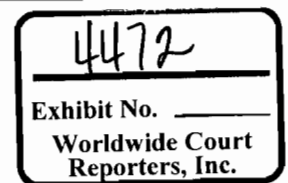


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Interviewing Form

Interviewee Name:	Andrea Fleytas
Job Title:	DP Operator II
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Derek Hart; Wes Bell
Date:	June 24, 2010
Start Time:	1:00 p.m.
Stop Time:	2:30 p.m.
Was documentation taken to the interview? Y/N	Yes
Were photographs, drawings or other supporting materials taken? Y/N	Yes
Are documents attached to this form? Y/N	Yes
Details of documents, drawing, photographs or other supporting	Architectural diagram of DWH; interview questions



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materials taken to interview.	
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<p>Interview Plan</p> <p>Probable lines of enquiry, key questions etc</p>	<ol style="list-style-type: none"> 1. What formal emergency response training have you received 2. Who was your Supervisor 3. Did you receive an Induction/Orientation when you joined the rig 4. What was your primary muster point, was it available, how did you reach it 5. What was your secondary muster point 6. If you were a senior member of crew did you use the rigs ER Manual, if yes were the procedures useful 7. When you went to muster could you see you reach your muster point i.e. was the emergency lighting working 8. Was the rig on main or emergency power when you went to muster 9. Have you participated in drills/exercises on the rig, if yes describe your impression their quality 10. How well could you hear the <ul style="list-style-type: none"> • Alarms • PA's if yes what were the quality of the instructions 11. Did you use any of the personnel escape equipment provided (Smoke Hood, Gloves, Torch/Flashlight and Lifejacket), if yes:- <ul style="list-style-type: none"> • Were they readily available • Did they work as you expected, and • Were they effective 12. If you jumped into the sea describe why, what happened and how you were rescued and by who and what treatment did you receive 13. What was the quality of the muster 14. What were the quality of the instruction you received like at your muster point and how controlled was the muster process 15. Describe the quality of the loading of the lifeboat 16. Was there a stretcher in your Lifeboat, if yes how was that managed 17. Was there sufficient room in the Lifeboat for you/others 18. Describe the quality of the instructions from the Coxswain 19. Describe what happened once the lifeboat was clear of the rig, including how long you were in the lifeboat 20. If you were in the water how were you rescued & by who 21. How did you reached the shore, if via a vessel how did you get from the Lifeboat to the vessel 22. Who meet you when you reached the shore 23. How were you treated when you reached the shore 24. Were you "debriefed" when you reached the shore and did you
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	<p>give a statement to anyone from Transocean/BP, if yes can you remember who</p> <p>25. What were the "reception" facilities for you when you reached the shore</p> <p>26. How did you get home</p> <p>27. What follow up have you received since you got home</p> <p>28. What things do you think went well during the evacuation/escape and rescue</p> <p>29. What do you think could be improved</p> <p>30. Anything else you would like to add</p> <p>31. What was your location on the rig?</p> <p>32. What damage did you see?</p>
<p style="text-align: center;">Interview of Andrea Fleytas – DP Operator II Transocean Office June 24, 2010</p> <p>Interviewer: Derek Hart Wes Bell</p> <p>Note taker: Diane Willey</p> <p>Start time: 1:00 p.m. Stop time: 2:35 p.m.</p> <p>Andrea was on the rig during the incident. Her hitch began the Friday before (April 16, 2010). Her tour was normally 6:00 p.m. to 6:00 a.m. The drilling department worked between 12:00 p.m. and 12:00 a.m. The senior DPO, Yancy Keplinger, also worked during those hours, which meant that they did not change over to their reliefs at the same time.</p> <p>When asked if there were discussions about problems with drilling the well, Andrea said not that she could remember. She knew they would be staying on the well longer, however. They were supposed to finish the well by the time she got off.</p> <p>On April 20, 2010 at 5:30 p.m. and she relieved Darin Rupinski. They were waiting for a transfer of mud and everything was normal at that time. She was working at the DP desk between 6:00 p.m. and 7:00 p.m. Andrea said they rotate "desk duty" every hour in order to remain alert. The Drill Floor crew was displacing the well at that time. Dave Young, Chief Mate, was getting ready for a cement job.</p> <p>Approximately 30 minutes before the largest explosion, Chris Pleasant (Subsea Engineer) called and said they were finished displacing the well. At that time, 4 BP guys (David Sims, Pat O'Brien and 2</p>	

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others) were playing on the DP simulator next to the captain. Dave Young left the Bridge and went to the Drill Floor. The captain was on the Bridge the entire time. As far as she could remember, Jason Anderson, Toolpusher, was not there then or any other time that day.

Andrea was on the desk between 9:00 p.m. and 9:30 p.m., having stayed on the desk longer to allow Yancy to complete another task. She finished ballasting and was monitoring the DP. A few of the BP guys left, but 2 were still talking to her. Jimmy Harrell was there. Andrea felt a jolt; she thought perhaps the thrusters were having problems. Yancy turned the CCTV around and they saw mud spewing over the side. She thought it might have been nitrogen from the cement. Andrea first heard then saw the shaker house gas alarms on the SIMRAD panel, followed by the Drill Floor gas alarm. Gas alarms then sounded all over the rig.

Yancy was monitoring the fire and gas systems. Andrea monitored the DP and acknowledged the alarms. The alarms came up as soon as Yancy turned the TV around. The lapse of time was approximately one minute from the jolt until she heard the first alarm sound. Mud spewed and the alarms came up magenta.

One of the crew members from the Drill Floor called and said "we have a well control issue" and hung up. (Andrea said it sounded like Brent Mansfield, but she might have been mistaken.) Andrea tried to call the Drill Floor back, but no one answered. She received another call saying "well control situation" and hung up. She was not sure who called either time. She tried calling back but never got an answer.

As Andrea remembered, the rig blacked out at that time. Seconds passed then she heard an explosion and all alarms went off. Andrea hit the general alarm, but it did not initially turn on. Yancy then did it and made a PA announcement "fire fire!" People started coming to the Bridge. Jimmy Harrell arrived and said "what is going on?" After about one minute, Chris Pleasant returned and went to the BOP panel. The captain never indicated or announced "abandon rig" by this time. Willie Stoner also came up to the Bridge. Dave Young suited up and people were congregating by the BOP panel. Mike Williams arrived on the Bridge and said that the ECR was gone.

The captain wanted to start the engines. Yancy told Andrea to stay and monitor the panels. The rig position dropped out, but they could not hold location without starting anything. Andrea noticed no lights blinking on the panel. She took it upon herself to activate the MAYDAY + GMDSS alarms. She told the captain that she had issued the distress signal. The captain turned to her and cursed and said "did I give you authority to do that?" One minute before the distress signal was sent, Captain Kuchta wanted permission from Jimmy Harrell to disconnect (operate the EDS).

Steve Bertone came to the Bridge and went with others to start the standby generator.

Many colors lit up the panel (screen), including pastels and other colors that she had never seen before. The captain was told they could not start anything. He replied "fuck it...let's leave."

Andrea was trained to stay on location. They tried to get the engines online, but with no thrusters this was not possible.

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Andrea tried to call the Bankston. Captain Kuchta took the radio from her and he told the Bankston to "get away." There was no mud transfer during her time on the Bridge (i.e. after 17:30). Andrea remembered being asked by the Bankston when the rig would be ready to transfer because the OBM hose was still connected.

Dave Young came in and told the captain "we have an uncontrollable fire." The captain told Dave to "calm down." Andrea issued a second MAYDAY call. Dave said "we have an uncontrollable fire and are aborting." The captain said to "standby and wait."

When asked if she received any response to her MAYDAY calls, Andrea said yes, that Darren (from the Bankston) called and told her that men were jumping overboard. Yancy then called the Bankston and asked if they could pick up the guys who jumped overboard.

Andrea was one of the last ones remaining on the rig at this time. She got on the PA and said "abandon rig" for everyone else to hear who might be on the rig. She and Yancy were the last ones off of the Bridge.

While on the Bridge, Andrea took instructions from the Chief Mate, Dave Young. The captain told her to write down the time of the disconnect. He also made her hold the log books (**Note:** she did not take these off the rig with her.) The captain did not give any other instructions. Dave said they had to go and they were abandoning. Andrea said at this point she really thought she was going to die.

Andrea was asked if the OIM or captain gave the instructions to start the standby generator. Andrea said Steve Bertone said he was trying to start it, but she was unaware of any instructions. He took Mike Williams and Paul Miner, but they were unsuccessful.

She met up with Randy Ezell, Chad Murray, Allen Windham, and Wyman Wheeler on the Lifeboat Deck.

When asked if anyone referred to the rig's emergency response manual, Andrea said no, that everything happened so quickly and unexpectedly they did not have the time to refer to it. She said people tried the best they could, but she was sure that some procedures were not exactly followed. When asked about any special sounds or visuals, she said Dave was in the fire suit trying to fight the fire.

When asked about the order of gas alarms that sounded, she said the combustible gas was first in the shaker room "every one [of them] came on...every one."

Andrea said she and Yancy were the last two people to leave the Bridge. Yancy issued the last MAYDAY. He gave their position and they went to the Lower Deck. On the Lower Deck she noticed that the life boats were already gone.

Dave and Yancy took charge and Andrea stood back on the Lower Deck. Chad Murray, Mike Williams, Steve Bertone, Paul Meinhart, Curt Kuchta and Yancy Keplinger were there when the life raft was deployed. Paul Meinhart, Curt Kuchta, Yancy Keplinger and Mike Williams jumped from the Lower Deck into the water. The gurney with Wyman was put in the life raft first. Dave pulled Andrea into the raft while it was hanging over and tilting to the side. Andrea was the last person to load the

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life raft. Andrea said she looked out and saw fire in the moon pool area. She was not sure who released the life raft.

Andrea said she does not know how the life raft made it to the water. Once it did, she jumped out of the raft and others followed her and started swimming away from the rig. She saw the fast rescue boat ("FRB"), which picked her up. Mike Williams was already in the boat. Dave Young got into the FRB next. The FRB did not want to get too close to the life raft because of the fire on the water. The FRB pulled up to the raft and tied off and started to pull it away from the rig. The tension got tighter because the painter was still attached to the rig. There was a knife in the life raft but they were unable to find it. A guy on the Bankston had a knife and that was used to cut the painter. They were towed backwards to the Bankston.

Once they got on the Bankston, they did 3 or 4 musters then "hung out" until the afternoon. Andrea said that Carl Taylor, the radio operator, conducted the muster on the Bankston. She said he was calm and collected and did a very good job. (Note: She said that Carl had taken the muster lists with him off the rig.) She said other people helped, including Daun Winslow. They were given supplies (food, cigarettes, etc.) The aft end of the Bankston faced the Horizon, so they stared at the DWH for hours and watched it burn. Andrea said the BP people and Captain Kuchta disappeared into the wheel house. Jimmy Harrell, however, stayed with his crew the entire time.

Captain Kuchta came down from the wheel house and said they were going to pick up some Coast Guard ("USCG") personnel from another rig and the DWH crew members should be prepared to provide a urine sample for a drug test immediately upon arrival into the port. Andrea said once the USCG personnel arrived on the rig, the BP personnel left, including Daun Winslow and other VIPs. The USCG handed papers to the crew members to write out their statement.

Andrea said the USCG search and rescue team looked for drifters and then took the injured people off by helicopter. The crew members were instructed to get off the Bankston if they sustained any injuries. She said the USCG was on the Bankston for about 20 minutes before they pulled the injured people up into the helicopter. She stayed back on the Bankston because at that time she did not realize how badly she was actually injured (she had a burn on her leg which she thought was a friction burn, but was actually a burn caused by the heat from the rubber of the raft).

The medical facilities on the Bankston were limited, Andrea said. They flushed people's eyes out, etc.

That afternoon they found out they would be going to Port Fourchon. The crew members heard that there was a satellite phone on the Bankston, but they were told it was broken and could not use it. Andrea said they told them that they could repair the phone since they had so many guys with technical skills, but they were still told no. Stan Carden had a cell phone that he let Andrea and others borrow to call their families.

Andrea was not interviewed by the USCG. She signed her statement verifying it was "true" what she was writing. The USCG asked her if they could follow up with her. She said "yes" but they never did.

Once they arrived in Port Fourchon, they took the drug test. The USCG medic cleaned her wounds and wrapped her up. They then boarded the shuttle bus and were escorted to the Crown Plaza hotel

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in New Orleans. Paul Johnson, the Rig Manager, told the crew to spend time with their families and go home. Her family was unable to go to the hotel, however. She went to her room and showered then went downstairs and received medical treatment. She woke up around 5 p.m.

They were taken to the airport. Since they lost their identification, the crew members were escorted by TSA and then they flew home.

When asked if Transocean called her family after the incident, Andrea said her mom found out about the incident before they called. Andrea's ex-boyfriend heard the MAYDAY on another rig and called her mom. From that, her sister called the USCG and eventually reached Transocean, who told her about the incident. Her family subsequently received a call and told them that Andrea was okay. They received this call before Andrea called them from the Bankston.

Andrea said that she has not received any calls from lawyers. Transocean told her they would deal with everything. Transocean told her to spend time with her family right now.

She said Shuman kept track with the medical and psychological visits. Transocean's attorneys have also contacted her.

Andrea said Paul Johnson has called her to see how she is doing. She said human resources at Park 10 have also called her. Per Andrea, "that is what keeps me coping." She said she does have contact names and numbers if she needs to call for anything. Andrea said she will "retire from this company."

When asked about her injuries, Andrea said she had 2nd degree burns on her legs from the life raft burning her because it got so hot. It is better now though. Additionally, she said her face got very irritated from swimming in fuel.

OTHER QUESTIONS:

Andrea was asked what direction the wind was blowing prior to the incident. She said it was coming from the northwest at 5 knots. He said she could not remember which way the rig was heading. It is usually 135. She said the water was very glassy..."maybe there were a few ripples" she said.

QUESTIONS/COMMENTS AFTER HER INITIAL RECOUNT OF WHAT HAPPENED:

When the Captain went to the BOP panel, every single light was lit.

Andrea was not sure who hit the EDS, but she thinks it was Chris Pleasant. He hit the EDS 5 minutes after she saw mud. Yancy saw mud and got the alarms. The DPO's have no authority to operate those panels. On the screens, they could only monitor pit volumes. Andrea was unsure if all the sensors worked. She said you could not see that page. Per Andrea, they have no control of any drilling...no lights; they just saw volume changes.

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Andrea was asked how she would know about the transfer of mud from one pit to another. She said that the Drill Floor usually let them know. She did not recall them doing that while she was on watch.

Andrea was asked if she had ever been on a rig during a blackout. She said yes, when she first worked on board. ABS had 2 blackout drills and she witnessed a brownout. She knew the process from OJT and was ready, should one occur.

If an engine drops out, another would start. At the time of the incident two engines were online (#3 and #6)

Andrea was asked if you would get an indication if one engine shuts down. Yes, put the alarm page up until blackout so you could not see at the time. We did not have control of the power management system.

On a normal day, if a low level gas alarm goes off in the shakers they call the Drill Floor and the Bridge makes a call and gets a guy out. They send the AB to go with a sniffer. The low-level gas alarm would not set off the general alarm. If it is combustible gas, the alarm goes off automatically.

Sometimes it is a false alarm. If the fire alarm goes for more than 2 minutes without being answered, it sets off an alarm across the whole rig. She thinks it was the same for combustible gas.

Following the gas alarms in Shakers and Drill Floor, Andrea hit the general alarm button.

Yancy made one PA to muster. She made 2 PA's to muster.

There was no way they could get to the other life boats; she could not get to the back of the rig from the inside.

START Process – She would go on the deck and do START tours with the chief mate. The captain would cover for them on the Bridge. She also did them off tour too.

Andrea was asked if she was ever involved in the displacement. She said the Bridge was informed even though they were not involved. It was simply a courtesy.

The Senior DPO does stability calculations on the computer. It has been done manually but she does not know the last time it was done.

When asked if there were any escape packs on the Bridge, Andrea said there were 4 in the gear locker. No one took them, but they did take the life jackets.

Andrea had a radio and called life boats 1 and 2, but their radios were not on. They travelled with their VHF radios. She had a cell phone on her and she swam with it (hence it not working on the Bankston). Dewey had a radio too.

Andrea said overall, she thinks things went well. Everyone got off that could, but she did not know how. She said that people took charge and made decisions. They knew they were leaving people, she said, but they knew that others needed attention too. Andrea said that Dave made the huge

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decision to leave and it was very hard. She also added that Carl Taylor, the radio operator, did a fantastic job.

Recommendations:

Andrea said the crew should be able to carry a knife on the rig. One knife saved many lives. If they were allowed to carry one, things could have been done much quicker.

She also said that lifesaving and safety during evacuation should be taught/practiced more often. Many people depended on just 2 people.

Everyone needs to be able to physically open/launch a life raft.