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Interviewing Form

Interviewee Name:	Heber Morales
Job Title:	Roustabout
Company:	Transocean
Contact Details:	
Work Address:	1311 Broadfield Blvd. #400 Houston, Texas
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Steve Myers Wes Bell Stephanie Butefish
Date:	June 16, 2010
Start Time:	9:40 am
Stop Time:	10:50 am
Was documentation taken to the interview? Y/N	
Were photographs, drawings or other supporting materials taken? Y/N	Y
Are documents attached to this form? Y/N	
Details of documents, drawing, photographs	

Exhibit No. 4558
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or other supporting materials taken to interview.	
Interview Plan Probable lines of enquiry, key questions etc:	

Interview with Heber Morales
June 16, 2010

Heber Morales is a Roustabout. He has been with Transocean since December 8, 2008. He has been assigned to the Horizon since January 1, 2009. He has worked in refineries before, and saw differences in approaches to safety, not worse, just different.

He arrived at the rig on the Thursday before the 20th of April, which would put his arrival date at April 15, 2010. He was working days, from noon till midnight, and was on tour when the incident happened.

On the day of the incident, he woke up between 9 and 9:30 am; had breakfast around 10:30 am, then attended a pre-tower meeting to see what concerned the Roustabouts; they were to work on the Bankston and starboard crane. They were in the process of working on the main line the previous Sunday, and found damaged strings and were in the process of replacing the main line, and to do some work on the bucking machine. He was at the bucking machine when it happened. He went on tour and worked on the Bankston till lunch, doing mostly backloading lifts and then the Bankston began to take on mud. He was not there when they lowered the hose onto the Bankston.

At the pre-tour meeting, he recalls that the BP rep and Jim Harrell were discussing something about plugs.

Heber was training to be a motorman. In the past when he worked for refineries, he was a scaffold builder. Steve Bertoni, Mansfield, and Sean McGowen all helped get him trained to be a motorman. The crane operators also allowed him time to work with the motorman. He had finished motorman OJT about two months prior, and he was in the process of getting his OJT signed off and the rest of his training. He also assisted the mechanics, but mostly the engineers and the motorman.

He backloaded the Bankston till lunch, which was around 5:30 or 6 pm. He had lunch, then came back to check on people in the starboard crane, who were just finishing up. Then, they did some clean up. Dale told them to mop. Then, at around 8-8:30, they were told that they were ready to make up tools for Drill Quip at the bucking machine in the port aft. They made 3-4 lifts and that was it. Some time just after 9 pm, he saw Don Clark (AD) and Charles, the Drill Quip rep, talk. Don then walked away, (not sure how long) Heber saw mud spray. They saw mud flowing from possibly the rotary table or the derrick (referred to chart at this point). Mud sprayed to back deck. It did not smell like hydraulic fluid. It looked like a light mist; after that, the mud got heavier and heavier.

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Heber looked under the skate and saw mud like a waterfall. It stopped for three seconds. The spray started up again, and louder. Heber was talking to Dustin Johnson, who has worked on rigs before, and Dustin told Heber it was coming out of the degasser. Then, the lights went out, so he knew it was not good.

Steve Myers, the interviewer, then asked if Heber heard anything from the motor room. Heber did not hear anything from the motor room. He heard a loud hiss from the rig floor. He was about ten feet away from a watertight door on the main deck leading to the engine room. At first, he heard a hiss while he was standing near the bucking machine, so he moved back. Then, he heard the explosion. Next, he moved aft. At this point, he was with three people. Heber and Dustin were in one spot; Cole was in front of the door to the engine room. Dustin went to the forward lifeboats.

To recap:

The lights went out; then the explosion happened. Heber felt it coming from the bottom. He could see a flash coming from the derrick. A door opened and hit Cole (he did not see the door hit Cole). The timeframe in which Heber saw a mist, then a flow, then the explosion was less than one minute. After the explosion, Heber saw 'stuff' flying around, so he took cover behind a stanchion; Cole ran towards the stairs; Dustin headed toward the rig front. At this point, Heber was still behind the stanchion post. About 10 seconds later, there was a second explosion. Heber saw fire and then he decided to go to his emergency station. Under the helideck are the firelockers, so Heber went there to suit up and get instructions. He was the only one there. He could hear the alarms, but could not hear clearly what was said on the PA system. He headed towards the stairs that lead toward the lifeboat decks. (At this point, the escape path was marked on the drawing). He stood on the top of the stairs to see fire on the derrick. He knew Dale was on the starboard crane. He saw Allen (AD) was taking muster at a lifeboat station. They talked about Dale, and Allen could not leave. Heber went up stairs and saw Dave Young, and told him Dale was on the crane. Heber was told to muster. Dave went to check on Dale. Heber went to the lifeboat deck, and described it as chaotic. A man on the lifeboat deck was screaming; another man was near the rail, trying to jump. Then, a DPO told people to muster inside. Troy Hattaway opened a hatch to see how bad it was on the lifeboat level. They saw insulation and ceiling tiles were down, supports were down, and it was dark. He believes he saw no lights inside, but there was enough other light to see about five feet inside the rooms. They were then told not to go inside, as they may be overcome by smoke and they could not see well, so Heber stayed on the lifeboat deck. Five minutes later, they were told to board the lifeboat; he does not recall who gave that order. He remembers seeing Steve Richards, and Daun and Darin trying to keep people calm. They then boarded lifeboat #2. They called names of persons who were assigned to this boat, and most were there. When they called Randy Ezell and others who were not there, it was assumed that those persons had to be elsewhere in an emergency. Someone then began lowering the boat and they got unlatched, and then they went to the Bankston.

They arrived at Fouchon between 1:30 and 2:00 am Thursday. He arrived at a hotel around 3:00 am. Heber had no injuries. On Bankston, the Coast Guard came and took statements after 12 noon. Darin or someone said there is a satellite phone, but it had a bad connection, and so was used to call the office.

Next, they were required to do drug tests by Coast Guard. Heber's wife was called on Wednesday at 4:30 am to let her know that they had to do an emergency evacuation of the Horizon. She was also given a phone number to call for more information. She tried to call it starting at 8:00 am, but that number was busy each time. She received a call on Wednesday around 12 noon that Heber was ok. She was also originally told that she couldn't come to meet Heber. When Heber was able to call her,

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he told her that yes, she could come to meet him. When he got to the hotel, he called her again. She then left Thursday at 6 am to go to the hotel where he was staying.

Transocean has contacted him. He spoke with Andy Williams the Monday after Rob Kabel (sp) called him. James Kent and Ron Ellis from Schumann Insurance also called him. Several people also called him for the memorial. He did attend it.

Last Friday, Paula Headman called him to tell him that they had an assignment for him, but there was a conflict with plans he had already made. He later tried to call her, and at that point she told him that plans had changed, and that they would call him back for a reassignment.

He did not see the aft lifeboats from his location, as they were blocked by the exhaust stacks.

Question regarding command structure: When asked who is in charge of the rig, Heber responded that the OIM is in charge. They are Jim Harrel and Rod Ryan. In an emergency, the Captain is in charge.

This section of the interview concluded.

Heber was then asked to speak with Wes Bell, as follows:

Discussion of crane locations (using large color photo mounted on canvas). Micah Sandal was in the gantry crane. Heber was in front of the bucking machine. Heber saw a light mist of mud in the front of the derrick. The mud got heavier and heavier coming from the drill floor. After the mud stopped, about five seconds later, then came back with more pressure. Heber moved back toward aft; the lights went out, he took cover behind a stanchion post. Cole went towards the stairs. Dustin went to the port side.

The lights went out before the explosion. There was a vibration from the bottom; he saw a flash in front of the derrick. Then the second explosion happened. Heber got behind a watertight door and saw fire, so he made his way to the front of the rig to the firestation.

This section of the interview concluded.

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