

From: Wall, Dave
Sent: Tue May 04 23:57:20 2010
To: Cowlam, Gillian S; DeFranco, Samuel J
Subject: FW: Emailing: Dave W Interviews.xls
Importance: High
Attachments: Dave W Interviews.xls

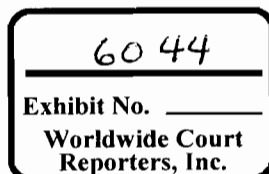
<<...>> fyi.

Looks like I am going to be in Lafayette all day tomorrow doing interviews.
Dave

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07748180428

-----Original Message-----

From: Wall, Dave
Sent: 04 May 2010 18:42
To: Brock, Tony; Corser, Kent; Cowie, Jim; Pagram, Bronwyn F; Robinson, Steve W (Alaska)
Subject: Emailing: Dave W Interviews.xls
Updated interview summary notes from today.
Note, the Bankston Master and Engineer interview is also attached.
Dave



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Document Produced Natively

Event

Joseph Keith 04/05/10

Senior Unit Manager - Mud Logger

18 years with Halliburton 8 years on the DW Horizon
Monitor drilling tripping parameters all surface data
parameters, monitor when you get in pay zones and
evaluation of pay zones

Arrived on the rig that day came on Tour between 17:15
and 17:20 to read ledger notes and handover

They were doing the -ve test went fine, after -ve test then
went to displacement. During displacement he believes
the returns went directly to the boat by-passing the sand
traps. He could monitor gas **only** for the whole
displacement.

They had said to Cathleenia that returns had gone to the
boat during the earlier displacement

Only two mud loggers on board. He said that he always
advised floor if he wanted to go to bathroom or for meal
breaks

They were moving fluids all over the place. (Our
impression was that he was not monitoring mud pit
volumes during his shift).

Mud logging equipment was still working and all hooked
up.

The gas levels were being monitored it was 75 units
during displacement and Cathleenia had also called 75
and it went up to about 85 units. A unit is 333 ppm gas in
air.

Sensor to measure flow-out is about 15ft downstream of
the flowline valve. You wouldn't see flow if the diverter
was activated or going through the dump line. The
measurement for the rig floor has a paddle and the mud
logging system is far more accurate.

Flow into the well is measured by strokes times volume.

He didn't get involved in the discussions on the -ve test.
Cathleenia was on tour then. Cathleenia had procedures
and she marked off each stage and noted it on the log.
Didn't understand the blip on the cement unit pressure at
17:53. Asked about the gains and losses on the mud total
volume up to 17:40. He repeated they were moving mud
around all the time.

He said that the gain from 17:40 to 18:10 was them
emptying the sand traps.

Spacer came up as per number of strokes, shut pumps
off, did sheen test and verified okay. Started pumping
again.

The Shaker hand was monitoring Mud pits/flowline, so is
the compliance guy and MI SWACO guy. One Mud
engineer at flowline one in the pits.

Asked him what communications with the rig floor during
the bleed backs - he said none.

We asked if he had read the drilling programme and he said he had a copy of it. The company man did not give him a copy of the daily plan, he only got that from certain company men.

Not aware of any problems with the BOP equipment
They saw 20 - 50 bbl gain or losses whilst using the crane. The crane was being tested following maintenance.

They normally don't by-pass the sand traps. They can monitor 18 out of 20 pits but some reserve pits can't be monitored.

During the displacement from 20:02 to 21:04 the mud logger was of the opinion that the return mud was being directly transferred to the boat bypassing sand traps. He thinks they went to dumping overboard after the sheen test.

When he came on tour he had a discussion over diverting from the sand traps with mud engineer.

He was in the unit all the time he never left the unit.
Once the 16lb spacer came back had Channel 14 (radio) on. The colour of the fluid had changed and they shutdown for the sheen test.

Started pumps back-up and as soon as this started he could feel vibrations on his panel.

Heard fluids flowing, sounds like rain drops on top of the unit.

Fumes came in to room and unit shutdown.

Then heard jet sound like something taking off which he thought was diverter going off.

Went to MWD end to get his hard hat opened door and saw flames at sample catch unit. Closed door.

20 - 30 seconds later there was an explosion which threw him against the ceiling. Second explosion pressure came from backside of rig from engine room or pump room.

His AC units were melting and he went back to open the door. The flames had diverted and he left the logging unit. Goes down to second deck, fluid everywhere, fumes. Saw crane operator badly injured, shouted man down. No pulse, two Transocean guys came said go get in Lifeboat (LB).

Went to LB, met Cathleenia. VP from Transocean was badly injured.

Seemed like 45 minutes but was told it was about 15 minutes before they got in the water.

Event Vincent Tabler 04/05/10

Halliburton Cementer

Worked with Halliburton for 11 years, 1 year on Deepwater Horizon.

Completed cement job on the 19th, went good, after that bumped plug they tested the casing and seal assembly unlatched pulled out of hole went back in to do the -ve test.

Seal assembly test done by Drill Quip pressured up to 10,000 bled to 6,500 held for 25 minutes and bled it off. Pressured back to 10,000 bled back to 6,500 held 5 minutes flat line then bled off. Drill Quip then unlatched to pull off the seal assembly.

Picked up 3.5; 5.5 & 6 5/8 and -ve test done.

Negative test is done by BP and Transocean and they are not involved in the test. no pumping involved during the -ve test.

Opened up to see if it is static and got a couple of bbls back. Seemed normal.

He said shut-in, Dewey Revette. He said bleed it off, it quit flowing shut the valve. Went to rig floor and asked when he would do the cement job. They said 1.5 to 2 hrs and so he went back to living quarters.

Volume of displacement tanks 2 * 10 bbls

He can only pump to the cement manifold or BOP manifold but he can't go to the pits or trip tanks.

Whilst RIH he went back and forth between his unit and preparing for the cement plug.

He did not transfer any fluid to the trip tank.

He did not do any other bleed offs to the unit.

He did bleed off 10-15 bbls of SW and left it in his displacement tanks

When he bled back the 3-4 bbls it was not slugging and it was slowing down. He thought it seemed normal 1 - 2 bbls. He shut-in and went to the rig floor.

He doesn't remember pumping anything down the kill line.

He confirmed doing a line test at 10:15 and 14:18.

He couldn't give any further information on the pressure chart he was not familiar with it.

Didn't know what the line-up on the rig floor looked like

He went to the rig floor after the -ve test. He was told the cement job would be later and decided that he would sit in the pre-tower meeting at 23:00 hrs.

He didn't realise anything was wrong until the event started.

He didn't see or get involved in the -ve test on the rig floor. He didn't attend any meetings on the rig floor or attend any meetings in the accommodation. And he didn't see the displacement or -ve test programmes.

Asked about BOP tests, he was on board for other tests always good tests and used the BP green & red light system.

Cement job two cementers on board Christopher Ryan Hare (trainee) was the other. They used Nitrogen on the job no issues. Started the job on Monday 19th and finished 3 am Tuesday morning.

He left the rig floor about 20 minutes before the event occurred.

Went back to room with Christopher Ryan Hare. Heard something like two engines rev up. Heard them blow. Lights out fire alarm went off. Grabbed life jackets started to head for the door. Ryan was the other side of the door. The big explosion went off and blew him backwards about 15ft into a wall. At the time of the explosion was dark with just the emergency lights on. Ceiling tile fell and outer walls all over the place.

To escape he went over a bed and through the wall to get to lifeboats 1 & 2. Couldn't see Ryan outside and then went back to find him. He came across Mr Jimmy and they then went back out to LB 1&2 where they found Ryan. This was a matter of minutes after the explosion.

At the lifeboats he looked back. Fire was coming up from the moon pool to the rig floor. Flames were halfway up the derrick. He looked for drill-pipe coming out of the well (falling hazard) didn't see any. Heard several small explosions. Got into the lifeboat and launched. Second major explosion when they hit the water. This was a significant period after the first explosion.

When on the Bankston could see flames through thick black smoke and the fire was much bigger.

Blast wave seemed to come from under the living quarters. From under the area where the supervisors of the rig sleep. Seemed to come from the mud pumps or engine room areas under the accommodation. Didn't look like much damage to the front of the living quarters.

Event

Alwin Landry is the Master of the vessel the Damon B Bankston.

Anthony Gervasio is the Engineer of the vessel the Damon B Bankston.

Arrived on location at 08:15 on 17th April. Had been to port to offload mud from Transocean Horizon and to get other supplies

Completed water transfer and cargo work on 17th and 18th.

24 hr standby on the 19th.

20/04 12:00 hrs asked to come alongside for mud bunkering operations. Located on the port side of the drilling rig, parallel to rig, with bow pointing aft

Received mud from 13:00 hrs to 17:17 hrs. 3100 bbls of 14lb synthetic mud bunkered.

Mud tank Port 2 and SB 2 still held 500 bbls each from bunkering from Transocean Horizon Drilling rig the previous week

About 400 bbls of mud bunkered into each of Port 2 and SB 2. Then filled Port 1 and SB 1 before partially filling Port 3 and SB 3.

At 17:17 hrs asked to go on standby. Remained connected to the mud bunkering hose and held station.

At 21:00 hrs talked to Rig Bridge and advised that they were going to get more mud as they were displacing the riser in about 10 minutes.

Comment that under the deck there is routinely (every 30 minutes to an hour) venting of air/gas. The venting lasts for about a minute at a time and seems routine. They noticed the surface of the water displacing under the vented pressure.

About 21:50 Mud was flowing off the rig and dropping onto the boat. They could see mud flowing down the riser.

Contacted by radio operator and advised they were having problems with the well.

About 1 minute later contacted by radio operator and advised to leave the area and go to 500 meters

Lights went out and then almost immediately saw green flash at the port aft corner of the derrick structure and heard an explosion

Initiated general alarm and mustered team and cleared decks. Started to move away from rig but still connected. About 10 seconds after first explosion there was a second major explosion occurred.

Pressure wave blew in plexi glass window on a door on the SB side of the vessel at loading deck level. Pressure wave pushed engineer down the stairs as he entered the bridge area.

Fishing boat Rambling Wreck was in the area.

Launched FRC and commenced rescuing people. Saw people jump into the water and pulled them out.

Noticed that the lifeboats on the Port Aft side had been blown off the rig.

Life-raft tethered by painter line to rig. Went in with the FRC and passed them a knife to cut painter. Attached a tow line and pulled them to safety.

Event

Paul Erickson, Mate on the vessel the Damon B Bankston.

On bridge about 21:30 hrs.

Saw lots of mud coming down underneath the rig and onto the boat deck at about 21:40.

Katie, lady radio operator, advised they were having a Well control problem

Different male voice came on radio advising them to pull off to 500 meters.

About 21:45 saw mud flowing out of the Well onto the derrick.

21:52:57 First GMDSS initiated by rig.

Series of thumps and explosions and a fire, not sure of timing or sequence of events.

Event

On board to run lockdown sleeve

Shane was in the company mans office (on the same level as the Galley) on Tuesday evening making a personal phone call

Power went out and several seconds later heard a sound like something falling and impacting the deck (assumed to be first explosion)

Alarm sounding and walking towards galley to muster when explosion (stated as second) occurred.

Estimated that it was 7 beeps of the alarm maybe ten seconds between first blast and second blast

Pressure wave was travelling from Galley towards company man office and it was strong enough to push them backwards several feet

The second explosion caused ceilings and walls to collapse, lots of dust and smoke?

Couldn't muster in galley because of the damage and a fire in the kitchen area.

Exited the accommodation via the door near the galley.

About 5 minutes after the second explosion was outside and looked back at the rig. View was obscured by the accommodation but could see the rig floor engulfed in flames and a vertical flame halfway up the derrick. Looked like it was coming out of the drill pipe.

Very intense bright flames that were difficult to look at
22:25 hrs lifeboat was in the water.

Event

Installation of wellhead products and associated equipment

Detailed walk through of installation procedure. All indications that equipment had installed correctly.

On Tuesday 20th about 21:00 hrs commenced work on preparing equipment at the bucking unit on the Port Aft deck.

At about 21:30 to 21:45 Don Clark was asked to go to the mud pits. (Charles assumes that is where he went).

About 30 seconds after Don left the area Charles saw mud spilling off the rig floor like a water-fall.

Charles heard a whistling sound which he thought was coming from the mud flowing on the rig floor.

Charles and Brandon Boullion headed for the shelter of the helideck on the other side of the derrick.

Almost simultaneously the lights went out and there was a boom, Charles thought the lights went out first.

It was about 1 minute after he saw the mud coming off the rig floor that he heard the first explosion. There was no sign of fire at this stage.

A second explosion occurred about 10 to 15 seconds after the first explosion and the sky lit up indicating a fire.

Fire was at the rotary table.

Alarms were sounding but not sure when they started

Entered Lifeboat 2