

EXHIBIT # \_\_\_\_\_  
WIT: \_\_\_\_\_ 18

Dave Wall

28/04/10

10:00 hrs

Interview - Shane Allers

Friday morning arrived Penning lock down since Sunday  
Tah longer matter team member wound Monday  
Tuesday evening prep for next week's day morning

Power went out - Sound like something falling  
several seconds later.

Walking toward galley second explosion happened.  
Ceiling falling & walls falling lots of dust/smoke.

Muster in galley tunnel. Went to get life vest.  
Kitchen was on fire & not able to muster

Could see light from flames.

Sensors trying  
big floor in fire flames half way up the  
deck.

Everyone getting into life boat - balance boat.

When the battery for the boat.

Deployed into water little trouble with wind  
cable coming off.

Helped in the water with broken legs

Fireball after fireball for 20 minutes. Coming through deck

On Tuesday moved to save room as colleagues. Drill  
done on Sunday but boat assignment had changed.

Normal road Jan the rig.

They had a lot of problems with the well.

Safety induction completed, spent time working at out  
how to get wound.

Brain Marshall Jolley engineers. They were doing  
testing. Callers seemed to be filling in for someone.

Working with Brock on programme planning. Talking to  
Wife in phone and he was on computer. Power went  
off.

Black a lot of wind gusts then along the  
corridor away from the galley.

Black wave travelled from galley.

Kitchen area on fire.

Randy was in cabin.

7 or so bags from the alarm when the  
second blast occurred. Seconds between blasts.

The damage was all caused during the  
second blast.

Exited the Galley door

Flames on rig floor half way up the Derrick.  
(5 miles after the explosion looked back)

Fire jet on the rig floor with a jet  
fire looking like it was coming from the drill  
pipe.

Very intense fire very bright than before

very smoky later.

Sounded like other things were exploding in on the vessel.

Went into water at 10:25, checked water at this time.

Completed sheet and wasn't interviewed by Mrs/ Coastguard.

Pat O'Brien and David Simms on the boat. They got involved in trying to coordinate response. Got involved as a searcher. There for about 12 hrs and then handed over. Went to another rig and dropped off a few passengers.

Coastguard & Mrs conducted several interviews. Statement to BP legal.

Dynasty - bad driver.

The rig had drifted by 03 miles ~~was the~~

# KEVIN'S NOTES

4/28/2010 @ 10:00 West Lake Campus

SHANE ALBERS

DAVID  
HALL, WARREN, KEVIN FONTENOT  
WINTERS

FRIDAY ARRIVE

LOCK SLEEVE ON SUNDAY - WAS DELAYED

TUE NIGHT - JOB TO START ON WED MORNING

ON phone & power went out - followed by  
thump & shake

3man Group

Coming AT us direction of blast?

KITCHEN ON FIRE & ceiling hanging down

light from flames

Rif floor on fire -

Issue w/ battery & wrench RELEASE

→ Interview on way in

Boat assigned changed w/o notified

In H2O @ 10:25 PM <sup>LIFE</sup> ~~WAT~~ BOAT hit H2O

→ Filled out INTERVIEW SHEET

## 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.



**Transcription of Shane Albers interview notes**  
conducted 28 Apr 2010

panel: Kevin Fontenot, Dave Wall, Warren Winters

**Opening discussion:**

subsea project engineer, 9 mos. with BP (challenge)  
on rig to install lockdown sleeve  
arrived Fri AM

plan was to install lockdown sleeve on Sun but was delayed due to "problems"  
was in office (living quarters on the same level as the galley) when power went out  
a few seconds later a loud percussion shook whole vessel  
headed to cabin near galley after alarm sounded  
while enroute heard 2nd explosion estimated that it was 7 beeps of the alarm, maybe ten se  
Pressure wave was travelling from Galley towards company man office and it was strong en  
surrounded by dust, ceilings were damaged  
heard loudspeaker instruction to muster in galley, that this is not a drill  
observed kitchen was on fire  
got lifejacket from cabin  
Exited the accommodation via the door near the galley.  
someone on bullhorn was instructing people to muster in galley but he (Shane) knew galley  
About 5 minutes after the second explosion was outside and looked back at the rig.  
saw flames half-way up in derrick  
Very intense bright flames that were difficult to look at  
View was obscured by the accommodation but could see the rig floor engulfed in flames and  
Looked like it was coming out of the drill pipe.  
escape capsule pulled alongside supply vessel  
he remained in escape capsule to assist person with broken legs

**On perceptions of rig environment upon arrival on Fri:**

did evacuation drill on Sun so mustered to assigned station  
cabin assignment changed on Tue but was not informed of change in lifeboat assignment  
in effect reported to wrong boat on Tue PM so was not on muster list

**On activity 2-3 hrs prior to incident:**

working in office double checking procedures for lockdown sleeve installation  
was on phone talking to wife when power went out

**On 2nd explosion:**

blast propelled them down the corridor away from galley  
a "few seconds" between blasts, "less than 30 seconds"  
was counting number of alarm signals up to 7 when 2nd blast occurred  
2nd explosion caused the most damage in living quarters  
no smoke and strobe lights still working after 1st explosion  
upon exit from building, flames illuminated the area  
looked toward rig, saw flames half-way up the derrick and getting higher  
saw localized fires and a high-energy "like a jet" fire on rig  
initially fire was "white hot" when viewed from supply boat  
hours later flames seemed less intense but smokier  
hours later heard what he interpreted to be periodic bursting of "accumulator bottles" (referir

1st touched water in survival capsule at 2225 hrs (looked at wristwatch)

**On trip in on supply boat:**

filled out info. sheet for Coast Guard but was not subsequently asked for statement  
was requested by "Lee" to serve as scribe during part of period while boat remained in vicinity  
stopped at unrecognized platform where met by attorneys from supply boat company  
Coast Guard personnel boarded supply boat from platform  
issued statement to BP Legal in Fourchon

adjourned 1040 hrs



seconds between first blast and second blast  
rough to push them backwards several feet

was on fire

d a vertical flame halfway up the derrick.

ing to riser tensioner system)