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): June 29, 2006

Transocean Inc.

(Exact name of registrant as specified in its charter)

Cayman Islands	333-75899	66-0582307
(State or other jurisdiction	(Commission	(I.R.S. Employer
of incorporation)	File Number)	Identification No.)
4 Greenway Plaza, Houston, Texas		77046
(Address of principal executive offices)		(Zip Code)
Registrant's telephone number, including area cod	(713) 232-7500	
	Not Applicable	
Former name	or former address, if changed since last r	eport
k the appropriate box below if the Form 8-K filing is intendesions:	ed to simultaneously satisfy the filing obl	igation of the registrant under any of the following

L	1	written	Communications	pursuant	ιο	Ruie	425	under	uie	Securities	Act ((1 / C	rr 2	230.4	25)
_	_				_		_		_	_					

- [] 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 includes drilling rig status and contract information, including contract dayrate and duration. This report is dated as of June 29, 2006, 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.

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 Securi ties 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, 2005 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. 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 statem

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

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.

Transocean Inc.

June 29, 2006

By: /s/ William E. Turcotte

Name: William E. Turcotte

Title: Vice President, Associate General Counsel and Assistant

Corporate Secretary

Exhibit Index

Exhibit No.	Description					
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. 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 2006, 2007 and 2008 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 (no estimates are made for 2009 and beyond). These are 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 shippard 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 Form 10-K for the most recently completed fiscal year, 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. 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 "5th Generation 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: June 29, 2006

New Firm Contracts and Contract Extensions Noted in Bold

Dynamically positioned *

Rig Type/Name High Specificatio			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 ⁽³⁾ (Dollars)
5th Generation D	eepwater (13) ^{(S}	ee Footnotes 13 and	l 14)							
Enterprise-Class (To be named) Discoverer Clear	Ship	*	ТВА	12,000	40,000	USGOM	Hydro	See Footnote 14	See Footnote 14	475,000	
Leader Discoverer Deep	ship	*	TBA	12,000	40,000	USGOM	Chevron	See Footnote 13	See Footnote 13	See Footnote 13	
Seas Seas	ship	*	2001	10,000	35,000	USGOM USGOM USGOM USGOM	Chevron Chevron Chevron Chevron	Jan-06 Jan-07 Jan-08 Mar-09	Jan-07 Jan-08 Jan-09 Jan-11	240,500 276,000 317,900 485,000	226,700 240,500 276,000 317,900
Discoverer Enterprise	ship	*	1999	10,000	35,000	USGOM USGOM	BP BP	Dec-04 Dec-07	Dec-07 Jan-11	184,500 520,000	198,600 184,500

									45 days Shipyard or		
Discoverer Spirit	ship	*	2000	10,000	35,000	USGOM USGOM	Shell Anadarko	Jun-08 Mar-06 Sep-07	Project Sep-07 Sep-10	270,000 475,000	204,000 270,000
Deepwater Discovery	ship	*	2000	10,000	30,000	Nigeria	Chevron/ExxonMobil	Jan-06	Aug-06 45 days	165,000	285,000
								Aug-06	Mob/Contract Prep		
						Nigeria Nigeria	Total Total	Oct-06 Oct-07	Oct-07 Oct-08 30 days Mob/	357,000 364,000	165,000 357,000
						Brazil	Devon	Oct-08 Nov-08	Contract Prep Nov-11	475,000	364,000
Deepwater Frontier	ship	*	1999	10,000	30,000	India	Reliance	Jun-06 Aug-06	90 days Mob/ Contract Prep Aug-08	320,000	145,000
Deepwater Millennium	chin	*	1999	10,000	30,000	India USGOM	Reliance Anadarko	Aug-08 Jun-05	Aug-11 Jun-07	477,000 289,900	320,000 200,000
Deepwater	ship					USGOM	Anadarko	Jun-07	Jun-10	425,000	289,900
Pathfinder	ship	*	1998	10,000	30,000	Nigeria Nigeria Nigeria	Devon/ Shell Shell/Agip/Petrobras Devon	Dec-04 Sep-06 Feb-07	Sep-06 Feb-07 May-07	190,000 395,000 190,000	175,000 190,000 395,000
						Nigeria	Shell/Agip/Petrobras	May-07	Feb-09 15 days Shipyard or	395,000	190,000
Deepwater Expedition	ship	*	1999	10,000	30,000	Brazil	Petrobras	Jun-07 Sep-05	Project Jul-06	147,400	135,000
•	•							Aug-06	60 days Mob/Contract Prep		
						Egypt Morocco	Shell Petronas	Oct-06 Mar-07	Mar-07 Apr-07	240,000 320,000	147,400 240,000
						India	Reliance	Apr-07 Jul-07	90 days Mob/ Contract Prep Jul-09	375,000	320,000
Deepwater Horizon	semi	*	2001	10,000	30,000	USGOM USGOM	BP BP	Sep-05 Sep-07	Sep-07 Sep-10	275,000 See Footnote 9	165,000 275,000
Cajun Express	semi	*	2001	8,500	25,000	USGOM	Chevron	May-08 Jul-05	14 days Shipyard or Project Jun-07	216,000	140,000
						USGOM	Chevron	Jun-06 Jul-07	20 days Shipyard or Project Feb-10	460,000	216,000
									61 days Shipyard or	,	
Deepwater Nautilus ⁽⁴⁾	semi		2000	8,000	30,000	USGOM	Shell	Nov-07 Dec-05	Project Dec-06	220,000	195,100
radinas	Sciii		2000	0,000	30,000			Jun-06	60 days Shipyard or Project		
Sedco Energy Sedco Express ⁽⁷⁾	semi semi	*	2001 2001	7,500 7,500	25,000 25,000	USGOM Nigeria Angola	Shell Chevron BP	Dec-06 Jan-06 Jun-05	Dec-08 Dec-07 Jun-08	425,000 202,000 165,000	220,000 175,000 125,000
			2001	7,300	25,000	Anigola	ы	May-07	15 days Shipyard or Project	103,000	123,000
Other Deepwater (Deepwater											
Navigator	ship	*	2000	7,200	25,000	Brazil	Shell	Jun-06	Sep-06 31 days Shipyard or	210,000	300,000
						Brazil	Shell	Jul-06 Sep-06	Project Jan-07	300,000	210,000
Discoverer 534	ship	*	1975/1991	7,000	25,000	Brazil China	Petrobras Husky	Jan-07 Apr-06	Jan-11 Jul-06 16 day s	180,000 145,000	300,000 175,000
						India	Reliance	Jul-06 Aug-06	Mob/Contract Prep Oct-06	245,000	145,000
								Oct-06	180 days Mob/Contract Prep		
						Pakistan	Shell	Apr-07	May-07 24 days Mob/Contract	245,000	245,000
Discoverer Seven						India	Reliance	May-07 Jun-07	Prep Dec-09	250,000	245,000
Seas	ship	*	1976/1997	7,000	25,000	India	ONGC	Feb-04	Oct-07 110 days Shipyard	125,000	125,000
						India	ONGC	Aug-07 Nov-07	or Project Nov-10	315,000	125,000
Transocean Marianas	semi		1998	7,000	25,000	USGOM	BP	Mar-06 Jul-06	Dec-06 30 days Shipyard or Project	246,000	176,000
Sedco 707	semi	*	1976/1997	6,500	25,000	USGOM Brazil	BP Petrobras	Jan-07 Dec-05	Jan-10 Dec-09	435,000 180,000	246,000 100,000
								Jul-06	50 days Shipyard or Project 550 days Shipyard		
Sedco 700									or		
Series Upgrade I (S702)	semi	*		6,500		Singapore TBA	Shell	Apr-06 Oct-07	Project Oct-10	350,000	N/A N/A
Sedco 700 Series Upgrade II ⁽¹¹⁾				6.500				A 07	335 days Shipyard or		
Jack Bates	semi semi		1986/1997	6,500 5,400	30,000	Brazil Australia	Chevron Chevron	Aug-07 Jul-08 May-06	Project Jul-11 Aug-06	350,000 195,000	N/A 89,000
				3,100		Australia	Chevron/Woodside	Aug-06	Nov-06 80 days Mob/	475,000	195,000
Peregrine I ⁽⁷⁾	ship	*	1982/1996	5,280	25,000	USGOM Brazil	Woodside Petrobras	Nov-06 Jan-07 Jan-06	Contract Prep Dec-08 Jan-09	340,000 112,000	475,000 70,000
	-	*				South			160 days	,	-,
Sedco 709 M.G. Hulme, Jr.	semi semi	т	1977/1999 1983/1996	5,000 5,000	25,000 25,000	Africa Nigeria Angola	Shell Total	May-06 Oct-06 May-05	Mob/Contract Prep Oct-08 Sep-06	205,000 175,000	205,000 85,000
	JCIIII		1555, 1550	5,000	25,000			Jun-07	44 days Shipyard or Project	175,000	33,000
Transocean Richardson Jim Cunningham	semi semi		1988 1982/1995	5,000 4,600	25,000 25,000	Angola Nigeria	Total Agip	Jun-06 Feb-06	Jun-07 Jan-07	355,000 300,000	85,000 65,000
<i>Q</i>				,	-,	J	O.	Feb-07	40 days Mob/Contract		
						Angola	ExxonMobil	Feb-07 Mar-07	Prep Mar-09	350,000	300,000

Sedco 710 ⁽⁷⁾	semi *	1983	4,500	25,000	Brazil Brazil	Petrobras Petrobras	Sep-05 Oct-06	Oct-06 Oct-10 65 days Shipyard or	109,500 120,000	71,000 109,500
Transocean Rather	semi	1988	4,500	25,000	UKNS UKNS	Shell Chevron	Feb-07 Apr-06 Sep-06	Project Aug-06 Apr-07 30 days Shipyard or	190,000 300,000	165,000 190,000
Transocean Leader ⁽⁸⁾					UKNS	BP	Apr-07 May-07	Project May-08	250,000	300,000
(10)	semi	1987/1997	4,500	25,000	NNS NNS NNS	Statoil Statoil Statoil	Jun-06 Oct-06 Dec-06	Oct-06 Dec-06 Sep-07 30 day Shipyard or	245,000 275,000 245,000	173,500 245,000 275,000
					NNS	Statoil	Sep-07 Oct-07	Project Sep-08 45 days Shipyard or	365,000	245,000
Sovereign Explorer	semi	1984	4,500	25,000	Trinidad Venezuela	Statoil	May-06 Jul-06	Project Oct-06 90 days Shipyard or	65,000	65,000
Other High Specif	ication (1)				Brazil	Repsol	Jul-07 Jan-08	Project Jan-10	380,000	65,000
Henry Goodrich	semi	1985	2,000	30,000	E. Canada USGOM	Terra Nova Hydro	Feb-06 Feb-07	Feb-07 Feb-09	169,400 350,000	145,000 169,400
							Feb-07	60 days Mob/Contract Prep		
Paul B. Loyd, Jr. ⁽¹⁰⁾	semi	1987	2,000	25,000	UKNS	BP	Mar-05	Apr-07 20 days Shipyard or Project	144,000	120,000
Transocean					UKNS	BP	Aug-06 Apr-07	Apr-09	320,000	144,000
Arctic ⁽¹⁰⁾	semi	1986	1,650	25,000	NNS NNS	Statoil Statoil	Aug-04 Oct-06	Oct-06 Nov-10	177,000 260,000	200,000 177,000
Polar Pioneer ⁽¹⁰⁾	semi	1985	1,500	25,000	NNS NNS	Statoil Statoil	Oct-04 Jul-06	Jul-06 Jul-09	171,500 280,000	110,200 171,500
Other Floaters (21 Sedco 700	semi	1973/1997	3,600	25,000	E. Guinea	A. Hess	Jan-06	Jan-07	200,000	90,000
Transocean Legend	semi	1983	3,500	25,000	Sakhalin Is.	ВР	Jan-07 Jun-06	30 days Shipyard or Project Nov-06	120,000	155,000
J			ŕ	•			Nov-06	30 days Mob/Contract	ŕ	ŕ
					Indonesia	Eni	Dec-06 May-07	Prep May-07 30 days Mob/Contract Prep	435,000	120,000
Transocean					Sakhalin Is.	BP	Jun-07	Dec-07	120,000	435,000
Amirante	semi	1978/1997	3,500	25,000	USGOM USGOM	Eni/Nexen Remington	Apr-06 Sep-06	Sep-06 Nov-06	115,000 102,000	127,900 115,000
					USGOM USGOM	Remington Repsol	Nov-06 Jan-07 Apr-07	Jan-07 Apr-07 21 days Shipyard or project	135,000 325,000	102,000 135,000
C. Kirk Rhein, Jr.	semi	1976/1997	3,300	25,000	USGOM India	Reliance	Apr-06 Dec-06	240 days Mob/Contract Prep Dec-08	340,000	N/A
Transocean Driller ⁽⁷⁾	semi	1991	3,000	25,000	Brazil Brazil	Petrobras Petrobras	Aug-04 Jul-06	Jul-06 Jul-10	53,000 110,000	52,000 53,000
Falcon 100	semi	1974/1999	2,400	25,000	USGOM USGOM	DeepGulf Energy Petrobras	Apr-06 Jul-06	Jul-06 Jul-07	145,000 180,000	180,000 145,000
Sedco 703	semi	1973/1995	2,000	25,000	Australia	Woodside	Apr-06 Feb-07	Feb-07 14 days Shipyard or Project	155,000	150,000
Sedco 711	semi	1982	1,800	25,000	Australia UKNS	Apache Shell	Feb-07 Feb-06	Aug-07 Oct-07 30 Days Shipyard or	400,000 150,000	155,000 50,000
Transocean John					UKNS	Shell	Oct-07 Nov-07	project Dec-08	283,000	150,000
Shaw	semi	1982	1,800	25,000	UKNS	Nexen	Jan-06	Aug-07 30 Days Shipyard or	100,500	115,000
Sedco 712 ⁽¹⁰⁾	semi	1983	1,600	25,000	UKNS	Oilexco	Aug-07 Mar-06	project Mar-07	150,000	103,000
Sedco 714 ⁽¹⁰⁾		1000/1005	1.000	25.000	UKNS UKNS	Oilexco Oilexco	Mar-07 Mar-08	Mar-08 Mar-10	225,000 340,000	150,000 225,000
Sedco 714(-5)	semi	1983/1997	1,600	25,000	UKNS	Total	May-06 Oct-06	Feb-07 21 days Shipyard or Project	200,000	180,000
					UKNS	Total	Feb-07	Aug-07 28 days Shipyard or	250,000	200,000
Actinia	semi	1982	1,500	25,000	India	Reliance	Nov-08 Oct-04	Project Oct-06	54,000	44,000
				,	India	Reliance	Oct-06 Mar-07	Aug-09 21 days Shipyard or Project	190,000	54,000
Sedco 601 Sedneth 701	semi semi	1983 1972/1993	1,500 1,500	25,000 25,000	Indonesia Angola	Santos Chevron	Jan-06 Apr-05	Dec-06 Jun-07	77,000 90,000	56,000 73,000
Transocean Winner ⁽¹⁰⁾	semi	1983	1,500	25,000	NNS	Norsk Hydro	Jan-06 Aug-06	215 days Mob/Contract Prep Aug-09	350,000	120,000
Transocean Searcher ⁽¹⁰⁾	semi	1983/1988	1,500	25,000	NNS	Statoil	Aug-05	Oct-06	121,000	122,000
Scarcife	Jeini .	1303/1300	1,500	25,000	NNS	Statoil	Oct-08	Oct-08 30 days Shipyard or Project 165 days	335,000	121,000
Transocean Prospect ⁽¹⁰⁾	semi	1983/1992	1,500	25,000	UKNS		Jan-06	Mob/Contract Prep		
Transocean Wildcat	semi	1977/1985	1,300	25,000	UKNS UKNS	CNR	Jul-06 Oct-01 May 06	Jul-08 Idle	200,000	98,000 85,000 51,000
J.W. McLean Sedco 704 ⁽¹⁰⁾	semi	1974/1996 1974/1993	1,250	25,000	UKNS UKNS	Shell Shell	May-06 Jun-07	Jun-07 Jun-08 Sop 06	140,000 250,000	51,000 140,000
Seuco 704° 17	semi	19/4/1993	1,000	25,000	UKNS UKNS	Venture BG	Jun-05 Sep-06	Sep-06 Feb-07 30 Days Shipyard	91,000 175,000	50,000 91,000
Sedco 706 Jackups (25)	semi	1976/1994	1,000	25,000	UKNS UKNS	BP Total	Feb-07 Mar-07 Jan-05	or project Mar-08 Nov-06	310,000 78,000	175,000 57,000

	1070/1003	200	25.000	F	7.	1 1 05	1100	F2.000	20.000
Interocean III	1978/1993	300	25,000	Egypt Egypt	Zeitco Zeitco	Jul-05 Jul-06	Jul-06 Jul-07	52,000 65,000	38,000 52,000
Shelf Explorer	1982	300	20,000	Indonesia	Chevron	Apr-06	Jul-06	120,000	120,000
						Son OG	25 days Mob/		
				Malaysia	CTOC	Sep-06 Oct-06	Contract Prep Oct-07	212,200	120,000
ransocean Comet	1980	250	20,000	Egypt	GUPCO	Oct-05	Oct-07	61,500	32,000
						Dec-06	15 days Shipyard or Project		
ransocean Mercury	1969/1998	250	20,000	Egypt	Petrobel	Feb-06	Feb-08	58,000	50,000
ransocean Nordic	1984	300	25,000	India	ONGC	Mar-05	Jun-07	74,200	57,800
							45 days Shipyard/ or		
						Jun-07	Project		
rident II	1977/1985	300	25,000	India	ONGC	May-03	Oct-06	60,000	34,900
						Oct-06	150 Mob/Contract Prep		
				India	ONGC	Mar-07	Mar-10	147,500	60,000
Trident IV	1980/1999	300	25,000	Nigeria	Chevron	Feb-06	Feb-08	90,000	120,000
						Jan-07	15 days Shipyard or Project		
Trident VI	1981	220	21,000	Vietnam	PetroVietnam	Feb-06	Mar-07	142,100	70,500
Trident VIII Trident IX	1981 1982	300 400	21,000 20,000	Nigeria Vietnam	Conoil JVPC	Apr-06 Aug-05	May-08 Aug-06	66,000 77,100	55,500 60,000
Huent IX	1302	400	20,000	Vietnam	JVPC	Aug-06	Aug-07	189,500	77,100
rident XII	1982/1992	300	25,000	India	ONGC	Nov-03	Dec-06	62,250	57,000
							30 day Mob/Contract		
						Dec-06	Prep		
	1000/1001	200	20.000	India	ONGC	Jan-07	Jan-10	147,500	62,250
rident XIV	1982/1994	300	20,000	Cabinda	Chevron	May-05	Jul-06 30 days Shipyard or	61,000	60,000
						Jul-06	Project		
				Cabinda	Chevron	Aug-06	Aug-08	98,000	61,000
rident 15	1982	300	25,000	Thailand	Chevron	Feb-06	Jun-11	80,000 ⁽¹²⁾	59,750
							120 days Shipyard or		
						Jan-07	Project		
rident 16	1982	300	25,000	Malaysia	Chevron	Dec-05	Oct-07	95,000	69,000
Frident 17 Frident 20	1983 2000	355 350	25,000 25,000	Vietnam Caspian	Carigali Petronas Carigali	Jun-06 Jan-06	Apr-07 Mar-10	130,000 130,000	57,500 90,000
rident 20 Ron Tappmeyer	1978	300	25,000	India	ONGC	Nov-03	Nov-06	62,250	50,100
			•				25 days	•	•
						Nov-06	Mob/Contract Prep		
				India	ONGC	Dec-06	Dec-09	147,500	62,250
Randolph Yost	1979	300	25,000	India	ONGC	Nov-03	Dec-06	60,750	64,000
							45 days Mob/Contract		
						Dec-06	Prep		
n n c	1000	200	25.000	India	ONGC	Jan-07	Jan-10	147,500	60,750
D.R. Stewart	1980	300	25,000	Italy Italy	Eni Eni	Apr-06 Apr-07	Apr-07 Apr-10	57,000 168,000	54,000 57,000
G.H. Galloway	1984	300	25,000	Italy	Eni	Jul-05	Jul-06	54,000	51,000
	1001	200	25.000	Italy	Eni	Aug-06	Jul-08	115,000	54,000
Harvey H. Ward	1981	300	25,000	Malaysia Malaysia	Petronas Carigali Talisman	Jul-05 Aug-06	Jul-06 Jul-08	48,200 110,000	46,350 48,200
Roger W. Mowell	1982	300	25,000	Malaysia	Talisman	Dec-05	Nov-06	48,200	68,200
				Malaysia	Talisman	Nov-06	Nov-08	110,000	48,200
							120 days Shipyard or		
.T. Angel	1982	300	25,000	Singapore		Mar-06	Project		
				Indonesia	BP	Jul-06	Dec-06	105,000	97,000
							40 day Mob/ Contract		
						Dec-06	Prep		
C M Cli . 1	1075	200	25.000	India	ONGC	Jan-07	Jan-10	147,500	105,000
C.G. McClintock C.E. Thornton	1975 1974	300 300	25,000 25,000	India India	ONGC ONGC	Jan-05 Oct-04	Jan-08 Dec-07	50,000 45,000	50,000 45,000
			,				14 days Shipyard or	,	13,000
						Dec-07	Project		
							21 days Shipyard or		
						Jan-08	Project		
Self-Erecting Tenders (4)									
Searex 9	1981	400	20,000	Congo	C)	Apr-04	Idle	40.000	42,000
Searex 10 Charley Graves	1983/1994 1975	450 500	21,000 20,000	Angola Thailand	Chevron Chevron	Feb-06 Apr-05	Aug-06 Apr-07	48,000 40,500	41,000 40,000
V.D. Kent	1977	400	20,000	Malaysia		Jan-03	Idle	,	35,000
Non-U.S. Drilling Barges (3)									
earex 4	1981/1989	21	25,000	Indonesia	Total	Sep-04	Sep-09	39,200	N/A
Searex 6	1981/1991	25	25,000	Cameroon	T . 1	Jul-02	Idle	45.500	27,500
Hibiscus ⁽⁵⁾ Other (2)	1979/1993	25	16,000	Indonesia	Total	Jan-04	Jan-07	47,700	44,300
	1978	27 000	30 000	India	DCII	Apr 06	Aug 06	120 500	
oides Resolution ⁽⁶⁾ ship *	19/8	27,000	30,000	India Singapore	DGH	Apr-06 Aug-06	Aug-06 Dec-06	129,500 9,100	
							321 Days Shipyard	0,244	
						D 00	or		
				Worldwide	TAMRF	Dec-06 Nov-07	project Dec-13	61,700	
Sedco 135D	1966/77/01	600		Brazil	SLB	Jun-01	Jun-09	28,500	N/A
Fixed-Price Options									
High Specification Floaters									
th Generation Deepwater (1)									
Sedco Express semi	2001	7,500	25,000	Angola	BP	Jun-08	Jun-10	165,000	165,000
Other Deepwater (3)		,- · · ·	-,	J- =				,	,
M.G. Hulme, Jr. semi	1983/1996	5,000	25,000	Nigeria	Total	Sep-06	May-07	175,000	175,000
Discoverer 534 ship *	1975/1991	7,000	25,000	India	Reliance Stateil	Dec-09	Jun-10	250,000	250,000
Sovereign Explorer Semi	1984	4,500	25,000	Venezuela Trinidad	Statoil BG	Oct-06 Mar-07	Jan-07 May-07	65,000 65,000	65,000 65,000
Other Floaters (2)									
Sedco 706 semi	1976/1994	1,000	25,000	UKNS	Total	Nov-06	Aug-07	75,000	78,000
Sedco 714 Semi	1983/1997	1,600	25,000	UKNS	Total	Aug-07	Nov-07	300,000	250,000
lackums (1)				UKNS	<u>To</u> tal	No <u>v-</u> 07	N <u>ov</u> -08	350,000	300,000
Jackups (1)	1000	200	20.000	Ind	Chorme-	Inl oc	Can OC	120.000	130,000
Shelf Explorer	1982	300	20,000	Indonesia	Chevron	Jul-06	Sep-06	120,000	120,000

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 two contracts in continuation, so the second line shows the estimated earliest availability. Many contracts permit the client to extend the contract. The out of service time represents those days in 2006 and in 2007 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. 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) The rig is leased from its owner, an unrelated third party, pursuant to a fully defeased lease arrangement.
- (5) Owned by a joint venture in which the company has a 75% interest.
- (6) 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% interest. Dayrate indicated reflects 100% of contract rate.
- (7) Current contract provides for a bonus incentive opportunity not reflected in the stated current contract dayrate.
- (8) 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.
- (9) Dayrate for contract period September 2007 through September 2010 to be set using a quarterly average of the stated contract dayrates on the company's other Fifth-Generation, dynamically positioned rigs operating in the U.S. Gulf of Mexico.
- (10) Reflects contracted dayrate which could change due to foreign exchange adjustments.
- (11) Chevron has the right to convert the contract to five years at a dayrate of \$300,000.
- (12) Dayrate subject to annual adjustment based on market dayrates within specified parameters.
- (13) We have been awarded a 5-year drilling contract for the construction of an enhanced Enterprise-class drillship. Operations are expected to commence during the second quarter of 2009, after an estimated 30-month shippard 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 \$450,000. The dayrate for the last two years of the contract are linked to the standard West Texas Intermediate 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.
- (14) We have been awarded a 4-year drilling contract for the construction of an enhanced Enterprise-class drillship. 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.