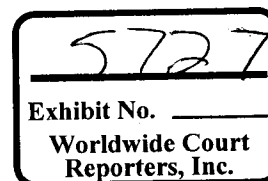


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Interviewing Form

Interviewee Name:	Micah Lindsey
Job Title:	RSTC (Rig Safety and Training Coordinator)
Company:	Transocean
Contact Details:	
Work Address:	1311 Broadfield Suite 400 Houston, Texas
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Derek Hart Stephanie Butefish
Date:	25 June 2010
Start Time:	9:35 am
Stop Time:	11:00 am
Was documentation taken to the interview? Y/N	N
Were photographs, drawings or other supporting materials taken? Y/N	N
Are documents attached to this form? Y/N	N
Details of documents, drawing, photographs	

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or other supporting materials taken to interview.	
Interview Plan Probable lines of enquiry, key questions etc:	

Interview with Micah Lindsey

Micah Lindsey holds the position of RSTC (Rig Safety & Training Coordinator). He was not on the rig at the time of the incident. The interviewer, Derek Hart, explained the reason for this interview, which is to discuss training on the rig, and that efforts are being made to establish what happened and to prepare recommendations.

Micah Lindsey has a degree in psychology. He uses it to help people perform his job better. He is able to explain to the crew why they are doing what they are doing. It makes his job easier.

Micah received his master's degree in 2002. He initially wanted to go into consulting and tried to find a position in New Orleans. He was not willing to start as a clerk. He worked in positions such as car sales and roof sales, and in retail. He had a friend who worked for Transocean on a rig. He worked as a Roustabout for two years. Then he found out what the RSTC's did on a rig, and decided he wanted to do that. He has been an RSTC for three years, now. He would like to move into an HSE management slot. He has spent all five years with Transocean on the Deepwater Horizon.

He has completed his RSTC OJT training. He also attending COSS class before it was required. He has had first responder training. He is also considering getting a degree in safety. He has also done TOPSET investigation and Safety Leadership Foundation Training. He has not asked to take a Master Class.

Micah is aware that there is a gap in his training. He also believes that Transocean should start training RSTC's as safety professionals, and send them to college-style courses. He believes that sending them to water survival every three years does not provide value or benefit to the company.

He also believes that OJT system is outdated. It needs updating on the computer, and some questions do not apply. He believes it does have some value, however.

When asked about whether the "assessors guide" is used actively, he said that 'no', it has never been used for validating OJT tasks.

His last appraisal was from Jim Harrell and was excellent. He wants to progress to supervision on shore, and his OIM and rig manager are aware of this.

When asked how the orientation process is handled, he replied that the Medic does the video

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orientation and a tour, and then takes the new personnel to the RSTC who talks about rig safety, START cards, think plans, OJT and how it's used. He then gives six quizzes and shows the new personnel how to look up the OJT tests. He goes over the grades, takes them to the crane operator and the deck pusher for assignment to a mentor explains that the mentor sheet is to be completed. He tells the crane operator that HSE OJT is to be completed before the first hitch is over. He then talks with the crane operator to help with training on certain items on the sign off sheet. He prints the training records and tells them to do OJT first and then will start with the other classes. The mentors are assigned until the mentor feels the new person is ready, and gets their white hard hat. This usually takes four hitches to achieve.

The interviewer, Derek Hart, stated that in March, when Lloyds visited the rig, their report indicated that supervisors said that TOPS training did not really prepare them adequately for offshore; that it gave them knowledge, but not experience. Micah agrees with that assessment. The crew in TOPS was doing very little rigging; it does not reflect the true vision of a 12-hour day on the rig. The crew understands START and Think but does not understand what the job is like.

Micah has taken basic firefighting and basic water survival. He has not taken advanced firefighting because he will not be fighting fire. He has asked to take MEM, but was told there are limited spots.

He has heard that the crew was great, but there was mass hysteria on the night of the incident.

Station Bill – In a general alarm, he is to go to the hospital to assist the medic and prepare the hospital. He has had an opportunity to step outside the RSTC role and monitor drills. A few times he was on the bridge during different types of musters. Drills were on Sundays at 10:30 am. He is not aware of any "offline" training such as crane operator and crew exercising with fire hoses. He mentioned that they did have occasional man overboard drills and they did suit up and use respirators. He has been in a lifeboat and lowered away once. They did disconnect, leave and come back. This was not part of the orientation; it happened at the time of the first drill.

When asked if he goes to pre tour meetings, he said 'yes', at 11:00. Other attendees of these pre tour meetings include the OIM, Tool Pusher, Sr. Tool Pusher, sometimes the Mechanic and Electrical Supervisors and the Chief Engineer. Recently, the Chief Engineer attended the meetings 4-5 days per week and the crane operator as well. The company man was there every day, and sometimes third party personnel were there.

A typical day for Micah would begin at 5 am, starting with breakfast and at 5:45 am he arrived at his office to count START Cards. At 6:30 am he had a conference call with the OIM, Chief Engineer and the Captain with onshore management. At 7:30 am, he would be on a BP phone call. At 8:30 am, he attended an operations meeting with Transocean employees. At 11:00 am was a pre tour. He attended departmental safety meetings.

On Sundays at 12:45 pm, the rig held a general safety meeting. Micah would tell the crew what he thought was important on the rig. Micah noted that participation of the 3rd party fell away over time. There used to be good input from the company men each week, and then gradually it went down to zero. He believes this was due somewhat to a change in personnel. The newer ones were never there.

The two company men on the rig at the time of the incident were: Don Vidrine and Earl Lee. Don

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Vidrine had been there for 3 or 4 hitches. Murray and Ronnie had been there the longest.

Derek Hart (interviewer) also pointed out that the Lloyds report got feedback from the company regarding the one START card per day. Micah said that the START cards get the most negative feedback. It's a great tool when used properly. It has become a numbers game from the Rig Manager and the OIM. If he received 110 cards on one day, and the next day would receive 85 cards, he had to explain the numbers and why. He would have to wake up people to get them to turn in a start card. It's being used all wrong now.

Prompt Cards – Initially fell flat on its face on the Horizon. Micah got a box of them at first, but no one called to tell him what to do with them. If they did not have to be counted, he did nothing. The Prompt Card system was revised. After an incident with the pontoons flooding, they had to have a Prompt Card and a Think Plan for every job; it got to be too much paper. Later, they were told when to use a Think Plan and it was better received. They then began going over the Prompt Cards in detail, and they did well. The Prompt Cards started working well on the Horizon.

When asked what he thought about the quality of the Think Plans, Micah gave them a D+ or C-. If they were about to do a big job, they were well written and specific. For minor jobs, they were pencil whipped at best.

He believes that the Prompt Card could be better than the Think Plan. Some people were doing Think Plans and Prompt Cards to cover themselves.

TOFS – he believes that Time Out For Safety was well understood on the rig. The crew did call time out. However, it was a problem with third part and BP because they thought they knew their equipment, and so were less likely to call time out for safety. The Roustabout crew did call time out on their mates. It was a badge of honor. Micah believes that TOFS was working well; with Transocean especially.

Derek Hart mentioned that the Lloyds report saw some concern about consequences of dropped objects. Micah says that it became the 'gorilla in the room'. For awhile, people did not report dropped objects and hoped for the best. An exception was in March or April when a handle fell off a winch in the derrick, which was reported. If someone dropped a wrench, you had a hard time reporting it. The reason some of these things were reported was because the company men were there. He does not recall any repercussions for reporting a dropped object. There was a fear that if you dropped something you could get fired; he does not know where that came from. Derek Hart said that the Lloyds report indicated there was a fear of writing a letter to Steve Newman. People were afraid they would have to go to Houston and get fired. It was difficult to overcome the dropped object negativity of reporting it.

Management of Change – Is about what will change about how to do a job. Some people thought management of change is a piece of paper, but it is a change in how you do a job. He mentioned that people had a problem in addressing a change. If someone is new and someone else comes in to help, it's a different guy to watch. They see it, but do not address it. To address it, stop the job and do the Think Plan and re-evaluate the Think Plan. There was not the same level of commitment to do it.

Bonuses – Micah is aware of the BP well bonus and knows if there are no recordables or inks, they

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received a bonus. Everyone loved the bonus, but if someone got hurt, people were worried about the bonus. He believes it was good for morale, but believes it did have some negative points.

When asked if he was aware of any issues with the well, he said he is aware of a test where rams were left open, and he heard about rubber coming out of the annular. In general, they fought that well from the day they got there.

When asked about the atmosphere in the meetings between Transocean and BP, Micah stated that he'd experienced no issues but most of these meetings were behind closed door.

At the 7:30 meetings, he usually saw BP people telling what is going to be done, with very little input from Transocean.

Derek Hart mentioned that in the Lloyds report, the change from 14-14 to 21-21 had some problems. Micah said the guys became like robots, and that 70-75 percent could not stand it. Those who worked inside handled it better. He heard lots of complaints about the change. He does believe that it impacted rig safety; during their last 4-5 days, the guys were "going through the paces". You could tell the guys he saw were not so upbeat and were ready to go home. It was not worth the move. This did not work on the Horizon. He doesn't know why. Some were struggling with paydays and checks, and they felt they were not at home as much.

When asked if he had anything to add, he stated that if the guys use START correctly, they work. If an incident happened, the rig managers would say 'we have to do more of this.' Micah disagrees with this approach. A written Think Plan for each thing is not the way to go. The Prompt Card is good and he wishes more people would buy into it.

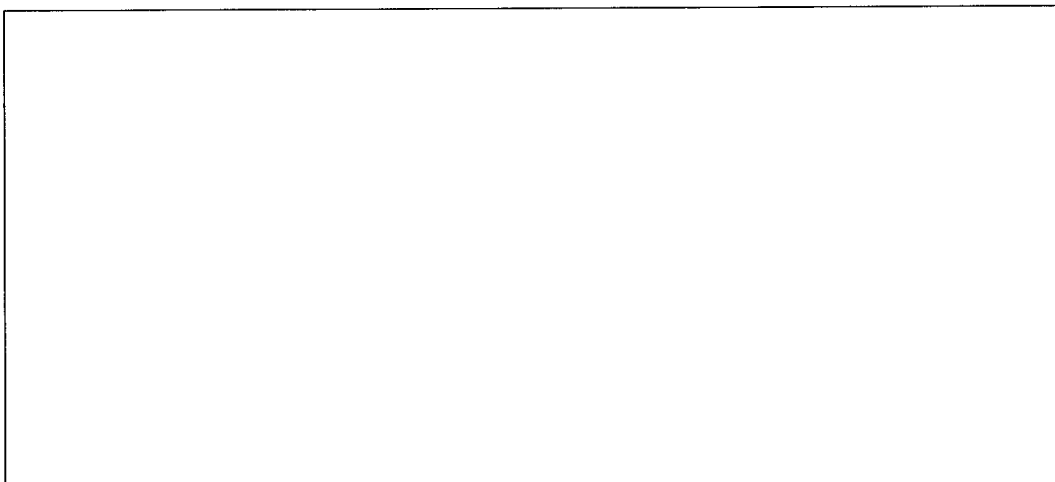
Micah has seen two different OIM's interpret the H&S book differently. Lots of guys never opened the H&S book. He told the guys that they would be amazed if they would just read the manual; they had done lots of overkill. They eventually headed in the right direction and were getting away from having to do so much paperwork.

Micah said that the crew did look out for each other.

His colors are green/blue.

Interview concluded.

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