

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.

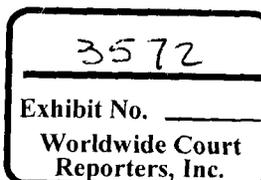
Toolpusher is Randy Ezell

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

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TRN-MDL-00265588

U.S. COAST GUARD
Witness Statement
Investigations Department

I, Jack Lovelock, 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: Lawrence L. Lovelock

Job Title: Wallops Head of the Ebu

NRAD (craft) No: [Redacted] Issue date: [Redacted] Issued by: TX

NRAD (craft) No: [Redacted] Exp date: [Redacted] Issued by: [Redacted]

Vessel Name and Official Number: Deborah Harrison

Person in Charge of Vessel: Curt (Captain)

Company Name: BP

Company Address: 510 Walbridge Ave #140 Houston, TX

Company Telephone and Fax No: [Redacted]

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

Incident Location: Rig Floor

Date, Time & Location Statement Provided: 21 April 2010 15:45 Damon Bankston

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

I had off time sleeping. Heard 2 explosions. Fire blast on smoke and debris. My head at 15 feet. Assisted in hauling lifeboat. Depart rig and heard Damon Bankston assist as needed w/ injured personnel and USCG ENCASOCHA of the boat.

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

Continuation of statement from page one:

U.S. COAST GUARD
Witness Statement
Investigations Department

I have read the foregoing statement consisting of 1 page, and I do hereby swear/affirm 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: 21 April 10 Signature of Statement Provider: [Signature]

Signature of Investigating Officer: [Signature] Signature of Witness: [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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Investigation Department

I, P. O. Brown, 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: P. O. Brown SSN: [REDACTED]

Job Title: VP of Sales, ISB

License No: [REDACTED] Issue date: 8/7/14 Issued by: Texas

MMD (Serial) No: [REDACTED] Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: Deborah K. Hillen

Person in Charge of Vessel: [REDACTED]

Company Name: Transocean

Company Address: [REDACTED]

Company Telephone and Fax No: [REDACTED]

Date and Time of Incident: 4/20/16, approximately 10:00pm

Incident Location: Meade Pass, Mile 72.7

Date, Time & Location Statement Provided: 4/21/16, 15:52, Islander Diner, Bunker

Detailed statement regarding incident including who was involved, what, when where and why events took place:
Was out on a night visit from Houston. Arrived on

4/20/16 approximately 14:30. Departure was to be
afternoon of 4/21/16. Was on the bridge when
she vis began to get strike 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 vis floor and in the deck.
[Signature]
Signature of Statement Provider

Page One of 1 Signature of Investigating Officer

U.S. COAST GUARD
Witness Statement
Investigation Department

Continuation of statement from page one:

The EDS when was pushed by the IT
Captain I think I received permission
from the OIM. We then went to the life
boats, enter them, and sent it to the water.
We made it over to the Debra Bunker Ship
boat and exited the life boat. I have
been on the Debra Bunker since

I prepared the foregoing statement consisting of 2 pages, and I do hereby swear/affirm 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.
Each: [Signature] Signature of Statement Provider
Signature of Investigating Officer: [Signature] Signature of Witness

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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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Investigations Department

KASS RAUDY SKIDMORE 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: KASS RAUDY SKIDMORE D.O.B. [REDACTED]

Job Title: Shipboard Label Supervisor

License No: [REDACTED] Issued by: LA

KMD (card) No: [REDACTED] Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: OLIMON DUBY

Company Name: RPI SWIFT

Company Address: Houston TX

Company Telephone and Fax No: 281-366-2454

Date and Time of Incident: 4-20-10

Incident Location: MEX 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. 2200 LIGHT MENT TOIT

MENT TO MUSTER #1 AND ANDERSON

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

Continuation of statement from page one:

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Investigations Department

I have read the foregoing statement consisting of 1 page, and I do hereby warrant affirm 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: [Signature]
Signature of Investigating Officer: _____ Signature of Witness: _____
Page _____ of _____

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Investigation Department

Paul Trappitt

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: Paul Trappitt

Job Title: Subsea Engineer

Issue date: 05/07 Issued by: Texas

MAD (event) No: [redacted] Log date: [redacted] Issued by: [redacted]

Vessel Name and Official Number: DA Hudson

Person in Charge of Vessel: DM on duty

Company Name: BP

Company Address: 510 Westside Lane Bldg 440000, TX 75077

Company Telephone and Fax No.: 281 366 2881

Date and Time of Incident: 4/24/10, 5:10pm

Incident Location: Mt 252

Date, Time & Location Statement Provided: 4/24/10 15:50

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

By email from the port and from BP records later this was rechecked. All relevant notes under the purview of knowledge. Based on what I saw, observed & analyzed.

Signature of Statement Provider

Page One of 1

Signature of Investigating Officer

Continuation of statement from page one:

U.S. COAST GUARD
Witness Statement
Investigation Department

I have read the foregoing statement consisting of 1 page, and I solemnly swear/affirm that the procedure 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: 4/24/10 Signature of Statement Provider: Paul Trappitt

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.