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Exhibit No. _____
Worldwide Court
Reporters, Inc.

Interviewing Form

Interviewee Name:	Sean Bayer
Job Title:	3 rd Asst. Marine Engineer
Company:	Transocean
Contact Details:	
Work Address:	Park 10
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	John MacDonald Jana Judkins
Date:	June 15, 2010
Start Time:	2:30pm
Stop Time:	3:30pm
Was documentation taken to the interview? Y/N	N
Were photographs, drawings or other supporting materials taken? Y/N	N
Are documents attached to this form? Y/N	N
Details of documents, drawing, photographs or other supporting	N

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materials taken to interview.	
Interview Plan Probable lines of enquiry, key questions etc:	Training and Competency Interview Questions 1. How long have you been with Transocean? 2. Do you have any previous oilfield experience? 3. What is your position? 4. What are your job responsibilities? (Review Job Description before interview) 5. What are the training requirements for this position? 6. Can you explain the Worldwide Training matrix and its purpose? 7. Have you completed all the training for your job? (check against compliance report). 8. Does the training match the job requirements? 9. Do you feel the training provided to you was sufficient? Why or Why not? 10. When was your last training session, and what was it? 11. How supportive of training and development was the rig management? What about shore-base managers? 12. Were there any limitations on the training available? 13. What was the quality of OJT on the DWH? 14. What is your next position, and have you received any training for it? 15. Do you know the progression of your career in Transocean? 16. Have you received an appraisal in the last year? Can you explain the appraisal process? 17. How many new crew members (or recently promoted) were on your crew? 18. What is the quality of training provided to new employees? 19. What training is provided onboard the rig for new arrivals, and what is the quality? 20. What safety & survival training did you receive and do you think it is adequate? 21. What is your position on the Station Bill, and in an emergency? What is your lifeboat station? Life raft station? 22. What are the first steps to take when shutting in a well, or upon detection of flow? 23. Who is able to shear the pipe and disconnect? Safety Culture Questions 1. What are the Core Values of Transocean? Does the company live up to these Core Values? 2. What are your Colors? What do they mean? 3. What are the three most positive safety issues on the DWH? 4. What are the three safety areas where improvement is needed? 5. Do you complete a START card every day and why?

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	<p>6. Describe your participation in the THINK planning process?</p> <p>7. Would you describe the TOFS and last time you called a TOFS?</p> <p>8. Are you able to explain the Management of Change?</p> <p>A. Did you get a Performance or Safety Bonus from Transocean, and can you describe the policy?</p> <p>B. Did you get a Performance or Safety Bonus from BP and can you describe the policy?</p> <p>C. What effect did these bonuses have on your performance of the rig crews?</p>
<p>Sean Bayer – 3rd Asst. Marine Engineer</p> <p>Sean joined the DWH in September 2009. Sean said that he is compliant in the Worldwide Training Matrix. He is currently working on the mechanical OJT and feels that it is good training. Sean trained at the Massachusetts Maritime Academy where he received a Bachelor of Science Degree in Marine Engineering, water survival, and firefighting training. When Sean was asked if he was prepared to fight a fire in the engine room, he said that the room would just lock down with CO2. He was then corrected that this would not always be the best option to extinguish a fire in the engine room. Sean said that the 3rd Asst. is not on the fire team because there is only one on tour at a time.</p> <p>When asked his understanding of who is in charge, Sean said that the OIM was in charge of day to day operations and that the Captain is in charge in an emergency. He was not completely sure of himself when responding to this question. He said that he's never experienced a situation where the Management of Change was questioned.</p> <p>Sean was asked who could sound the general alarm or mayday and he said that anyone on the bridge; the 3rd Asst., or really anyone could that needed to. He said that some might feel intimidated and fear being reprimanded. At this point, Sean asked why the drills weren't conducted randomly. He said that the quality of the drills was good, but they were too consistent. He indicated that his primary muster is lifeboat 1 and secondary is lifeboat 3, and that he has no position on the Station Bill. Sean also mentioned there is an additional muster on the aft stairwells that's marked with paint on the deck. He has never been onboard for an H2S drill and is not familiar with ballasting drills. He feels like the 3rd party personnel show up to the drills and perform their duties as needed. Sean said that he'd rather be in a situation where he evacuated in a life raft instead of a lifeboat, but realizes that the lifeboat is ultimately safer. He was asked who gives the order to lower the lifeboat and Sean said that the Coxswain is responsible, but this is not mentioned in the drills. It was mentioned however, that the responsibilities of those involved in emergencies can be found on the vessel's station bill.</p> <p>Sean said that one of his responsibilities as 3rd Asst. Engineer is to work on the thrusters. He had only been on the rig floor one time. He indicated it was just he and the Motorman for the first half of his watch, then the 1st Engineer came on for the second half. He said that they were doing a pretty good job keeping up with the backlog PMs. Sean mentioned that he doesn't think the bridge should</p>	

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ever have control of the engine room. If the bridge was in control, he felt like someone from the engine room needed to be there too and that it didn't make sense to be in control over the phone.

When asked if his training matched his job requirements, Sean said he felt 100% confident in his job. He said that his mentor took good care of him. Sean said that he shut down a job on his first hitch and it was kind of overwhelming for him. He then asked if the blackout recovery was supposed to be tested and John responded that in his opinion it should be done at least twice a year so that as many crew members as possible may participate, since it is such valuable learning experience.

Sean had requested additional training at Wartsila before the incident, but feels like his request has gotten "lost in the shuffle". He said that his next position will be the 2nd Asst. Engineer. Sean received an evaluation from the 1st Asst. and Mechanical Engineer on his 3rd hitch. He said he noticed some new crew on the rig, such as galley hands, and commented that he is still new too. He said that all new crew members are assigned a mentor and they are responsible for signing off of the new crew member's safety OJT. Sean said that the medic plays a video which discusses pertinent safety information, shows them the general areas of the vessel, then they are turned over to their respective supervisors and mentors.

Sean was not aware of procedures related to well control. Sean is aware of the Core Values, but hesitated in his response as to whether Transocean lived up to them, but did eventually say that he believed the Core Values were upheld. He was asked what to do if he was denied a part he needed to avoid compromising the safety of the vessel, and he said that he would go to his supervisor and that his supervisor may have to go to James Kent, the rig manager asset if he was denied. He indicated that there were lots of things put off for the 2011 shipyard. Sean is aware that he can anonymously contact the designated authority onshore if he felt it was necessary. Sean's colors are Green/Red.

Sean said that he brought down the engine room when Lloyd's was visiting the rig. He said that locking out/tagging out a water make should require a different procedure than locking out/tagging out a thruster. He explained his concern that an inactive valve should not require a permit, a PROMPT Card, then tag and shut it down, as it would require for a thruster. He did say that this procedure was needed for electrical isolation.

Sean said that the THINK Plan requirements changed with every hitch. He expressed his desire to see more consistencies. He said that he wrote out THINK Plans everyday and kept the bridge informed when working on the thrusters.

When asked about short changes, Sean said that engineers work a 4-6 month schedule and they stay with the same DPOs on 12 hour watches. He was asked who could initiate the emergency disconnect sequence and Sean said that the Driller in the Drill Shack would be responsible when the DPO goes to the red zone.

When asked to list three positive safety aspects onboard the DWH, Sean said that PROMPT cards are effective, pre-tour safety meetings to discuss procedures for handling yourself on the drill floor, and START Tours in areas you wouldn't normally be familiar with, i.e., the DPOs coming down to the engine room and vice versa. He said that the START Cards are often "pencil whipped", though they are definitely good tools to use at times. Sean said that TOFS can even be utilized to break for water

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when the crew becomes overheated. He says it can be intimidating, but knows it's got to be done.

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