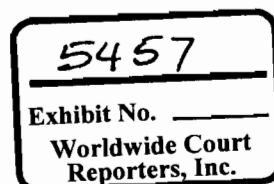


# CONFIDENTIAL

## Interviewing Form

Interviewee Name:	Mike Mayfield
Job Title:	Sr. Dynamic POS Operator
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	John MacDonald Stephanie Butefish
Date:	3 June 2010
Start Time:	1:25 pm
Stop Time:	5:00 pm
Was documentation taken to the interview? Y/N	
Were photographs, drawings or other supporting materials taken? Y/N	Yes – a GA drawing
Are documents attached to this form? Y/N	Y
Details of documents, drawing, photographs or other supporting materials taken to	N/A



## CONFIDENTIAL

interview.	
<b>Interview Plan</b>  Probable lines of enquiry, key questions etc:	<ol style="list-style-type: none"><li>1. What formal emergency response training have you received</li><li>2. Who was your Supervisor</li><li>3. Did you receive an Induction/Orientation when you joined the rig</li><li>4. What was your primary muster point, was it available, how did you reach it</li><li>5. What was your secondary muster point</li><li>6. If you were a senior member of crew did you use the rigs ER Manual, if yes were the procedures useful</li><li>7. When you went to muster could you see you reach your muster point i.e. was the emergency lighting working</li><li>8. Was the rig on main or emergency power when you went to muster</li><li>9. Have you participated in drills/exercises on the rig, if yes describe your impression their quality</li><li>10. How well could you hear the<ul style="list-style-type: none"><li>• Alarms</li><li>• PA's if yes what were the quality of the instructions</li></ul></li><li>11. Did you use any of the personnel escape equipment provided (Smoke Hood, Gloves, Torch/Flashlight and Lifejacket), if yes:-<ul style="list-style-type: none"><li>• Were they readily available</li><li>• Did they work as you expected, and</li><li>• Were they effective</li></ul></li><li>12. If you jumped into the sea describe why, what happened and how you were rescued and by who and what treatment did you receive</li><li>13. What was the quality of the muster</li><li>14. What were the quality of the instruction you received like at your muster point and how controlled was the muster process</li><li>15. Describe the quality of the loading of the lifeboat</li><li>16. Was there a stretcher in your Lifeboat, if yes how was that managed</li><li>17. Was there sufficient room in the Lifeboat for you/others</li><li>18. Describe the quality of the instructions from the Coxswain</li><li>19. Describe what happened once the lifeboat was clear of the rig, including how long you were in the lifeboat</li><li>20. If you were in the water how were you rescued &amp; by who</li><li>21. How did you reached the shore, if via a vessel how did you</li></ol>

## CONFIDENTIAL

	<p>get from the Lifeboat to the vessel</p> <p>22. Who meet you when you reached the shore</p> <p>23. How were you treated when you reached the shore</p> <p>24. Were you “debriefed” when you reached the shore and did you give a statement to anyone from Transocean/BP, if yes can you remember who</p> <p>25. What were the “reception” facilities for you when you reached the shore</p> <p>26. How did you get home</p> <p>27. What follow up have you received since you got home</p> <p>28. What things do you think went well during the evacuation/escape and rescue</p> <p>29. What do you think could be improved</p> <p>30. Anything else you would like to add</p> <p>31. What was your location on the rig?</p> <p>32. What damage did you see?</p>
<p style="text-align: center;">Interview with Mike Mayfield</p> <p>Mike Mayfield arrived from Alabama today for the interview, and will return home this evening. Mr. MacDonald explained to Mike what the main focus will be of this interview, and that it is an effort to get the whole picture. He asked Mike to walk through the events.</p> <p>Mike has been working in the oil field for about 35-36 years. He started on jackups, then went to deepwater 11-12 years. His first rig in deepwater was the Enterprise, on which he was a materials man. There, he took notes and organized. Stayed there 56 days. Then, went on The Spirit as a materials man. Was a materials man on The Spirit till asked to go to the bridge. He moved rigs. He was tested and sent to school. Said that training on The Spirit was good. Glen Moreland trained people.</p> <p>He currently gets about 3-4 hours of sleep per night. Is currently taking muscle relaxers. At first, after the incident, he was ok, but after that, it was tough.</p> <p>Mr. MacDonald briefly mentioned some of the names of others who have been interviewed so far—Buddy Trahan, Yancy, Curt, and David.</p> <p>Mike and his wife have been going to counselling. Just after the incident, his family and neighbors gathered on his lawn and thought that he was not coming back. They were talking as if he was gone. His wife is going to counselling on Tuesday.</p> <p>Discussion of muster training: They had muster training, but did not have time the night of the explosion. Prior training helped a lot.</p> <p>Then, at some point, there was an opening on the Deepwater Horizon, and he was asked if he wanted to transfer there. It was a big change. His duties involved sitting at a desk for one hour</p>	

## CONFIDENTIAL

monitoring DP and the VMS (vessel management system), and then he was off the desk for one hour performing other tasks. On the Horizon, one could not go out and look over the area; had to stay on the bridge. He had heard of well control problems, and throughout his hitch, there were well control situations, such as high gas at shale shakers. Drill floor would call and he would make announcements to stop smoking, etc., until further notice.

When asked if permits were pulled, Mike replied that yes, usually a pusher or a senior tool pusher would post administrative items. His opinion on the pros and cons of permit to work being on the bridge: he was against it at first; now he is glad it's there. He said it allowed him and others to have a good overall picture of what types of operations were ongoing and would allow them to better respond to emergency situations.

### Events that night:

Mike's shift was to work from midnight till noon. He usually sets his clock 2 hours early. He turned on the television to watch a boxing match and turned the alarm off. Around just after 9:30, one of the boxers on tv was knocked out early. Mike then got up and began to get ready. Said prayers, then goes to his door to get his clothes ready, per habit. Next, he hanged his bag on a wall, and started for the bathroom. He then heard a sound, which he described as sounding like an air line burst. He walked to the bathroom. Heard a sound like an engine running away. The explosion happened about 9:50.

Mike told Dave and Darin what he heard, and their take was similar to Mike's—it sounded like a runaway engine. Next, Mike heard what sounded like a generator explosion. On the public address system, he heard Yancy saying this was not a drill. Mike grabbed his clothes and dressed, tried to leave his room and find his bag. Lights came on, and Yancy was still announcing this is not a drill, and to go to 2<sup>nd</sup> muster station. (Lifeboat #1 personnel (Darin's) goes to Mess Hall. Lifeboat #2 personnel goes to Cinema).

Mike started for the bridge. He did not grab a flashlight, nor did he see anyone with a flashlight. In his room, he normally has a flashlight on his desk and one in his locker, and he did not have one on him at the time. He needed a knife on the lifeboat. Mike was on 3<sup>rd</sup> deck (2 below). He looked out the door, and headed to the cinema. His hallway was decimated. Walls caved in and the ceiling was down. Mike's room is 308 port forward, near the electrical room. Ceiling and tile was down about 2 doors away from his room. The farther toward starboard he went, the worse it was. He saw a stairway covered with debris and blocked. He could see its handrail, leading to the 2<sup>nd</sup> deck. Mike turned around to reach inside muster. He ran to another watertight door to go upstairs, went to port side and up the spiral stairs, from 3<sup>rd</sup> deck (with at least 3 other people) to 2<sup>nd</sup> deck, went through the briefing room, and up the stairs that lead to the bridge.

The bridge was busy at this time. Mike arrived there at the same time as Brent Mansfield. They saw people running around. Andrea Fleytas (Dynamic POS Oper II) was on GMDSS radio. Mike was on the bridge when Andrea hit the distress button. There was a discussion between Andrea and the Captain about hitting this button. Yancy Keplinger was making announcements. Mike looked at the panel and noticed 'no engines', and told Yancy that. They brought Wyman or someone to the bridge on a stretcher. Dave came in to ask for help. James Brent Mansfield, 1<sup>st</sup> Engineer, came through the door, holding his head, which was bleeding from a head injury. Brent said he had been blown

from one side of the ECR room to the other side. Next, Wiley Stoner, (motorman) who also had injuries, came to the bridge. The emergency generator did not start. At this time, another engineer came in, also injured. He saw Chris Pleasant (Subsea Engineer) at the EDS panel pushing buttons. Mike asked if it was working, and said that it did not look like it was working. Chris said to wait 17 seconds. Mike said that doesn't look like it's working, so Mike left the bridge and headed for lifeboat #2.

They looked for firesuits. The radio got lost. Dave started pulling on his boots, then came an explosion and fire, and then Mike covered Dave. Then Mike pushed Dave to safety. They saw fire coming out of the cement room on the main starboard side deck. The cement room is on the main deck, near the crane. After Mike pushed Dave around a corner, during which there were many explosions, they saw fire coming around the corner. They decided to continue on through the bridge to reach the lifeboats. Earlier, the Captain told Mike and Dave to get firehoses and go through the back. Mike said there were no engines to run pumps, so they could not fight the fire, and that they needed to go. The fire was bright. Mike told Chris Pleasant 'we have no engines and we need to let the rig float away from the well.' The Captain said 'we do not have authority to do that.' Jimmy came in and said that 'yes we do have authority.' Mike cannot recall when the button was punched. The Captain then said 'yes we do have the authority'. Chris had pushed the button before Jimmy came in.

Next, drawings were used to point locations of EDS and BOP panels.

Lifeboats: Mike and Darin Rupinski, DPO, got people into the boats. Mike was in boat #2, which was located port forward. Darin went to lifeboat #1. Lifeboat #2 is also the rescue boat. One of the aft boats got blown off, but Mike did not see it happen. Crane operator Micah Sandell, saw it blow off. Mike said the lifeboats do not have a fixed radio.

When mud and water blew out, it covered the lifeboats. Mike opened a hatch on the lifeboat to see better. Steven Richards, Bosun, pulled the brake to release them. Steve was saying 'we need to go' and 'we can't wait too long.' Mike and Daun Winslow, (Division Manager Performance) talked, and they went back and forth between boats. Then, they got word to go.

When they got the ok to leave, they closed the doors. Steve (Richards, Bosun) was already in the boat at the helm with several other people. Then Steve kept telling Mike to get into the boat. Mike put a foot into the boat and kept a lookout for others. He saw two people jump over handrails and also saw Daun Winslow. They discussed whether it was time to go now. At that point, the fire slowed down. The well was calming down. Then 'it' came next time, and blew flames up into the derrick. Mike saw fire coming out of the derrick. Fire was burning to starboard forward side of the derrick. Mike was concerned that the derrick would fall, and it did fall forward starboard.

Mike saw Troy Hadaway (Rig Safety & Training Coordinator III). They then opened the doors and Troy got into the boat, and they closed doors again. Mike told Steve to hold the wire rope brake release cable till they hit the water. Mike started the switches for the batteries to the engine and when the boat hit the water, Mike pulled the pin to release the hooks. Mike believes the lifeboat had no search light on it. This boat was operated by Steve Richards, Bosun. When they had travelled about 300 – 400 meters from the rig, Mike Mayfield took over the helm at Steve's request. They headed for the Bankston. They arrived at the Bankston, and it took awhile for the boat to empty. He does not know if people wore seatbelts.

## CONFIDENTIAL

There was a 3<sup>rd</sup> party tank cleaner who wanted to get off the boat, and maybe would jump. A discussion took place, in which Mike told him to count to 100 in order to calm him down and then left.

Mike described the events as dreamlike. They were in the Bankston for several (8-10) hours. They were not told why they could not leave for so long. He watched the rig burn, and saw boats arrive to spray water to cool the rig.

A phone was made available, and some people got to use it but not others. He did not see the Captain 'forever'. He did not know that the Captain was on the bridge helping to conduct emergency response with the Bankston crew and other boats. Some were angry about that; when the Captain did come down, it was to get food and go back.

When he arrived in New Orleans, Mike had a debriefing and then a shower.

Later, at home, Mike received calls from Captain Curt Kuchta asking how Mike is doing. Mike watched CSPAN daily.

While on the Bankston, He told Daun Winslow that the derrick would give. The block hit the floor. The leg can't hold the heat, and the forward starboard leg might move forward. Mike started having pains in his chest. He and David went to a medic to be checked out. Mike received an EKG; his blood pressure was high. His heart was ok, and it appears that he had an anxiety attack.

The people were given water to drink, in preparation for a drug test.

Discussion of formal emergency training.

Mike has had firefighting training. He thinks it is valuable. Mike did receive orientation on the rig. He did participate in drills, and found the quality of the drills to be pretty good. Some people would do as they were told during the drills, and if some people gave trouble, they would be turned in. He believes that his supervisor on board is the Chief Mate.

Muster point – the primary muster point for Mike was lifeboat #2. The AD's do muster.

Mike's title is Sr. DPO (Sr. Dynamics POS Operator).

Mike believes the secondary muster points are on the newest station bill.

Mike believes that the Captain and the OIM have overall charge of rig. Mike saw them both handling decisions together.

When asked if he could hear alarms on the main deck, he said yes, heard them. Does not recall if he saw emergency lights.

That night, there was no time to muster. Steve told Mike they would try to get a muster, but things moved too fast. Quality of loading onto the lifeboat was good after people got into the boat. Mike told people to spread out and split the weight around. There was no stretcher in the lifeboat. Buddy (Trahan) was in lifeboat #1. There was sufficient room in the lifeboat. Regarding the quality of the coxswain was that he tried to do the right thing.

## CONFIDENTIAL

Mike has worked on the Horizon for 5-6 years. They were in the lifeboat for approximately 10-15 minutes until they reached the Bankston. Their treatment on the Bankston was good. Treatment on the shore was good. When asked if he gave a statement, he said yes, he gave one on the Bankston.

A Schuman company man named Jim Dennis went to Mike's home. Mr. Dennis said Mike could receive a check in the amount of \$5,000 for loss of his personal belongings. Mike asked Mr. Dennis to leave the paperwork with Mike, and said he would talk it over with his wife.

Mike drove home to his family.

Regarding what went right during the evacuation, Mike said they got out as many people as they could.

They were offered counselling at shore, but Mike waited till he got home to get it.

There were no night time boat drills. Mike thinks that would be confusing at night, and thinks it's better to have drills at the same time each time.

Discussion of events earlier in the evening—

As to how the word got around about where to muster, Mike may have told Yancy to make the announcement about where to muster.

Jim Harrell (OIM Offshore Inst Mgr) said part of forward conveyor was down in the galley.

When asked if at the time they went down in the lifeboats were the doors closed, Mike answered 'yes.' The emergency lighting did not help, as they could see clearly. Mike saw 2 people jump while at the lifeboat and another person jump while he was driving away in the lifeboat.

As to the best tool to keep people calm, Mike doesn't know.

Discussion about escaping through the column legs. Mike said it would be too difficult.

The mayday was sent by Andrea Fleytas (DPO).

The whole forward passageway on 3<sup>rd</sup> deck had ceiling tiles and walls/bulkheads down.

Mike believes that anyone can sound general alarm bells.

Discussion of how handover to relief is handled. Mike said they talk about it, and it is written every night. Mike does his handover notes every other day and then a final handover paper for his relief before he leaves the rig.

Estimated time passage from the first explosion till the boat was lowered was about 30-40 minutes.

At this point, Mike is not ready to do anything right now; it's too early. He has become closer to his family as a result of the event.

Mr. MacDonald asked who woke everybody up, as it was normally a task for the catering crew. Mike said it was not necessary, as they felt such a violent shock. They thought a boat had hit the rig, or

**CONFIDENTIAL**

perhaps it was terrorist activity.

While on board, Mike noticed a window missing on the Bankston. He spoke to the crew about it, and they told him that they noticed the rig was covered in fog from the waterline upwards, which turned out to be gas; then, when the explosion happened, the fog went away and appeared that the explosion lifted the rig somewhat. Then they saw fire. The explosion blew out a Bankston window. The window is in the door (2 ½ - 3') and looks at the stern.

While still on the Bankston, Mike talked to Randy Ezell (Sr. Toolpusher) who said to Mike that Randy was talking to Jason Anderson (Sr. Toolpusher), who had called Randy to describe a problem. Randy said he would be right there. At the next moment, the explosion happened. Randy said things disintegrated around him. Micah (Sandell), the gantry crane operator, saw a fireball coming to him.

The main deck plates (located on main deck in the pump room area) were on end. Mike ran up to starboard side.

Interview concluded at 5:00 pm.

**CONFIDENTIAL**

TRN-INV-00002995