12	407,000	354,000
<b>Transocean</b>					NNS	StatoilHydro					
<b>Prospect (10)</b>	semi	1983/1992	1,500	25,000	UKNS	CNR	Sep-06	Oct-08	207,000	98,000	
J.W. McLean	semi	1974/1996	1,250	25,000	UKNS	Shell	Jul-07	Aug-08	250,000	140,000	
Sedco 704 (10)	semi	1974/1993	1,000	25,000	UKNS	BP	Sep-07	Nov-08	316,000	176,000	



Transocean Inc. (NYSE: RIG) Fleet Update

Updated : October 30, 2007

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Dynamically positioned «

Rig Type/Name	Floater Type	Yr.(1) Entered Service	Water Depth (Feet)	Drilling Depth (Feet)	Location	Client	Current Contract Start/Idle Date	Estimated Expiration /Out of Service(2)	Current Contract Dayrate(3) (Dollars)	Previous Contract Dayrate(4) (Dollars)
<b>Jackups (25)</b>										
Interocean III		1978/1993	300	25,000	Egypt	Agiba	Jul-07	Jan-09 Warm	117,000	65,000
<b>Shelf Explorer</b>		1982	300	20,000			Sep-07	Stacked	—	208,000
					<b>Vietnam</b>	<b>Lam Son</b>	<b>Dec-07</b>	<b>Jun-08</b>	<b>175,000</b>	<b>208,000</b>
Transocean Comet		1980	250	20,000	Egypt	GUPCO	Oct-07	Oct-09	112,000	62,000
Transocean Mercury		1969/1998	250	20,000	Egypt	Petrobel	Feb-06	Feb-08	58,000	50,000
<b>Transocean Nordic</b>		1984	300	25,000			Oct-07	<b>170 days Shipyard or Project</b>		
Trident II		1977/1985	300	25,000	India	ONGC	Apr-07	Jun-10	148,000	60,000
Trident IV		1980/1999	300	25,000	Nigeria	Chevron	Feb-06	Mar-08	90,000	120,000
Trident VI		1981	220	21,000	Vietnam	Vietsovpetro	Apr-07	Sep-08	193,000	142,000
Trident VIII		1981	300	21,000	Nigeria	Conoil	Apr-06	May-08	66,000	56,000
Trident IX		1982	400	20,000	Vietnam	JVPC	Aug-07	Sep-08	210,000	188,000
Trident XII		1982/1992	300	25,000	India	ONGC	Jan-07	Feb-10	148,000	62,000
Trident XIV		1982/1994	300	20,000	Angola	Chevron	Jun-06	May-09	98,000	61,000
								320 days Shipyard or Project		
Trident 15		1982	300	25,000	Thailand	Chevron	Jan-07	Oct-11	100,000(13)	60,000
								250 days Shipyard or Project		
Trident 16		1982	300	25,000	Thailand	Chevron	May-07	Nov-07	95,000	69,000
							Dec-05	25 days Shipyard or Project		
					TBA	TBA	Nov-07	Project		
							Dec-07	May-11	180,000	95,000
Trident 17		1983	355	25,000	Malaysia	Petronas Carigali	Sep-07	May-10	185,000	195,000
Trident 20		2000	350	25,000	Caspian	Petronas Carigali	Jan-06	Jan-10	130,000	90,000
							Feb-08	14 days Shipyard or Project		
								14 days Shipyard or Project		
Ron Tappmeyer		1978	300	25,000	India	ONGC	May-08	Project		62,000
Randolph Yost		1979	300	25,000	India	ONGC	Feb-07	Feb-10	148,000	61,000
D.R. Stewart		1980	300	25,000	Italy	Eni	Mar-07	Mar-10	148,000	57,000
G.H. Galloway		1984	300	25,000	Italy	Eni	Apr-07	Apr-10	168,000	54,000
Harvey H. Ward		1981	300	25,000	Malaysia	Talisman	Aug-06	Aug-08	115,000	54,000
Roger W. Mowell		1982	300	25,000	Malaysia	Talisman	Mar-07	Aug-08	110,000	116,000
J.T. Angel		1982	300	25,000	India	ONGC	Nov-06	Dec-08	110,000	48,000
<b>F.G. McClintock</b>		1975	300	25,000	India	ONGC	Mar-07	May-10	148,000	105,000
							Jan-05	Feb-08	50,000	50,000
								170 days Shipyard or Project		
					India	ONGC	Feb-08	Project		
<b>C.E. Thornton</b>		1974	300	25,000	India	ONGC	<b>Oct-08</b>	<b>Nov-11</b>	<b>145,000</b>	50,000
							May-06	<b>Dec-08</b>	45,000	45,000
								170 days Shipyard or Project		
					India	ONGC	Feb-08	Project		
							<b>Dec-08</b>	<b>Jan-12</b>	<b>146,000</b>	45,000



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Dynamically positioned «

<u>Rig Type/Name</u>	<u>Floater Type</u>		<u>Yr.(1) Entered Service</u>	<u>Water Depth (Feet)</u>	<u>Drilling Depth (Feet)</u>	<u>Location</u>	<u>Client</u>	<u>Current Contract Start/Idle Date</u>	<u>Estimated Expiration /Out of Service(2)</u>	<u>Current Contract Dayrate(3) (Dollars)</u>	<u>Previou Contract Dayrate(4) (Dollars)</u>
<b>Non-U.S. Drilling Barges (2)</b>											
Searex 4			1981/1989	21	25,000	Indonesia	Total	Sep-04	Sep-09	39,000	N.
Hibiscus (14)			1979/1993	25	16,000	Indonesia	Total	Oct-07	Sep-12	70,000	74,000
<b>Other (2)</b>											
Joides Resolution (11) (15)	ship	«	1978	27,000	30,000	Singapore		Oct-06	500 days Shipyard or Project		
Sedco 135D (10)			1966/77/01	600		Worldwide	TAMRF	Apr-08	Sep-13	62,000	35,000
						Brazil	SLB	Jun-01	Jun-09	32,000	N.
<b>Fixed-Price Options</b>											
<b>High Specification Floaters</b>											
<b>Ultra-Deepwater</b>											
Sedco Express	semi	«	2001	7,500	25,000	Angola	BP	Jul-09	Jul-10	183,000	183,000
<b>Other Deepwater</b>											
Discoverer 534	ship	«	1975/1991	7,000	25,000	India	Reliance	Jun-10	Dec-10	250,000	250,000
Sedco 709	semi	«	1977/1999	5,000	25,000	Nigeria	Shell	Oct-08	Oct-09	205,000	205,000
<b>Other High Specification</b>											
Henry Goodrich	semi		1985	2,000	30,000	USGOM	StatoilHydro	May-09	May-10	350,000	350,000
<b>Other Floater</b>											
Sedco 703	semi		1973/1995	2,000	25,000	Australia	ConocoPhillips	Apr-09	May-09	450,000	450,000
Transocean Searcher	semi		1983/1988	1,500	25,000	NNS	StatoilHydro	Mar-12	Aug-12	<b>407,000</b>	402,000
<b>Other</b>											
Joides Resolution	ship	«	1978	27,000	30,000	Worldwide	TAMRF	Oct-13	Sep-23	62,000	62,000

**Additional 2008 Estimated Potential Out of Service Time By Rig Class**

See "Out of Service Days (Shipyards, Mobilizations, etc.)" on the cover page for a full description.

Ultra-Deepwater	—
Other Deepwater	—
Other High Spec	—
Other Floater	—
Jackup	250 Days
Other	—



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Footnotes:

- (1) Dates shown are the original service date and the date of the most recent upgrade, if any.
- (2) Expiration dates represent the company's current estimate of the earliest date the contract for each rig is likely to expire. Some rigs have multiple contracts in continuation, so the second line shows the estimated earliest availability. Many contracts permit the client to extend the contract. Time out of service time represents those days in 2007 and, for certain expected out of service time events, 2008 where the company anticipates that the rig will be out of service and not be available to earn an operating dayrate for a period of 14 days or longer. Please refer to the "Out of Service Days (Shipyards, Mobilizations, Etc.);" section of the Cover Page for a full description.
- (3) Represents the full operating dayrate, although the average dayrate over the term of the contract will be lower and could be substantially lower. Does not reflect incentive programs which are typically based on the rig's operating performance against a performance curve. Please refer to the "Client Contract Duration and Dayrates and Risks Associated with Operations" section of the Cover Page for a description of dayrates.
- (4) We have been awarded a 5-year drilling contract by Chevron for the construction of an enhanced Enterprise-class drillship to be named the Discoverer Clear Leader. Operations are expected to commence during the second quarter of 2009, after an estimated 30-month shipyard construction phase followed by sea trials, mobilization to the U.S. Gulf of Mexico and customer acceptance. The contract commencement date is contingent on vendor performance and other factors. During the first three years of the contract, the contract dayrate is \$472,300. The dayrate for the last two years of the contract is linked to the standard West Texas Intermediate crude oil price with a floor of \$40 per barrel resulting in a contract dayrate of \$400,000 and a ceiling of \$70 per barrel resulting in a contract dayrate of \$500,000.
- (5) We have been awarded a 4-year drilling contract by Hydro for the construction of an enhanced Enterprise-class drillship to be named the Discoverer Americas. Operations are expected to commence by mid-2009, after shipyard construction followed by sea trials, mobilization to the U.S. Gulf of Mexico and customer acceptance. The contract commencement date is contingent on vendor performance and other factors.
- (6) We have been awarded a contract by Chevron for the construction of an enhanced Enterprise-class drillship to be named the Discoverer Inspiration. The contract has an initial term of five years, but can be converted at the customer's election by September 2007 to a three-year duration. Operations are expected to commence during the first quarter of 2010, after shipyard construction followed by sea trials, mobilization to the U.S. Gulf of Mexico and customer acceptance. The contract commencement date is contingent on vendor performance and other factors. The dayrate to be paid on a five-year contract period is \$472,300, or \$556,200 should the contract be converted to a three-year term.
- (7) We have been awarded a drilling contract by BP for the construction of an enhanced Enterprise-class drillship. The rig will be owned by a joint venture in which the company owns 65 percent. The contract has an initial term of five years, but can be converted at the customer's election by the end of March 2008 to a seven-year term. Operations are expected to commence during the third quarter of 2010, after shipyard construction followed by sea trials, mobilization to Angola and customer acceptance. The contract commencement date is contingent on vendor performance and other factors. The dayrate to be paid on a five-year contract period is \$460,000, or \$430,000 should the contract be converted to a seven-year term.
- (8) Dayrate for contract period October 2007 through October 2010 to be set using a quarterly average of the stated contract dayrates on the company's other Ultra-Deepwater, dynamically positioned rigs operating in the U.S. Gulf of Mexico. The dayrate is currently estimated to range from \$378,000 in October 2007 to \$487,000 in October 2010.
- (9) Current contract provides for a bonus incentive opportunity not reflected in the stated current contract dayrate.
- (10) Reflects the current contracted dayrate which is comprised of a foreign currency component and which could change due to foreign exchange adjustments.
- (11) Reflects the current contracted dayrate which could change due to cost escalations.
- (12) Dayrate reflects a base level to be paid over the estimated 450-day contract period. The rig will receive a dayrate higher than the stated base level when utilized in a water depth of greater than 2,000 feet.
- (13) Dayrate subject to annual adjustment based on market dayrates within specific parameters.
- (14) Owned by a joint venture in which the company owns a 75 percent interest.
- (15) Operated under a management contract with the rig's owner. The rig is currently engaged in scientific geological coring activities and is owned by a joint venture in which a subsidiary of the company has a 50 percent interest. Dayrate indicated reflects 100 percent of contract rate.
- (16) We have exercised an option to purchase a 50 percent interest in a joint venture company with Pacific Drilling Limited. The joint venture will own two ultra-deepwater Samsung-design drillships currently under construction. We have a commitment for a 4-year drilling contract for the construction of the first joint venture drillship to be named the Deepwater Pacific I. Operations are expected to commence during the third quarter of 2009, after an estimated 32-month shipyard construction phase followed by sea trials, mobilization and customer acceptance. The contract commencement date is contingent on vendor performance and other factors. During the first six months of the contract, the contract dayrate is \$495,000, regardless of the duration of the remaining term of the contract. The dayrate for the remaining three and one-half years of the contract is \$530,000. On or prior to October 31, 2008, the contract may be extended to five years, in which case the dayrate would be reduced to \$515,000 for the remaining four and one-half years. The joint venture is actively marketing the second joint venture drillship.