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## Interviewing Form

Interviewee Name:	Jay Hunter Odenwald
Job Title:	Subsea Supervisor
Company:	Transocean
Contact Details:	
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Interviewers Present:	Simon Watson
Date:	June 14, 2010
Start Time:	9:00 am
Stop Time:	10:30 am
Was documentation taken to the interview? Y/N	N
Were photographs, drawings or other supporting materials taken? Y/N	N
Are documents attached to this form? Y/N	N
Details of documents, drawing, photographs or other supporting	

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Exhibit No. \_\_\_\_\_  
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Discussion of how Buddy is doing. Jay spoke with Wyman Wheeler, a tool pusher, who gave Jay updates on Buddy's convalescence. Jay met Buddy on the Amirante.

Jay holds the position of subsea supervisor. There is one hand who is opposite of him, named Eric Estrada.

In a fire drill, he reports to the HPU room. In an abandon rig situation, he has no emergency designation.

Training – He has had no advanced fire fighting training.

On the rig, he did have training orientation. He was given a card that shows where the lifeboats are and the muster stations, and he was shown the primary and secondary lifeboats' locations. They also covered the Think Start process, etc. Regarding think drills, a lot of the 3<sup>rd</sup> party personnel had their own processes, but they were encouraged to use ours.

When asked how those systems were perceived in general, Jay said the Horizon was 'reinvented' in the last year. When Ryan & Johnson came, their focus shifted. In the past, a mechanics supervisor was terminated when a coupling broke loose and PRS laid over. It could have hit people.

When asked if the think plan was perceived as beneficial, Jay said yes. He believes in it, and has found it useful in circumstances even off the rig.

Start Cards: these are a work-in-progress for him. He believes they serve a good purpose; anyone can slip up. Regarding the requirement to doing one card per day – he believes that it kills efficiency. In the past, on F100, a tool pusher wanted to do something the old way. A lot of start cards were written about that. It is a good tool, but having to meet a quota means you get junk.

Training: Jay believes the training is good. Transocean spends a lot of money on training. He saw many people leave the company, and many came back to Transocean. Regarding online training tools, Jay has completed all his training. He did note that the subsea OJT was in need of updating prior to 2006, and has no idea if they are good today.

Regarding emergency drills on the rig: they are held every Sunday. He believes they were apparently good, and helped people when the accident happened.

Subsea equipment – the between well maintenance. His take on the acceptance of management regarding time to do maintenance is that he would not have seen any direct pressure. Since Van (OIM) left, the pressure decreased. Van made pressure, and after he left, it went away. Regarding any pressure the OIM had from BP, the only issue he had with BP was that sometimes they wanted to run casing offline that interfered with BOP maintenance, but they always worked it out.

Jay was asked, from the subsea side, was there anything in the stack that was known to be an issue. He responded 'no.'

Jay mentioned that on both annulars, there were some leaks —it was only on the operator's side. On the 19<sup>th</sup>, they did BOP test procedures. Rig used BP digital BOP tester. The first test would be on the lower annular. If all goes well on test 1, you go by the green light. On test 7, you start over and

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you have to get a straight line and a green line. They have done 12 hour tests in 5 hours and 40 minutes. The standard BOP test is 14 hours. The new digital tests took 5 hours.

Jay has had no issues with BP.

There has been an issue with the purge switch. It needed to be changed on the panel in the drill shack. They had taken possible losses. The TP was shouting to a floorhand who was lining up the choke manifold. The backdoor to the drill shack was open a long time, and then it slammed. The panel, which was normally left on bypass, went blank. He did not know what he had. He went to the CCU panel and did not notice that the pod was in vent. It stayed on blue for the whole well. A PBOF cable showed low readings. They tried a spare but it was worse, so they stayed with the original cable. They were getting a good gallon count. He had gone to the CCU and the pod was on vent, he called the floor and closed fail safe, and got a function before 6 o'clock. He was told the pod went to vent when he lost the panel. On the BOP, if all the rams are open and the pod goes to vent, a fail safe valve moves to fail safe and closes. If the annular is closed and it goes to vent, you lose pressure. The packer will relax, and will not keep seal.

He is not aware of any correspondence with Cameron.

Parts: when asked if there was any pressure from OIM to use non OEM parts, Jay spoke about a time when some solenoids were sent to be rebuilt. Also, the first set of seal kits had to be replaced to get them to seal.

Function testing and pressure testing: it was adhered to. They also started shear ram function test. They checked function every week. They started testing shear rams whenever the wellbore was clear.

When asked if there were any issues on any other surface equipment, Jay said there were none. Generally, if he needed something from management, they got what they needed.

Competency: Jay's take on the competency of the maintenance group was that it was above average. The rig had a good record for safety.

Simon asked Jay if he had anything further to say. Jay said that in addition to the annulars, there was an issue with test rams. When running them in open, you would get a gallon count on an inactive pod. They never understood that. It ran in vent for a couple of hitches. A lot of hoses were changed on the last rig move, and it is unknown if something got crossed at that time. The tests went well, and there were no issues.

Interview concluded.