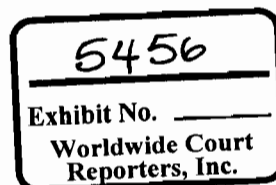


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## Interviewing Form

Interviewee Name:	Yancy J. Keplinger
Job Title:	Sr. Dynamic POS Operator
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	713 232-8262
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Perrin R. Roller, P.E. John MacDonald
Date:	2 June 2010
Start Time:	9:10 am
Stop Time:	11:00 am
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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interview.	
<b>Interview Plan</b>  Probable lines of enquiry, key questions etc:	

Interview with Mr. Yancy J. Keplinger

Tuesday, June 2, 2010

Date: Tuesday, June 2, 2010

Interviewers: Mr. Perrin Roller  
Mr. John MacDonald

Mr. Yancy Keplinger came to Houston from New Orleans. He lives in Houma. He is in town for today only. His flight home leaves at 3:25 pm today.

The interviewer, Mr. Perrin Roller, asked Mr. Keplinger to recall in a narrative from pertinent point to details. Also attending this interview was Mr. John B. MacDonald.

Yancy's prior experience: He was a lead AB on the Enterprise for 4 years. Before that, he was a welder at Weatherford. The Enterprise was his first offshore job. He started as a seaman, then became an AB. He heard of an opening for bosun—Captain Joe put Yancy's name in the hat for it. Yancy was a bosun for 11 months. He then started as a DPO Trainee and was promoted directly to Senior DPO.

Yancy has taken basic and advance firefighting training classes on his time off.

Sequence of Events -

Yancy described the night before as being calm, with minimal seas and minimal winds. He was on tour with Andrea (Andrea Fleytas – DPO). The Chief was up; had just finished a cement job. There were visitors from BP – Pat O'Brien and Bill Davis. The Captain was showing them around. The time was between 8 and 9 (PM).

The cement job was to be the last job to be done. Chief had not been to bed. The person who finished the cement job (John XXX) stayed up. The captain brought the VIPs to the bridge. The 2 VPs were practicing on the simulator and on the joystick. Andrea was at the desk while Yancy was with

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the VPs on the simulator. Then the chief mate left to get the time for when the next cement job was to be. They heard noise. Camera 21 indicated mud spewing out. Yancy adjusted the camera and saw an explosion on the starboard side, midship.

Saw nothing on the port side; there is no camera there. PSV Damon Bankston was still on the port side hooked up to the mud hose. At that time, they had stopped for one hour backloading mud. He received a call from the drill floor. Gas detectors went off on the drilling floor, sack room, main deck, mud room.

Saw shale shaker. Called shale shaker at X-2144, which usually answers on 4<sup>th</sup> ring. There was no answer on 7<sup>th</sup> ring. This took place prior to the main explosion.

M/V Bankston stern became covered with mud. When Yancy noticed the starboard side damage, he saw mud flowing first with massive force, then went from mud to gas. When the gas detectors went off, he started called spaces.

Regarding command and control of the bridge – the general alarm went on and stayed on. Other alarms triggered the general alarm automatically. Yancy commented that with respect to the alarms, he did not notice any specific sequence in which they were triggered. It appeared they all went off pretty much about the same time. Yancy called the Bankston to get off the port side. It was still hooked up with the mud hose. Someone said 3-4 people were in the water off the starboard side. He called the Bankston for help. Asked to launch rescue boat (FRC) to get the men.

Didn't hear engines / generators speed up, but did hear (first) explosion. The emergency lights were working in the Control Room. Believes that gas got into the intake, and it ran up the turbo. It is believed that mud, then gas going up into the turbo caused the engines to overspeed. Then the second explosion occurred. Also said gas could have come from anywhere; it settled and flowed; it got sucked up in generator #3 on starboard side, sped up the engine, blew up, and then there was a black out. Yancy said next that Willy or someone said that the ECR (engine control room) was gone. Was told that when the generator blew, it blew the ECR (Engine Control Room). ECR is between 2 engine rooms. The second explosion blew out the bulk heads. Noticed that the aft lifeboats were gone. Had one person in ECR, Brent Mansfield (2<sup>nd</sup> Engineer), make it to the bridge. Had the back of his head split open.

Yancy made an announcement to all to get to the life boat—mess hall. He made note that at that time he did not know "the riser (drill pipe) skate was in the mess hall". The 2<sup>nd</sup> muster point is near the cinema room. It was determined to be safer to muster inside at first. Later, it was decided to get outside. The PA system was working at this time.

Andrea Fleytas, DPO, sent GMDSS (Global Maritime Distress Safety System) Mayday while Yancy was making announcements. She asked the captain if she should get on GMDSS to make calls. Yancy believes the general alarms and the Mayday calls could be sounded by anyone; they need to know GMDSS—there is only one on the bridge.

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Yancy's VHF radio was working, so he could make contact with the bosun. He believes that anyone can bypass the captain in an emergency of that magnitude. Andrea was reprimanded for it; however, she was calm and professional. Both Yancy and Andrea were later complimented for doing their jobs well under stress.

At some point, several people came to the bridge. Steve Bertone, maintenance supervisor came to bridge and asked the captain if he could start the emergency generator, and the captain said yes. If it happened again, they would probably not do it again because there was lots of gas in the area; could use this info for future.

Yancy has been with the company for 12 years. When Yancy left the rig, he did not go into a life raft or life boat. When the captain gave the word to abandon, Yancy made calls on the VHF radio, channel 16. Andrea threw him a life jacket. By the time they made their way to a lifeboat (Yancy was assigned to boat #2), the boats were gone. Yancy jumped into the water.

The station bill is that the off tour DPO and DPO are the coxswains. The on tour persons are directed as needed by the captain. Yancy was doing what he had to do, and was not listening to what was going on. He made calls, and contacted a boat on VHF channel 16. When he and Andrea arrived to the lifeboat deck, mud was everywhere. Also with them was Wyman Wheller, tool pusher (in stretcher). Yancy helped chief mate (David Young) get a liferaft ready. Helped Dave hook a liferaft. While he went to get the 2<sup>nd</sup> liferaft ready, Stan Carden (electrical supervisor), Randy Ezell (toolpusher), and David Young got in the first liferafts. Wyman was put in the liferaft. The liferaft was lower, and still had a big opening.

The other guys disappeared –apparently they jumped. Dave got Andrea's jacket, and Andrea was pushed into a liferaft. The liferaft went down. Dave said the liferaft pitched up to about a 45 degree angle. There are two ways to lower a liferaft. It can be lowered from a davit, or by grabbing a handle to lower it. Yancy had not seen the angle of the liferaft as it went down.

Yancy and the captain were the last off the rig. The captain decided to jump; then Yancy jumped. He could feel the smoke and heat on the back of his neck. Before jumping, he looked at the cables below, and waited for the liferaft to move before jumping. He was wearing a life jacket. He crossed his arms before jumping. When he hit the water, his jacket came up and popped him in his jaw. The liferaft was now about 10-15 feet away, so he swam to get to it. They saw a rescue boat and yelled to it. Near him was the captain, Steve Ralins ?? (sp), Chad (chief electrician) and Brad (who?). Several people stayed on outside of the liferaft. The Sea Painter was still hooked up. Couldn't see inside. Randy was at the door. The driver had a pocket knife. Randy cut the rope, and drug off to the Bankston. When they got to the Bankston, 2 lifeboats were on starboard side. They saw the Jacobs ladders.

At the time Yancy jumped, he was on an embarkation deck. It is a 75-foot jump to the water. It did hurt, and he did have time to think on the way down. Dave and Mike grabbed GMDSS radios. A lifeboat was designated as FRC. At the time he left the bridge, the emergency lights were still functioning. UPS #9 was functioning. In the blackout, they had no thrusters. Regarding SBC's – the

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computers went out, then on, but they couldn't do anything with them. PLC's are (on UPS) 9, 10, 11, 12, 13. UPS is 14, 15 are for acoustics.

Yancy helped get Wyman into the liferaft. Did not hear the captain say anything. Main concern was to get people out of there. He did what he had to do to get home to his family.

Someone grabbed a bullhorn and it came in handy. In the past, it was used for weekly drill. Did lectures from bullhorn. He doesn't know if a muster was taken; he was on the bridge.

When he got to the boat, they put 3<sup>rd</sup> Jacobs ladder down. He held rescue boat and lifeboats together so people could get to the boat on which they needed to be. The 2 boats were eventually tied together. They got the first aid kit. At some point, Yancy saw Carl taking muster. Carl is the radio operator. The AD's take muster, and pass to bridge. While still on the bridge, Carl said he needed the muster list, and took it to the boat.

Yancy's understanding is that in emergency situations, the captain is in charge, even though the rig is hooked up to the sea floor. Others can make suggestions; however, the captain makes the final decisions. The OIM takes the well control situations. He believed that the drilling people, etc. knew that the captain was in charge.

Yancy is not on the firefighting team. The firefighting team is the crane crew.

Off tower, the DPO (lifeboat #1) and Sr. DPO (lifeboat #2) are in contact with the bridge via radio. The AD takes muster.

Yancy believes the weekly drills were fine; some people did not fully cooperate, however. When it is Yancy's turn to be in charge at drill, he is in charge of lifeboat #2, he lets it down and gets the new people to go inside of the boat and shows them where the batteries are, etc. and how to operate and start the boat. There are different lectures each week. People usually have on hardhats, etc., but do not connect the chin straps.

When they arrived at the Bankston, they were given clothes, food, etc. Yancy knew the Bankston was the first responder, and so would be the central command for the operation, and knew they would be there till the Coast Guard released them.

Things Yancy believes should be considered to make rigs safer:

There is a need for another escape route to sea, such as shoots.

Other points of note:

Andrea was burned on her leg while getting into liferaft – it was hot.

Buddy was burned on his leg also. Yancy spoke to Buddy at the memorial. Buddy was on the bridge when things began. When Yancy turned around, Buddy was gone. Yancy did not know

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Buddy had been hurt till they got on to the Bankston. Buddy had gone to look for Randy.

There were 3 people in stretchers. All lifeboats have a rear door.

Yancy believes that the emergency lights still working at lifeboat #1 and #2 at the time of the explosion. There was plenty of other light to see with.

Regarding future classes:

Yancy is thinking of going to emergency management classes, and believes that these classes should be not just for supervisors.

Regarding the status of the watertight doors: Hydraulic doors in columns and pontoons – cannot recall if any were open. These are often left open for air circulation. If a person wants to go to a pontoon, they must come to the bridge and sign in and sign out. There is also a checklist for doors. Computer monitor screens can show what doors are opened. The doors can be shut down from SBC. Couplings are not in the way of the doors.

Yancy did notice Chris Pleasant (subsea engineer) came onto the bridge and asked the captain if he hit EDS button after the blackout. He asked 3 times, waiting a few seconds in between each inquiry. Said he (who is he/ Chris?) hit the button, but doesn't know if the panel lit. It was 10:42 am when he hit the button. The captain had told Andrea to write 10:42 as the time when the button was pushed. Yancy was making radio calls at this time. When asked, he said that a DPO or a driller can call for EDS. Andrea grabbed the log book, etc., and went to the lifeboat deck. The log book was not brought onto the lifeboat; it was left behind.

The Bankston brought them in. It made one stop at a nearby rig a few miles away, and Mark, Chris, and two subsea guys and Daun Winslow got off. They waited for lawyers at that rig, and Coast Guard, too.

At the beach, two BP people came on board with shoes for them. They were directing people and giving supplies, such as clothes and food, and getting people to the medical van. It was described as a process rather than a meet and greet. There were counselors available, and Yancy has seen one; he will go back to see the counselor in a couple of weeks. He did not see any of the counselors that were available in New Orleans.

Yancy was asked if he saw smoke hoods in the rooms or if people took flashlights. He responded that he did not see anyone use the smoke hoods in the rooms or whether people took flashlights. Yancy has a mini flashlight in his pocket usually, but not that night. Lights were still on in the bridge. He acted on instinct and training.

While at the beach, they lined up for urinalysis. Afterwards, there was a question session. Then Larry gave him a hug. Yancy was taken to the medical van. Dr. John Steen from New Orleans checked Yancy, and Glen Shropshire took him to meet his wife, who was waiting for him. She also works for Trans Ocean. Yancy went to the bridge and asked if he had to go to New Orleans. He told

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the captain that he would be going home instead.

On the way home, he was in pain, stiff and sore from holding the 2 boats together.

His shift on the tour is from 12 noon till 12 midnight. From 10:30 am till time he arrived home, he had no sleep. (about 2 days).

After seeing Dr. Steen, he went to Pelican State in Harahan to get checked out further. He was given x-rays (hairline fracture on jaw), tear on shoulder muscle. MRI showed no fracture. He now goes 3 times a week for therapy on his shoulder. Yancy takes Lexapro, prescribed by his therapist. He and his wife now see his doctor for post traumatic stress syndrome. His wife found out about the accident at work. She received a call from HR from Dan ???, who told her the news. Yancy and his wife have 3 sons, ages 17, 15, and 13. His youngest son got through on the hot line.

The critical were placed on a helicopter and a couple of people who could walk were taken away with them. Yancy and 2 others stayed on the stern till the wounded were transferred.

Other items discussed:

Coast Guard handed out papers for personal info and sequence of events. Yancy could not figure out why lawyers were onboard so fast. Yancy spoke only to the Coast Guard. He further commented that the Bankston crew did a great job, giving food, tobacco, cigarettes, etc. Another boat came alongside to deliver groceries and supplies for these extra people. The captain left the bridge twice, but mainly stayed there.

Yancy's recommendations for improvement:

Employ another egress to water without having to jump from that high.

Need to block heat.

Interview concluded approximately 11:00 am.

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