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Interviewing Form

Interviewee Name:	Allen J. Seraile
Job Title:	Assistant Driller
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	
Work Cell:	
Home Address:	[redacted]
Home Telephone:	[redacted]
Home Cell:	
Interviewers Present:	Bob Scott
Date:	June 3, 2010
Start Time:	9:30 a.m.
Stop Time:	10:30 a.m.
Was documentation taken to the interview? Y/N	No
Were photographs, drawings or other supporting materials taken? Y/N	Yes
Are documents attached to this form? Y/N	Yes
Details of documents, drawing, photographs or other supporting materials taken to	Architectural drawings of Deepwater Horizon

Exhibit No. 4803
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interview.	

Interview Plan Probable lines of enquiry, key questions etc:	1. Did you work with any of the well control or safety systems on the rig, if so which ones? 2. Are you aware of any system on the rig that was not operating correctly or that was out of service (especially related to the BOP and alarm systems)?

Interview of Allen Seraile, Assistant Driller
Transocean Office
June 3, 2010

Interviewer: Bob Scott

Note taker: Diane Willey

Start time: 9:30 a.m.
Stop time: 10:30 a.m.

Allen has worked on the Horizon for 5 years. He started as a roustabout, moved to roughneck, and has been an assistant driller for a year. He has worked in the oil patch since November of 1989.

The day of the incident he got up at 8:30 p.m., talked on the phone to his wife, then went to the smoke shack. He said at around 9:45 p.m. he talked to Chris Pleasant in the subsea office. He was looking at the TV in the bulkhead of the rig floor. Chris was doing the last casing test so Mr. Jimmy could get it for his report. He saw water coming out, then mud and noticed they were not coming out of the hole. He saw mud on the block and it was not moving. He heard pressure being released. Allen asked Chris what they were doing, because he was not sure if they were doing a cement job or not. He could hear gas blowing to the surface. Allen said it sounded like a whistling freight train.

Allen said Chris and Dave Young left before he did. Allen headed down the hallway next to the galley toward his room, but he does not remember why. He felt the rig shake and heard an explosion, which threw him back to the water tight door. Could see the derrick on fire in the background and the starboard side of the rig was also on fire.

Allen took muster in life boat #2, which was next to the bridge. People were panicking and screaming. He saw a guy getting ready to jump then the blast came and knocked him in the water. Allen heard the drill line "twanging."

Allen said his boat was the first one to hit water. He did an accurate muster in the life boat and made it to the Bankston. Allen did another muster on the Bankston.

Life boat #1 was tied up behind them and came in right after. He could not see if Mr. Harrell was on life boat #1. Allen said he and the radio operator knew the drill crew were probably not going to make it. Sperry Sun came out to his unit on his lifeboat and told them that the crane operator was dead. Sperry Sun said he saw Carl bleeding from the deck and he tried to get him but the fire was

too much. Dave Young also tried to get him, but Carl was a big person. Allen was not sure how Carl got there, that he either jumped or was trying to get the crane into the cradle.

Allen remembered being on the Bankston when the Coast Guard arrived. He saw Wyman Wheeler, Brent Mansfield and Buddy Trahan. They waited for the chopper to come get them. He saw them get the "walking wounded" off. He said they sat on the Bankston for a very long time but he does not know why. At final count, they had lost 4 people (from his boat).

Bob asked Allen what he thought happened. Allen said he thinks the seal assembly gave way and it came through and the guys on the rig floor didn't have a chance.

Bob asked which mud pump was dedicated to the riser pipe. Allen said #4 was, unless there was a problem with the pump. He heard that the pop off went off on #1. He said "normally we run 1 through 3 on the hole and 4 is the boost pump."

Bob asked if he was able to isolate pump #4 or if it is a direct line. Allen said it goes to the choke manifold. Allen said that they normally flush the kill side first to get water to the stack, then do choke side, shut down to boost line and do it later because it goes from the bottom up. Once pressure passes the well head comes up. When the pop off valve went off line, it would self destruct. They would isolate the mud mump and isolate pressure.

Bob asked about displacement in the riser and if it comes to strokes then goes to the flow line to the shakers. Allen said the shaker hand is there with the mud engineer. When it gets close he stays there. They do a sheen test. They would tell the driller they would shut down to do the sheen test, which normally took approximately 10 to 15 minutes. Allen said the flow line comes into the possum belly. After the sheen test it goes around the possum belly and to the overboard line, bypassing the shakers all together. Then, after the sheen test they would open the knife valve and let it go from the flow line overboard.

Allen said they do have a sensor on the flow line. There is a hatch on the floor of the flow line, on the side of the driller's console. The flow show sensor was right underneath the hatch. There were no problems with the flapper sensor.

Allen said the shakers are below the drillers. It goes from the diverter to the degasser, but he is not sure how it goes to standby. He said Jerry hits a button and it would go over the side or to the degasser. If it goes to the degasser, you would have to have it lined up all the time. You have to go through the choke manifold to get to the degasser.

Bob asked Allen if there had ever been a kick on the rig. Allen said yes, it circulated through the choke manifold through then poor boy. There were no problems before and it circulated out just fine.

Bob asked Allen about the boost line and if could be operated from the rig floor. Allen said yes, it could be operated from the rig floor. It had one specific function for the riser on the BOP. It was a positive valve.

Bob asked where the bleed-off valve for the stand pipe manifold was located. Allen said "it was in the middle and dropped to the trip tanks." If we put positive pressure on top it would go to the trip

tank. The driller would meter and if the pressure was high, he would bleed off to the trip tank. He said the driller had a camera and CCTV on the flow line so he could see it all the time. The camera would point to the flow line and it was a "very good picture." Before the connection he could tell the shaker hand to clear the camera to have a connection. Allen said it takes approximately 2 minutes to make the connection.

Allen said the driller has "A" chair and Sperry Sun has his own flow line sensors to see the pit volume. On Sperry's sensor he had his pump numbers (1-4) and pressure. He could see SD1 against Sperry Sun to do a stroke/displacement calculation.

Allen stated that the only way we can come out of the hole and the driller not see it is if the camera is not on the flow line valve and the valve on the starboard side is open. He cannot see the flow line that goes overboard. He has to make the shaker hand watch it come out of the pipe and go overboard. Allen always had the shaker hand watch. He never asked a shaker hand to leave his spot. The shaker hand had clear call, but no radio. He [shaker hand] was located above the shakers with a call box beside him. The shaker hand would say "no flow" then let us know when to continue. There were 2 roughnecks and pump hands down to assist with the pop off. He said if there were problems with the pop off valve there would be 4 roughnecks (Matt, Jonathan, Anthony and Mark).

Allen said the pop off had a flange connection. It takes anywhere from 5 to 15 minutes to change the pop off valve if there was no trouble. The main thing is rigging it up because of the chains. He said they were going to go to electrical ones in the future.

The driller could monitor any pit. 9 and 10 were active pits. Allen would go to the driller shack and record pits and compare readings with the derrick hand. He said 9 out of 10 pits would pump to the active trip tank.