

IN RE: THE DEEPWATER HORIZON

Sworn statement of CURT ROBERT KUCHTA,  
taken on Thursday, April 22, 2010, in the  
conference room of the CROWNE PLAZA HOTEL, 2829  
Williams Boulevard, Kenner, Louisiana 70062.

3745

Exhibit No. \_\_\_\_\_  
Worldwide Court  
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M. BENJAMIN ALEXANDER

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\* \* \* \* \*

1 APPEARANCES:

2 Representing Transocean, Limited:

3  
4 PREIS & ROY, PLC  
Attorneys-at-Law  
5 102 Versailles Boulevard  
Versailles Centre  
6 Suite 400  
Lafayette, Louisiana 70501

7 BY: M. BEN ALEXANDER  
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24 Reported by: Janice Smith Joyner  
Certified Court Reporter  
25 State of Louisiana

1 CURT ROBERT KUCHTA, 5354  
2 Walkerwood Court, Manchester, Maryland 21102,  
3 after having been first duly sworn, testified on  
4 his oath as follows:

5 EXAMINATION BY MR. ALEXANDER:

6 Q. Can you please state your full name  
7 for the record?

8 A. Curt Kuchta, K-U-C-H-T-A.

9 Q. And your address?

10 A. 5354 Walkerwood Court, Manchester,  
11 Maryland 21102.

12 Q. Okay. And, Curt, can you give us a  
13 phone number where we can contact you if we need  
14 to?

15 A. Yes. Since my cell phone is missing  
16 in action, I will give my home number. It's  
17 (410) 374-1892.

18 Q. Okay. And you were involved in the  
19 explosion that occurred on Transocean's rig the  
20 DEEPWATER HORIZON?

21 A. Yes.

22 Q. Okay. What was your position on the  
23 rig?

24 A. I was captain.

25 Q. Okay. And who was your employer?

1 A. Transocean.

2 Q. How long had you been serving in that  
3 position on the rig?

4 A. Almost two years.

5 Q. What did you do before that?

6 A. I was chief officer on the CLEAR  
7 LEADER. Before that, I was chief officer on the  
8 DEEPWATER HORIZON for four years.

9 Q. Okay. How long have you been with  
10 Transocean?

11 A. Twelve years.

12 Q. And how long have you worked in the  
13 oil field industry?

14 A. Twelve years.

15 Q. All with Transocean?

16 A. Well, I -- Yes, but it was briefly  
17 Reading & Bates and then R&B FALCON and then  
18 Transocean.

19 Q. Right. Let's go to where you were on  
20 the rig and what were you doing immediately  
21 before you observed anything that kind of went  
22 wrong or out of the ordinary.

23 A. I was on the bridge with BP Pat  
24 O'Brien and BP David Simms. They came out for a  
25 trip, to visit. I was -- we were -- I was on

1 the bridge showing them the bridge as well as  
2 the DP simulator and that type of thing.

3 Q. And what were their positions with BP?

4 A. I don't remember.

5 Q. But they weren't rig workers; they  
6 were --

7 A. They're shore-based personnel.

8 Q. And when she's typing this - I'm sorry  
9 I didn't mention this - if you can just hold on,  
10 when I finish a question, I'll wait until you  
11 finish your answer, and it will be more clear.

12 A. Okay.

13 Q. Okay. What operations were being  
14 conducted on the rig before the explosion? It's  
15 okay if you don't know.

16 A. Because it was my first day on board  
17 -- so I had only been on board for a few hours  
18 before the BP personnel arrived and we started,  
19 you know --

20 Q. Was it your first day of your hitch?

21 A. Yes.

22 Q. What was your hitch?

23 A. Twenty-one days on, 21 days off.

24 Q. And what hours? What tours?

25 A. Technically, six a.m. to six p.m., but

1 being captain, whatever.

2 Q. Right. Was there anyone who could  
3 fill your spot when you were sleeping?

4 A. No. I'm the guy.

5 Q. Okay. So take us through what you  
6 observed and what happened to you while on the  
7 rig.

8 A. Basically, we were on the bridge. I  
9 heard a -- You have to bear with me. I've been  
10 up since Monday night.

11 Q. We absolutely understand.

12 A. But if I recall properly, it was I  
13 went -- We heard a bang, or we started getting  
14 gas alarms, and we heard the sound.

15 Q. And what time was this?

16 A. I have no idea.

17 Q. Was it --

18 A. It was 20, maybe 2100-ish. So  
19 somewhere thereafter, 2120 or 15, somewhere  
20 around there.

21 Q. So it was dark?

22 A. Yes.

23 Q. Okay.

24 A. So we -- I looked out the port bridge  
25 wing and saw mud going over the side. Thought

1 that was, obviously, bad, so I went and looked  
2 over the starboard bridge. If I recall  
3 properly, I saw fluid blowing out of the  
4 diverter. I then closed the bridge door to go  
5 call the rig floor, you know, and start doing  
6 our, what I recall in our policy and procedures  
7 on the rig, just the sequence in securing a  
8 well.

9 Q. That's what I was going to ask you.  
10 Was the ESD triggered at any point?

11 A. Yes -- It was not. Not yet.

12 Q. Not yet, okay.

13 A. But yes, it was triggered, at 2156 -  
14 before I forget that time.

15 Q. Okay. Let's go back to when you are  
16 closing the bridge door.

17 A. Closed the bridge door, and then, all  
18 of a sudden is when the first thunders boomed,  
19 and that's when it ignited.

20 Q. Did you see a fireball or --

21 A. I didn't. The only thing I saw, fire  
22 -- was fire shooting out of the diverter.  
23 Originally. I didn't go back outside. Ringing  
24 the general alarm. From there it was kind of a  
25 blur. What goes where -- You know, GMESS



1 stresses just all of the stuff that we do  
2 instinctly in the event of a --

3 Q. All the alarms and warnings and  
4 everything else?

5 A. Yes.

6 Q. Okay. And so you are doing that on  
7 the bridge, and then what happens?

8 A. Start mustering people at lifeboats.

9 Q. You are calling this on the radio or  
10 the PA?

11 A. Well, we were doing it on the PA. To  
12 muster our lifeboats, we were -- Well, let me  
13 back up. During this time is when the vessel  
14 blacked out.

15 Q. Okay. While you are in the bridge?

16 A. Oh, yeah. Yes, while -- The vessel  
17 blacked out, which usually we've had blackouts  
18 before, and the vessel -- we get power right  
19 back. So because -- But this time, nothing came  
20 out. You know, we had no power. The generator  
21 wouldn't start, nothing. We had no power, which  
22 meant we had no lights, radios. We had no  
23 communication. There was fire, muddy, and  
24 extremely loud outside. It was actually like  
25 being next to a jet engine.

1 Q. Did you hear any engines revving up at  
2 any time?

3 A. No, I didn't, but then I heard -- but  
4 then I had the engineers come to the bridge  
5 holding rags -- rags to their head, and they  
6 said the engine control room was -- there was  
7 also an explosion -- an explosion back there  
8 where the engines may have exploded. But again,  
9 I didn't see all that; I was just on the bridge.

10 Q. Okay. So the lights go out. The guys  
11 from ECR come up, and then what happens?

12 A. We start mustering people in  
13 lifeboats, and somewhere around then, when we  
14 mustered to the lifeboats, is when I confer with  
15 the OIM that we have and the subsea engineer  
16 ESD.

17 Q. Okay. And was it at this point, or at  
18 any time, did you call on the radio for the  
19 BANKSTON to back away from the rig?

20 A. I'm pretty sure we did. Oh, I called  
21 them on the radio, and they said they had a hose  
22 on them, and I assumed -- and then they took  
23 care -- they took care of the hose themselves  
24 and got out of the way.

25 Q. Right. Okay. So then take me through

1 everybody's mustering to the lifeboats. How do  
2 you get off the rig?

3 A. I -- I -- I jumped with a few other  
4 personnel, because lifeboats 1 and 2 were -- the  
5 aft lifeboats 1 and 2 were gone from the  
6 explosion. So we had -- had two forward  
7 lifeboats. They were -- There were people who  
8 got in them that left. We were going to swing  
9 out with our davit launch life rafts -- yeah,  
10 let the davit pick it up, pop it. We had a  
11 Stokes litter coming down with an injured  
12 person on it and a few other people carrying the  
13 Stokes litter. So we put some of them in the  
14 life raft, slide the Stokes litter into it.

15 Some more personnel went in. With that, we were  
16 in the process we were going to put some more  
17 people, and the life raft starts going down.

18 When the life raft is going down,  
19 being that I cannot remember the exact number,  
20 three or four or five people left on deck with  
21 me, so we jumped; landed, no problem.

22 Q. And you were wearing life vests, all  
23 of y'all?

24 A. Yes. Yes. That -- We grabbed onto  
25 the life raft, because obviously there was fire

1 everywhere, fire raining down, and fire coming  
2 up. We grabbed the life raft and started  
3 kicking and tried to pull the life raft away  
4 from the rig, because in the meantime, the DAMON  
5 B. BANKSTON's fast rescue boat is picking up all  
6 other personnel who have jumped off the vessel;  
7 and then they come back and give us their bow  
8 line and start towing us away from the rig as  
9 well.

10 Q. So they pull you away from the rig  
11 onto -- adjacent to the BANKSTON?

12 A. Right.

13 Q. And then y'all get on there?

14 A. We offload, and I go directly from  
15 there to the bridge of the BANKSTON.

16 Q. Were you injured at this point?

17 A. No. The only -- the only injury I  
18 have, and I have been checked out by three --  
19 three paramedics, are just my ribs are  
20 sore. They checked -- Three people have  
21 checked, and then they said they're not broken,  
22 they're just bruised, you know, from the impact  
23 with the water.

24 Q. Have you had any x-rays?

25 A. No.

1 Q. But the paramedics are just doing a  
2 physical?

3 A. They pushed everything, I mean, and  
4 they said it's fine. It is feeling better every  
5 day.

6 Q. Great. And that was from hitting the  
7 water?

8 A. Yes.

9 Q. Okay. So you get in the BANKSTON;  
10 you're okay, relatively speaking?

11 A. I walk up there, I'm fine, and I'm on  
12 the bridge with all -- all the other command  
13 personnel coordinating -- coordinating the  
14 office.

15 Q. And just take me briefly how you make  
16 your way from the BANKSTON to here.

17 A. From the BANKSTON to here, we arrived  
18 early this morning.

19 Q. The BANKSTON brought y'all in?

20 A. Yes.

21 Q. Okay. So y'all didn't go to the ER or  
22 any other facility?

23 A. We visited a Diamond facility to  
24 offload two subsea engineers: one to the MAX  
25 CHOUEST, which is an ROV boat, and they were

1 going to go back to the HORIZON --

2 Q. What Diamond facility?

3 A. I don't know.

4 Q. Okay. So they were going back to the  
5 HORIZON?

6 A. Well, the MAX CHOUEST -- The MAX  
7 CHOUEST needed -- the ROV people needed to know  
8 where to go to -- where it's actually secure.

9 Q. Okay. So y'all made that stop, and  
10 then the BANKSTON continues on in?

11 A. To another platform, where we picked  
12 up the Coast Guard and MMS and Tidewater  
13 lawyers. MATTERHORN, I think it was.

14 Q. Tidewater lawyers?

15 A. Yes, the supply boat.

16 Q. Tidewater owned the BANKSTON?

17 A. Yes.

18 Q. Okay. And then they take statements  
19 while y'all are on the boat?

20 A. Yes. The Coast -- Coast Guard handed  
21 out their standard written witness sheet. They  
22 give that to -- they gave -- they went to 94  
23 people. Everyone on board from the HORIZON  
24 filled one out. They took that list and  
25 compiled it down to -- started out with 25

1 people they wanted to meet with. Then it was  
2 down to eight people they wanted to meet -- they  
3 wanted to meet with.

4 Q. So they didn't meet with the 25; they  
5 only met with eight?

6 A. Yes.

7 Q. And who were the eight? Do you know?

8 A. I gave a list to the other guy.

9 Q. Okay. And so they're on board while  
10 the BANKSTON is underway to Fourchon?

11 A. Yes. They ride all the way to Fourchon  
12 with us.

13 Q. Okay. And BANKSTON brings y'all into  
14 Fourchon, and then y'all --

15 A. We have a urinalysis -- gave a  
16 urinalysis to the men.

17 Q. Who administered that to y'all? Was  
18 it the Coast Guard?

19 A. No. It was a third-party company, the  
20 same company that does it at the BP heliport,  
21 and I forget what the name is.

22 Q. Right. And then they bussed y'all  
23 here?

24 A. Yes.

25 Q. Okay. And so, as you said, you felt

1 bruised ribs, soreness?

2 A. Yeah.

3 Q. And it's getting better?

4 A. Yeah, it's better. I have been  
5 checked out by three paramedics, and they all  
6 said it's not broken, it's bruised ribs.

7 Q. Anything else you need to tell me?

8 A. No.

9 MR. ALEXANDER:

10 That's it. This concludes the  
11 statement.

12 EXAMINATION BY MR. ALEXANDER:

13 Q. Let me back up. Is there anything I  
14 haven't asked you that you want to add that may  
15 be of any importance?

16 A. I think for the conditions and -- for  
17 the conditions we had that night, with no power,  
18 no anything, I think the crew handled themselves  
19 extremely well, and I think we did -- we did a  
20 good job getting off the people who were able,  
21 and even the three people who were injured in  
22 litters. I think for as bad as the situation  
23 was, everything went as well as could have been  
24 expected.

25 Q. Right. Under the circumstances?



1 A. Under the circumstances.

2 MR. ALEXANDER:

3 Thank you. That's all I have.

4 (Conclusion of Statement)

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## C E R T I F I C A T E

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

I, Janice Smith Joyner, Certified Court Reporter, in and for the State of Louisiana, as the officer before whom this testimony was taken, do hereby certify that CURT ROBERT KUCHTA, after having been sworn by me upon authority of R.S. 37:2554, did testify as hereinbefore set forth in the foregoing seventeen (17) pages;

That the testimony was reported by me in the stenotype reporting method, was prepared and transcribed by me or under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding;

That I am not related to Counsel or to the parties herein, nor am otherwise interested in the outcome of this matter.

Janice Smith Joyner  
Certified Court Reporter  
State of Louisiana  
Certificate Number 87097

<b>A</b>	<b>blackouts</b> 9:17 <b>blowing</b> 8:3 <b>blur</b> 8:25 <b>board</b> 6:16,17 14:23 15:9 <b>boat</b> 12:5 13:25 14:15,19 <b>boomed</b> 8:18 <b>Boulevard</b> 1:14 3:5 <b>bow</b> 12:7 <b>BP</b> 5:23,24 6:3,18 15:20 <b>bridge</b> 5:23 6:1,1 7:8,24 8:2,4,16,17 9:7,15 10:4,9 12:15 13:12 <b>briefly</b> 5:16 13:15 <b>brings</b> 15:13 <b>broken</b> 12:21 16:6 <b>brought</b> 13:19 <b>bruised</b> 12:22 16:1 16:6 <b>bussed</b> 15:22	<b>closed</b> 8:4,17 <b>closing</b> 8:16 <b>Coast</b> 14:12,20,20 15:18 <b>come</b> 10:4,11 12:7 <b>coming</b> 11:11 12:1 <b>command</b> 13:12 <b>communication</b> 9:23 <b>company</b> 15:19,20 <b>compiled</b> 14:25 <b>concludes</b> 16:10 <b>Conclusion</b> 17:4 <b>conditions</b> 16:16,17 <b>conducted</b> 6:14 <b>confer</b> 10:14 <b>conference</b> 1:13 <b>contact</b> 4:13 <b>continues</b> 14:10 <b>control</b> 10:6 <b>coordinating</b> 13:13 13:13 <b>correct</b> 18:17 <b>Counsel</b> 18:20 <b>Court</b> 3:24 4:2,10 18:6,24 <b>crew</b> 16:18 <b>CROWNE</b> 1:13 <b>Curt</b> 1:11 4:1,8,12 18:9	<b>door</b> 8:4,16,17 <b>DP</b> 6:2 <b>duly</b> 4:3 <b>E</b> <b>E</b> 2:1 18:1,1 <b>early</b> 13:18 <b>ECR</b> 10:11 <b>eight</b> 15:2,5,7 <b>employer</b> 4:25 <b>engine</b> 9:25 10:6 <b>engineer</b> 10:15 <b>engineers</b> 10:4 13:24 <b>engines</b> 10:1,8 <b>ER</b> 13:21 <b>ESD</b> 8:10 10:16 <b>event</b> 9:2 <b>everybody's</b> 11:1 <b>exact</b> 11:19 <b>Examination</b> 2:9 4:5 16:12 <b>expected</b> 16:24 <b>exploded</b> 10:8 <b>explosion</b> 4:19 6:14 10:7,7 11:6 <b>extremely</b> 9:24 16:19	<b>follows</b> 4:4 <b>foregoing</b> 18:12 <b>forget</b> 8:14 15:21 <b>forth</b> 18:12 <b>forward</b> 11:6 <b>Fouchon</b> 15:11 <b>four</b> 5:8 11:20 <b>Fourchon</b> 15:10,14 full 4:6 <b>G</b> <b>gas</b> 7:14 <b>general</b> 8:24 <b>generator</b> 9:20 <b>getting</b> 7:13 16:3 16:20 <b>give</b> 4:12,16 12:7 14:22 <b>GMESS</b> 8:25 <b>go</b> 5:19 8:4,15,23 10:10 12:14 13:21 14:1,8 <b>goes</b> 8:25 <b>going</b> 7:25 8:9 11:8 11:16,17,18 14:1 14:4 <b>good</b> 16:20 <b>grabbed</b> 11:24 12:2 <b>Great</b> 13:6 <b>Guard</b> 14:12,20 15:18 <b>guy</b> 7:4 15:8 <b>guys</b> 10:10 <b>H</b> <b>handed</b> 14:20 <b>handled</b> 16:18 <b>happened</b> 7:6 <b>happens</b> 9:7 10:11 <b>head</b> 10:5 <b>hear</b> 10:1 <b>heard</b> 7:9,13,14 10:3 <b>heliport</b> 15:20 <b>hereinbefore</b> 18:12 <b>hitch</b> 6:20,22 <b>hitting</b> 13:6 <b>hold</b> 6:9 <b>holding</b> 10:5 <b>home</b> 4:16
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IN RE: THE DEEPWATER HORIZON

Sworn statement of CURT ROBERT KUCHTA,  
taken on Thursday, April 22, 2010, in the  
conference room of the CROWNE PLAZA HOTEL, 2829  
Williams Boulevard, Kenner, Louisiana 70062.

## I N D E X

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Examination

M. BENJAMIN ALEXANDER

4

Reporter's Certificate

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\* \* \* \* \*



1 APPEARANCES:

2

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3

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BY: M. BEN ALEXANDER

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Reported by: Janice Smith Joyner  
Certified Court Reporter  
State of Louisiana

25

1 CURT ROBERT KUCHTA, 5354  
2 Walkerwood Court, Manchester, Maryland 21102,  
3 after having been first duly sworn, testified on  
4 his oath as follows:

5 EXAMINATION BY MR. ALEXANDER:

6 Q. Can you please state your full name  
7 for the record?

8 A. Curt Kuchta, K-U-C-H-T-A.

9 Q. And your address?

10 A. 5354 Walkerwood Court, Manchester,  
11 Maryland 21102.

12 Q. Okay. And, Curt, can you give us a  
13 phone number where we can contact you if we need  
14 to?

15 A. Yes. Since my cell phone is missing  
16 in action, I will give my home number. It's  
17 (410) 374-1892.

18 Q. Okay. And you were involved in the  
19 explosion that occurred on Transocean's rig the  
20 DEEPWATER HORIZON?

21 A. Yes.

22 Q. Okay. What was your position on the  
23 rig?

24 A. I was captain.

25 Q. Okay. And who was your employer?

1 A. Transocean.

2 Q. How long had you been serving in that  
3 position on the rig?

4 A. Almost two years.

5 Q. What did you do before that?

6 A. I was chief officer on the CLEAR  
7 LEADER. Before that, I was chief officer on the  
8 DEEPWATER HORIZON for four years.

9 Q. Okay. How long have you been with  
10 Transocean?

11 A. Twelve years.

12 Q. And how long have you worked in the  
13 oil field industry?

14 A. Twelve years.

15 Q. All with Transocean?

16 A. Well, I -- Yes, but it was briefly  
17 Reading & Bates and then R&B FALCON and then  
18 Transocean.

19 Q. Right. Let's go to where you were on  
20 the rig and what were you doing immediately  
21 before you observed anything that kind of went  
22 wrong or out of the ordinary.

23 A. I was on the bridge with BP Pat  
24 O'Brien and BP David Simms. They came out for a  
25 trip, to visit. I was -- we were -- I was on

1 the bridge showing them the bridge as well as  
2 the DP simulator and that type of thing.

3 Q. And what were their positions with BP?

4 A. I don't remember.

5 Q. But they weren't rig workers; they  
6 were --

7 A. They're shore-based personnel.

8 Q. And when she's typing this - I'm sorry  
9 I didn't mention this - if you can just hold on,  
10 when I finish a question, I'll wait until you  
11 finish your answer, and it will be more clear.

12 A. Okay.

13 Q. Okay. What operations were being  
14 conducted on the rig before the explosion? It's  
15 okay if you don't know.

16 A. Because it was my first day on board  
17 -- so I had only been on board for a few hours  
18 before the BP personnel arrived and we started,  
19 you know --

20 Q. Was it your first day of your hitch?

21 A. Yes.

22 Q. What was your hitch?

23 A. Twenty-one days on, 21 days off.

24 Q. And what hours? What tours?

25 A. Technically, six a.m. to six p.m., but

1 being captain, whatever.

2 Q. Right. Was there anyone who could  
3 fill your spot when you were sleeping?

4 A. No. I'm the guy.

5 Q. Okay. So take us through what you  
6 observed and what happened to you while on the  
7 rig.

8 A. Basically, we were on the bridge. I  
9 heard a -- You have to bear with me. I've been  
10 up since Monday night.

11 Q. We absolutely understand.

12 A. But if I recall properly, it was I  
13 went -- We heard a bang, or we started getting  
14 gas alarms, and we heard the sound.

15 Q. And what time was this?

16 A. I have no idea.

17 Q. Was it --

18 A. It was 20, maybe 2100-ish. So  
19 somewhere thereafter, 2120 or 15, somewhere  
20 around there.

21 Q. So it was dark?

22 A. Yes.

23 Q. Okay.

24 A. So we -- I looked out the port bridge  
25 wing and saw mud going over the side. Thought

1 that was, obviously, bad, so I went and looked  
2 over the starboard bridge. If I recall  
3 properly, I saw fluid blowing out of the  
4 diverter. I then closed the bridge door to go  
5 call the rig floor, you know, and start doing  
6 our, what I recall in our policy and procedures  
7 on the rig, just the sequence in securing a  
8 well.

9 Q. That's what I was going to ask you.  
10 Was the ESD triggered at any point?

11 A. Yes -- It was not. Not yet.

12 Q. Not yet, okay.

13 A. But yes, it was triggered, at 2156 -  
14 before I forget that time.

15 Q. Okay. Let's go back to when you are  
16 closing the bridge door.

17 A. Closed the bridge door, and then, all  
18 of a sudden is when the first thunders boomed,  
19 and that's when it ignited.

20 Q. Did you see a fireball or --

21 A. I didn't. The only thing I saw, fire  
22 -- was fire shooting out of the diverter.  
23 Originally. I didn't go back outside. Ringing  
24 the general alarm. From there it was kind of a  
25 blur. What goes where -- You know, GMESS

1 stresses just all of the stuff that we do  
2 instinctly in the event of a --

3 Q. All the alarms and warnings and  
4 everything else?

5 A. Yes.

6 Q. Okay. And so you are doing that on  
7 the bridge, and then what happens?

8 A. Start mustering people at lifeboats.

9 Q. You are calling this on the radio or  
10 the PA?

11 A. Well, we were doing it on the PA. To  
12 muster our lifeboats, we were -- Well, let me  
13 back up. During this time is when the vessel  
14 blacked out.

15 Q. Okay. While you are in the bridge?

16 A. Oh, yeah. Yes, while -- The vessel  
17 blacked out, which usually we've had blackouts  
18 before, and the vessel -- we get power right  
19 back. So because -- But this time, nothing came  
20 out. You know, we had no power. The generator  
21 wouldn't start, nothing. We had no power, which  
22 meant we had no lights, radios. We had no  
23 communication. There was fire, muddy, and  
24 extremely loud outside. It was actually like  
25 being next to a jet engine.

1 Q. Did you hear any engines revving up at  
2 any time?

3 A. No, I didn't, but then I heard -- but  
4 then I had the engineers come to the bridge  
5 holding rags -- rags to their head, and they  
6 said the engine control room was -- there was  
7 also an explosion -- an explosion back there  
8 where the engines may have exploded. But again,  
9 I didn't see all that; I was just on the bridge.

10 Q. Okay. So the lights go out. The guys  
11 from ECR come up, and then what happens?

12 A. We start mustering people in  
13 lifeboats, and somewhere around then, when we  
14 mustered to the lifeboats, is when I confer with  
15 the OIM that we have and the subsea engineer  
16 ESD.

17 Q. Okay. And was it at this point, or at  
18 any time, did you call on the radio for the  
19 BANKSTON to back away from the rig?

20 A. I'm pretty sure we did. Oh, I called  
21 them on the radio, and they said they had a hose  
22 on them, and I assumed -- and then they took  
23 care -- they took care of the hose themselves  
24 and got out of the way.

25 Q. Right. Okay. So then take me through



1 everybody's mustering to the lifeboats. How do  
2 you get off the rig?

3 A. I -- I -- I jumped with a few other  
4 personnel, because lifeboats 1 and 2 were -- the  
5 aft lifeboats 1 and 2 were gone from the  
6 explosion. So we had -- had two forward  
7 lifeboats. They were -- There were people who  
8 got in them that left. We were going to swing  
9 out with our davit launch life rafts -- yeah,  
10 let the davit pick it up, pop it. We had a  
11 Stokes litter coming down with an injured  
12 person on it and a few other people carrying the  
13 Stokes litter. So we put some of them in the  
14 life raft, slide the Stokes litter into it.

15 Some more personnel went in. With that, we were  
16 in the process we were going to put some more  
17 people, and the life raft starts going down.

18 When the life raft is going down,  
19 being that I cannot remember the exact number,  
20 three or four or five people left on deck with  
21 me, so we jumped; landed, no problem.

22 Q. And you were wearing life vests, all  
23 of y'all?

24 A. Yes. Yes. That -- We grabbed onto  
25 the life raft, because obviously there was fire

1 everywhere, fire raining down, and fire coming  
2 up. We grabbed the life raft and started  
3 kicking and tried to pull the life raft away  
4 from the rig, because in the meantime, the DAMON  
5 B. BANKSTON's fast rescue boat is picking up all  
6 other personnel who have jumped off the vessel;  
7 and then they come back and give us their bow  
8 line and start towing us away from the rig as  
9 well.

10 Q. So they pull you away from the rig  
11 onto -- adjacent to the BANKSTON?

12 A. Right.

13 Q. And then y'all get on there?

14 A. We offload, and I go directly from  
15 there to the bridge of the BANKSTON.

16 Q. Were you injured at this point?

17 A. No. The only -- the only injury I  
18 have, and I have been checked out by three --  
19 three paramedics, are just my ribs are  
20 sore. They checked -- Three people have  
21 checked, and then they said they're not broken,  
22 they're just bruised, you know, from the impact  
23 with the water.

24 Q. Have you had any x-rays?

25 A. No.

1 Q. But the paramedics are just doing a  
2 physical?

3 A. They pushed everything, I mean, and  
4 they said it's fine. It is feeling better every  
5 day.

6 Q. Great. And that was from hitting the  
7 water?

8 A. Yes.

9 Q. Okay. So you get in the BANKSTON;  
10 you're okay, relatively speaking?

11 A. I walk up there, I'm fine, and I'm on  
12 the bridge with all -- all the other command  
13 personnel coordinating -- coordinating the  
14 office.

15 Q. And just take me briefly how you make  
16 your way from the BANKSTON to here.

17 A. From the BANKSTON to here, we arrived  
18 early this morning.

19 Q. The BANKSTON brought y'all in?

20 A. Yes.

21 Q. Okay. So y'all didn't go to the ER or  
22 any other facility?

23 A. We visited a Diamond facility to  
24 offload two subsea engineers: one to the MAX  
25 CHQUEST, which is an ROV boat, and they were

1 going to go back to the HORIZON --

2 Q. What Diamond facility?

3 A. I don't know.

4 Q. Okay. So they were going back to the  
5 HORIZON?

6 A. Well, the MAX CHOUEST -- The MAX  
7 CHOUEST needed -- the ROV people needed to know  
8 where to go to -- where it's actually secure.

9 Q. Okay. So y'all made that stop, and  
10 then the BANKSTON continues on in?

11 A. To another platform, where we picked  
12 up the Coast Guard and MMS and Tidewater  
13 lawyers. MATTERHORN, I think it was.

14 Q. Tidewater lawyers?

15 A. Yes, the supply boat.

16 Q. Tidewater owned the BANKSTON?

17 A. Yes.

18 Q. Okay. And then they take statements  
19 while y'all are on the boat?

20 A. Yes. The Coast -- Coast Guard handed  
21 out their standard written witness sheet. They  
22 give that to -- they gave -- they went to 94  
23 people. Everyone on board from the HORIZON  
24 filled one out. They took that list and  
25 compiled it down to -- started out with 25

1 people they wanted to meet with. Then it was  
2 down to eight people they wanted to meet -- they  
3 wanted to meet with.

4 Q. So they didn't meet with the 25; they  
5 only met with eight?

6 A. Yes.

7 Q. And who were the eight? Do you know?

8 A. I gave a list to the other guy.

9 Q. Okay. And so they're on board while  
10 the BANKSTON is underway to Fourchon?

11 A. Yes. They ride all the way to Fourchon  
12 with us.

13 Q. Okay. And BANKSTON brings y'all into  
14 Fourchon, and then y'all --

15 A. We have a urinalysis -- gave a  
16 urinalysis to the men.

17 Q. Who administered that to y'all? Was  
18 it the Coast Guard?

19 A. No. It was a third-party company, the  
20 same company that does it at the BP heliport,  
21 and I forget what the name is.

22 Q. Right. And then they bussed y'all  
23 here?

24 A. Yes.

25 Q. Okay. And so, as you said, you felt

1 bruised ribs, soreness?

2 A. Yeah.

3 Q. And it's getting better?

4 A. Yeah, it's better. I have been  
5 checked out by three paramedics, and they all  
6 said it's not broken, it's bruised ribs.

7 Q. Anything else you need to tell me?

8 A. No.

9 MR. ALEXANDER:

10 That's it. This concludes the  
11 statement.

12 EXAMINATION BY MR. ALEXANDER:

13 Q. Let me back up. Is there anything I  
14 haven't asked you that you want to add that may  
15 be of any importance?

16 A. I think for the conditions and -- for  
17 the conditions we had that night, with no power,  
18 no anything, I think the crew handled themselves  
19 extremely well, and I think we did -- we did a  
20 good job getting off the people who were able,  
21 and even the three people who were injured in  
22 litters. I think for as bad as the situation  
23 was, everything went as well as could have been  
24 expected.

25 Q. Right. Under the circumstances?

1 A. Under the circumstances.

2 MR. ALEXANDER:

3 Thank you. That's all I have.

4 (Conclusion of Statement)

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## C E R T I F I C A T E

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

I, Janice Smith Joyner, Certified Court Reporter, in and for the State of Louisiana, as the officer before whom this testimony was taken, do hereby certify that CURT ROBERT KUCHTA, after having been sworn by me upon authority of R.S. 37:2554, did testify as hereinbefore set forth in the foregoing seventeen (17) pages;

That the testimony was reported by me in the stenotype reporting method, was prepared and transcribed by me or under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding;

That I am not related to Counsel or to the parties herein, nor am otherwise interested in the outcome of this matter.

\_\_\_\_\_  
Janice Smith Joyner  
Certified Court Reporter  
State of Louisiana  
Certificate Number 87097