

From: Wall, Dave
Sent: Thu May 06 21:06:14 2010
To: Wall, Dave; Corser, Kent; Robinson, Steve W (Alaska); Brock, Tony; Pagram, Bronwyn F; Cowlam, Gillian S; Defranco, Samuel J
Cc: Teweleit, Kimberly A; Thorn, Barbara K
Subject: RE: Emailing: Dave W Interviews.xls
Importance: Normal
Attachments: Dave W Interviews.xls

Interview notes from second Halliburton Cementer and Mud Logger interview. Christopher Ryan Haire and Cathleenia Willis.
Dave

David Wall
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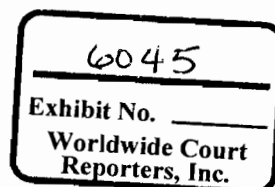
-----Original Message-----

From: Wall, Dave
Sent: 05 May 2010 15:56
To: Wall, Dave; Corser, Kent; Robinson, Steve W (Alaska); Brock, Tony; Pagram, Bronwyn F; Cowlam, Gillian S; Defranco, Samuel J
Cc: Teweleit, Kimberly A; Thorn, Barbara K
Subject: RE: Emailing: Dave W Interviews.xls
Interview notes updated with James Nick Wilson interview.
We also have some hand drawings from Nick which we will bring back with us.
Dave

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

From: Wall, Dave
Sent: 05 May 2010 12:45
To: Corser, Kent; Robinson, Steve W (Alaska); Brock, Tony; Pagram, Bronwyn F; Cowlam, Gillian S; Defranco, Samuel J
Cc: Teweleit, Kimberly A; Thorn, Barbara K
Subject: Emailing: Dave W Interviews.xls
Interview notes updated to include Brandon Bouillion from Weatherford.
Regards
Dave



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BP-HZN-BLY00168319

Document Produced Natively

Event Christopher Ryan Haire 06/04/10
Service Supervisor 1 - Cementer
4 years as a cementer on the Horizon.
Responsibilities pumping fluid, pressure testing and
cementing

He was one 14*14 rotation and arrived that day about 11.

Completed the positive test around 11:30 that morning.
Went in for lunch and then Tabler caught him up about
the cement job from the previous day.
He and Tabler started on surface plug calcs.

About 14:00 to 15:00 they had us pump seawater through
the lines to prepare for displacement. We then cleaned up
the tanks to get synthetic mud out of the unit. They had
side entry sub on the rig floor that they tied into
15:30 to 16:00 (later in the interview he indicated off the
chart 17:26 to 17:52) called to open the release valve.
Told to bleed off pressure and monitor flow. Pressure
around 1400 psi they bled off about 20bbls (later he said
23bbls) and getting continuous flow. Told to shut in. It
pressured back to 1400 psi they bled back about 15 bbls.
It was a continuous flow that spurted and was still flowing
when they shut-in.
On the two bleed offs they didn't pump anything back,
didn't pump down the kill line.

The Well pressured up to 1300 to 1400 psi and remained
shut-in for about 1 hr. He went to the rig floor with Tabler
to speak to Driller and Tool Pusher and they said the
negative test has been done at the rig floor.
They told him they had opened the choke/kill lines at the
rig floor and they had got 30 minutes of no flow.
They told Vince that we could open our release valve so
that we could bleed off our pressure.
They also told us there would be a couple of hours
circulating with SW so they opened their release valve
and they went back to their room.
They (Tabler) went to his room in the living quarters SB
forward side next to sack room.

They were printing off the cement procedure and he kept
hearing loud noises like an air valve. He then heard a
sound like a pump running away. There was a pop and
they lost power. He thought the generator had run away.
30 seconds to 1 min later the fire alarm sounded and
simultaneously there was a big explosion.

Walls caved in, it felt like it came from the sack room. The
walls were gone, he could see into the sack room.
He was disorientated and somehow he go outside.

Things were going up in flames the rig floor was engulfed
the fire was climbing up the derrick.
There was gas making a loud noise and random pops.
The diverter on the SB side had a big flame coming out of
it.

Event Cathleenia Willis 06/04/10

Surface Data Logger

Monitor pressures and gases, analyse formation, inform well site leader of any problems.

2.5 years as mud logger all on the Horizon worked 14*14 rotation at beginning of second week of tour but was working 3 weeks this time.

Came on shift that morning they were in the process of doing rig maintenance for the first 30 mins.

Picked up tubing to trip in hole. Thinks they tripped to depth stopped down at the BOP and did a positive test. AD asked her to pull up her screen to show pressure on the rig floor.

At 10:15 they tested the lines.

They stopped at 4700 and did a positive test.

They then tripped down to 8377.

They were getting prepared to displace and discussed the programme. At the safety meeting they said they would displace back to the boat. AD said they would call her because she said she could not monitor displacement back to the boat. When Joe came on tower he said he needed to talk to them about displacing to the boat and he was not happy with this.

She went back to her unit, said the AD called every time they completed a step on the programme.

Second green blip was 14:20. She said they pressured up a little and then shut it off. She thought they were pressure testing the lines.

During the displacement she recorded everything she could, she watched the strokes and everything went to plan.

They had a little gas she called out 75 units and then it started dropping off. She checked the gas traps to make sure they were lower than the mud.

They displaced the booster, choke and kill, pumped the big pill, got lined up on seawater and started chasing.

She told Joe Keith in handover what was happening and he was not happy about displacement to the boat.

Pits 9 & 10 were on the active monitoring system

She then said they were filling and dumping the trip tanks between 16:00 and 18:00

At 628 strokes AD told her to zero out the strokes, this was during the trip tank transfers

She got the strokes from the choke and kill line and AD said it was okay to zero out the stroke counter.

Didn't know where they were taking returns, she didn't know.

She was watching the active gas and trip tank system

She went off Tour and she set her alarm to go back on tour at 21:30.

Hit the snooze button several times, she remembered the first noise was 10 mins to go in the first quarter of the trailblazers game.

First noise sounded like they dropped something heavy on the rig floor. Jumped up lights went out big bang. She fell back couldn't see smelt smoke. Put her shoes on and went into the hallway.

She was in room 348 on SB side of vessel.

Her room and lockers collapsed. She slid across the floor the rig was moving. Got out the door and went up the stairs to the lifeboat.

She slid on the deck, roustabout told her to get in the LB. They were moving the crane whilst doing the displacement, it was the SB crane.

Event James Nick Wilson 05/04/10
Performance Logistics Coordinator.
Job responsibilities rig clerk, performance engineer and HSSE advisor stand-in.
Joined Horizon 1Q 2002.
Working 14 * 14 rotation. Was scheduled to go home Tuesday but asked to stay on to Friday.
Had just changed back to night-shift. Robert Spalding was working days

Heard casing job had gone well. They discussed running extra centralisers but decided to run casing as it was.
They had two options but chose to run 9 7/8" by 7".
Didn't have time to rack casing into the derrick but they could run straight off the deck just as fast. First they ran doubles and then went on to run singles.

There was one period of 1 to 1.5 hrs of down-time due to Weatherford equipment.

Didn't get involved in doing the hand calculations on cement job because they are too complicated with Nitrogen jobs.

He said there were several revisions with the cement job right up to doing the job.

Nitrogen equipment rigged up on forward starboard and no problems with testing.

Off tour during the cement job. He read the reports and everything looked fine.

Not involved in the seal assembly. He knew they did have problems recovering the wear-bushing.

Supposed to shear at 100,000 to 120,000 lbs but wear sleeve itself came out and they had to run the multi-purpose tool to recover the wear bushing.

Followed DQ's procedures and it went okay.

Tapered string run whilst he was off tour.

Got up at 17:00 hrs and went on tour at 18:00 hrs. Not involved at that time and wasn't sure if they were setting the final plug or displace.

Gordon Jones said they were displacing synthetic based mud to seawater and Greg Meche said they were displacing to seawater and he was going to go down and help with Gordon.

He had not been outside that night and he was not involved in the positive or negative tests.

The Bankston was sitting outside the port window.

We normally displace back to the boat and he heard on the PA that they were transferring mud.

Called his wife between 20:00 and 20:30 hrs.

Drew sketch of the accommodation/office block and showed his office on the Port side at the 3rd deck (200 level). The office block stops just forward of the crane pedestal and his office is towards the aft port side of the accommodation block

He was at his desk and he heard a bang, something like a joint of casing being dropped above him. Lights flickered another noise about the same. The lights went out completely and then a boom explosion. Stuff started flying everywhere and air being sucked out of living quarters away from him. He described where the OIM (Jimmy Harrell) and the Senior Transocean day tripper (Buddy Trahan) were located at the time of the explosion. They were in the OIM office (Buddy) and OIM room (Jimmy) when the explosion occurred. This is on the Starboard Aft of the accommodation block.

Harrell had insulation in his eyes and Buddy Trahan had a debris wound and a broken leg and burns on his back. Greg Meche turned up at the door of the office, Nick said get in and get on the floor and then there was another explosion.

He told Meche to go to the lifeboats. DPO Yancy on the PA, attention this is not a drill go to primary lifeboats. He gets up off the floor grabs satellite phone and goes to bedroom 243. He saw Robert Spalding there. He told Robert to go to LB. He grabbed lifejacket and told Spalding he was going to the Bridge.

He went down the hallway with a flash-light and crawled over insulation and debris which was in the hallway everywhere. Went up the stairwell to the bridge. The bridge was dark. Andrea (DPO) was calling mayday. Yancy was at the DPO console. Captain Kirk was on the bridge. He stepped outside with the sat phone to call for help. Went to port side under the aft edge of the helideck to get satellite phone signal. It was synthetic mud. He recognised the smell and the colour, it was all over the deck. He was looking up at the derrick and all of the flames from the derrick were coming over the forward starboard quadrant of the rig. He was on the clear side (Port Forward). The flames blazed up and down and then one time it blazed up from the centre. Called Clint at the shore base and advised him that they had had an explosion and fire. The Bankston was 100yds away and had broken loose. There were 4 or 5 people in the water and the FRC was rescuing them. The fire seemed to get more intense. He went back to the bridge told Captain Kirk of his conversation with Clint.

Called Clint a second time and was advised of boats and helicopter mobilisation. He told Clint that they were abandoning platform.

Went back to the bridge and David Simms and Pat O'Bryan were on the bridge.

Got life jackets for Pat and David and they went to the lifeboats.

Was asked about EDS and did not see anyone working on the BOP control panel.

Nearest lifeboat was full so went to the second one. Don Vadrine arrived just after them.

They lowered the boat unlatched and everything seemed to go well.

Lifeboat was calm and they went alongside the Bankston. Unloaded boat successfully.

Gave detailed account of emergency response on the Bankston.

Asked him about manifests and he said that would not be finalised until backload was complete. He had not seen anything unusual with regards to hydraulic fluids volumes in recent history.

Event Brandon Boullion 5/04/10

Rig Assistant Specialist for Weatherford

Has been with Weatherford for 5 years and was with Franks Casing for 9 years before that. Has been on Horizon for 3 years

Arrived April 20th 10:30 and arrived with Joseph Keith.

Very calm day.

Tour started at 18:30 hrs.

Talked with Lance John who told him the 3 1/2" tubing was finished at 8 or 9 a.m. and that they were going in to set the cement plug.

Around 19:30 hrs or 20:30 hrs was asked to go to bucking unit to make-up some tools. Made-up some tools broke some out.

He said Ryan Hare went to the Rig floor about 21:30 to ask when he would be required. He was told they were having problems and it would be at least 2 hrs.

Around 21:00 to 21:30 Jason Anderson TP was called to go to rig floor.

About 10 minutes later they called Don the AD to the pit room or shaker house. That was around 21:30 to 21:45.

Don the AD was working with them at the bucking unit.

He was called to the shakers or mud pits about 5 minutes before the mud started coming out of the well.

Minutes after that noticed mud shoot-up the side of the drill pipe. Went mid-way up the derrick, came down a little bit then went past the derrick.

There was mud everywhere.

He ran port forward to the lifeboats. By the time he got to the BOP storage area there was mud 1" to 2" on the floor. He ran/jogged around the bridge under the helideck. The mud stopped around the helideck. He could hear mud coming out shshshshshsh.

He saw mud coming up the derrick and also out of the pipe about 100ft up, a 6" diameter line. The vent line for the poor boy degasser. This was about 2 minutes before the first explosion.

He said that's why they said they closed the rams at the time.

He started to make his way down the stairs to the LBs when the first explosion occurred. The lights went off and the explosion occurred almost simultaneously. He thought the first explosion occurred at the aft of the rig.

Michael Sindel Crane Operator saw the damage to the aft deck from the first explosion. He was in the Aft Gantry Crane. He said the deck was peeled up.

Got down the stairs looked back and then there was a second explosion. It threw him 15ft towards the hand rail.

Big flames came with the second explosion everything was on fire on the rig floor and derrick.
He ran back towards the living quarters put his lifejacket on and tied his boots real tight.
He was at the LB roll-call but it was taking to long.
He went down to the smoke deck where he met Greg from MI SWACO. They jumped into the water, swam about 100yds and were rescued by the FRC. The FRC rescued 4 people.
He was on the boat by 22:20 and the rest arrive in the LBs about 23:30. He thought they were all dead.
He had not had any involvement in the rig floor operations. There was no problems running the casing as far as he knew but he heard they had had gas during the well programme.
There was another Weatherford employee on board Lance John.

He was not involved in any rig floor or pre-job meetings.
They did have a pre tour on arrival on the rig.

He did not have a copy of the daily drilling instructions.
He did not go to the rig floor during the day.
There was the Drill Quip guy, the AD and two roustabouts from Transocean on the bucking unit.
He didn't see any pipe or damage on the rig floor just mud.
He was covered in oil based mud and the deck was 2" deep.

He was asked if he saw mud coming out of the diverter line, he said no that was the other side of the rig.
Made a request to Weatherford for torque turn data and also for the details of any pup joints below the casing hanger.