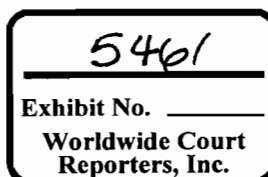


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Interviewing Form

Interviewee Name:	David Young
Job Title:	Chief Mate
Company:	Transocean
Contact Details:	
Work Address:	Park 10
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	John MacDonald
Date:	June 1, 2010
Start Time:	1:30 p.m.
Stop Time:	5:15 p.m.
Was documentation taken to the interview? Y/N	
Were photographs, drawings or other supporting materials taken? Y/N	
Are documents attached to this form? Y/N	
Details of documents, drawing, photographs or other supporting materials taken to	

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TRN-INV-00005239

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interview.	
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Interview Plan

Probable lines of enquiry, key questions etc:

Interview with David Young, Chief Mate Transocean Office Tuesday, June 1, 2010

Interviewer: John MacDonald
Note taker: Diane Willey

Start time: 1:30 p.m.
Stop time: 5:15 p.m.

David arrived on the rig floor at approximately 9:30 p.m. He was talking with to Caleb Holloway (floorhand), Jason Anderson (roustabout), and Dewey Revette (driller) about differential pressure issues. Vince Tabler, a cementer with Halliburton, walked in but there was no conversation in front of or with him. They asked Caleb to bleed the stand pipe and shut it in. David then left that area. Jason walked out the rig floor door toward the rig floor. He went to the starboard side of the bridge. He told Curt Kuchta, the rig's captain, that it would be a while before the cementing job would be started because there was "an issue on the floor." He noticed that BP guys were on the bridge at that time. David went downstairs into the subsea office with Chris Pleasant (subsea engineer) and Allen Seraile, AD. Chris and Allen flipped through the channels on the CCTV.

Allen saw water coming through the rotary, but David did not notice it. Approximately one minute later he heard gas emitting and he went back to the bridge via the door which was on starboard side of the bridge was was on the port side of the vessel. There was an explosion and he heard the engines over speed. He was not sure if that is what he heard but after speaking with others, it is what he thought he heard. Initially there was gas and gray mud ("the color of cement"). David could smell gas and the rig was getting covered in mud which was coming through the crown. All of the decks were being covered too. He saw an explosion and then fire on the starboard side forward of the rig (a large area on fire). All power to the rig went out. After the explosion it was just the derrick that was burning. David said he called the bridge many times and tried to keep his radio with him all the time.

After the explosion David was in and out of the bridge many times. He said that the radio was working, but the bridge was very hectic (he changed his term) because lots of people were taking actions. Since he had just arrived on the bridge he did not know who was doing what so it seemed confusing until he was brought up to speed. People were yelling and it was very loud, however, Yancy Kepplinger and Andrea Fleytas were remaining calm. At some point he does remember hearing a general alarm going off while he was on the bridge and he was able to hear the PA system.

David came out of the bridge and went to his muster point, which was fire locker #1 (the emergency gear locker). There should have been eight people at the locker, but only Chris Choy, roustabout, showed up. Chris' second muster point was fire locker #2, but he couldn't get there. There was a

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camera at the muster station, but no one could see the CCTV. He said that there was no time to refer to the emergency manual. (It is the AD's responsibility to muster the boats but there was no time to muster while on the rig and there is no "t-card system." They finally did muster once they arrived on the Bankston.) He also said that Patrick Morgan, the AD, did write down people's names though.

The life boat that David was assigned to had already loaded. David had a chance to board it but decided to stay and help those going to the liferaft.

Someone told David that Dale Kepplinger was down. David made it over to Dale, where he was face down against the crane pedestal. David put his hand on Dale's shoulder. The back of Dale's coveralls was not burned at all. David is almost positive that Dale was already dead by the time he got to him because there was a very large amount of blood coming from his head. He noticed that the crane was not into the rack all the way. David later heard from others that Dale got blown out on his way down from the crane, but he does not know if this is correct or not. He speculated that Dale could have fallen or climbed out and then fallen to the main deck. David said that the decks were extremely slippery and Dale weighed at least 300 pounds, so one man alone would not have been able to carry him.

David returned back to Chris Choy and Chris Pleasant. He thinks Chris Pleasant did have on a life jacket at that time. He told Chris Pleasant to go get help for Dale immediately after the explosion, but Chris got consumed by the bridge and was unable to return. He did not see Chris Pleasant again. He speculated that he possibly went to the boats.

David spoke to Jimmy Harrell (OIM) who said he could see straight through four entire rooms in the living quarters because the ceiling and bulkheads were knocked down. He said that later when he saw Jimmy he was hurt, could not hear, and was very disoriented.

David noticed diverter gas coming out of the diverter. There was a fire over the cement room, which was over the rig floor, and the flames were blazing over David's head.

David got Mike Mayfield (SDPO) to go to boat #2 and wait. He was supposed to stay at the boats while David went to the gear locker to get more people. David heard more explosions at that time.

David noticed the gas in the transit room. He went to the bridge (he thinks). He told everyone that "it's time to go." Captain Curt said to go to the AFT boats, but they were already gone at that time. He could not get to the back deck or port side because it was extremely dangerous.

He saw people carrying Buddy Trahan (operations manager asset) and Wyman Wheeler (toolpusher) out on stretchers. Steve Bertoni (maintenance supervisor) and Stan Carden (electrical supervisor) were at the other end of the stokes litter. Per David, Chad Murray (chief electrician), Randy Ezell (toolpusher) and possibly Steve Bertoni were the ones who saved Buddy and Wyman. Wyman was brought from the tool pusher room area. Chad handed Buddy to David. Buddy and Wyman were put on the boat deck. He then told people to put Buddy's stretcher in the back of the life boat.

David used a life jacket and did have fire gear on. He was unable to notice, however, if any other people had the smoke hoods on or not. He said it was very difficult to convince people not to jump overboard. There was extreme panic with lots of yelling and other loud noises, especially from the

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guys who were unable to get themselves off the rig.

David is pretty sure that Andrea used her best judgment and was the one who sent the mayday to the Coast Guard and other vessels, because of the severe situation.

David advised Curt that "it was time to go" based on what he had seen on the bridge and his travels throughout the rig. Andrea got David a life jacket. Everyone followed.

He said the people who did jump overboard were Yancy Kepplinger, senior DPO, Curt Kutchta, captain Matt Hughes, floorhand, and maybe Mike Williams, chief electronic technician but he was not positive.

David was the first one to get to a raft. He thinks that Randy Ezell was next in the boat behind him. While it was inflating, he was preparing it to load it with people then deploy. He expressed that the raft was very hard to get because it had to swing over the davit then pull it over the rail. He also said that the chains were in a bad location. (David recommended improving the lift raft deployment design.)

He did not see Buddy being loaded into the raft. He did say that the captain, Curt Kuchta, was flustered at the rafts.

When David initially got into the raft there was no smoke. At that time he looked for the brake handle and initially grabbed it. The raft then got extremely smoky. He and others pulled Wyman into the raft, but he was unable to find the brake handle again. The knife was where it was supposed to be but it was very hard to find at the time. It was hard to keep the raft straight while getting people in. He pulled Andrea into the raft by her life jacket and she landed on top of Wyman. He thinks that Yancy Kepplinger, Senior DPO, or Curt might have raised counterweight or pulled the brake to let the raft go down. While the raft was being lowered down to the water, it was at a 90 degree angle (toward the outboard side). It went right side up into the water, however.

After the raft was deployed he could hear the crown hit the deck and saw the draw work's wires break. He was told that some people jumped from the helicopter deck, but he isn't sure who. He encouraged people not to jump overboard because they might be hard to locate afterward. He said that the fact that since the boats were located on the deck, it did prevent people from jumping overboard.

He is not sure who gave the order to lower the life boats...maybe boat someone on #1, Don Winslow (operations manager performance) or Darren Lipenski (the Coksen). He said that Darren helped people get into the boat and might have driven the boat away, but he was not sure. He said that Don and Darren were the ones to close the doors to the boat.

Personnel on David's raft included Randy Ezell, Chad Murray, Stan Cardin, Steve Bertoni, Andrea Floetis, DPO and Wyman Wheeler.

Once people got out of the raft, David, Randy and Stan stayed on the raft with Wyman so they could get him staged in order for get onto the Bankston. They cut the support straps of the raft to get Wyman out. They then pulled Wyman's stretcher from the raft into the boat.

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Initially David rolled out of the raft (with his life jacket on) and swam away from the raft. The vessel order for how the vessels were lined up during the offloading of personnel was raft, life boat, rescue boat, then the Bankston. He said that there were Coast Guard personnel already on the Bankston when he got on board.

They had a full muster before midnight. They did not leave for town until after sunrise. David said that they had to make several stops, one to pick up BP personnel and also to drop off Don Winslow (operations manager), Chris Pleasant and Mark Hay (subsea engineer).

Once they arrived on shore, David said that BP people were waiting at the dock and police and additional Coast Guard personnel escorted them to the Crown Plaza. There were given telephones to make phone calls right away then everyone had to take a urine test. They were provided clothing, but all of it was sized XXXL, so he was unable to fit into anything. Transocean personnel greeted them and had medical assistance available (including counselors), food, a hotel room, travel arrangements to get home, and cash to travel with. David even said that somehow they got by the TSA with no problems at all.

Paul Johnson (rig manager) told everyone to go home.

They then loaded into busses and taken to the airport. He then flew home.

Since David has been back home he has gone to his own doctors. He was unable to hear for about a week. He will continue to follow up with his doctors. He said that Shuman called and asked if they could set up psychiatrist appointments for him. (He did not mention if he scheduled any or not.) He also said that Shuman mailed him a waiver to sign, which he did not do. He did, however, sign a witness statement for the Coast Guard.

Other information

David cannot recall hearing an EDS order. He said to ask Mike Mayfield about it. He said that "anyone who is near the button" can sound the general alarm bell.

David got burned on the arm and forehead. Andrea Fleytas got burned on her leg.

David attended a maritime academy and also took an advance firefighting class. He said that he has participated in Transocean's drills/exercises on the rig and thinks the quality of the drills is good. He has never conducted drills at night or during bad weather because he did not want to take such a risk. He said that the only person allowed to excuse personnel from participating in the drills is the captain. Personnel are required to attend water survival and basic fire training.

He said that between shift changes, the on-duty personnel would call the off-duty personnel or leave handwritten notes to inform them of important information they needed to know. David said he kept notes in his tally book, but he does see the value of keeping daily notes in the RMS. (are you sure he said that?)

David stated that Carl Taylor (radio operator) did a great job mustering.

Final thoughts/recommendations

David was upset that he did not have a knife in his pocket because he could have used it to cut the stretcher for Buddy, used it in the life raft to expedite things, getting the stretcher out of the case, etc. He said there were many uses for the knife, but he did not have one.

David said the main recommendation of improvement would be the life raft deployment as well as maneuverability. David said the quality of the way he loaded and got people loaded into the life boat was "decent" but one person had to stand inside the raft and one person halfway in the raft and halfway on the rig. David also recommends putting individual hand cranks for each function in each life raft davit. Also install the cradles at the proper height they need to be deployed at so boarding the raft is easier.

David also recommends installation of Jacobs ladders on board. He did say that the Horizon did not have scramble nets, but they could have used them if they had them. He said the crew has had desktop training on how to escape using sea ladders, however.

He also said that it is very important for trained personnel to hold the boats and rafts. Some people had to be physically restrained in these vessels and it is important for someone to evacuate properly as well as promptly. He also said that there was neither dehumidifier nor any fixed radios on the life boats.

He said that it was clear who was in charge, but it changes between the captain and the offshore installation manager. The captain did know he was in charge of the emergency situation.

He subsequently heard that the life boat deployment went smoothly. He said the sprinkler system did come on in one boat but he was not sure about the other boat.

When speaking about the 60 Minutes interview with Mike Williams, David wanted to correct some things that Mike said on the show. First of all, Andrea did not jump overboard. She left the rig in a life raft. David also said that he was the last one into the boat and that Mike was already in there when he arrived. David stated that Mike said that he had to report to the bridge "for duties" but actually he did not help or lead any part of the evacuation.

