

CONFIDENTIAL

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Exhibit No. _____
Worldwide Court
Reporters, Inc.

Interviewing Form

Interviewee Name:	William "Billy" Terrell
Job Title:	Chief Electronic Technician
Company:	Transocean
Contact Details:	
Work Address:	
Work Telephone:	
Work Cell:	
Home Address:	
Home Telephone:	
Home Cell:	
Interviewers Present:	Simon Watson Diane Willey, Note taker
Date:	June 22, 2010
Start Time:	8:10 a.m.
Stop Time:	9:40 a.m.
Was documentation taken to the interview? Y/N	No
Were photographs, drawings or other supporting materials taken? Y/N	Yes
Are documents attached to this form? Y/N	Yes
Details of documents, drawing, photographs or other supporting	Architectural drawings of rig

materials taken to interview.	
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<p>Interview Plan</p> <p>Probable lines of enquiry, key questions etc:</p>	<p style="text-align: center;"><u>Equipment Questions</u></p> <ol style="list-style-type: none"> 1. Did you work with any of the well control or safety systems on the rig, if so which ones? 2. Are you aware of any system on the rig that was not operating correctly or that was out of service (especially related to the BOP and alarm systems)? 3. Were you involved in the BOP between well activities? If so, how? 4. Were you involved in the engine safety system tests, specifically the over speeds? 5. Do you know how often the tests were performed? 6. How was the maintenance on the rig approached? Was there a concern over the manning levels or amount of maintenance? 7. Were you aware of any safety systems on the rig that were not operating? 8. How would you perceive the importance of safety on the rig with respect to completing maintenance? <p style="text-align: center;"><u>Training and Competency Interview Questions</u></p> <ol style="list-style-type: none"> 1. How long have you been with Transocean? 2. Do you have any previous oilfield experience? 3. What is your position? 4. What are your job responsibilities? (review job description before interview) 5. What are the training requirements for this position? 6. Can you explain the Worldwide Training Matrix and its purpose?
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	<p>7. Have you completed all the training for your job? (check against compliance report)</p> <p>8. Does the training match the job requirements?</p> <p>9. Do you feel the training provided to you was sufficient? Why or why not?</p> <p>10. When was your last training session, and what was it?</p> <p>11. How supportive of training and development was the rig management? What about shore-based managers?</p> <p>12. Were there any limitations on the training available?</p> <p>13. What was the quality of OJT on the DWH?</p> <p>14. What is your next position, and have you received any training for it?</p> <p>15. Do you know the progression of your career in Transocean?</p> <p>16. Have you received an appraisal in the last year? Can you explain the appraisal process?</p> <p>17. How many new crew members (or recently promoted) were on your crew?</p> <p>18. What is the quality of training provided to new employees?</p> <p>19. What training is provided onboard the rig for new arrivals, and what is the quality?</p> <p>20. What safety & survival training did you receive and do you think it is adequate?</p> <p>21. What is your position on the Station Bill and in an emergency? What is your lifeboat station? Life raft station?</p> <p>22. What are the first steps to take when shutting in a well or upon detection of flow?</p> <p>23. Who is able to shear the pipe and disconnect?</p> <p style="text-align: center;"><u>Safety Culture Questions</u></p> <p>1. What are the Core Values of Transocean? Does the company live up</p>
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	<p>to these Core Values?</p> <ol style="list-style-type: none"> 2. What are your colors? What do they mean? 3. What are the three most positive safety issues on the DWH? 4. What are the three safety areas where improvement is needed? 5. Do you complete a START card every day? Why? 6. Describe your participation in the THINK planning process. 7. Please describe the TOFS and the last time you called a TOFS. 8. Are you able to explain the Management of Change? 9. Bonus <ol style="list-style-type: none"> A. Did you get a Performance or Safety Bonus from Transocean, and can you describe the policy? B. Did you get a Performance or Safety bonus from BP and can you describe the policy? C. What effect did these bonuses have on the performance of the rig crews?
<p style="text-align: center;">Interview of William "Billy" Terrell Transocean Office June 22, 2010</p> <p>Interviewer: Simon Watson</p> <p>Note taker: Diane Willey</p> <p>Start time: 8:10 a.m. Stop time: 9:40 a.m.</p> <p>Billy was on the rig during the incident. He has been with Transocean for 2 ½ years and has worked on the Horizon all of that time. Prior to joining Transocean, he worked for 6 years as an electronic technician both on and offshore. Billy was in the U.S. Army where his field was "component level troubleshooting."</p> <p>On April 20, 2010, Billy was assigned to room 320 in the living quarters. He had been</p>	

sleeping and was just about to get ready to start his tour. He heard the fire alarm sound intermittently and someone was saying "fire, fire." He then heard Yancy Keplinger announce "fire...this is not a drill" over the PA system. He did not hear the "abandon rig" alarm.

When asked what he smelled and heard, Billy said it was slightly smoky, but not tremendously. He said he could see well. He does not recall smelling anything, however.

Billy left his cabin with a life jacket, but did not have any other emergency gear on. He headed down the corridor because the pathway from the living quarters was not damaged at that time. Billy reported to the mess room/cinema area and looked for other crew members, but could not find any. He started to head down the hallway but there was debris. He saw a roustabout who was headed to the hospital to muster. Billy told him to follow him and he did briefly, but must have decided to go in a different direction. Billy looked into the cinema and it looked okay, but he was unable to enter into the mess room due to debris and other hazards. He saw Bill Francis, the medic, talking to another crew member. Billy went to another staircase and headed for the life boats.

Per Billy, the life boat deck was chaotic. They started loading into life boat #2 and he found a seat and sat down. While loading, Billy said some of the people got out of the life boat and others jumped into the water. Willie Stoner was injured but was not on a stretcher. There were a few "boisterous" people who kept the tensions high because they kept insisting to launch the boat immediately. Billy remembered someone attempting to take muster. The emergency lighting outside was on and the life boat's doors were open. Billy said from the boat you could see the derrick on fire and the flames rolling up the starboard side of the rig. He said someone brought an orange radio from the bridge. There was lots of background noise. He does not remember anyone standing up in the life boat at this point. He was not sure how long they stayed in the life boat before it finally latched. The dissent (which only took a few minutes, as he recalled) and disconnect of the boat went fine...he does not recall encountering any problems.

Billy said a bosun drove the life boat, which was completely full and was filled with smoke and heat. They launched the boat and motored to the Bankston.

Once they arrived at the Bankston, they tied up to the ship. They used a rope ladder and climbed approximately 4 or 5 feet up the Bankston. Billy said the transfer of people out of the life boat up to the Bankston was "fairly controlled."

Once they arrived on the Bankston, Billy noticed there were already other Transocean crew members on board. (He was not sure how they got there.) Both ADs off tour and Carl Taylor (radio operator) wanted to take a good quality muster. The Bankston stayed approximately ¼ mile from the Horizon. They received food and water. The Transocean galley crew assisted the Bankston crew with cooking.

The Coast Guard asked them to write and sign a statement about the incident.

Per Billy, the Bankston remained in the same location for approximately 10 hours and watched the Horizon burn. Billy was asked if, during this time, the crew received any information at all. Billy said "not really." Billy said that they asked crew members of the Bankston if they could use the phone to call their families, but were told no. The crew was told that the Coast Guard required them to provide a urinalysis immediately upon arriving on shore.

The Bankston finally left that location and went to another rig away from Port Fouchon and dropped off 3 crew members (Chris Pleasant, Don Hay and Daun Winslow). They then headed back to Port Fouchon. Once they arrived at Port Fouchon, they provided the crew with approximately 10 cell phones to use and call their families. He was able to speak with his wife for the first time. His wife told him that Transocean called her at approximately 4 a.m. and informed her that there was an explosion on the Horizon but did not give her any details. Just after 11 a.m., Transocean called her again and told her that he was not on the injured list.

Once they arrived on shore they submitted a urinalysis (drug) test. Transocean provided them with food and clothes.

They loaded into busses, which took them to the Crown Plaza in New Orleans, Louisiana. They arrived at the hotel at 5 a.m. Billy's family met him there. They stayed in the room for a few hours. Billy rested for 2 to 3 hours. He then went downstairs to the hotel lobby. He briefly spoke to a counsellor. His in-laws drove them home and he picked up his car by the heliport.

SAFETY/TRAINING

Billy attended TOPS training, which he said was beneficial. He said his induction went fairly well. He said the OJT was helpful. His background in the army was "component level troubleshooting," which assisted him with his position on the rig. He has completed safety and electronic technician OJT, but has not taken any advanced training classes.

Billy was part of the fire team. If an alarm sounded while he was on tour, he would report to the ECR. Additionally, he would assist the electricians when they shut down the power to various areas. If the fire alarm sounded on the panel, it should set off the alarm on the rig. Billy said he did not think the bridge had it set to alarm, however. The alarm could be manually activated. The bridge had control over the entire alarm system on the rig. If he was off tour he would assist with muster.

There were drills every Sunday, per Billy. He said the scenarios are realistic and they were taken seriously. They would go through the motions and identify what to shut down. Occasionally a "man overboard" or H2S drill was conducted, but they were mostly fire drills.

As chief electrician, he worked on the fire and gas systems. They would conduct 90-day tests on combustible and H2s systems. They also tested the gas on the rig and would double-check they would go off at night. They would inhibit the alarms so they would not shut down the system. He said they would physically go to the actual sensor and put gas to it to ensure the alarm worked properly. He said the ET or DPO would be on the bridge to monitor the alarm and they would communicate on the radio. Once it was confirmed that the alarm on the bridge was triggered, they could clear them.

On the fire panels, Billy would test the sensors and do annual preventive maintenance. They would test the smoke canisters and the head on the extension pole. If the sensor was bad they would replace it as needed.

One could easily adjust the span on the H2S sensors. They could be adjusted for both zero and span. Billy said some more sensitive than others. An H2S sensor on the rig floor was not mounted in the right location and it would trigger unnecessarily. He said it should have been placed 6" to 9" higher than it was. Billy said he did not test the system recently. The last time he personally conducted a test was 4 to 6 weeks ago. His hitch relief conducted the most recent H2S testing.

If the DP operator got an alarm, they would call the ET and probably put a register with that sensor. They would then prepare a work order, get the parts, and remove it from the register.

Billy said during gas testing, they would inhibit the alarms. He said the shutdown would depend on which zone the alarm was in. If the gas alarm tripped, the damper would close.

Billy said the over speed on the engine was frequently tested within the last 4 to 5 months. He said a couple of sensors were found that needed to be replaced. When asked who controls the shutdown, he said the engineers in the ECR do. They would get the ET's and do it together. He said "the engineer is in charge of operations."

Billy said he has not worked on the BOP itself and he has never trained on it. Based on his experience, he was asked if he could he identify any problems with the electrical side of the stack. Billy said that there were no issues that he was aware of.

Billy said that on the driller's panel, they had trouble getting the panel to seal and maintain positive pressure. The relief port let the excess pressure out. He said there was a problem with the tension and keeping the pressure right. Billy said they tried to repair the seal on the doors. The relief parts are on order, Billy said. He said they typically ran on bypass.

They were taken off bypass for a little while when they lost purge and went blank. He said he has never heard about a pod going to vent and he did not know what it would mean, if so.

Billy stated that the warehouse was very well organized. If you needed a part, there was a 50% chance that it was on board. Billy said that having proper parts available is critical in maintaining equipment. If a part had to be ordered, it sometimes pushed back the completion date of that job.

Billy said he was not involved in the budgeting process. The electrical supervisors handled budgets.

Billy was asked what his overall impression was of Transocean when a part was out of stock and needed it for a job...were we financially driven or was safety important. He said "in between."

Billy was asked if there was pressure from the maintenance supervisor. He said no, there used to be a push to get things done quickly, then it subsided to "get it done right." Later on, people stopped calling to ask when the job was done. Billy said he does think he was allowed time to do the job right. Billy was asked if he had support from the maintenance supervisors if he had to request an extension of time to complete the job. He said "so so." He said the OIM put pressure on them to finish.

When asked about the safety tools used (SMART, THINK Plans, TOFS, etc.), Billy said they are great; however, the quotas are "rubbish." He said the Prompt Cards are great for prompting you before you start a task. He said TOFS is very good and he is comfortable calling a TOFS on anyone. He is not sure if everyone felt that way, however.

Billy said the safety culture, as a whole, is very strong. He said he had a good impression of Transocean even before he was hired. Transocean has a "safe" reputation. He said that he enjoyed working with everyone on the rig and it "was family."

At night (off tour), Billy primarily stayed in his room but did occasionally go to the fitness center. He said he mainly "did his studies," as he is pursuing an associate degree in electronic engineering.

He said he has never been denied the opportunity to attend a training course.

When asked if he wanted to stay offshore, Billy said he was content as chief ET, but said the best position is assistant ET.

