

U.S. COAST GUARD  
Witness Statement  
Investigations Department

I, Shane E. Ayers, make the following statement freely and voluntarily to  
Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Shane E. Ayers

Job Title: RF Safety Project Engineer

License No.:

Issue date:

Expiry date:

MOND (Card) No.:

Exp date:

Issued by:

Vessel Name and Official Number: Tennant, Damaris, Texas

Person in Charge of Vessel: Capt. Clint Kersha, Junior, Houston, TX 77029

Company Name: GP

Company Address: 2800 Westlake Park Blvd., Houston, TX 77029

Company Telephone and Fax No.: 281-368-4845

Date and Time of Incident: 4/20/10 ~ 10:05 PM

Incident Location: MC 252, Mission #1, Damaris, Houston

Date, Time & Location Station Provided: 4/21/10 ~ 1:00 PM MC 243-A

Detailed statement regarding incident, including who was involved, what, when where and why events took place: POWER LOSS, LARGE PMS, RELEASED BY LARGE EXHAUSTION ON BOAT.

I have the subject officer on command. I have been on MC 2200 HRS.

Approximately 5:00 PM, there was a power outage. I was the first officer to

detect the power outage. I was the first officer to detect the power outage.

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U.S. COAST GUARD  
Witness Statement  
Investigations Department

Continuation of statement from page one:

I have been on MC 2200 HRS.

I was the first officer to detect the power outage.

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Interview of Shane Albers, Subsea Project Engineer

Telecom around 2:00 PM from BP office in Houston

April 23, 2010

Background:

Subsea project engineer for 9 months and no other industry experience.

Event:

On rig in the clients office on the computer when power and explosion occurred and felt vibration. Brad was in his room so I got up and walked down the hall. Felt bigger explosion and wall and ceiling collapsed. I ran around corner and got life jacket and alarm went off. Fire ever where and we mustered and got into the boat. Life boat was full so closed door and drove away. Went to supply boat. I did see people jumping into the water. Life boat was at supply boat in about 20 minutes.

I was on the rig to run lock down sleeve which holds down the production casing

U.S. COAST GUARD  
Witness Statement  
Investigations Department

Continuation of statement from page one:

when the explosion occurred at 9:45 - 10:00 PM  
April 20th 2010.  
when it appears that the explosion occurred at  
the rig floor but I do not witness the  
explosion.  
My events took place. It is unclear why. But  
apparently gas got into the drilling riser  
when the gas got to the rig floor it  
combusted as ignition process and where  
was a fire.

I have read the foregoing statement consisting of 2 pages, and I do hereby swear/affirm that the preceding  
is a true and correct statement concerning the incident in question. I have signed each page and have been given an  
opportunity to make any corrections or additions.

Dated: 4/21/2010 Signature of Statement Provider: [Signature]  
Signature of Investigating Officer: [Signature]

Page 2 of 2

U.S. COAST GUARD  
Witness Statement  
Investigations Department

I, Robert K. Kellars, make the following statement freely and voluntarily to  
U.S. Coast Guard, who has identified himself/herself to me as an Investigating  
Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Robert M. Kellars  
Job Title: Lead Site Manager  
License No. Unemployment Issued by: Unemployment

MMD (card) No: [Redacted] Exp date: [Redacted] Issued by: [Redacted]

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: [Redacted]

Company Name: Transocean

Company Address: Houston

Company Telephone and Fax No.: [Redacted]

Date and Time of Incident: 9:45 - 10:00 P.M. April 20th 2010

Incident Location: MC 252 ST 001

Date, Time & Location Statement Provided: 4/21 - 1000 hrs - offshore Bankston

Detailed statement regarding incident including who was involved, what, when where and why events took  
place: There was an explosion & fire on the Daymaster Hawk

who: BP well site lower (1) full Transocean Rig Crew,

De'll Flores (3), (4) Alan Lopez, (1) Enriquez

Compliance Eng.

what events: While displaying the well loss alarm 8:36.7

to surface from 1400 ftg. Synthetic base fluid to drain

an explosion occurred on the rig floor,

causing

Signature of Statement Provider

Signature of Investigating Officer

Page One of 1 of 2

Interview of Robert Kaluza, Well Site Leader

Interview by telecom at BP office

April 23, 2010

Background:

On the rig 5 days to learn about deepwater. Assigned to Horizon rig for 9 months. I came back on April 16th for relief. I have worked mostly in Alaska as a drilling tool pusher and was also a company man in Russia from 1996 to 1997. Have an engineering degree. Have also worked in the Rocky Mountain area. Total of 35 years experience. Worked for BP 12 years.

Event:

Asleep in room 310 in the lower level and heard noise and then fire alarm sounded. Had no lights so was dark in room but opened door to get light to put on clothes. Went toward office and noticed tiles had fallen and could not go up the stairs. Found exit and had to much smoke. Some one helped me up stairs. Panic at life boat. Could see derrick was on fire. Heard some explosions and got in boat and door closed then four more came in to the boat. Then launched life boat and drove to supply boat. Had some hatch trouble and did call role again on supply boat. Boat 1 came latter. The supply boat had mud on the deck.

During the day from 6 to 10 AM ran in hole with 4200 feet of 6-5/8" drill pipe, 3400 feet of 5-1/2" drill pipe and 821 feet of 3-1/2" tubing. Stopped above the BOPs to test the casing so closed blind shear rams and test to 250 psi low pressure and 2500 psi high pressure, but went up to 2700 psi actually. The 30 minute chart was solid and had the cement engineer put the chart in the office. Told the driller test was done.

From 6 to 10 AM ran pipe in hole to top of BOP

From 10:00 to 11:30 AM perform low and high pressure test

From 11:30 to 1500 ran drill pipe to 8317 feet

From 1500 to 1730 (or 5:30 PM) displaced mud with sea water. Had 14.0 ppg mud and a 450 bbl 16.0 ppg spacer above the annular preventer. Was also pumping synthetic mud to supply boat. Got two cement engineers to calculate balanced cement plug. I went to office to make bullet point plan on cement plug. At 5:30 just finished getting 16.0 ppg spacer in the riser and closed the annular preventer and had 1260 psi on the drill pipe and discussed with the tool pusher. Permit had to monitor on the kill side and Randy said to do it down the drill pipe. Had 1260 psi on the drill pipe. Bleed drill pipe to zero with 15 bbls. Left 5 to 10 minutes at zero.

Kill line was closed at stack, opened and the drill pipe flowed 3 to 4 bbls. Thought out of balance and closed drill pipe at Halliburton unit and open kill side at 6 PM.

Don is coming on tower and I explained bleed some off the drill pipe and lined up to pump down the kill line and 30 psi pressure and monitor on the pressure gauge. Rig up to monitor on the trip tank with .6 bbls originally in tank. Choke came up to 30 psi so diverted flow to mini trip tank and it went fro .6 bbls to .8 bbls with zero on the kill line "open". Opened choke with 30 psi and went from .6 bbls to .8 bbls.

Next was to finish displacement. I planned to relieve Don at 2:00 AM and he would be going home.

Toolpusher is Randy Ezell

Toolpusher relief at 6:00 PM and Jason was next tower.

Confidential Treatment Requested by Transocean Holdings LLC  
CONFIDENTIAL

TRN-HCJ-00121086  
TRN-MDL-00265588

U.S. COAST GUARD  
Witness Statement  
Investigations Department

I, Lee Lambert

, who has identified himself/herself to me as an Investigating  
Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Lambert Lee Lambert

Job Title: Welfare Officer of the EPCO

NRID (excl.) No. [REDACTED] Issue date: [REDACTED] Issued by: TX

Zip code: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: Curt (Captain)

Company Name: BP

Company Address: 510 Westlake Ave Blvd Houston, TX

Company Telephone and Fax No.: [REDACTED]

Date and Time of Incident: 20-April-2010 21:30

Incident Location: Big Bear

Date, Time & Location Statement Provided: 21-April-2010 15:45 Damen Andersen

Detailed statement regarding incident including who was involved, what, when, where and why events took place:

I was off work sleeping. Heard 2 explosions felt blast on shore and alarms. Alarmed at 21:30. Assisted in loading of Liberator. Departed 19 and heard Damen Andersen assist as needed w/ injured personnel and USCG evacuation of the boat.

Signature of Statement Provider: [Signature]

Page One of 1

Signature of Investigating Officer: [Signature]

Continuation of statement from page one:

U.S. COAST GUARD  
Witness Statement  
Investigations Department

I have read the foregoing statement consisting of 1 page, and I do hereby swear/affirm that the foregoing is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Date: 21-Apr-10 Signature of Statement Provider: [Signature]

Signature of Investigating Officer: [Signature]

Page 1 of 1

Interview of Lee Lambert, Well Site Leader (in Training)

Phone interview by telecorn from BP office

April 23, 2010.

Background:

Going around Gulf for training and this is 4th hitch on the Horizon. He has 3.5 years service with BP and prior to that he had 4.5 years with Baker Hughes.

Event:

I just went to bed and heard first explosion. Then second explosion knocked me out of bed. It was about one minute between explosions. Time was around 9:45. The supply boat was along side at the time. The alarm went off so went into hallway and then went to life boat. Loaded life boat and wanted to go but stopped to put injured people in the boat. Some people got out of the boat and then it was loaded again. Marine captain launched boat and went to supply boat. Couple of people may have jumped. See flames half way up the derrick.

During day ran long string production casing and set seal assembly and tested casing and displaced choke and kill lines to sea water and from 8634 feet to above BOP had sea water. Monitor well on kill line.

U.S. COAST GUARD  
Witness Statement  
Investigations Department

Det O'Brien make the following statement freely and voluntarily to  
Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Detricklean O'Brien

Job Title: VP of Operations, TSS

License No: [REDACTED] Issue date: 2/17/14 Issued by: Texas

MMD (card) No: [REDACTED] Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: Dependent Horizon

Person in Charge of Vessel: [REDACTED]

Company Name: Transocean

Company Address: [REDACTED]

Company Telephone and Fax No: [REDACTED]

Date and Time of Incident: 4/20/10, approximately 10:00pm

Incident Location: Marine Prospect, Me 297

Date, Time & Location Statement Provided: 4/21/10, 15:00, Tidewater Ocean Services

Detailed statement regarding incident including who was involved, what, when where and why events took place:  
Was out on a rig visit from Houston. Arrived on

4/20/10 approximately 14:00. Dependent was to be  
afternoon of 4/20/10. Was on the bridge when  
the rig began to shake followed by a hissing  
sound then an explosion. A second explosion followed  
when lights went out. I opened a hatch and saw  
fire on the rig floor and in the derrick.

Signature of Statement Provider: [Signature] Page One of 1 Signature of Investigating Officer: [Signature]

U.S. COAST GUARD  
Witness Statement  
Investigations Department

Continuation of statement from page one:

The EDS station was pushed by the TDI  
Captain (I think) after receiving permission  
from the OIM. We then went to the life  
boats, entered them, and went into the water.  
We made it over to the Ocean Ruler supply  
boat and exited the life boat. I have  
been on the Ocean Ruler since

I have read this foregoing statement consisting of 2 pages, and I do hereby swear that I have read it and understand its contents, and I have given my own statement in answer to the questions asked of me, and I have given it voluntarily and without coercion, and I have given it truthfully and without any additions or omissions.

Date: 4/21/10 Signature of Statement Provider: [Signature]

Signature of Investigating Officer: [Signature] Page 2 of 2



Interview of Pat O'Bryan, VP Drilling and Completions for BP.

Conducted in person on April 23, 2010 around noon in the BP building in Houston, Tx.

Background:

He is Petroleum Engineer with 22 year in industry and started with BP in about 2000, after buy out of ARCO.

Event:

After the meeting at 9:00 PM he went to the bridge with David Sims (operations manager with BP) as part of a tour of the rig. Around 10:00 PM the rig started to shake and he opened door to port side and saw mud coming out of the diverter, heard a hissing sound, and explosion. He could see some fire and a second explosion occurred with in 5 to 10 seconds. The rig lost all power. Personnel came up to the bridge, it was the OIM and then the Captain pushed the button to auto disconnect (EDS). The EDS board lights up like it was activated. The rig is in flames all around the derrick so went to life boat. Both 2 and 4 boats had crew around them. I was assigned to boat 2 and it was lowered into the water and the boat went to the supply boat and when looked back the rig is in flames. Supply boat was covered in mud. Fire on rig floor was higher than the bridge.

General follow up comments:

Arrived on rig around 2 PM for tour and had Buddy Trahan and David Sims on helicopter. Toured the rig after safety briefing. Had meeting in the conference room at 7:00 PM which lasted to around 9:00 PM.

Arrived on the rig around 2:30 PM by helicopter on Tuesday and had safety orientation. He went to talk to Well Site Leader (Company Man). Went to eat from 6 to 7 PM. Had meeting in conference room for about two hours. After meeting went to Well Site Leader's quarters. Went to bridge around 9:00 PM and while on bridge talking to marine crew felt vibration and this was around 10:00 PM. This was high frequency and not normal. Heard something like hissing sound and looked out door and with in few minutes explosion felt. Power went out and pushed EDS. Showed 21:56 on the panel on wall in bridge. Lights went red on panel. Short time started evacuation to life boat. I noticed fire right after lights went out. Lots of confusion as to go or stay so went down stairs to life boat and released boat and cable and engine ran OK. When able to look back rig floor and derrick in flames. Flames over large area. I did see some people jumped into the water.

U.S. COAST GUARD  
Witness Statement  
Investigations Department

KASS RAUDY SKIDMORE make the following statement freely and voluntarily to

Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: KASS RAUDY SKIDMORE D.O.B.

Job Title: Subsea Well Supervisor

License No: [REDACTED] Issued by: LA.

MMD (year) No: [REDACTED] Exp date: [REDACTED] Issued by: LA.

Vessel Name and Official Number: Deepwater Horizon

Person in Charge of Vessel: OMAR DUTY

Company Name: BP/SLIT

Company Address: Houston TX.

Company Telephone and Fax No: 281-366-2454

Date and Time of Incident: 4-20-10

Incident Location: MEX 252 #1

Date, Time & Location Statement Provided: 4-21-10 1545

Detailed statement regarding incident including who was involved, what, when, where and why events took place: OFF TOUR APPROX 2200 LIGHTS WENT OUT

WENT TO MUSTER & ABANDON

Signature of Statement Provider: KASS RAUDY Page One of 1 Signature of Investigating Officer: \_\_\_\_\_

U.S. COAST GUARD  
Witness Statement  
Investigations Department

Continuation of statement from page one:

I have read the foregoing statement consisting of 1 page, and I do hereby swear/affirm that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.  
Date: 4-21-10 Signature of Statement Provider: KASS RAUDY  
Signature of Investigating Officer: \_\_\_\_\_ Signature of Witness: \_\_\_\_\_  
Page \_\_\_\_\_ of \_\_\_\_\_

U.S. COAST GUARD  
Witness Statement  
Investigation Department

L. Brad T. Roberts

who has identified himself to me as an Investigating  
Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Brad T. Roberts

Job Title: Subsea Engineer

Issue date: 05/07 Issued by: Texas

MND (vessel) No: [REDACTED] Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: DR. HUBBARD

Person in Charge of Vessel: DR. HUBBARD

Company Name: BP

Company Address: 510 West 1st St. Bay, Houston, TX 77019

Company Telephone and Fax No.: 281.266.2551

Date and Time of Incident: 4/24/10, 5:19 AM

Incident Location: Mile 252

Date, Time & Location Statement Provided: 4/24/10 15:50

Detailed statement regarding incident including who was involved, what, when where and why events took place

At about 1900 the pump was on again

30 seconds later the pump was on again

Approx 2000 in the process of overhauling

Boat almost steady allowed & changed

Signature of Statement Provider: Brad T. Roberts Page One of 1 Signature of Investigating Officer: [REDACTED]

U.S. COAST GUARD  
Witness Statement  
Investigation Department

Continuation of statement from page one:

I have read the foregoing statement consisting of 1 page, and I solemnly swear that the foregoing is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Date: 4/24/10 Signature of Statement Provider: Brad T. Roberts

Signature of Investigating Officer: [REDACTED] Signature of Witness: [REDACTED]

Page 1 of 1

Interview Brad Tippetts, Subsea Wells Engineer

Telecom at BP office in Houston, Tx

April 23, 2010

Background:

Subsea engineer with BP for 3 years and was on the Horizon for one project. Arrive on the rig on the 19th. Other work experience in at a small engineering firm. My job on the rig was to set lock down sleeve for 9-7/8" casing.

Event:

I have no set schedule on the rig. Got up at 5 or 6 AM and went to breakfast and then the office in room 238. Stayed in the office entire day. Power went out and alarm sounded. Randy was in bed so went out of office and large explosion hit so ran down to room and got life jacket and waited on Randy to get dressed. Ran for door and mustered at station. Lowered into water and went to supply boat. Couple of people jumped. Could see fire close to rig floor. Rig was on fire but stable. Fire was growing and it had smaller explosions.

U.S. COAST GUARD  
Witness Statement  
Investigation Department

I, Donald J. Verdine, make the following statement freely and voluntarily to

Officer of the U.S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Donald J. Verdine

Job Title: Senior Sales Representative

License No: [REDACTED]

Issue date: [REDACTED] Issued by: [REDACTED]

MMID (Form) No: [REDACTED] Exp date: [REDACTED] Issued by: [REDACTED]

Vessel Name and Official Number: Rescue Star 11000

Person in Charge of Vessel: Capt. C. A. Kitchin

Company Name: JD

Company Address: 200 Westlake Blvd, Dayton, Ohio, 45424

Company Telephone and Fax No: 937-361-2000

Date and Time of Incident: 4/20/2000 0800: 245

Incident Location: Mississippi Sound, 35.2

Date, Time & Location Statement Provided:

Detailed statement regarding incident including who was involved, what, when where and why event took place:

While on duty at 8:00 AM, I was contacted by a radio call from the Coast Guard. I was told that a boat was in distress. I immediately started to look for the boat. I was able to locate the boat and was able to assist them. I was able to get the boat to safety and was able to return to my duties.

Signature of Statement Provider: [REDACTED] Page One of 1 Signature of Investigating Officer: [REDACTED]

Continuation of statement from page one:

U.S. COAST GUARD  
Witness Statement  
Investigation Department

I hereby certify that the foregoing statement consisting of \_\_\_\_\_ pages, and I do hereby swear that the foregoing is a true and correct statement concerning the incident in question. I have signed each page and have given an opportunity to make any corrections or additions.

Date: \_\_\_\_\_ Signature of Statement Provider: \_\_\_\_\_

Signature of Investigating Officer: \_\_\_\_\_ Signature of Witness: \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_

Interview of Donald Vidrine, Well Site Leader on Horizon Rig

Telecom interview from the BP office in Houston

April 23, 2010

Background:

He has been on the rig for 4 months. He has 25 years service with BP and 14 years with Hammond Oil.

Event:

He came on duty at 6 PM and the rig was in the process of doing a test and displacing riser with sea water. Did negative test at 7:50 PM and it was a good test. Displaced pill up above BOP. Have water up the choke, kill and boost lines. Continued well displacement. Went to the office. Continue to displace well. Shut down and took sheen test. Went to the rig floor and doing good and had correct number of strokes. Went back to the office. Had a call from the rig floor. Had a problem "getting mud back". Rig floor will divert to rig buster. I started to the rig floor and mud was every where. I tried another route to get up to the rig floor. An explosion occurred, it was around 10:00 PM, saw some fire. Went to bridge to check on EDS. Found the subsea hand and panel indicated lower annular was closed. So told them to hit EDS. Shortly after blast the power went out. Got the injured to the life boat. Had large amount of people in both boats so felt it was time to go. Boats went down OK but some people jumped and some had life rafts.