

Interview of Shane Albers, Subsea Project Engineer

Telecom around 2:00 PM from BP office in Houston

April 23, 2010

Background:

Subsea project engineer for 9 months and no other industry experience.

Event:

On rig in the clients office on the computer when power and explosion occurred and felt vibration. Brad was in his room so I got up and walked down the hall. Felt bigger explosion and wall and ceiling collapsed. I ran around corner and got life jacket and alarm went off. Fire ever where and we mustered and got into the boat. Life boat was full so closed door and drove away. Went to supply boat. I did see people jumping into the water. Life boat was at supply boat in about 20 minutes.

I was on the rig to run lock down sleeve which holds down the production casing

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Continuation of statement from page one:

when the explosion occurred at 9:45 - 10:00 AM
April 20th 2010.
When it happened that the explosion occurred at
the rig floor but I did not witness the
explosion.
My events took place. It is unclear why, but
apparently we got into the drilling rig
when the gas got to the rig floor it
combusted as ignition devices and others
also a fire

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I, Robert Kelce, make the following statement freely and voluntarily to

U.S. Coast Guard, who has identified himself/herself to me as an Investigating

Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Robert M. Kelce

Job Title: Lead Site Leader

License No. Alaska 1488 Issued by: Texas

MMD (card) No. [Redacted] Exp date: [Redacted] Issued by: [Redacted]

Vessel Name and Official Number: Transocean Horizon

Person in Charge of Vessel: [Redacted]

Company Name: Transocean

Company Address: Houston

Company Telephone and Fax No.: [Redacted]

Date and Time of Incident: 9:45 - 10:00 P.M. April 20th 2010

Incident Location: Off 252 ST 001

Date, Time & Location Statement Provided: 4/21 - 1000 hrs - offshore Bankston

Detailed statement regarding incident including who was involved, what, when where and why events took place: There was an explosion & fire on the Drayton tower who: (1) Site leader, (2) Full Transocean Rig Crew, (3) 11 Fluvio 5195 (3), (4) Alan Lopez, (5) Enriquez, (6) Compliance Eng, (7) what events while Drilling the well base from 8367 to 8400 has been into rig together base drill to down all explosion occurred on the rig floor.

Page One of 1 of 2 Signature of Investigating Officer

Interview of Robert Kaluza, Well Site Leader

Interview by telecom at BP office

April 23, 2010

Background:

On the rig 5 days to learn about deepwater. Assigned to Horizon rig for 9 months. I came back on April 16th for relief. I have worked mostly in Alaska as a drilling tool pusher and was also a company man in Russia from 1996 to 1997. Have an engineering degree. Have also worked in the Rocky Mountain area. Total of 35 years experience. Worked for BP 12 years.

Event:

Asleep in room 310 in the lower level and heard noise and then fire alarm sounded. Had no lights so was dark in room but opened door to get light to put on clothes. Went toward office and noticed tiles had fallen and could not go up the stairs. Found exit and had to much smoke. Some one helped me up stairs. Panic at life boat. Could see derrick was on fire. Heard some explosions and got in boat and door closed then four more came in to the boat. Then launched life boat and drove to supply boat. Had some hatch trouble and did call role again on supply boat. Boat 1 came latter. The supply boat had mud on the deck.

During the day from 6 to 10 AM ran in hole with 4200 feet of 6-5/8" drill pipe, 3400 feet of 5-1/2" drill pipe and 821 feet of 3-1/2" tubing. Stopped above the BOPs to test the casing so closed blind shear rams and test to 250 psi low pressure and 2500 psi high pressure, but went up to 2700 psi actually. The 30 minute chart was solid and had the cement engineer put the chart in the office. Told the driller test was done.

From 6 to 10 AM ran pipe in hole to top of BOP

From 10:00 to 11:30 AM perform low and high pressure test

From 11:30 to 1500 ran drill pipe to 8317 feet

From 1500 to 1730 (or 5:30 PM) displaced mud with sea water. Had 14.0 ppg mud and a 450 bbl 16.0 ppg spacer above the annular preventer. Was also pumping synthetic mud to supply boat. Got two cement engineers to calculate balanced cement plug. I went to office to make bullet point plan on cement plug. At 5:30 just finished getting 16.0 ppg spacer in the riser and closed the annular preventer and had 1260 psi on the drill pipe and discussed with the tool pusher. Permit had to monitor on the kill side and Randy said to do it down the drill pipe. Had 1260 psi on the drill pipe. Bleed drill pipe to zero with 15 bbls. Left 5 to 10 minutes at zero.

Kill line was closed at stack, opened and the drill pipe flowed 3 to 4 bbls. Thought out of balance and closed drill pipe at Halliburton unit and open kill side at 6 PM.

Don is coming on tower and I explained bleed some off the drill pipe and lined up to pump down the kill line and 30 psi pressure and monitor on the pressure gauge. Rig up to monitor on the trip tank with .6 bbls originally in tank. Choke came up to 30 psi so diverted flow to mini trip tank and it went fro .6 bbls to .8 bbls with zero on the kill line "open". Opened choke with 30 psi and went from .6 bbls to .8 bbls.

Next was to finish displacement. I planned to relieve Don at 2:00 AM and he would be going home.

Toolpusher is Randy Ezell

Toolpusher relief at 6:00 PM and Jason was next tower.

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TRN-HCJ-00121085

TRN-MDL-00265587

Confidential Treatment Requested by Transocean Holdings LLC
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TRN-HCJ-00121086
TRN-MDL-00265588

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I, Paul Lambert, make the following statement freely and voluntarily to
Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Conrad Lambert

Job Title: Welfare Officer of the ECHO

MRID (craft) No: [Redacted] Issue date: [Redacted] Issued by: TK

Company Name: BP Zip code: [Redacted]

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: Curt (Captain)

Company Address: 510 Westlake Ave Blvd Houston, TX

Date and Time of Incident: 20 April 2010 5:21:30

Incident Location: Rig Floor

Date, Time & Location Statement Provided: 21 April 2010 15:45 Denver, Colorado

Detailed statement regarding incident including who was involved, what, when, where and why events took place:
I woke up from sleeping. Heard 2 explosions felt blast on stomach and abdomen. Husband at the boat. Assisted in loading lifeboat. Directing and heard Denver Denver. Assist as needed w/ injured personnel and USCG EVACUATION OF THE BOAT.

Signature of Statement Provider: [Signature] Page One of 1 Signature of Investigating Officer: [Signature]

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Continuation of statement from page one:

[Redacted area containing the continuation of the witness statement]

I have read the foregoing statement consisting of 1 page, and I do hereby swear/affirm that it reflects in a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.
Date: 21 Apr 10 Signature of Statement Provider: [Signature]
Signature of Investigating Officer: [Signature]

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Interview of Lee Lambert, Well Site Leader (in Training)

Phone interview by telecom from BP office

April 23, 2010.

Background:

Going around Gulf for training and this is 4th hitch on the Horizon. He has 3.5 years service with BP and prior to that he had 4.5 years with Baker Hughes.

Event:

I just went to bed and heard first explosion. Then second explosion knocked me out of bed. It was about one minute between explosions. Time was around 9:45. The supply boat was along side at the time. The alarm went off so went into hallway and then went to life boat. Loaded life boat and wanted to go but stopped to put injured people in the boat. Some people got out of the boat and then it was loaded again. Marine captain launched boat and went to supply boat. Couple of people may have jumped. See flames half way up the derrick.

During day ran long string production casing and set seal assembly and tested casing and displaced choke and kill lines to sea water and from 8634 feet to above BOP had sea water. Monitor well on kill line.

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P. O. Brown who has identified himself to me as an Investigating

Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: P. O. Brown

Job Title: VP of Operations

License No: [REDACTED]

MMD (card) No: [REDACTED]

Exp. date: 9/27/14

Issued by: TEXAS

Issued by: [REDACTED]

Vessel Name and Official Number: Depositer Horizon

Person in Charge of Vessel: T. S. Sorenson

Company Name: T. S. Sorenson

Company Address: [REDACTED]

Company Telephone and Fax No: [REDACTED]

Date and Time of Incident: 4/20/10, approximately 10:00pm

Incident Location: Meadow Road, Me 297

Date, Time & Location Statement Provided: 4/23/10, 15:00, Tidewater Ocean Services

Detailed statement regarding incident including who was involved, what, when and why events took place:

Was not on a rig visit from Husky. Arrived on

4/20/10 approximately 11:00. Depositer was to be

afternoon of 4/20/10. Was on the bridge when

the rig began to shake followed by a hissing

sound then an explosion. A second explosion followed

when lights went out. I opened a hatch and saw

fire on the rig floor and in the derrick.

Signature of Statement Provider: [Signature]

Page One of 1

Signature of Investigating Officer: [Signature]

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Continuation of statement from page one:

The EDS station was pushed by the TDI
Captain. I think after receiving permission
from the OIM. We then went to the life
boats and entered them and went into the water.
We made it over to the Ocean Services supply
boat and exited the life boat. We have
been on the Ocean Services since

I have read the foregoing statement consisting of 2 pages, and I do hereby swear that I am providing the true and correct statement concerning the incident in question. I have signed each page and have given my opportunity to make any corrections or additions.

Date: 4/23/10 Signature of Statement Provider: [Signature]

Signature of Investigating Officer: [Signature]

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Interview of Pat O'Bryan, VP Drilling and Completions for BP.

Conducted in person on April 23, 2010 around noon in the BP building in Houston, Tx.

Background:

He is Petroleum Engineer with 22 year in industry and started with BP in about 2000, after buy out of ARCO.

Event:

After the meeting at 9:00 PM he went to the bridge with David Sims (operations manager with BP) as part of a tour of the rig. Around 10:00 PM the rig started to shake and he opened door to port side and saw mud coming out of the diverter, heard a hissing sound, and explosion. He could see some fire and a second explosion occurred within 5 to 10 seconds. The rig lost all power. Personnel came up to the bridge, it was the OIM and then the Captain pushed the button to auto disconnect (EDS). The EDS board lights up like it was activated. The rig is in flames all around the derrick so went to life boat. Both 2 and 4 boats had crew around them. I was assigned to boat 2 and it was lowered into the water and the boat went to the supply boat and when looked back the rig is in flames. Supply boat was covered in mud. Fire on rig floor was higher than the bridge.

General follow up comments:

Arrived on rig around 2 PM for tour and had Buddy Trahan and David Sims on helicopter. Toured the rig after safety briefing. Had meeting in the conference room at 7:00 PM which lasted to around 9:00 PM.

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I, KASS RAINDY SKIDMORE, make the following statement freely and voluntarily to

_____ who has identified himself as an Investigating

Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: KASS RAINDY SKIDMORE D.O.B.

Job Title: Subsea Well Supervisor

License No: _____ Issued by: LA

MVD Record No: _____ Exp. date: _____

_____ Issued by: _____

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: Olmond Duty

Company Name: BPSULF

Company Address: Houston TX

Company Telephone and Fax No: 281-366-2454

Date and Time of Incident: 4-20-10

Incident Location: ME 252 #1

Date, Time & Location Statement Provided: 4-21-10 1545

Detailed statement regarding incident including who was involved, what, when, where and why events took place:

OFF TOUR APPROX 2000 LIGHTS MENTION

WENT TO MUSTER & ABANDON

Signature of Witness: KSS Page One of 1 Signature of Investigating Officer: _____

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Continuation of statement from page one:

I have read the foregoing statement consisting of _____ pages, and do hereby acknowledge that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.
Date: 4-21-10 Signature of Witness: KSS
Signature of Investigating Officer: _____ Signature of Witness: _____
Page _____ of _____

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L. Brad Toppick, who has identified himself/ herself to me as an Investigating

Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: L. Brad Toppick

Job Title: Subsea Engineer

MND (vessel) No: [REDACTED] Issue date: 05/07 Issued by: Tava

Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: DL Hudson

Person in Charge of Vessel: DP on duty

Company Name: BP

Company Address: 518 Webster Ave Bay, Houston, TX 77019

Company Telephone and Fax No.: 281 266 2584

Date and Time of Incident: 4/21/10 5:19am

Incident Location: Mt 252

Date, Time & Location Statement Provided: 4/21/10 1530

Detailed statement regarding incident including who was involved, what, when where and why events took place

At about 1900 the pump was on floor

30 seconds later there was an explosion

Person was in the process of overcharge

Boat did not start alarm & changed

Signature of Statement Provider: _____ Page One of _____ Signature of Investigating Officer: _____

Continuation of statement from page one:

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I have read the foregoing statement consisting of _____ pages, and I do hereby swear that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Date: 4/21/10 Signature of Statement Provider: Brad Toppick
Signature of Investigating Officer: _____ Signature of Witness: _____
Page _____ of _____

Interview Brad Tippetts, Subsea Wells Engineer

Telecom at BP office in Houston, Tx

April 23, 2010

Background:

Subsea engineer with BP for 3 years and was on the Horizon for one project. Arrive on the rig on the 19th. Other work experience in at a small engineering firm. My job on the rig was to set lock down sleeve for 9-7/8" casing.

Event:

I have no set schedule on the rig. Got up at 5 or 6 AM and went to breakfast and then the office in room 238. Stayed in the office entire day. Power went out and alarm sounded. Randy was in bed so went out of office and large explosion hit so ran down to room and got life jacket and waited on Randy to get dressed. Ran for door and mustered at station. Lowered into water and went to supply boat. Couple of people jumped. Could see fire close to rig floor. Rig was on fire but stable. Fire was growing and it had smaller explosions.

Interview of Donald Vidrine, Well Site Leader on Horizon Rig

Telecom interview from the BP office in Houston

April 23, 2010

Background:

He has been on the rig for 4 months. He has 25 years service with BP and 14 years with Hammond Oil.

Event:

He came on duty at 6 PM and the rig was in the process of doing a test and displacing riser with sea water. Did negative test at 7:50 PM and it was a good test. Displaced pill up above BOP. Have water up the choke, kill and boost lines. Continued well displacement. Went to the office. Continue to displace well. Shut down and took sheen test. Went to the rig floor and doing good and had correct number of strokes. Went back to the office. Had a call from the rig floor. Had a problem "getting mud back". Rig floor will divert to rig buster. I started to the rig floor and mud was every where. I tried another route to get up to the rig floor. An explosion occurred, it was around 10:00 PM, saw some fire. Went to bridge to check on EDS. Found the subsea hand and panel indicated lower annular was closed. So told them to hit EDS. Shortly after blast the power went out. Got the injured to the life boat. Had large amount of people in both boats so felt it was time to go. Boats went down OK but some people jumped and some had life rafts.