

**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): February 22, 2017**

**Ensc o 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)**

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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Fleet Status Report as of February 22, 2017	

**Item 7.01 Regulation FD Disclosure**

**Fleet Status Report**

The Fleet Status Report of the Company as of February 22, 2017 is furnished as Exhibit 99.1 to this report.

The information furnished in this Item 7.01 and the information attached to this Form 8-K as 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 otherwise subject to the liabilities of that section, nor shall such information be deemed incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, except as shall be expressly set forth by specific reference in such filing.

**Item 9.01 Financial Statements and Exhibits**

(d) Exhibits

<b><u>Exhibit No.</u></b>	<b><u>Description</u></b>
99.1	Fleet Status Report of Ensco plc as of February 22, 2017.

**SIGNATURE**

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.

**Ensc o plc**

Date: February 22, 2017

/s/ TOMMY E. DARBY

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Tommy E. Darby

Controller

**EXHIBIT INDEX**

<b><u>Exhibit No.</u></b>	<b><u>Description</u></b>
99.1	Fleet Status Report of Enesco plc as of February 22, 2017.



## Fleet Status Report

22 February 2017

### EnSCO Earns #1 Rating in Total Customer Satisfaction for Seventh Year in a Row

In addition to the #1 rating in Total Customer Satisfaction, EnSCO won eleven other categories:

- Health, Safety & Environment
- Performance & Reliability
- Job Quality
- Ultra-Deepwater Wells
- Deepwater Wells
- Shelf Wells
- Special Applications
- Horizontal & Directional Wells
- Latin America & Mexico
- Middle East & North Africa
- Sub-Saharan Africa

Through the focus and commitment of our offshore crews and onshore personnel, we achieved record safety and operational performance that contributed to this recognition as well as several recent contracting wins.



PLEASE NOTE: Going forward, Enesco does not expect to release day rates for new contracts in its fleet status reports.



Enesco plc  
Fleet Status Report  
22 February 2017

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 <sup>(2)</sup>	Comments
<b>Floaters</b>							
<b>North &amp; South America</b>							
<b>ENSCO 8503</b>	Semisubmersible DP	8500/10000	<u>Talos/ Stone/ W&amp;T Offshore/ Talos</u>	<u>Not Disclosed</u>	U.S. Gulf of Mexico/ <u>Mexico</u>	<u>Aug. 17</u>	<u>----- Contracted to Talos mid Feb. 17 to late Feb. 17. Next to Stone late Feb. 17 to late Mar. 17. Then to W&amp;T Offshore Apr. 17 to May 17. Then to Talos in Mexico May 17 to Aug. 17</u>
ENSCO 8505	Semisubmersible DP	8500/10000	Deep Gulf Energy	Not Disclosed	U.S. Gulf of Mexico	Mar. 17	Contracted to Deep Gulf Energy from mid Nov. 16 through the completion of three wells (est. <u>late</u> Mar. 17). Planned maintenance for 15 days in 4Q16
ENSCO 8500	Semisubmersible DP	8500/10000	Preservation Stacked*		U.S. Gulf of Mexico		
ENSCO 8501	Semisubmersible DP	8500/10000	Preservation Stacked*		U.S. Gulf of Mexico		
ENSCO 8502	Semisubmersible DP	8500/10000	Preservation Stacked*		U.S. Gulf of Mexico		
ENSCO 8506	Semisubmersible DP	8500/10000	Preservation Stacked*		U.S. Gulf of Mexico		
<b>ENSCO 6001</b>	Semisubmersible - DP Megathyst	5600	Petrobras	<u>Mid 280s</u>	Brazil	Jun. 18	Zero rate for 10 days in 4Q16 <u>and approx. 7 days in 1Q17</u> . Plus approx. \$20,000 per day amortized through Jun. 18 for capital upgrades. Plus cost adjustments
<b>ENSCO 6002</b>	Semisubmersible - DP Megathyst	5600	Petrobras	<u>High 240s</u>	Brazil	Dec. 19	Plus approx. \$17,000 per day amortized through Dec. 19 for capital upgrades. Plus cost adjustments

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by Enesco personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.



EnSCO plc  
**Fleet Status Report**  
**22 February 2017**

**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 <sup>(2)</sup>	Comments
<b>Floaters</b>							
<b><u>Europe &amp; Mediterranean</u></b>							
ENSCO DS-6	Drillship, DP3 Samsung	10000/12000	BP	Mid 480s	Egypt	Feb. 18	Plus approx. \$102,000 per day amortized through Feb. 18. Plus two 1-year options at mutually agreed rates
<b>ENSCO 5004</b>	Semisubmersible - Conv F & G Enhanced Pacesetter	1500	Mellitah	<u>Low 200s</u>	Mediterranean	Jul. 18	----- Plus approx. \$9,000 per day for mobilization and reimbursable upgrades amortized through Jul. 18
ENSCO DS-3	Drillship, DP3 Samsung	10000/12000	Preservation Stacked*		Spain		
ENSCO DS-4	Drillship, DP3 Samsung	10000/12000	Preservation Stacked*		Spain		
ENSCO DS-5	Drillship, DP3 Samsung	10000/12000	Preservation Stacked*		Spain		
ENSCO DS-7	Drillship, DP3 Samsung	10000/12000	Available	See Comments	Spain		Notice of early termination for convenience received from the customer with an effective date of early Nov. 16. For the first 90 days following the effective date, the daily termination fee is equal to the operating day rate of approx. \$585,000. For the remaining term through Nov. 17, the daily termination fee is equal to approx. \$439,000. If the rig is contracted to a third party, the day rate revenue received is deducted from the approx. \$439,000 due from the original customer through Nov. 17. Plus approx. \$90,000 per day amortized Aug. 16 to Oct. 16 for mobilization and capital upgrades
<b><u>Africa</u></b>							
ENSCO DS-8	Drillship, DP3 Samsung GF12000	10000/12000	TOTAL	High 610s	Angola	Nov. 20	Plus periodic rate increases and approx. \$14,000 per day amortized through Nov. 20 for mobilization. Plus one 1-year priced option

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by EnSCO personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.





Enso plc  
**Fleet Status Report**  
**22 February 2017**

**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 <sup>(2)</sup>	Comments
<b>Floaters</b>							
<b><u>Asia &amp; Pacific Rim</u></b>							
ENSCO 8504	Semisubmersible DP	8500/10000	Available		Singapore		
ENSCO 5006	Semisubmersible - Conv Bingo 8,000	7000/7500	INPEX	Low 360s	Australia	Sep. 19	Plus approx. \$125,000 per day amortized through Aug. 19 for capital upgrades and day rates during shipyard stay and mobilizations
ENSCO DS-9	Drillship, DP3 Samsung GF12000	10000/12000	Available		Singapore		
ENSCO 5005	Semisubmersible - Conv F & G Enhanced Pacesetter	1500/1700	Preservation Stacked*		Singapore		
<b><u>Under Construction</u></b>							
<b>ENSCO DS-10</b>	Drillship, DP3 Samsung GF12000	10000/12000	Under construction		South Korea	<u>1Q19</u>	<u>Scheduled delivery deferred by 24 months</u>

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by Enso personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.

<sup>(1)</sup> For rigs that may be modified to drill in deeper water depths, both the currently outfitted and maximum upgrade capabilities are shown.

<sup>(2)</sup> Estimated available date for rig after current and follow-on contracts (excluding option period) and shipyard stays have been completed. For newbuild rigs without a contract, the estimated available date is the expected delivery date from the shipyard.



EnSCO plc  
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**22 February 2017**

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Segment / Region / Rig	Design	Water Depth' <sup>(1)</sup>	Customer/ Status	Day Rate \$000's US	Location	Est. Avail <sup>(2)</sup>	Comments
<b>Jackups</b>							
<b>North &amp; South America</b>							
<b>ENSCO 68</b>	MLT 84-CE	400	Enven/ <u>W&amp;T Offshore</u>	<u>Low 60s</u>	U.S. Gulf of Mexico	<u>May 17</u>	Contracted to Fieldwood early Nov. 16 to <u>early Feb. 17</u> , mid 50s. Then to Enven <u>early Feb. 17</u> to <u>Apr. 17</u> , low 60s. <u>Then to W&amp;T Offshore Apr. 17 to May 17</u>
<b>ENSCO 75</b>	MLT Super 116-C	400	<u>Walter Oil &amp; Gas</u>	<u>Not Disclosed</u>	U.S. Gulf of Mexico	<u>Aug. 17</u>	-----, -----, Contracted to Rooster mid Dec. 16 to <u>late</u> Jan. 17, mid 40s. <u>Then to Walter Oil &amp; Gas early Feb.</u> <u>17 to late Jul. 17</u>
<b>ENSCO 81</b>	MLT 116-C	350	Cold Stacked		U.S. Gulf of Mexico		
<b>ENSCO 82</b>	MLT 116-C	300	Cold Stacked		U.S. Gulf of Mexico		
<b>ENSCO 86</b>	MLT 82 SD-C	250	Cold Stacked		U.S. Gulf of Mexico		
<b>ENSCO 87</b>	MLT 116-C	350	Talos	<u>Not Disclosed</u>	U.S. Gulf of Mexico	<u>Jun. 17</u>	-----, -----, Contracted to Northstar <u>late Jan. 17 to mid</u> <u>Feb. 17</u> . <u>Then to Talos Mar. 17 to mid Jun 17</u>
<b>ENSCO 99</b>	MLT 82 SD-C	250	Cold Stacked		U.S. Gulf of Mexico		



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Segment / Region / Rig	Design	Water Depth' <sup>(1)</sup>	Customer/ Status	Day Rate \$000's US	Location	Est. Avail <sup>(2)</sup>	Comments
<b>Jackups</b>							
<b>Europe</b>							
ENSCO 70	Hitachi K1032N	250	Cold Stacked		UK		
ENSCO 71	Hitachi K1032N	225	Maersk	Mid 90s	Denmark	Jul. 18	Planned inspection for approx. 21 days in 4Q17
<b>ENSCO 72</b>	Hitachi K1025N	225	<u>ENGIE</u>	<u>Mid 60s</u>	<u>Netherlands</u>	<u>Aug. 17</u>	<u>----- Plus various priced options of up to 460 days in total for ENSCO 72 and ENSCO 101</u>
<b>ENSCO 80</b>	MLT 116-CE	225	ENGIE/ <u>Repsol-Sinopec</u>	<u>Low 70s</u>	UK	<u>Nov. 18</u>	<u>Contracted to ENGIE mid Jan. 17 to Mar. 17, low 70s. Then to Repsol-Sinopec mid May 17 to mid Nov. 18</u>
<b>ENSCO 92</b>	MLT 116-C	225	ConocoPhillips	Mid 90s	UK	Aug. 18	Planned inspection for approx. 23 days in <u>3Q17</u>
ENSCO 100	MLT 150-88-C	350	Premier	Mid 180s	UK	Nov. 18	
<b>ENSCO 101</b>	KFELS MOD V-A	400	ENGIE	Mid 70s	Netherlands	<u>Aug. 17</u>	<u>----- Plus various priced options of up to 460 days in total for ENSCO 72 and ENSCO 101</u>
ENSCO 102	KFELS MOD V-A	400	Available		UK		
ENSCO 120	ENSCO 120 Series	400	Available		UK		
<b>ENSCO 121</b>	ENSCO 120 Series	400	Wintershall	<u>Not Disclosed</u>	Denmark	<u>Mar. 17</u>	<u>Contract extension for accommodation work with Wintershall late Dec. 16 to late Feb. 17</u>
<b>ENSCO 122</b>	ENSCO 120 Series	400	<u>Available/ Ithaca</u>		Netherlands		Zero rate for 24 days in 4Q16 . Plus approx. \$14,000 per day for mobilization amortized through Nov. 16. Next to Ithaca in the UK Apr. 17 to late Aug. 17, low 100s



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Segment / Region / Rig	Design	Water Depth' <sup>(1)</sup>	Customer/ Status	Day Rate \$000's US	Location	Est. Avail <sup>(2)</sup>	Comments
<b>Jackups</b>							
<b>Middle East</b>							
<b>ENSCO 54</b>	F&G L-780 Mod II-C	300	Saudi Aramco	<u>Low 70s</u>	Saudi Arabia	<u>Sep. 22</u>	-----, Contract extended with Saudi Aramco Jan. 17 to Sep. 22, low 70s. Planned inspection for approx. 80 days in 3Q17. Plus approx. \$5,000 per day for upgrade costs and mobilization amortized through Sep. 22.
ENSCO 76	MLT Super 116-C	350	Saudi Aramco	Mid 120s	Saudi Arabia	Dec. 18	Operating rate to year-end 2017, mid 120s. Contract rate increases to low 170s Jan. 18 to Dec. 18
ENSCO 84	MLT 82 SD-C	250	<u>Saudi Aramco</u>	<u>Low 70s</u>	<u>Saudi Arabia</u>	Aug. 21	-----, Planned inspection for approx. 14 days in 4Q17
ENSCO 88	MLT 82 SD-C	250	Saudi Aramco	Mid 60s	Saudi Arabia	<u>Nov. 19</u>	Plus approx. \$23,000 per day for upgrade costs amortized through Nov. 16
ENSCO 96	Hitachi 250-C	250	Saudi Aramco	Mid 60s	Saudi Arabia	Feb. 19	Operating rate to year-end 2017, mid 60s. Contract rate increases to mid 120s Jan. 18 to Feb. 19. Planned inspection for approx. 60 days in 3Q17
ENSCO 97	MLT 82 SD-C	250	Saudi Aramco	Mid 60s	Saudi Arabia	Feb. 19	Operating rate to year-end 2017, mid 60s. Contract rate increases to mid 120s Jan. 18 to Feb. 19. Planned inspection for approx. 21 days in 2Q17
ENSCO 104	KFELS MOD V-B	400	NDC/ Wintershall	<u>Mid 60s</u>	UAE	Jan. 18	Planned inspection and maintenance for 30 days in 4Q16. Then assigned to Wintershall from Nov. 16 through the completion of two wells (est. Dec. 17)
ENSCO 110	KFELS MOD V-B	400	Available		UAE		
ENSCO 140	ENSCO 140 Series	340/400	Available		UAE		Daily warm stacking costs covered by the shipyard for up to two years
ENSCO 141	ENSCO 140 Series	340/400	Available		UAE		Daily warm stacking costs covered by the shipyard for up to two years



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<b>Jackups</b>							
<b><u>Africa</u></b>							
ENSCO 109	KFELS MOD V-Super B	350	Chevron	Low 170s	Angola	Jan. 18	Plus \$13,000 per day for mobilization amortized through Jan. 18. Plus cost adjustments
<b><u>Asia &amp; Pacific Rim</u></b>							
<b>ENSCO 52</b>	F&G L-780 Mod II-C	300	Murphy/ PCPP	Mid 80s/ High 90s	Malaysia	Aug. 17	Sublet to PCPP Jul. 16 to early <u>Jan. 17</u> . Plus one 1-year unpriced option
ENSCO 56	F&G L-780 Mod II-C	300	Cold Stacked		Malaysia		
<b>ENSCO 67</b>	MLT 84-CE	400	<u>Pertamina</u>	<u>Low 50s</u>	<u>Indonesia</u>	<u>Dec. 17</u>	<del>-----</del> . Plus one 1-year priced option
ENSCO 105	KFELS MOD V-B	400	Cold Stacked		Singapore		
<b>ENSCO 106</b>	KFELS MOD V-B	400	Available/ <u>BP</u>		Malaysia		<u>Contracted to BP in Indonesia Nov. 17 to Nov 22. Plus 13 1-well priced options.</u>
<b>ENSCO 107</b>	KFELS MOD V-B	400	Chevron	<u>Mid 130s</u>	Australia	<u>May 17</u>	Plus <u>five</u> 1-month options
ENSCO 108	KFELS MOD V-B	400	PTTEP	Low 160s	Thailand	Apr. 17	



EnSCO plc  
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<b>Jackups</b>							
<b><u>Under Construction</u></b>							
ENSCO 123	ENSCO 120 Series	400	Under construction		Singapore	1Q18	
<b>Other</b>							
<b><u>Drilling Management</u></b>							
Thunder Horse	Deepwater Semisubmersible	6000	BP	Mid 90s	U.S. Gulf of Mexico	Jan. 22	Plus cost adjustments and five 1-year options
<b>Mad Dog</b>	Deepwater Spar Drilling Rig	4500	BP	<u>Mid 50s</u>	U.S. Gulf of Mexico	Jan. 22	<u>-----</u> , Plus cost adjustments and five 1-year options
<b>Held for Sale</b>							
<b><u>Continuing Operations</u></b>							
ENSCO 94	Hitachi 250-C	250	<u>Sold</u>		<u>-----</u>		<u>Sold for scrap value. Sale price in line with net book value of rig</u>
<b><u>Discontinued Operations</u></b>							
ENSCO 7500	Semisubmersible DP	7500/8000	Cold Stacked		Spain		
ENSCO 90	MLT 82 SD-C	250	Cold Stacked		U.S. Gulf of Mexico		

<sup>(1)</sup> For rigs that may be modified to drill in deeper water depths, both the currently outfitted and maximum upgrade capabilities are shown.

<sup>(2)</sup> Estimated available date for rig after current and follow-on contracts (excluding option period) and shipyard stays have been completed. For newbuild rigs without a contract, the estimated available date is the expected delivery date from the shipyard.



**EnSCO plc**  
**Fleet Status Report**  
**22 February 2017**

**Definitions and Disclaimers**

**Day Rate and Terms.** 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 previously acquired drilling contracts. Routine and non-routine downtime may reduce the actual revenues recognized during the contract term. Additionally, we sometimes negotiate special rates and/or day rate adjustments with customers that may reduce revenues recognized. Significant zero rate estimates are reflected in the comments section for 2017.

**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 day rates including adjustments with the customer; discussions with the customer; backlog; cost adjustments; utilization; estimated rig availability; expected work commitments and contracts; contract duration, status, terms and other contract commitments; letters of intent or letters of award; 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; sale leaseback transactions; scheduled delivery dates for new rigs; and the timing of delivery, mobilization, contract commencement, relocation or other movement of rigs. Such statements are subject to numerous risks, uncertainties and assumptions that may cause actual results to vary materially from those indicated, including commodity price fluctuations, customer demand, new rig supply, downtime and other risks associated with offshore rig operations, relocations, severe weather or hurricanes; changes in worldwide rig supply and demand, competition and technology; future levels of offshore drilling activity; governmental action, civil unrest and political and economic uncertainties; terrorism, piracy and military action; risks inherent to shipyard rig construction, repair, maintenance or enhancement; possible cancellation, suspension; repudiation; or termination of drilling contracts, including termination for convenience (without cause), as a result of mechanical difficulties, performance, customer liquidity and finances, the decline or the perceived risk of a further decline in oil and/or natural gas prices, or other reasons; the cancellation of letters of intent or any failure to execute definitive contracts following announcements of letters of intent or letters of award; the outcome of litigation, legal proceedings, investigations or other claims or contract disputes; governmental regulatory, legislative and permitting requirements affecting drilling operations; our ability to attract and retain skilled personnel on commercially reasonable terms; environmental or other liabilities, risks or losses; debt restrictions that may limit our liquidity and flexibility; and cybersecurity risks and threats. 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 contained herein speaks only as of the date of this Fleet Status Report, and we undertake no obligation to publicly update or revise any forward looking statements, except as required by law.