

Transcript of the Testimony of
**The Joint United States Coast
Guard/Bureau of Ocean Energy
Management Investigation**

Date taken: October 6, 2010
AM Session

USCG/BOEM Board of Investigation (Re: Deepwater
Horizon)

****Note****

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USCG/BOEM BOARD OF INVESTIGATION
 INTO THE MARINE CASUALTY, EXPLOSION, FIRE,
 POLLUTION AND SINKING
 OF MOBILE OFFSHORE DRILLING UNIT
 DEEPWATER HORIZON, WITH LOSS OF LIFE
 IN THE GULF OF MEXICO, 21-22 APRIL 2010,
 WEDNESDAY, OCTOBER 6, 2010, 8:00 A.M.

* * * * *

The Transcript of the Joint United States Coast Guard/Bureau of Ocean Energy Management Investigation of the above entitled cause before Cathy Renee' Powell, a certified court reporter authorized to administer oaths of witnesses pursuant to Section 961.1 of Title 13 of the Louisiana Revised Statutes of 1950, as amended, reported at the Holiday Inn, 2261 N. Causeway Boulevard, Metairie, Louisiana 70001, on Wednesday, October 6, 2010, beginning at 8:00 a.m.

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1 APPEARANCES:
 2 MEMBERS OF THE BOARD:
 3
 4 CAPTAIN HUNG M. NGUYEN
 5 CO-CHAIR UNITED STATES COAST GUARD
 6
 7 DAVID DYKES
 8 CO-CHAIR MINERALS MANAGEMENT SERVICE
 9
 10 JUDGE WAYNE R. ANDERSEN
 11 UNITED STATES DISTRICT JUDGE (RET.)
 12 CAPTAIN MARK R. HIGGINS
 13 STAFF JUDGE ADVOCATE
 14 COAST GUARD ATLANTIC AREA
 15
 16 JASON MATHEWS
 17 MINERALS MANAGEMENT SERVICE
 18
 19 JOHN McCARROLL
 20 MINERALS MANAGEMENT SERVICE
 21
 22 LTR. ROBERT BUTTS, COURT RECORDER
 23 UNITED STATES COAST GUARD
 24
 25 REPORTED BY:
 CATHY RENEE' POWELL
 CERTIFIED COURT REPORTER

WITNESS:
 JAMES NICHOLAS WILSON
 EXPEDITERS AND PRODUCTION SERVICES
 Represented by Frank Lipuma, Esq.

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(PROCEEDINGS)

CAPT. NGUYEN:
 Good morning. Please be seated.

JUDGE ANDERSON:
 If counsel for Mr. Wilson could state his name, that would be good.

MR. LIPUMA:
 Frank Lipuma on behalf of Mr. Wilson.

JUDGE ANDERSON:
 As the board has advised every witness, I want to advise you that you will be making statements to a federal agency. Making a false statement to a federal agency is a violation of federal law, punishable by fine or prison.

Having said that, I would like you to stand so I can administer the oath to you.

JAMES NICHOLAS WILSON,
 having been first duly sworn as a witness, was examined and testified as follows:

JUDGE ANDERSON:
 We had a change of order on some of our witnesses on our sheets, so it may be

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1 a minute before the board members are ready
 2 to ask questions.
 3 EXAMINATION BY MR. MATHEWS:
 4 Q. Please state your name for the
 5 record and spell your last name, sir.
 6 A. My name is James Nicholas Wilson;
 7 that's J-A-M-E-S, N-I-C-H-O-L-A-S,
 8 W-I-L-S-O-N.
 9 Q. By whom are you employed, sir?
 10 A. EPS.
 11 Q. What does EPS stand for?
 12 A. Expeditors and Production
 13 Services.
 14 Q. Are you contracted to BP?
 15 A. Yes, sir.
 16 Q. What are some of your performance
 17 measures and responsibilities, sir?
 18 A. My job title of performance
 19 coordinator entails three different job
 20 roles. First and foremost and the core of
 21 it is that of logistics, handling people,
 22 boats, helicopters.
 23 The second part of my job scope is
 24 that of performance, and we track equipment
 25 downtime, equipment failures. Also, we

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1 track ways to improve any operations that
 2 might enhance the overall operation such --
 3 whether it be good or bad; if something has
 4 happened that is nonproductive or if
 5 something is productive that shows it would
 6 be beneficial to the overall operations
 7 further down the road.
 8 Last is that of the HSE safety
 9 role, and that is we would work in
 10 conjunction with the Transocean RSTC on any
 11 instance that might need to be recorded in
 12 their system.
 13 In turn, I would create a separate
 14 document for BP and enter that in the
 15 tracking system.
 16 Q. What does ROSTC stand for?
 17 A. RSTC.
 18 Q. Okay.
 19 A. Transocean's Rig Safety Training
 20 Coordinator.
 21 Q. Okay. Thank you.
 22 And how long have you held this
 23 position, sir, onboard the DEEPWATER
 24 HORIZON?
 25 A. I came onboard the DEEPWATER

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1 HORIZON in February of 2002.
 2 Q. Who do you directly report to?
 3 A. The BP wellsite leaders.
 4 Q. Last night, I was provided some
 5 notes by BP counsel. I haven't had a chance
 6 to really go through them, but it appears
 7 you had a large role in day-to-day
 8 operations in tracking what was going on in
 9 the well safety-wise, and you were tracking
 10 pretty much and computing that and sending
 11 that to BP. Is that accurate, sir?
 12 A. We generate the morning operations
 13 report for the last 24 hours for the
 14 wellsite leader, and upon his approval, we
 15 enter it into the Houston database.
 16 Q. Have you had any other oil and gas
 17 experience, sir?
 18 A. I started in the oilfield in 1998
 19 as a medic/dispatcher at the time, and later
 20 on just assumed the role of logistic
 21 coordinator. I worked on the Shelf on
 22 jack-up rigs, worked on land on land rigs,
 23 shore-based and deepwater rigs.
 24 Q. What is your educational
 25 background?

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1 A. High school graduate, several
 2 years of college, no college diploma.
 3 Q. What special training did you take
 4 to have the position that you are in, sir?
 5 A. When I first started as a medic, I
 6 was a National Registry EMT Basic for that
 7 job role, and then, through time, I have
 8 taken several business courses and other
 9 management skill courses at Loyola State
 10 University. The program is called
 11 engineering management.
 12 Q. Do you actually get measured by
 13 your performance through BP annually?
 14 A. No, sir.
 15 Q. Who measures your performance?
 16 A. As far as a document, earlier
 17 performance review, there was not one.
 18 Q. On April 20, 2010, can you give us
 19 your best recollection of what took place
 20 that day from when you woke up until you
 21 ended up on the DAMON BANKSTON?
 22 A. Okay. The morning or the day of
 23 April 20, 2010, I was actually sleeping. I
 24 had gotten off tour at 6 that morning. I
 25 short-changed nights to finish out the rest

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1 of that week. I woke up my normal time
 2 before my shift starts, about 4:30. Got up,
 3 showered, normal routine.
 4 I left my quarters, it was
 5 probably around 5, and I went to the galley
 6 to get something to eat. Normally, the
 7 logistics coordinator that is on tour at the
 8 same time, if it is not busy, we eat
 9 breakfast together and share what's going on
 10 throughout the day and get caught up.
 11 I remember doing that, coming back
 12 to the office, and Robert and I had a few
 13 exchanges on some stuff that was going on
 14 throughout the day. We also had -- at the
 15 time, we kept a ledger on our desk as to who
 16 we spoke to throughout the day, what was
 17 going on, so it would ensure continuity in
 18 24-hour operations, which we do. I remember
 19 going through that and I relieved Robert and
 20 I started my normal duties.
 21 I logged in and checked my
 22 e-mails. Spoke to several of the guys that
 23 was coming on for the 6 o'clock tour and
 24 joked with them, then started my normal
 25 routine of checking to see the logs for the

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1 next day, if they had been created, what had
 2 been done, double-checking. We
 3 double-checked each other all the time to
 4 make sure that everything is recorded
 5 properly.
 6 Some of the guys that were going
 7 to be leaving the next day, they had already
 8 turned in their invoices knowing that they
 9 would be going in, so we processed those,
 10 and we have a company stamp, you record your
 11 well information, the appropriate PO number
 12 that's supposed to be assigned to it and
 13 process those to get to the wellsite leader
 14 to get him to sign off on it. Once we have
 15 done that, we put them in our computer
 16 system.
 17 All of that was going on, and I
 18 know it was around 8:30 at night. We were
 19 sitting there, and I heard a loud boom.
 20 When I described it, it sounded like the
 21 crane operator had dropped a large piece of
 22 casing on the deck. At times, when we are
 23 offloading, the crane operator, for example,
 24 he might drop a spot about a foot or so and
 25 it creates a lot of echo. I heard that the

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1 first time and something didn't sound right
 2 to it. It was just weird.
 3 Right after that, the lights kind
 4 of flickered or so a little bit, and I heard
 5 a second one which was worse and then like a
 6 continuous. About that time, I remember
 7 Greg Meche had stepped in my doorway. His
 8 office was next to mine. He said, "What is
 9 going on?"
 10 And I remember grabbing Greg and
 11 pulling him out of the office. The lights
 12 started going off, and it was, like, a loud
 13 boom, and the next thing I remember, we were
 14 both getting up off the floor.
 15 The lights were out, there was
 16 insulation from the ceiling panels that had
 17 fallen. It was dark and -- just the mist of
 18 all that in the air. I remember grabbing
 19 Greg and telling him to run, get out of
 20 here.
 21 At the same time, I remember
 22 hearing Yancey over the loudspeaker saying,
 23 "This is not a drill, it's a fire; muster."
 24 Also, you could hear the fire
 25 alarm going off, the general alarm. I was

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1 at my desk and I just reached over about
 2 this far -- about where that computer sits.
 3 We had a safe, and I opened up the safe and
 4 grabbed my satellite phone out, grabbed a
 5 flashlight that was on my desk.
 6 I ran right across the hall, which
 7 is where my bedroom was I shared with
 8 Robert, and when I opened the door, Robert
 9 was already out of the bed, and he said,
 10 "What's going on?"
 11 I said, "Man, I don't know, it's
 12 bad. Go to the lifeboats; I'm headed to the
 13 bridge."
 14 I made sure he had his life jacket
 15 and I grabbed mine.
 16 On my way up, the office next to
 17 mine was the wellsite leader's office. I
 18 knew another flashlight was right there
 19 because there was no light. So I grabbed
 20 Ronnie's flashlight and headed up to the
 21 bridge.
 22 Of course, it was dark and loud,
 23 and I made it up to the bridge through the
 24 interior stairwell. When you come in, it's
 25 on the back side of the bridge. I mean, it

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1 was dark and you could hear alarms going
 2 off, alarms beeping. I remember a lot of
 3 chatter, people chattering.
 4 I remember hearing Curt chatter a
 5 little bit, and I remember hearing Yancey
 6 because he was on the forward console.
 7 Normally, during the weekly fire
 8 drills, any one of us announces when you're
 9 on the bridge so the captain knows the
 10 presence of who is there as far as muster.
 11 I looked at the captain and said,
 12 "I'm going to step outside and make a call
 13 to get our resources available."
 14 Part of our weekly fire drills
 15 that we do, the logistics, the BP guys, if
 16 it is in the daytime, we have two different
 17 numbers to call, the air base in Houma and
 18 the boat dock at Fourchon. At nighttime,
 19 the air base is closed, but it rolls over to
 20 the boat dock. I knew that was the only
 21 number I needed to call at nighttime.
 22 I stepped outside and I exited the
 23 port side of the bridge. There's two exits,
 24 a port and starboard. I went out the port
 25 side and went about 6 feet, and there is a

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1 stairwell that goes up to the heliport, but
 2 it is a clear area that I had used before,
 3 that I knew I could get a clear signal there
 4 with the satellite phone with no problem.
 5 I remember picking up the phone,
 6 dialing Clint and telling him, I said, "Hey,
 7 look, it's Nick. The rig is on fire. I
 8 need to get us some help out here. Just
 9 send me what you got."
 10 He said, "What's going on?"
 11 I said, "I don't know. I'm
 12 looking at fire." I remember telling him,
 13 you know, I said, "There's fire coming up
 14 and there's light from the wellbore to the
 15 left side of the derrick." I said, "Man,
 16 all that's just on fire. Just send me what
 17 you got now. I know the DAMON BANKSTON is
 18 here. What have we got in the field right
 19 now?"
 20 He said, "I think we got a couple
 21 of boats over at the THUNDER HORSE. We'll
 22 go ahead and scramble the Cougar," which is
 23 an S-61 search and rescue helicopter from
 24 Cougar. He said, "We'll go ahead and start
 25 calling people. Let me know something as

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1 soon as you can."
 2 So I remember going back in. I
 3 know I remember at that point I saw Captain
 4 Curt on the bridge. I told him I had called
 5 the shore base, I said, "They're notified.
 6 He said he had some boats in the THUNDER
 7 HORSE field that he would send our way and
 8 he would send me everything they got and
 9 he's also going to scramble the helicopter."
 10 He said okay. Right then, I
 11 said -- I stepped out and made a second
 12 call. That is when the captain -- we
 13 noticed that people were mustering at the
 14 lifeboats and we were evacuating. I exited
 15 one more time the same way to the same spot.
 16 I called Clint a second time and I said,
 17 "Look, this thing is bad. We're getting off
 18 of here, we're evacuating."
 19 I said, "You sure you got the,"
 20 you know, and he said, "Yes, I got boats
 21 coming from the THUNDER HORSE. I notified
 22 everybody we will use the THUNDER HORSE and
 23 the NA KIKA for the staging area once we get
 24 everything in motion."
 25 I said, "Look, I'm headed to the

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1 lifeboats, we are fixing to get off of here
 2 and I will call you when I get on the boat."
 3 CAPT. NGUYEN:
 4 Do we need to take a break?
 5 THE WITNESS:
 6 No.
 7 I remember hanging up the phone
 8 with Clint, and I looked down in the water
 9 and I saw a couple of life jackets, and come
 10 to find out later, it was Greg Meche. When
 11 I looked down, I saw the fast rescue boat
 12 from the DAMON BANKSTON. They were there
 13 picking up people.
 14 So I turned my phone off, went
 15 back in the bridge again and I saw the
 16 captain there again. I related to him again
 17 what we had in motion and I advised -- I
 18 told Clint, "Yeah, we're going to evacuate
 19 the rig," and so forth. "What else do you
 20 need us to do?"
 21 He said, "Just get to the
 22 lifeboats."
 23 Whenever that happened, that is
 24 when I -- I was on the -- still on the port
 25 side area of the bridge in between the two

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1 main consoles that they have when we were
 2 saying this. I remember walking around to
 3 the front and when I got there, that's when
 4 I realized -- I remember seeing that that's
 5 where David Sims and Pat O'Bryan were. I
 6 remember seeing them and I said, "Guys,
 7 we're going to the lifeboats."
 8 So you're sitting there -- and I
 9 ran through my head, do I want to go back
 10 downstairs through the interior stairwell
 11 and go out, but I got to thinking this thing
 12 is spewing more, and it might not be the
 13 safest -- there might be some damage -- I
 14 told David, I said, "We're going outside."
 15 I said, "I don't trust going back downstairs
 16 on the inside of the hull. Just stay with
 17 me; we're going to the lifeboats."
 18 When you walked out of the
 19 starboard side, it was about a 10-foot --
 20 not quite as long as your table, about 12
 21 feet or so, then you had to make a
 22 right-hand turn of another 6 feet and then
 23 the stairwell went down to the lower deck
 24 where the lifeboats were.
 25 It was one of those moments, you
 Page 17

1 know, I opened the door and I was watching
 2 the fire, and it was just blowing everywhere
 3 at once on the starboard side. I don't know
 4 why I was thinking it was like rain, you
 5 know. I thought this would die off for a
 6 second. It's kind of like a kid wanting to
 7 run outside in between bad cells of rain.
 8 I thought, I mean, this is going
 9 to die down here in a minute, but it was
 10 just steadily going. I said, "Screw it, we
 11 need to go."
 12 I told David, "Y'all just stay
 13 with me and we'll get to the lifeboats."
 14 So we took the handrail. I
 15 remember holding on to the handrail just so
 16 we wouldn't fall or anything like that. We
 17 made it down the stairwell to the first
 18 lifeboat. If I recall, should be lifeboat
 19 No. 1. It was already full and they were
 20 fixing to launch. I said, "That's fine,
 21 let's go to the second one."
 22 That's when we were getting on,
 23 and I don't remember if I shoved them in
 24 first or I went first, but we, as in myself,
 25 David and Pat, we wound up in lifeboat
 Page 18

1 No. 2. A few more people got on after us,
 2 and then they closed it up and that's when
 3 we launched.
 4 EXAMINATION BY MR. MATHEWS:
 5 Q. And then you went to the DAMON
 6 BANKSTON. Did you participate in any
 7 logistics or any activity onboard the DAMON
 8 BANKSTON, sir?
 9 A. Yes, I did.
 10 Q. Can you elaborate on that?
 11 A. We launched the lifeboat, we got
 12 underway. It was very calm, quiet, nobody
 13 was screaming or hollering. It was very,
 14 like, almost surreal in a way.
 15 We tied up to the DAMON BANKSTON,
 16 and the timing -- trying to time with the
 17 waves was a little awkward at first. They
 18 lowered the climbing net down, and it had a
 19 little issue there.
 20 I do remember hearing some of the
 21 guys say, "Don't rush the door, because if
 22 you do, we will flip the lifeboat, so
 23 everybody stay calm."
 24 I don't remember who said it, but
 25 somebody said that a couple of times over.
 Page 19

1 That is what we all did because we wanted to
 2 get off of it.
 3 Several people got off, then once
 4 I got off the boat, I got up onto the main
 5 deck of the BANKSTON. After I got on there,
 6 I remember that is when I run across Daun
 7 Winslow. Daun grabbed me and said, "You
 8 still got your phone?"
 9 I said, "Yeah, who do we need to
 10 call?"
 11 He said, "Just come up to the
 12 bridge with us and start helping with what
 13 we need to get done."
 14 That's when I went to the bridge
 15 and I stayed there assisting with who we
 16 needed to call. Ultimately, what we wound
 17 up doing, the DAMON BANKSTON itself had
 18 their own satellite phone. We came up with
 19 a plan to use the satellite phone on the
 20 BANKSTON as the one to call out on, because
 21 it was a fixed-type phone and it was using a
 22 universal satellite antenna, whereas mine
 23 was pretty much directional. We were using
 24 their phone to call out and mine to receive
 25 calls if somebody needed to.
 Page 20

1 When we went up there, Captain
 2 Alwin was on the DAMON BANKSTON, and he's --
 3 he's one of the best guys ever. I
 4 remember -- we were staged out from the rig,
 5 I know, more than 500 meters or so. While
 6 we were up there, I remember it was myself,
 7 I remember David was up there, Pat, Daun
 8 Winslow, Lee Lambert was up there, he's in
 9 the Wellsite Leaders of the Future program.
 10 Lee was acting as our scribe of
 11 the incident, and anybody that would come
 12 in -- of course, Captain Alwin, he was going
 13 through his marine radio -- so anybody that
 14 would come in, he would check with them and
 15 document which boat was where. And he was
 16 coordinating which boats needed to do what
 17 and if we needed to do search patterns to
 18 assist with the Coast Guard.
 19 We used our boat since everybody
 20 was there and it was a staging area, and we
 21 had a couple of rescue swimmers on our boat
 22 and they were working with the Transocean
 23 medics to see who was the most critical, who
 24 was injured so they could get off in order
 25 of their priority. That continued

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1 throughout the night.
 2 It was a long, entailed process
 3 because you have to do one helicopter at the
 4 time. It is just not safe to have two
 5 hovering at the same time, and the staging
 6 area was at the very back of the BANKSTON.
 7 We coordinated that and I talked
 8 to the guys at the dock several times to let
 9 them know how we were. At one point,
 10 somebody asked, "Well, how many do you have
 11 missing?" I remember asking Daun or
 12 somebody, "Well, what's the number?"
 13 He said, "Who is that?" I said,
 14 "That's the dock, they are trying to figure
 15 it out so we can relay it to the Houston
 16 center."
 17 At first, they told me 13 and then
 18 it narrowed down, of course, to 11.
 19 So every 30 or 45 minutes or so, I
 20 would talk to my opposite in town at the
 21 shore base just to let them know what was
 22 going on.
 23 But after we got the -- everybody
 24 evacuated off that needed to, you know, it
 25 was getting into the daylight hours and we

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1 still had boats coming in, assistance from
 2 all of the different owners. Pretty much
 3 anybody that had a boat in the field that
 4 could help us, they were on their way
 5 regardless.
 6 We sat there after that and
 7 coordinated. It was a couple of hours
 8 later, we were waiting for the Coast Guard
 9 cutter to relieve us of our duties. Some of
 10 us said, "Well, everybody is gone, why can't
 11 we leave?"
 12 And we still had one rescue
 13 swimmer we had to get back to his
 14 appropriate craft. In an instance like
 15 that, in higher training and things I have
 16 learned, even in my careers before the
 17 oilfield, an incident command structure,
 18 once something like that happens, you cannot
 19 get up and leave. You have to have someone
 20 of higher or equal rank to relieve you of
 21 your duties.
 22 I knew what Captain Alwin was
 23 doing, being the on-scene incident
 24 commander. I know somebody was trying to
 25 coordinate with the ROVs that was in the

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1 field.
 2 How much more --
 3 Q. That's enough. I know it is hard
 4 to go through. I do have some follow-ups to
 5 ask you.
 6 Where is your office, sir?
 7 A. My office, it's considered the
 8 second level. If you're looking at the rig,
 9 my office is on the port side of the rig.
 10 It is in between -- on the outer wall
 11 offices, between the wellsite leader's
 12 office and the third-party office.
 13 Q. I wrote down you had a
 14 conversation with Robert. Who is Robert?
 15 A. My opposite. He was another one
 16 of the performance coordinators. Robert
 17 Strong.
 18 Q. I had a phone conversation with
 19 you back in June, I think you were on your
 20 cell phone and you were going to Houston. I
 21 didn't want to keep you too long, but you
 22 indicated there was an unusual number of
 23 personnel coming and going on the evening of
 24 the 19th and the 20th. Do you recall that
 25 conversation?

Page 24

1 A. No.
 2 Q. Was there an unusual amount of
 3 traffic coming and going on that day, or on
 4 the 19th and the 20th?
 5 A. The amount of people we had coming
 6 and going was pretty relative to what was
 7 the ongoing operations.
 8 Q. Did you have to use an ad hoc
 9 helicopter that day?
 10 A. Which day?
 11 Q. The morning of the 20th, evening
 12 of the 19th?
 13 A. The 20th, we had several ad hoc
 14 helicopters. I believe we had two extra due
 15 to normal crew change.
 16 Q. What is an ad hoc helicopter?
 17 A. The way our flight system is set
 18 up for the rig, we were allowed one
 19 scheduled crew change flight a day.
 20 Anything after that, we would have to find
 21 an extra helicopter within our fleet as an
 22 ad hoc helicopter, or share seats with
 23 additional helicopters that might be in the
 24 field, such as the THUNDER HORSE or the NA
 25 KIKA platforms.

Page 25

1 What would happen, if we shared an
 2 extra flight with those people, we would
 3 amongst ourselves divvy up the cost
 4 appropriate to, you know, one rig has half
 5 and the other has half. Which would be a
 6 separate ad hoc on its own.
 7 Q. You said the amount of activity
 8 going on was relative to the operations
 9 going on onboard the rig at that time. Was
 10 it also relative to having VIPs come out to
 11 the rig when you had those types of
 12 operations going on and that amount of
 13 activity?
 14 A. No, sir. It's not outside the
 15 norm.
 16 Q. With respect to the POB level on
 17 the 19th and 20th, how was the DEEPWATER
 18 HORIZON?
 19 (Conference between Mr. Wilson and
 20 his attorney.)
 21 EXAMINATION BY MR. MATHEWS:
 22 Q. Let me start with this. What is
 23 the POB?
 24 A. The maximum amount of POB
 25 according to the Coast Guard was 146.

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1 Q. What was the normal POB that you
 2 operated at?
 3 A. It depends on what operations are
 4 going on at what time. There is normally a
 5 core amount of people that Transocean has on
 6 the rig at all times, and there's always,
 7 like, 13 catering personnel on the rig and
 8 there's always, you know, a certain amount
 9 of BP and third-party people. But
 10 everything else can fluctuate with the kind
 11 of operation at hand.
 12 Q. But from the number of 146, is it
 13 safe to say that you still had space
 14 available for 20 people onboard the
 15 DEEPWATER HORIZON on April 20?
 16 You said you had a POB limit of
 17 146 approved by the United States Coast
 18 Guard. The number I have was 126 POB on the
 19 day of April 20, 2010. So is it safe to say
 20 you had additional space for 20 more people?
 21 A. Yes.
 22 Q. Earlier I heard you say you heard
 23 the general alarm from Mr. Keplinger once
 24 you were in your office, and then you heard
 25 a general alarm; is that correct?

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1 A. I heard an alarm. I don't recall
 2 which one occurred first, Yancey's telling
 3 us we had a fire and go to your muster or
 4 the alarm. It was pretty much
 5 instantaneous, but the way the Transocean's
 6 emergency PA system also works, if the alarm
 7 is sounding on the bridge, they, as in the
 8 marine crew, can use that PA system to
 9 announce over the alarm at the same time.
 10 So it was almost like
 11 instantaneous, both things happened at once.
 12 Q. I forget the gentleman you spoke
 13 to on shore that you called in respect to
 14 getting some assets available. What was his
 15 name, sir?
 16 A. The --
 17 Q. I think you said Clint, but I
 18 didn't catch his last name.
 19 A. Clint Derise.
 20 Q. What is his position, do you know?
 21 A. He is a dispatcher assigned to the
 22 DEEPWATER HORIZON operations there in
 23 Fourchon.
 24 Q. And at the time of the incident, I
 25 think you requested the assets, the vessels

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1 from the THUNDER HORSE and NA KIKA, and I
 2 think you also requested a Cougar S-61?
 3 A. The way that works, when we do our
 4 normal weekly fire and abandon well drills,
 5 we call aviation to find out what available
 6 helicopters we have and they would tell us.
 7 Then we call the boat dock to find out
 8 what's available, workboats, crewboats, et
 9 cetera.
 10 When I talked to Clint that night,
 11 I told him what had happened and we've got a
 12 bad fire on the rig, what boats you got
 13 available? And he has got a few boats in
 14 the field or THUNDER HORSE area. He didn't
 15 specify which ones.
 16 The S-61 is always like a standby
 17 helicopter at all times, so he knew he could
 18 activate that scenario.
 19 Q. Is that a helicopter that is owned
 20 or contracted by BP?
 21 A. I believe it's contracted. I am
 22 not part of the contract negotiations, but I
 23 believe it is contracted.
 24 Q. Do you know if the Cougar actually
 25 arrived on the scene?

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1 A. I don't recall. I remember
 2 several of the Coast Guard helicopters.
 3 Q. The only personnel you know who
 4 were medivaced from the back of the DAMON
 5 BANKSTON were on U.S. Coast Guard
 6 helicopters?
 7 A. Yes, to the best of my knowledge.
 8 Q. I think I read in your written
 9 statement that you asked Mr. Clint Derise to
 10 activate the emergency system within BP, or
 11 was that an emergency system within the
 12 logistics?
 13 A. It is a division that BP has, the
 14 Houston Crisis Center. It is designed for
 15 multiple modes, like hurricane season, et
 16 cetera. If something presents itself, there
 17 is a number they call and they determine
 18 what is going on and how they need to
 19 respond accordingly.
 20 Q. And once you were on the bridge of
 21 the DAMON BANKSTON, is that who you were
 22 communicating with?
 23 A. Yes.
 24 Q. To your knowledge, did BP release
 25 any other assets, outside of the vessels, or

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1 any other helicopters to aid in search and
 2 rescue at that time?
 3 A. Not that I am aware of.
 4 Q. Do you know who was in charge of
 5 the search and rescue at that time? Were
 6 you in direct contact with anyone --
 7 A. No, sir.
 8 Q. Earlier, I thought I heard you say
 9 i-Logistics?
 10 A. Yes.
 11 Q. What is i-Logistics?
 12 A. It is a program we have on two of
 13 the computers in our offices. We utilize it
 14 in passenger movement.
 15 Q. What type of information is kept
 16 in there?
 17 A. The name of the person, the
 18 company they work for, and appropriate
 19 weights.
 20 Q. Does it have anything about loads
 21 or what they are bringing with them or
 22 anything that is being shipped to the
 23 vessel, or equipment?
 24 A. If there is a need to ship cargo
 25 by way of helicopter, there is a section on

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1 there that we can utilize to show that cargo
 2 is coming to or from the rig.
 3 Q. I have a document in front of you,
 4 Bates No. 141-0134, and it is a flight
 5 manifest.
 6 A. Yes.
 7 Q. Can you please, in the lower
 8 right-hand corner, there appears to be a
 9 stamp with a few pieces of information on
 10 it. Can you please explain to me what I am
 11 looking at?
 12 A. First and foremost, this part of
 13 the manifest is not one I generate. This is
 14 a printout from the i-Logistics. The one we
 15 send to the team is part of an Excel file,
 16 and we can designate one page is flight 1,
 17 one page is flight 2, et cetera.
 18 This is a printout from the
 19 i-Logistics system that the pilots use.
 20 This stamp you see at the bottom, this is
 21 documentation that the pilots use themselves
 22 for the appropriate aircraft.
 23 That stamp that is on there, or
 24 any of the signatures, I have nothing to do
 25 with.

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1 Q. Did you work in assisting them to
 2 get the information to put into i-Logistics
 3 to put into this? The information in here,
 4 don't you provide the information to the
 5 people who input it into the system?
 6 A. The information, I ascertain from
 7 certain individuals and we put the
 8 information in there.
 9 Q. Can you confirm at SI No. 2, the
 10 cargo that's entitled "Stabilizer,
 11 Weatherford, dry bulk, going to the
 12 DEEPWATER HORIZON, weight, 285 pounds"?
 13 A. Yes, sir.
 14 Q. You document all types of
 15 shipments of cargo coming by helicopter or
 16 vessel in either i-Logistics or some form?
 17 A. Yes. One thing I want to clear
 18 up, the weight, 285, when we have something
 19 shipped, or even, say, you decide to come to
 20 the rig yourself, I get your name, the
 21 company you work for, I make sure you have
 22 the appropriate documents to fly to the rig.
 23 And once you to fly to the rig,
 24 once you get there, there is another set of
 25 scales where they weigh the individual and

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1 their bags. The weights listed on these
 2 documents here coming out were not input by
 3 me but by the people at Houma at the air
 4 base.
 5 Q. Now, you mentioned an Excel file
 6 and I want to concentrate on that now.
 7 Can you tell me what is actually
 8 in that file? Does it capture an
 9 individual, their weight, estimated
 10 departure?
 11 A. It would not show an estimated
 12 departure due to the fact that flights can
 13 vary due to weather and ongoing
 14 circumstances.
 15 The Excel sheet, one tab would be
 16 one separate page, and it is divided in
 17 half. One is outbound to the rig, one is
 18 inbound to shore.
 19 The outbound shows the
 20 individual's name, the company they work
 21 for, and their destination. The second side
 22 of the page shows people going home, to
 23 Houma, their name, appropriate weights we
 24 obtained from them on the rig, and of
 25 course, their final destination as well.

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1 One tab would be one flight,
 2 second tab as such, and third if it was
 3 deemed necessary.
 4 Q. And if I was to depart on, say,
 5 Thursday, when would that manifest be
 6 created?
 7 A. We would have created it at least
 8 24 hours ahead of time.
 9 Q. Who drafts that?
 10 A. We do, the logistics. On the rig,
 11 that is.
 12 Q. And who informs you of who to put
 13 on there, or do you just make the decision
 14 yourself? How do you determine who goes and
 15 who stays? Depending on the operations that
 16 are ongoing?
 17 A. First and foremost, on the
 18 scheduled helicopter flights, there is one a
 19 day and X number of seats already reserved
 20 for normal crew change. They have first
 21 priority.
 22 Then we fill the seats
 23 accordingly, such as, going in, there are
 24 also several factors that play in, not just
 25 ongoing operations. There is also a

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1 whiteboard we have in our office. I believe
 2 it is a 3-foot-by-3-foot whiteboard divided
 3 into seven days a week. Bottom half is
 4 going in, top half is coming out to the rig.
 5 If you were on the rig and you
 6 were finishing up, you would come to me or
 7 my other half and say, "Look, I'm going in."
 8 My standard reply, or Robert's,
 9 would be "Put your weight on the board and
 10 we will keep you informed of what is going
 11 on."
 12 That would start the process of we
 13 know you need to go in and we try to work
 14 you in accordingly to an available seat.
 15 Another factor you have to
 16 consider, say the three of you are part of a
 17 casing crew or something, some of these
 18 companies, they do not let the individuals
 19 drive to the dock themselves. They have to
 20 use the company vehicle. I have to take
 21 that into consideration, that it is not just
 22 you, but your entire team. You try to keep
 23 them on the same flight so there is no
 24 delay.
 25 What something of that nature

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1 entails, there might be 18 seats on a
 2 helicopter, but you have to look at the
 3 weight factor. There are 18 seats, but we
 4 might have too much weight on the helicopter
 5 and you might have to not put somebody on
 6 there to make a safe helicopter flight.
 7 There are so many scenarios and
 8 theories I can go through.
 9 Q. I understand. I have a good
 10 understanding of it now.
 11 Now, once you draft it, I think
 12 you said it gets reviewed and approved by
 13 someone?
 14 A. Whenever we make out the
 15 flights --
 16 (Conference between Mr. Wilson and
 17 his attorney.)
 18 THE WITNESS:
 19 All right. Repeat your question.
 20 EXAMINATION BY MR. MATHEWS:
 21 Q. We were talking about once you
 22 draft it with all of the individuals that
 23 you have scheduled for departure the
 24 following day, who actually reviews it on
 25 the rig and actually signs off on it?

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1 A. We input the individual's
 2 information into the system 24 hours ahead
 3 of time. Every day, we work with the
 4 wellsite leader on what the operation is,
 5 based on if the operation is finished up,
 6 yes, this person can go in.
 7 Roughly, by the afternoon before
 8 you go in, you pretty much know, whatever
 9 your job scope is, you will be going in.
 10 The way I work, my flight
 11 information, once it is done, I run it by
 12 the wellsite leader and he concurs with what
 13 we have there that coincides with what the
 14 current drilling operations are. So the
 15 wellsite leader is aware of it and if he is
 16 okay with it, we send it in. If he wants to
 17 take somebody off or put them on, that is
 18 his decision.
 19 Q. Is it formally signed or is it a
 20 verbal "I agree with this"?
 21 A. It is verbal.
 22 Q. The Excel spreadsheet you keep
 23 referencing, do you keep that on the rig or
 24 is it sent to Houma?
 25 A. That is on one of our internal

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1 distribution lists. It would go that
 2 afternoon, the day before the set flight.
 3 We would send it to all of the Transocean
 4 upper management on the rig, your OIM,
 5 toolpusher, senior toolpusher, driller,
 6 warehouseman, et cetera.
 7 There are several people in town
 8 on this list as well at our aviation base
 9 there in Houma.
 10 Q. When you say "ours," who are you
 11 referring to? Do you know by name who
 12 onshore receives that?
 13 A. One is that of a shared account.
 14 It is -- there's an aviation supervisor, I
 15 believe, is -- it is a joint-owned mailbox.
 16 Then I send it to four other
 17 individuals: Reese Boudreaux, Bobby
 18 Daugherty, Kenny Sing and Brian Starr.
 19 Those are the main air logistics
 20 coordinators in Houma.
 21 Q. The aviation supervisor
 22 distribution list, who owns that Outlook
 23 account that has the addition you are
 24 showing?
 25 A. It is an account set up in BP's

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1 account, a global address list.
 2 Q. On the evening of the 19th and the
 3 morning of the 20th, did you have any
 4 problems e-mailing anyone at the Houma base?
 5 A. I didn't encounter any problems I
 6 am aware of.
 7 Q. But you did send one, correct,
 8 with the Excel spreadsheet from the 19th or
 9 the 20th, when you were on duty, to the
 10 aviation supervisor, the list with the
 11 manifest?
 12 (Conference between Mr. Wilson and
 13 his attorney.)
 14 THE WITNESS:
 15 I don't recall if one was sent.
 16 EXAMINATION BY MR. MATHEWS:
 17 Q. From previous testimony, the board
 18 has been told, "it is easier to put them on
 19 the manifest than take them off."
 20 Can you explain that to me?
 21 A. Yes, sir. What that means is we
 22 are required to put these individuals on a
 23 flight 24 hours ahead of time coming out to
 24 the rig. It helps the pilots plan their
 25 flights to make sure they have enough fuel

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1 to make a round-trip, say, from Houma to the
 2 rig and back if an emergency makes it
 3 necessary.
 4 We interview the person, say, you
 5 would be going in and this pertains a lot to
 6 the inbound flight. Say your job was
 7 finishing up on a Tuesday. We would have
 8 your information put on the day before and
 9 sent in. The reason being that after
 10 5:30 in the morning, the normal check-in, we
 11 pretty much run like the airlines do. You
 12 need to be there an hour ahead of time and
 13 checked in. After a certain time, that
 14 flight is locked out, which means we cannot
 15 make additions or modifications to it
 16 without approval from a higher level.
 17 Say, if at the last minute, you
 18 had a family emergency and I have a
 19 helicopter coming with 15 people on it
 20 already. I know I have room for you, but I
 21 can't just add you to the flight and let the
 22 pilot know when he gets there. We have to
 23 notify my aviation opposite in Houma that I
 24 have a situation that has presented itself,
 25 Mr. Dykes needs to go in, here is his name

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1 and weight. Can we get him on this flight?
 2 In turn, my opposite in Houma
 3 would go to PHI's lead pilot, present him
 4 with the scenario and with the manifest we
 5 have already started. The lead pilot has to
 6 make the decision to allow that person on
 7 the flight or not. If he allows it, there
 8 is a stamp the lead pilot would stamp on
 9 that document and fax back to our rig
 10 approving this.
 11 Then, once the helicopter pilot en
 12 route lands, I would take the new document
 13 with the new addition to the pilot of that
 14 said aircraft and show him the new addition
 15 and show him the stamp of the lead pilot.
 16 In turn, that -- the helicopter has already
 17 stopped, no rotors turning, et cetera.
 18 The lead pilot has to go down to
 19 the bridge or the first available telephone,
 20 talk to Houma to verify that this addition
 21 has been added on and it is okay, and he
 22 accepts putting this person on the
 23 helicopter to go in. That is just to add
 24 somebody.
 25 To take someone off, if there is a

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1 change, say, you had a job and there was a
 2 delay so you needed to work the next day,
 3 basically, then all we need to do is take
 4 that person off of the flight. We still
 5 notify the same chain of command in Houma
 6 through our aviation opposite and he runs it
 7 up the chain of command. They say okay, we
 8 take it off the manifest.
 9 Once the pilot lands, we notify
 10 him that yes, we had a person we had to take
 11 off and we have subtracted this much weight.
 12 The pilots then make their fuel load
 13 according to the new ratio and continue on
 14 with the day's business.
 15 Q. I think earlier you said that
 16 there is some time when the flight becomes
 17 locked out. How much in advance does that
 18 occur?
 19 A. Normally, an hour ahead of time.
 20 So say I had you on a flight taking off at
 21 6:30. Around 5:30 or so, they lock the
 22 flight. We can't modify it anymore.
 23 Q. What time does the second flight
 24 normally leave at?
 25 A. There is not a second flight.

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1 Q. What time does the first flight
 2 leave?
 3 A. We have one flight a day
 4 guaranteed to the rig, Monday through
 5 Friday.
 6 Every flight is an early flight
 7 except Tuesday, on my day. Monday,
 8 Wednesday, Thursday and Friday, check-in is
 9 at 5:30. The flight, in good weather, in
 10 good conditions, would depart roughly 6:30,
 11 6:45 to the rig.
 12 On Tuesdays, it was -- I want to
 13 say 8 o'clock check-in and depart an hour
 14 after that.
 15 On that day, they had one flight
 16 before us and then we were the second flight
 17 for that particular helicopter on Tuesdays.
 18 But normally, every day, we have a
 19 first flight. So in good weather and good
 20 conditions, it would depart around 6:30.
 21 Q. And if there was a second flight,
 22 you think it would normally be about an hour
 23 or so after that?
 24 A. No, sir, it depends on which
 25 helicopter we could get available in the

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1 fleet. Sometimes it would be a back-to-back
 2 helicopter or it could be one later that
 3 afternoon. It just depends on aircraft
 4 availability and/or seats, how many we need
 5 to utilize.
 6 Q. If Schlumberger personnel were on
 7 the rig on a second flight out on the 20th,
 8 is it accurate to say that the wellsite
 9 leader and the manifest was approved to have
 10 them on that manifest on April 19?
 11 A. Repeat that.
 12 Q. The second flight on April 20,
 13 which we have not obtained the manifest yet,
 14 it should have the Schlumberger personnel
 15 onboard the DEEPWATER HORIZON. For them to
 16 be on the second flight out, that manifest
 17 had to be reviewed and approved by the
 18 wellsite leader on the rig before they were
 19 actually able to depart on April 20. And
 20 that was actually approved on April 19, 24
 21 hours in advance of them departing the rig.
 22 A. One second please.
 23 (Conference between Mr. Wilson and
 24 his attorney.)
 25 THE WITNESS:

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1 The answer will be a two-part
 2 answer. If they were on a flight on
 3 Tuesday, yes, on Monday we would have
 4 entered them just to ensure the continuity
 5 of the flight and not delay the flight they
 6 are on. If that flight is delayed, you
 7 delay the rest of the flights through the
 8 day.
 9 We would have run the flight by
 10 the wellsite leader just to make sure they
 11 know what is going on. Also, they can be
 12 taken off if deemed necessary in case of
 13 certain decisions that would have been made
 14 on the rig by the wellsite leaders or
 15 engineers. Yes, if need be, they could be
 16 taken off.
 17 EXAMINATION BY MR. MATHEWS:
 18 Q. What is the due date for the -- if
 19 you were to submit a manifest on April 19,
 20 when would you have to submit that by,
 21 time-wise, to PHI Houma for the following
 22 day?
 23 A. Normally, we try to get the final
 24 flight that is going to be handled somewhere
 25 between 2 and 3 in the afternoon.

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1 Normally, my aviation opposite in
 2 Houma, they would call the rig for our
 3 numbers for the day, meaning how many people
 4 are coming and going, even though we have
 5 mailed them the manifest, just to have that
 6 personal touch. So not only do we e-mail
 7 them, but we talk to each other and keep
 8 open communications at all times of who is
 9 coming and going.
 10 MR. HYMEL:
 11 I could probably try to clear this
 12 up later in questioning, but I think there
 13 is a miscommunication.
 14 I thought I heard him say they
 15 keep the wellsite leader in the loop and
 16 that they run it by him. Your question
 17 seemed to assume that the wellsite leader
 18 approved the manifest.
 19 MR. MATHEWS:
 20 I asked the witness directly if
 21 there is signed or verbal approval, and he
 22 said verbal approval.
 23 MR. HYMEL:
 24 Well, I can ask him, but I wonder
 25 if it might make sense to just clarify it

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1 now. Does the wellsite leader actually
 2 approve the manifest?
 3 MR. MATHEWS:
 4 Fair enough. But there is no
 5 confusion because I asked him earlier if the
 6 approval was signed or verbal, and he said
 7 verbal.
 8 THE WITNESS:
 9 May I explain?
 10 EXAMINATION BY MR. MATHEWS:
 11 Q. Yes, sir.
 12 A. I believe I explained earlier that
 13 when I present one, saying this is who is
 14 going out and who is coming in, the wellsite
 15 leader wouldn't say yes, I approve, or, no,
 16 I disapprove. No. He would look it over
 17 and say, "Yeah, that looks good, go ahead
 18 and send it out."
 19 That would be the tone or the
 20 context of the message. It's not like, "No,
 21 this one is not approved, I'm not going to
 22 send it in."
 23 It's "You go ahead and send it
 24 in," something of that nature.
 25 Q. For the record, you don't know

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1 what is going on with the well day to day,
 2 the wellsite leader does. So he would be
 3 the one who determines who has the ability
 4 to leave and the reasons for leaving the
 5 rig.
 6 A. That's correct.
 7 Q. Who put the Schlumberger people on
 8 the manifest?
 9 A. Logistics coordinator.
 10 Q. And why did the logistics
 11 coordinator put the Schlumberger people on
 12 the manifest?
 13 A. Why?
 14 Q. Why?
 15 A. I don't recall.
 16 Q. Do you typically select people at
 17 random and throw them on the manifest or
 18 does BP make the decision?
 19 MR. HYMEL:
 20 Objection, argumentative. It
 21 gives two possible answers, either we
 22 randomly put them on or BP people approve
 23 putting them on. It could be a host of
 24 things.
 25 JUDGE ANDERSON:

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1 It could be, and obviously, I
 2 think Mr. Mathews just wants to let the
 3 witness know he is not forcing a particular
 4 type of answer, but those seem to be the
 5 choices that seem apparent to Mr. Mathews.
 6 And we are just trying to
 7 understand what is going on. Obviously, you
 8 have to testify as to what you think the
 9 actual procedure is. You are not limited to
 10 any particular set of choices.
 11 So if you can explain to us in
 12 answer to that question how the final
 13 decision is actually made or what happens if
 14 the wellsite leader says, Well, I don't
 15 think that is a good idea for Sam to leave,
 16 I think it should be Joe, then the board can
 17 better understand how it works.
 18 THE WITNESS:
 19 This goes back to the whiteboard
 20 we have in our office that was provided
 21 seven days a week. Some of our third-party
 22 guys, when they feel like their operation is
 23 coming to an end or nearing completion, they
 24 come to my office or my opposite's office
 25 and say, "Hey, it looks like I will be going

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1 in."
 2 That is when we put their name on
 3 the board to capture when they are going in
 4 so they will not be left behind. It is a
 5 joint effort between myself, the wellsite
 6 leader, and also the person doing the work.
 7 It is their obligation to let me know they
 8 are finishing up and need to go in.
 9 EXAMINATION BY MR. MATHEWS:
 10 Q. So Schlumberger personnel are
 11 responsible to come up to you and say,
 12 Mr. Wilson, I will probably be departing
 13 this day and I need to be on the manifest?
 14 A. Yes, sir.
 15 Q. For the record, did Schlumberger
 16 ever take their own helicopter back to
 17 Houma, or was it a BP helicopter?
 18 A. I don't recall.
 19 Q. At any time in the history of
 20 being on the DEEPWATER HORIZON, did
 21 contractors bring their own helicopters out
 22 there to depart?
 23 A. Not that I am aware of, no, sir.
 24 Q. I want to go back to the VIP trip
 25 that took place on the 20th. How many times

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1 did they arrange that trip with you
 2 personally? Were there a lot of changes in
 3 scheduling for the VIP visit?
 4 A. Do you have any e-mails?
 5 Q. I have a whole pile of them; I
 6 don't want to go through them.
 7 A. Can I look through them?
 8 Q. Take your time.
 9 (Conference between Mr. Wilson and
 10 his attorney.)
 11 THE WITNESS:
 12 According to these e-mails, it
 13 seems like there were several conversations
 14 revolving around this one particular trip.
 15 It looks like there were numerous changes
 16 being made in Houston and not on the rig
 17 itself; that they were trying to decide who
 18 was coming and going, and out of courtesy,
 19 they were letting us know of the changes.
 20 EXAMINATION BY MR. MATHEWS:
 21 Q. Did you personally put them on the
 22 manifest going in and out? How did you
 23 handle them?
 24 A. As a manifest for --
 25 Q. Flight departures of people coming

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1 in and going out. Did you specifically have
 2 to get people off the rig to address these
 3 people coming?
 4 A. Rephrase that.
 5 Q. With the people coming out, did
 6 you have to move people off of the DEEPWATER
 7 HORIZON to make sure these people could get
 8 on the rig?
 9 A. No. This was just kind of a day
 10 trip or visit, and if something presented
 11 itself and these people did not need to show
 12 up and we had to keep everybody on the rig,
 13 yes, we could have said you need to stop
 14 this, we have operations going on on the
 15 rig. That has happened before.
 16 Q. Earlier you talked about
 17 i-Logistics and the coordination of
 18 personnel and cargo going to the rigs. Do
 19 you work with the contractors in getting
 20 assets to the rig? Say, a piece of
 21 Weatherford equipment, do you work with
 22 Weatherford or do you work with BP?
 23 A. Normally, whenever there is
 24 equipment or tools that needs to come to the
 25 rig, we have third-party contractors that

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1 stay out there and they let me know that
 2 they have stuff coming out and where should
 3 we have it available. We have boats
 4 available in Fourchon.
 5 And as far as what tools are
 6 needed, that has already been discussed
 7 between that individual and the wellsite
 8 leader himself on what they need. My job is
 9 just getting it from point A to point B.
 10 Q. Is that an accurate system? Is
 11 there any time when you lost shipments or
 12 stuff didn't arrive when it was supposed to?
 13 A. Not that I am aware of.
 14 Q. So, in your testimony, that is a
 15 highly accurate system you have in place?
 16 A. Yes.
 17 Q. Did you coordinate the shift of
 18 the centralizers to the DEEPWATER HORIZON
 19 for the production casing?
 20 A. I checked to see what availability
 21 we had on an aircraft as far as if it could
 22 hold said cargo. I presented that
 23 information to Houma and they made their
 24 decision based on the information I gave
 25 them.

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1 Q. According to my knowledge, there
 2 were two pallets from Weatherford, and one
 3 pallet was shipped by helicopter and one was
 4 actually put on an OSV to be shipped to the
 5 DEEPWATER HORIZON. The Weatherford
 6 employee, he got on the helicopter with the
 7 first pallet, and the second pallet, he
 8 never saw when he got to the DEEPWATER
 9 HORIZON with the other pieces of equipment.
 10 To your knowledge, did that second
 11 pallet that came by OSV ever arrive on the
 12 DEEPWATER HORIZON?
 13 A. I don't remember.
 14 (Conference between Mr. Wilson and
 15 his attorney.)
 16 THE WITNESS:
 17 May I rephrase?
 18 EXAMINATION BY MR. MATHEWS:
 19 Q. No problem.
 20 A. The question you asked about the
 21 second pallet, I was not aware of a second
 22 pallet. The only one I was informed of was
 23 the one we were flying out on the
 24 helicopter.
 25 Q. Would you normally be contacted if

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1 there were something coming by OSV to the
 2 rig or is that out of your realm?
 3 A. As far as a boat leaving Fourchon
 4 headed to our rig?
 5 Q. Yes, sir.
 6 A. Yes. The dock would inform me of
 7 what equipment we had there on the boat and
 8 send us a manifest.
 9 Q. I want to move on to morning
 10 meetings. Did you participate in those,
 11 sir?
 12 A. Which one are you referring to?
 13 There are three different ones.
 14 Q. Tell me the three that you are
 15 talking about.
 16 A. The first and foremost is the BP
 17 morning operations meeting which is around
 18 7:30. That one, I attended. Normally, I
 19 did not participate with my wellsite leader.
 20 I normally worked with Ronnie. Just before
 21 the meeting, he and I would have a quick
 22 impromptu meeting in the office and I would
 23 give him the logistics of the day and let
 24 him handle that part when the topic came up
 25 in the meeting.

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1 The safety meeting was a meeting
 2 that Transocean held with their senior
 3 management on the rig, OIM, senior
 4 toolpusher, department heads, et cetera.
 5 That was pretty much just for Transocean.
 6 Third, there was an 11 o'clock
 7 pretour meeting. That was held twice a day
 8 at 11 a.m. and 11 p.m.
 9 Q. I want to talk to you about the BP
 10 morning one at 7:30 in the morning. Were
 11 you required to participate in those every
 12 day?
 13 A. I attended those every day.
 14 Q. Were you required though, per the
 15 operations manual on the DEEPWATER HORIZON?
 16 A. I don't recall.
 17 Q. I want to go now to -- are you
 18 familiar with the term DIMS report?
 19 A. Yes, sir, but that is actually an
 20 antiquated acronym.
 21 Q. The daily DIMS report?
 22 A. May I embellish?
 23 Q. Yes.
 24 A. DIMS stands for Drilling
 25 Information Management System. It is a

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1 specialized software which is actually owned
 2 by Landmark, which is a subsidiary of
 3 Halliburton, that it provides to different
 4 customers and operators on how to record
 5 your daily drilling activities.
 6 The new system we just went to is
 7 called OpenWells. It is just a newer,
 8 modern version of DIMS. No disrespect to
 9 the DIMS program, it is the same thing, but
 10 it is just a newer and sleeker version of
 11 that.
 12 Anyway, this new program is called
 13 OpenWells, and it's the information that we
 14 put in from the BP aspect of the 24-hour
 15 drilling operations that occurred.
 16 Q. And that's pretty much a daily
 17 operations report?
 18 A. Yes, normally we take the IADC, a
 19 copy of it that Transocean provides us, and
 20 we would input the data off of the IADC from
 21 the wellsite, look it over and make any
 22 changes as necessary.
 23 Q. Does that get sent out for
 24 additional distribution?
 25 A. Every morning, we export that

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1 report to the Houston server.
 2 Q. In your written statement and your
 3 earlier testimony, you said you were
 4 entering invoices into the reporting system
 5 right before the incident.
 6 A. Yes.
 7 Q. What types of invoices were you
 8 putting in, sir?
 9 A. They were normal daily invoices of
 10 what might have come in throughout the day.
 11 As I described, once we get an invoice, we
 12 check it for authenticity to make sure the
 13 money is right or the accounting is correct
 14 or days of whatever services.
 15 We process it by stamping it,
 16 putting in the correct well name, the pay
 17 key if the vendor had one, then submit it to
 18 the wellsite leader to sign off on and
 19 approve.
 20 Once he does that, we take it and
 21 enter it into the reporting system on the
 22 said page. Once we got through with that,
 23 we filed it in two places. One, we have
 24 what we call rig mail, which is the actual
 25 invoice that is stamped goes to Houston and

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1 the other one we keep for future reference.
 2 Q. Look at Bates No.
 3 BP-HZN-MPI00193481. This is from the Gulf
 4 of Mexico Operating Plan, ending in 193481.
 5 Look at the third bullet down
 6 where it says, "Weekly grid cost meetings."
 7 Take the time to read that real quick.
 8 Are you familiar with what a
 9 weekly rig cost meeting is?
 10 A. What I am looking at here is only
 11 2 pages out of a 73-page document.
 12 Q. Right. This is just a synopsis of
 13 what it is supposed to do.
 14 A. What you have highlighted here,
 15 weekly rig cost meeting, this is part of the
 16 job duties and descriptions of what would be
 17 my counterpart in Houston, the petro
 18 technologist that is assigned to each
 19 individual rig.
 20 Q. This is not something you would
 21 participate in on the rig?
 22 A. My job on the rig would be to
 23 actually be sure the filed invoices are
 24 processed properly and accurately and then
 25 it is sent into town.

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1 Q. Did you prepare something weekly
 2 for them to have at these weekly meetings?
 3 A. That would have been done by my
 4 opposite in town, the petro technologist.
 5 Q. Who is that?
 6 A. There are several that sign them.
 7 One particular girl for the MACONDO was
 8 Cindy Holik.
 9 Q. At any time when you were aboard
 10 the DEEPWATER HORIZON, did you ever become
 11 familiar with a BP performance measure
 12 called "Cost Performance - Every Dollar
 13 Counts"?
 14 A. I don't remember.
 15 Q. Onboard the DEEPWATER HORIZON,
 16 were you aware of any incentive programs
 17 where you were rewarded for reducing costs
 18 to the rig?
 19 A. Could you repeat that?
 20 Q. While onboard the DEEPWATER
 21 HORIZON, did you ever receive an award for
 22 reducing costs on the rig?
 23 A. No, sir.
 24 Q. Did you ever receive an award from
 25 BP or Transocean?

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1 A. Have I received one?
 2 Q. A performance award.
 3 MR. LIPUMA:
 4 If I understand, this is ever in
 5 his career?
 6 MR. MATHEWS:
 7 Yes, sir.
 8 THE WITNESS:
 9 We received some. I know we
 10 were -- some of the yearly No LTA awards,
 11 that was a joint effort between BP and
 12 Transocean for every year that we did not
 13 have any type of safety incident or LTA of
 14 that nature. It rolled from year to year
 15 until something happened of that nature.
 16 There were several we received.
 17 EXAMINATION BY MR. MATHEWS:
 18 Q. Who did you receive them from, BP
 19 or Transocean?
 20 A. It was a joint effort.
 21 Q. Did BP -- I know you said on
 22 safety, but was there ever a denominator in
 23 that equation where they talked about
 24 downtime or being on schedule or meeting the
 25 AFE?

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1 A. I don't recall.
 2 Q. We received correspondence from
 3 Transocean about their rig employees
 4 receiving bonuses, and they gave us the
 5 equation. Twenty percent of it goes to
 6 safety performance, and an additional
 7 20 percent goes to individual performance.
 8 So you are at 40. But the remaining
 9 60 percent is depending on cash flow, value
 10 added, service, daily rig costs, and rig
 11 downtime.
 12 Did you ever receive a bonus or
 13 award from Transocean?
 14 A. I am not a Transocean employee.
 15 Q. But did you ever receive an award
 16 from Transocean while on the DEEPWATER
 17 HORIZON? I thought you said both earlier in
 18 your testimony.
 19 A. One second.
 20 (Conference between Mr. Wilson and
 21 his attorney.)
 22 THE WITNESS:
 23 The question is actually two
 24 different questions, because the first one I
 25 answered to you was actually an award which

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1 was given for no lost time, overall
 2 operations.
 3 In the past, we have received
 4 bonuses based on performance for how well we
 5 drilled a well, and it took into
 6 consideration LTAs or incidents of that
 7 nature. That was also a joint collaboration
 8 between BP and Transocean.
 9 So, like I said, it is a dual
 10 question.
 11 EXAMINATION BY MR. MATHEWS:
 12 Q. I think you said you started on
 13 the DEEPWATER HORIZON back in February of
 14 2002. Being the logistics coordinator, at
 15 any time, did you have to stop any shipments
 16 of rig personnel or equipment because of
 17 problems on the rig?
 18 A. It is everybody's responsibility
 19 to stop a job --
 20 Q. I understand. But at any time, as
 21 the logistics coordinator, did you
 22 personally ever delay shipping or anything
 23 on orders from anyone at Transocean or
 24 within BP that we are stopping work, we
 25 can't have anything going on on the rig

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1 until we get back to the core problems of
 2 safety in the eight years you were out
 3 there?
 4 A. I don't recall.
 5 Q. I want to go back now to
 6 coordination.
 7 With respect to inspections and
 8 audits, I want to talk particularly about
 9 BOEM or Coast Guard inspectors coming to the
 10 rig. Do they coordinate with you when they
 11 are coming?
 12 A. They would give us a courtesy
 13 notification. They have their own
 14 transportation and their own logistics
 15 system.
 16 Q. How long in advance? Hours? A
 17 day?
 18 A. It just varied.
 19 Q. Does it vary by agency or do the
 20 agencies vary themselves?
 21 A. It varies even between districts.
 22 Q. And typically, within the -- let's
 23 talk about BOEM. About how long before you
 24 know they are going to be on the rig do they
 25 coordinate that they are landing on the

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1 helideck? Just a range?
 2 A. It depends on each individual
 3 district. Could be that one district would
 4 notify us maybe a day ahead of time versus
 5 another one of the districts might call
 6 ahead and say, We're 20 minutes out, we're
 7 going to land.
 8 There have been times when -- if
 9 they were 20 or 30 minutes out and we were
 10 in the middle of helicopter crew change, the
 11 HMO on the rig would let them know that we
 12 are in the middle of our crew change and the
 13 helideck is red and you cannot land until
 14 deemed necessary.
 15 Q. With respect to companies like
 16 MODUSpec, or when BP comes out to do their
 17 audits, do they coordinate well in advance,
 18 prior to their arrival?
 19 A. Most of those are coordinated
 20 under Transocean's direction, but the
 21 Transocean radio operator, he would inform
 22 us of, you know, he has these people, they
 23 want to try and get out on this certain
 24 date. If we have room, we work it in.
 25 Q. Whenever you get the

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1 notification -- let's stick to the
 2 inspection side rather than the enforcement
 3 side -- whether it is 20 minutes out or 2
 4 days out, do you normally go immediately
 5 notify the OIM?
 6 A. That is not my job.
 7 Q. Who do you notify, the wellsite
 8 leader?
 9 A. Yes.
 10 Q. After you make that notification
 11 to them, do you see anything ever taking
 12 place where anything has been taken out of
 13 bypass? Or anything that goes on on the
 14 rig?
 15 A. Not that I am aware of.
 16 Q. I think when I was talking to you
 17 back in June, you actually had a role in a
 18 lot of the activity that was going on in
 19 response to the relief well. I think that
 20 is where you were headed.
 21 What was your role at BP after the
 22 incident on April 20, 2010?
 23 A. I don't recall the conversation
 24 you and I had.
 25 Are you asking am I back at work

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1 now, currently?
 2 Q. Yes, sir.
 3 A. As of July 1, I have been working
 4 in the BP office under the MACONDO tactical
 5 response as part of the team that is under
 6 John Sprague's group. What I do is like an
 7 operations assist role, assisting in
 8 documentation or data research.
 9 Q. And you report directly to John
 10 Sprague, you said?
 11 A. Yes, sir.
 12 Q. What are some of your performance
 13 measures in this position?
 14 A. This position here is more of an
 15 operations and not performance.
 16 Q. But when you came aboard, did you
 17 find out what your responsibilities were
 18 going to be and sign a document stating
 19 that?
 20 A. Did I sign a document of that
 21 nature? No.
 22 MR. MATHEWS:
 23 Thank you, that is all I have.
 24 JUDGE ANDERSON:
 25 Any other board questions?

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1 EXAMINATION BY MR. McCARROLL:
 2 Q. Sir, you said you are aware of
 3 invoices that are sent to you that you sign.
 4 Are you aware of a helicopter --
 5 A. The actual invoices, I do not sign
 6 those. I process them for the wellsite
 7 leader to sign.
 8 Q. But are you aware of the cost?
 9 A. The cost for helicopters?
 10 Q. Yes.
 11 A. We have a fixed number given to us
 12 by our aviation department that we charge
 13 off daily for helicopters.
 14 Q. Can you tell me approximately what
 15 the cost is for a flight to the rig?
 16 A. The normal cost for normal crew
 17 change helicopters, we charge around \$25,000
 18 a day.
 19 Q. For a helicopter?
 20 A. For our normal assigned daily
 21 helicopter.
 22 Q. Who is responsible for that cost?
 23 A. The cost is charged off per
 24 business unit, per well.
 25 Q. Is BP paying for it or Transocean?
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1 A. BP is.
 2 Q. So if BP is paying for the cost
 3 and it is \$25,000, are you telling me they
 4 don't know who is getting on the
 5 helicopters?
 6 A. That is not what I said.
 7 Q. That is what I am asking. If BP
 8 is paying \$25,000 for a helicopter to fly
 9 out there, do they know who is going to get
 10 on those helicopters?
 11 A. What I stated was when we make the
 12 helicopter manifest, we run it by the
 13 wellsite leader so he is aware of who is
 14 coming and going from the rig.
 15 MR. McCARROLL:
 16 Thank you.
 17 EXAMINATION BY CAPT. HIGGINS:
 18 Q. Good morning, just a few
 19 questions.
 20 When you made the call to BP to
 21 get resources to respond to the rig, did you
 22 make any other phone calls?
 23 A. I don't recall.
 24 Q. Did you call the Coast Guard, for
 25 example, or alert any government resources
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1 to respond?
 2 A. No, sir. The only person I called
 3 first and foremost was the dispatcher in
 4 Fourchon.
 5 Q. Was it your responsibility to make
 6 distress calls?
 7 A. I'm not part of the Transocean
 8 organization in responses of that nature.
 9 Q. So your call to BP was of your own
 10 initiative; that wasn't your role in
 11 accordance with a plan; is that right?
 12 A. Let me elaborate a little bit on
 13 that.
 14 There was a, like, for lack of a
 15 better term, a docking station bill that was
 16 throughout the rig. It showed
 17 responsibilities and positions on the
 18 DEEPWATER HORIZON. Our role is to notify
 19 the BP side of any incident that occurs to
 20 let BP start moving the necessary people
 21 and/or equipment to whatever situation
 22 presents itself.
 23 Q. Would the emergency response calls
 24 be expected to come from the bridge watch
 25 rather than from the logistics personnel?
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1 MR. SCHONEKAS:
 2 I object. In terms of who, BP or
 3 Transocean?
 4 EXAMINATION BY CAPT. HIGGINS:
 5 Q. Who from the rig would normally
 6 make notifications calling for an emergency
 7 response?
 8 A. The way we do our business is
 9 during any of the drills, even the weekly
 10 fire and abandon drills we practice every
 11 week, we go through the entire scenario. We
 12 call the shore base to find out what
 13 available resources I have at that time in
 14 whatever situation presents itself, and we
 15 continue on with the exercise or alert other
 16 resources.
 17 Q. Sir, would it have been your job
 18 to notify the Coast Guard to respond to this
 19 type event?
 20 A. My role in response to what we do
 21 is to notify my teams, which consists of the
 22 aviation department and the marine
 23 department within BP logistics.
 24 Q. And whose responsibility would it
 25 be to notify the Coast Guard to respond to
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1 this type of event?
 2 A. I don't know.
 3 Q. What I am trying to understand is
 4 the relationship between the logistic
 5 responses in the event of an emergency and
 6 the bridge watch response. Could you
 7 explain that?
 8 A. I am not aware of Transocean's
 9 policies on that.
 10 Q. The bridge response is the
 11 Transocean responsibility and your
 12 responsibility was the BP logistics
 13 response; is that accurate?
 14 A. Rephrase that for me.
 15 Q. My understanding of what you are
 16 saying is the bridge watch response is
 17 essentially Transocean's responsibility, and
 18 what you were doing was essentially the BP
 19 logistics response. Is that accurate?
 20 A. The way my role intertwines with
 21 Transocean in any emergency situation that
 22 presents itself is I notify the aviation
 23 opposite of me and the marine and give them
 24 the scenario and identify the resources we
 25 have at that time and make them known and

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1 available to Transocean if they need it to
 2 continue whatever the operation may be.
 3 Q. What I am trying to understand is
 4 why your call is only to BP and those
 5 resources and not to emergency responders
 6 such as the Coast Guard?
 7 A. I acted as I normally have in any
 8 emergency drill we have ever participated
 9 in. The first call I always make is to my
 10 opposite to get us, in this case, actually
 11 get us help. And that's what we have always
 12 done in the past, or I have done, is I
 13 contact that person, or my opposite, in
 14 Houma or Fourchon.
 15 Q. I believe you said you don't know
 16 who was responsible for contacting the Coast
 17 Guard or other emergency responders?
 18 A. I don't know that part.
 19 Q. With regard to lifeboat No. 2, do
 20 you know who was responsible for that boat?
 21 A. Should be Transocean.
 22 Q. Who was in charge when you got to
 23 the boat?
 24 A. I don't recall.
 25 Q. Do you know who ordered that boat

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1 to be launched?
 2 A. I don't recall.
 3 Q. Do you know if Mr. Daun Winslow
 4 was directing the operations of that boat?
 5 A. I don't recall.
 6 Q. When you were on board the DAMON
 7 BANKSTON, who was in charge and directing
 8 the operations of the DAMON BANKSTON?
 9 A. That would have been the captain
 10 of the DAMON BANKSTON. I believe it was
 11 Captain Alwin.
 12 Q. Would that have been Captain Alwin
 13 Landry, sir?
 14 A. When I was on the bridge of the
 15 DAMON BANKSTON, I remember Captain Alwin.
 16 MR. BUTTS:
 17 Is that his first name, do you
 18 recall?
 19 THE WITNESS:
 20 I don't recall his first name,
 21 sir.
 22 EXAMINATION BY CAPT. HIGGINS:
 23 Q. Do you know, was the master of the
 24 DEEPWATER HORIZON on the DAMON BANKSTON?
 25 A. At one point, he was on the

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1 bridge, yes, sir.
 2 Q. Was he the one directing the
 3 response operations with regard to the
 4 DEEPWATER HORIZON?
 5 MR. SCHONEKAS:
 6 Captain, could you be more
 7 specific in terms of "response"?
 8 EXAMINATION BY CAPT. HIGGINS:
 9 Q. Do you need me to clarify the
 10 question?
 11 A. Yes, sir, please.
 12 Q. Who was directing the vessel's
 13 movements with regard to the response to the
 14 DEEPWATER HORIZON emergency? Was it Captain
 15 Landry or someone else?
 16 A. As I said earlier, it was the
 17 captain of the DAMON BANKSTON. He was
 18 coordinating -- when a boat would arrive in
 19 the field, he would talk to them by radio
 20 and advise them of their best course of
 21 action.
 22 Q. Was anyone else directing him?
 23 A. I don't recall.
 24 Q. Do you recall a role that might
 25 have been held by Mr. Daun Winslow with

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1 regard to directing the response activities?
 2 A. I know that Mr. Winslow was on the
 3 bridge of the DAMON BANKSTON, but I don't
 4 recall what he was involved in.
 5 Q. Changing subjects, to your
 6 knowledge, how many centralizers were
 7 available on the DEEPWATER HORIZON on the
 8 date to be run?
 9 (Conference between Mr. Wilson and
 10 his attorney.)
 11 THE WITNESS:
 12 Can you rephrase that, sir?
 13 EXAMINATION BY CAPT. HIGGINS:
 14 Q. Yes. When the centralizers were
 15 run on the well, were there 16 centralizers
 16 available to be run?
 17 A. I don't recall.
 18 May I embellish on that?
 19 Q. Please.
 20 A. The reason why I state it as such
 21 is the other centralizers that were flown
 22 out, I did not personally put my hands on or
 23 see them.
 24 Q. Do you know if logistics prevented
 25 the running of the 15 additional

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1 centralizers?
 2 A. You know what? Redefine logistics
 3 in your sentence.
 4 Q. Yes, sir. A decision was made not
 5 to run the additional 15 centralizers. My
 6 question is, was that decision based on
 7 logistics or was it based on some other
 8 criteria?
 9 (Conference between Mr. Wilson and
 10 his attorney.)
 11 THE WITNESS:
 12 I was not aware or I don't know of
 13 any of those conversations that involved
 14 running those extra centralizers.
 15 EXAMINATION BY CAPT. HIGGINS:
 16 Q. Do you know if it would have been
 17 logistically possible to have run those
 18 additional centralizers?
 19 A. Rephrase that.
 20 Q. Did anyone say to you that "We
 21 can't do this because it is logistically
 22 impossible to get the centralizers to run on
 23 this rig"? Was it presented to you, as the
 24 logistics coordinator, that we need these
 25 and you had to tell someone that, I'm sorry,

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1 we can't get them here in time?
 2 A. No, sir, I was not aware of a
 3 conversation of that nature.
 4 Q. So you did not tell anyone that
 5 "Logistically, we can't obtain these
 6 centralizers"?
 7 A. No, sir, I'm not aware of one.
 8 Q. And that would have been the
 9 responsibility of the logistics coordinator,
 10 wouldn't it?
 11 A. To move a product from point A to
 12 point B, yes. But to make a decision of
 13 that nature, that is not within my realm.
 14 Q. Right. Your realm would be
 15 whether or not you could get the product
 16 from point A to point B at a particular
 17 time. Correct?
 18 A. Given a current scenario, time
 19 frame and conditions, yes.
 20 Q. And you never were put in a
 21 position where you had to say that can't be
 22 done. Is that correct?
 23 A. I don't recall.
 24 Q. You spoke about an LTA. Could you
 25 explain that for me, please?

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1 A. An LTA is an acronym we use for
 2 lost time accident.
 3 Q. So a lost time accident is a
 4 safety measure or a performance measure?
 5 A. It can affect both.
 6 Q. Please explain, sir.
 7 A. Well, if you have a lost time
 8 accident where someone is injured, you
 9 provide them with medical treatment and any
 10 necessary means outside of that, whether it
 11 be treatment at the rig -- with the rig
 12 medic or sending them in to a medical
 13 facility.
 14 CAPT. HIGGINS:
 15 Thank you very much, sir.
 16 JUDGE ANDERSON:
 17 Lieutenant?
 18 EXAMINATION BY MR. BUTTS:
 19 Q. I understand, and just to add to
 20 Captain Higgins' question, are you familiar
 21 with the Emergency Response Plan,
 22 Mississippi Canyon 252, DEEPWATER HORIZON?
 23 A. May I?
 24 Q. Of course.
 25 (Conference between Mr. Wilson and

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1 his attorney.)
 2 THE WITNESS:
 3 To answer your question, I have
 4 seen a document of this nature. This
 5 document is normally stored in the wellsite
 6 leader's office.
 7 EXAMINATION BY MR. BUTTS:
 8 Q. So is it then the wellsite
 9 leader's responsibility to enact that
 10 emergency evacuation plan? If you know.
 11 A. I don't know the details of this
 12 document so I can't comment on that.
 13 Q. You were making phone calls --
 14 immediate phone calls, it sounds like, to
 15 the dock at Port Fourchon?
 16 A. Yes.
 17 Q. And you were coordinating assets
 18 to respond to the DEEPWATER HORIZON. Do you
 19 know -- well, you don't know the contents of
 20 that document, but certain procedures you
 21 were performing are actually listed in that
 22 document. For example, coordinating the
 23 helicopter. I didn't see anywhere in there
 24 where it said to call the dock.
 25 Do you know if the wellsite leader

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1 should have been making those calls?
 2 A. I'm not familiar with this
 3 document.
 4 Q. Okay. Good enough.
 5 Were you assigned to lifeboat
 6 No. 1?
 7 A. I believe so. The way it normally
 8 sets up and the way it works is those people
 9 that are in even numbered rooms are assigned
 10 to lifeboats 2 and 4, whereas odd numbers
 11 are 1 and 3.
 12 Q. Did you always go to lifeboat
 13 No. 1 on your weekly drills?
 14 A. We did that every Sunday. My job
 15 entailed being on the bridge and helping.
 16 As I stated, if there is a drill or whatever
 17 presents itself, I contact my aviation
 18 opposite and boat opposite and marine, and
 19 when I'm on the bridge, as I stated before,
 20 I would announce to the captain I was on the
 21 bridge, just so he was aware, and also,
 22 Transocean's radio operator was up there
 23 where he kept muster. Made sure that
 24 everything was accounted for appropriately.
 25 We had a call sheet kept there of

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1 who I called, when I called, and the
 2 person's name, and what available boats
 3 and/or aircraft, so that information would
 4 be readily available to the captain for
 5 whatever scenario they might try to enact on
 6 said fire drill.
 7 So the majority of the time, I
 8 stayed on the bridge during fire drills
 9 unless we decided to have everyone evacuate.
 10 Q. Whose responsibility would it have
 11 been to make the calls to the vessels that
 12 are listed there in the plan? For example,
 13 the DAMON BANKSTON, I think, and some of the
 14 other Chouest boats in the field. Would
 15 that have been a responsibility of the --
 16 A. I don't know the entire details of
 17 that document.
 18 Q. Okay. Back to the question at
 19 hand. When you got to the lifeboat, you
 20 said they were full. Were they full meaning
 21 they were beyond capacity, or just that you
 22 simply could not get through the door of the
 23 lifeboat?
 24 A. When we got to the lifeboats, you
 25 walk down the stairwell and there is about a

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1 6- to 8-foot space. When I rounded the
 2 corner, they said, "Hey, we're full and
 3 about to launch."
 4 Just general observation, you
 5 could see there was a good amount of people
 6 in there. And they were finishing up to
 7 secure the door and lower the said lifeboat.
 8 That is when we in turn went to the lifeboat
 9 next to it.
 10 Q. Did someone from the boat tell
 11 you, "No, we're full," or did you just
 12 simply look in and say, "My goodness,
 13 they're full, we're going to go to the other
 14 lifeboat"?
 15 A. No, someone said that.
 16 Q. They did?
 17 A. Yes, I don't remember who.
 18 Q. You are familiar that there is a
 19 muster list of who is supposed to be at each
 20 one of those stations as they are going
 21 down? Do you remember someone doing that?
 22 Taking a muster at the lifeboat stations?
 23 A. By the time we reached the
 24 lifeboats, No. 1 was full and fixing to
 25 leave, and we were getting into lifeboat

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1 No. 2. I don't recall seeing a designated
 2 muster-taker at that particular time.
 3 Q. So no one accounted for you in
 4 lifeboat No. 1?
 5 A. I don't know.
 6 Q. And you did have to go to lifeboat
 7 No. 2?
 8 A. Yes, we were in lifeboat No. 2.
 9 Q. Since we are on the topic, and I
 10 won't say the gentleman's name on the flight
 11 manifest, but on here there is a passenger
 12 weight. Would you mind looking at that?
 13 Is that the average weight, as far
 14 as you know? Having flown offshore a few
 15 times, I know weights are critical for
 16 flights.
 17 A. The document says 40134 in the
 18 bottom corner?
 19 Q. Yes, sir.
 20 A. And the question we are talking
 21 about would be in lieu of someone's name, it
 22 would show No. 12 at the top?
 23 Q. Yes.
 24 A. That individual there is actually
 25 considered part of the helicopter itself.

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1 On an S-92, you have three PHI employees on
 2 it. You have a pilot, a copilot, and a crew
 3 chief. That is on all S-92 flights that
 4 occur.
 5 This number here, that doesn't
 6 affect the seating that I am allowed to use
 7 on a helicopter, or it doesn't affect my
 8 load capabilities on a helicopter. This is
 9 from PHI.
 10 Q. I don't want to -- I beg your
 11 pardon, I don't want to get involved with
 12 the actual manifest, we have already been
 13 through that. However, I understood from
 14 your testimony that you are required to
 15 request from the passengers their weight and
 16 you are required to pass that information on
 17 to the senior pilot.
 18 Can you tell me, on average, as
 19 you are listing the passengers' specific
 20 weights, the average offshore worker, what
 21 is the average weight of an offshore worker,
 22 if you know?
 23 A. I don't know.
 24 Q. Is that number listed there
 25 typical of an offshore worker?

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1 A. I don't know.
 2 Q. You don't recall putting those
 3 numbers down before?
 4 A. As I said, this individual is not
 5 part of my manifest or part of any decisions
 6 we need to make about how many people I can
 7 put on a helicopter or how much weight I can
 8 put on a helicopter.
 9 Q. You mentioned when the lifeboat
 10 you were in, No. 2, as it got to the DAMON
 11 BANKSTON, how did the freeboard of the DAMON
 12 BANKSTON and the lifeboat actually align?
 13 There was discussion yesterday
 14 about the logistics of people, getting them
 15 from a lifeboat launched from a MODU to a
 16 recovery vessel similar to the DAMON
 17 BANKSTON. Was there a challenge getting
 18 vertically from the lifeboat to the DAMON
 19 BANKSTON?
 20 A. As I recall, once we got there and
 21 we were alongside -- of course, the
 22 workboats are very much larger than a
 23 lifeboat. But once we got alongside, they
 24 lowered a net ladder down that we could use
 25 to gain access to the DAMON BANKSTON.

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1 Q. The doorway from which you left
 2 the lifeboat, where was that located?
 3 A. Port side of the lifeboat. Our
 4 lifeboats are constructed with a single door
 5 on the port side and then a set of double
 6 doors on the very rear that opened outward.
 7 I recall exiting from the port side door to
 8 the net and then ultimately to the DAMON
 9 BANKSTON.
 10 Q. And was that facilitated well?
 11 People could easily and safely get out of
 12 the lifeboat -- barring, of course, the
 13 swells in the Gulf -- and then up the ladder
 14 and the netting onto the deck of the
 15 BANKSTON?
 16 A. I encountered it with no obstacle
 17 myself. The whole time, it was fairly
 18 orderly. There was nobody hollering or
 19 screaming or trying to climb over one
 20 another. Everybody was low key and we all
 21 worked together to get us off that lifeboat
 22 safely.
 23 MR. BUTTS:
 24 Thank you.
 25 JUDGE ANDERSON:

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1 Any other questions from the
 2 board?
 3 EXAMINATION BY CAPT. NGUYEN:
 4 Q. Good morning, Mr. Wilson. Are you
 5 an employee or contractor with BP?
 6 A. Contractor.
 7 Q. Is there a difference between a BP
 8 employee and contractor in terms of
 9 compliance with BP's Golden Rules and Safety
 10 Management System and safety culture? Do
 11 you follow a different set of rules?
 12 A. We all have an obligation to
 13 follow the safety culture presented to us as
 14 well as the Golden Rules of BP, whether you
 15 are an employee or contractor. That is
 16 stressed from day one.
 17 Once you get on the rig, part of
 18 your orientation to the rig is several
 19 videos and handouts regarding what we try to
 20 achieve with regard to safety every day.
 21 Q. And you have been with them
 22 since --
 23 A. 2002, when I was assigned to the
 24 DEEPWATER HORIZON.
 25 Q. In 2005, are you aware of the

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1 deadly explosion at the refinery in Texas
 2 City?
 3 A. I recall something in the news.
 4 Q. Let me backtrack. You say the
 5 three areas of responsibility you have are
 6 logistics, performance, and HSE. Can you
 7 elaborate on that last area?
 8 A. HSE is health, safety and
 9 environment. It entails just those three
 10 measures; the safety culture of everybody on
 11 the rig. Everybody partakes in the safety
 12 culture via a -- we call them a STAR card,
 13 STOP card. Everybody on the rig. We are
 14 proactive. If somebody saw something that
 15 wasn't right, we stopped to help each other
 16 attain the goal we needed to attain to get
 17 back to work.
 18 Health-wise, it's the same. You
 19 looked after each another all the time. If
 20 somebody was feeling bad, we stop and say
 21 hey, man, go see the medic and get checked
 22 out.
 23 Especially in the summertime. It
 24 was always brought up in pretour meetings
 25 and safety meetings, stay hydrated. I

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1 remember Transocean had water coolers all
 2 over the rig. Everything of that nature was
 3 always provided for those guys.
 4 Q. So what was your responsibility in
 5 terms of ensuring the BP HSE program was
 6 carried out?
 7 A. As I said, my part of that is
 8 initiating -- there is a safety report on
 9 any incident that would have occurred on the
 10 rig or that was deemed necessary of a
 11 report, and Transocean would have initiated
 12 that. Once they initiate that, he would
 13 notify the wellsite leader, and in turn, the
 14 wellsite leader would inform me that we need
 15 to enter this document into the tracking
 16 system.
 17 I would get this information from
 18 the RSTC, put it in our system in this form,
 19 and then forward it on to the HSE division
 20 in Houston.
 21 Q. So the HSE only covers personal
 22 safety?
 23 A. It would involve any incident.
 24 Not just safety, but it would -- even if we
 25 have marine debris, if something were to

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1 come overboard, you know, we were required
 2 to report marine debris. It would involve
 3 something of that nature. Anything that we
 4 deemed we needed to document, whether it is
 5 safety, marine debris, or of any nature, we
 6 would report it.
 7 Q. If you had a well-control event,
 8 would it be deemed to be reported?
 9 A. Yes, sir.
 10 Q. How many safety cultures does BP
 11 have? Is it one culture for the entire
 12 corporation or operation, or is it safety
 13 culture for refineries, safety culture for
 14 vessel operations? How many do they have?
 15 MS. KARIS:
 16 I just want to impose an objection
 17 on foundation as this gentleman said he is a
 18 contractor.
 19 CAPT. NGUYEN:
 20 Yes, ma'am, but he said he has to
 21 comply with the BP safety code, so that is
 22 why I am asking.
 23 MS. KARIS:
 24 To the extent he knows.
 25 JUDGE ANDERSON:

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1 Let me just say, as we have said
 2 to other witnesses, you do not have to guess
 3 or speculate. So what you have knowledge
 4 of, you can testify to, as you have been.
 5 If you are unaware of other things, rather
 6 than guess or speculate, let us know that.
 7 THE WITNESS:
 8 I believe I can answer most of
 9 your question adequately.
 10 So you understand, within the BP
 11 organization worldwide, there are obviously
 12 different organizations, different business
 13 units between drilling, production, et
 14 cetera, et cetera.
 15 The core that we have amongst us
 16 and the common goal is no accidents, no harm
 17 to the people, no damage to the environment.
 18 That is pretty much the basis of
 19 understanding of our baseline HSE culture.
 20 EXAMINATION BY CAPT. NGUYEN:
 21 Q. Yes, sir. The reason I bring up
 22 the refinery explosion in Texas City is that
 23 there was an independent panel investigation
 24 on the safety culture and Safety Management
 25 System of BP as it relates to not just --

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1 not just refineries, but also about safety
 2 culture. From what I understand of the
 3 report -- are you aware of that report, sir?
 4 A. No.
 5 Q. From my reading of that report,
 6 the panel pointed out that BP had not
 7 learned from a long string of past
 8 incidents. That is one of the findings of
 9 the panel. And it pointed out issues
 10 relating to process safety management.
 11 So process safety management on
 12 the refinery, that is what this report
 13 pointed out, looking at five different
 14 refineries. I was wondering if the lessons
 15 learned from those refineries, are you aware
 16 of whether there is a transfer of the safety
 17 process management to deepwater drilling?
 18 Are you aware of that at all?
 19 A. I don't know, sir.
 20 Q. One of the things I am looking at
 21 is back then when the report came out, it
 22 was back in, I believe it was in January of
 23 2007. The CEO, Mr. John Brown, says that BP
 24 gets it and he gets it too. Talking about
 25 BP the corporation, not BP the refinery.

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1 Since you have been with BP since
 2 2002, I just wonder, since the report came
 3 out, have you seen any change in terms of
 4 process safety management for well drilling
 5 on the HORIZON or the safety culture of BP
 6 in your experience over the last eight years
 7 or so?
 8 Since the report came out, have
 9 you seen any changes in safety process
 10 management or deepwater well drilling since
 11 the Texas City explosion?
 12 MR. LIPUMA:
 13 If I may, the witness indicated he
 14 is not familiar with the report, so
 15 necessarily, he is not familiar with the
 16 date of the report. So the time frame being
 17 posed in that question would have no meaning
 18 to him.
 19 EXAMINATION BY CAPT. NGUYEN:
 20 Q. Since January of 2007, have you
 21 noticed any change in the Safety Management
 22 System or things that was done to improve
 23 the safety culture of BP in deepwater
 24 drilling?
 25 MR. LIPUMA:

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1 If I may?
 2 CAPT. NGUYEN:
 3 Please.
 4 (Conference between Mr. Wilson and
 5 his attorney.)
 6 THE WITNESS:
 7 I can't speak on behalf of the
 8 entire BP business unit versus drilling,
 9 production, et cetera. I can say that we,
 10 and I speak of us on the DEEPWATER HORIZON,
 11 we were very proactive. It was like a
 12 brotherhood. We watched out for each other.
 13 You know, sometimes you might not
 14 like each other, but you still have to work
 15 with each other and take care of each other.
 16 So the safety culture we had, we
 17 held each other accountable, and, you know,
 18 at the end of the day, we all wanted to come
 19 home.
 20 MR. DYKES:
 21 Let's take a five-minute break.
 22 JUDGE ANDERSON:
 23 Can we make it 15?
 24 (Recess.)
 25 JUDGE ANDERSON:

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1 With respect to the questioning,
 2 we were still on board questions when we
 3 took our recess.
 4 Captain, do you have additional
 5 questions?
 6 CAPT. NGUYEN:
 7 Yes, sir.
 8 EXAMINATION BY CAPT. NGUYEN:
 9 Q. During our break, we had a little
 10 conversation. I indicated that I have the
 11 greatest respect for you who work out there.
 12 It is a hazardous and high-risk operation
 13 out there.
 14 My responsibility, as the others
 15 on this board, is to find out what happened
 16 and to obtain information to help prevent
 17 something like this from ever happening
 18 again.
 19 In doing so, we look at whether
 20 there are areas that need to be improved,
 21 whether it is standards, whether it is
 22 government oversight or corporate practice
 23 or industry standard. We look at all of
 24 these things.
 25 My questions, you know, sometimes
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1 it may appear that I am trying to get to
 2 somebody, but that is not the case. My
 3 thing is to obtain information so that the
 4 government and industry can set proper
 5 conditions out there so that people out
 6 there can come home safely.
 7 The reason I am bringing up the
 8 refinery explosion in Texas City is because
 9 the BP CEO says that, yes, sir, he gets it.
 10 And he also says, Mr. Brown also says that,
 11 you know, I believe, in this news report
 12 that I have, that he says that he will
 13 always remember that day vividly. It was a
 14 watershed that will forever change BP.
 15 And now, a little over three years
 16 later, we have this catastrophic incident
 17 and BP rearranges their organization again.
 18 You lived the culture, you worked
 19 under the BP Safety Management System since
 20 you were out there for the last eight years.
 21 That is why I am asking you, did you see any
 22 changes since January of 2007 after the
 23 Baker report came out? I know you haven't
 24 seen the report and don't know what the
 25 content is, but did you see any change in
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1 practices?
 2 We have a very small window into
 3 BP's operation and culture, and the things
 4 that are accessible to me, just like the
 5 public, is, for example, the Golden Rules,
 6 the pamphlet for that, it has not been
 7 updated since 2003. With that accident in
 8 2005, I mean, that is one indication to me
 9 that, you know, why isn't something that you
 10 are going to be passing out -- you know, is
 11 that Golden Rules still valid after this
 12 incident? Did the company go back and
 13 revisit all of these eight Golden Rules?
 14 Are they still valid or what do we need to
 15 do about this?
 16 I don't know if you get the point
 17 I am trying to make, but have you seen any
 18 changes in terms of policies or procedures
 19 since January of 2007 from your experience
 20 on the DEEPWATER HORIZON and in the BP
 21 office onshore?
 22 (Conference between Mr. Wilson and
 23 his attorney.)
 24 MR. LIPUMA:
 25 If I may, the question is
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1 confined, to our understanding, to his
 2 experience on the rig, and not to BP in
 3 its --
 4 CAPT. NGUYEN:
 5 Yes, sir. His knowledge and
 6 experience since January of 2007, after the
 7 Baker report was released.
 8 THE WITNESS:
 9 The Baker report, as you refer to
 10 it, like I said, I have never seen that
 11 document. I don't know what it entails or
 12 suggests or anything of that nature.
 13 The safety culture, as you asked
 14 about, for us on the rig, like I said, it
 15 was a joint safety culture between us and
 16 Transocean that we shared equally and we all
 17 contributed equally. No one person
 18 contributed more than the other.
 19 You know, there is no "I" in team.
 20 Transocean and BP, it was a team.
 21 Anything of significance, I don't
 22 recall any documents or pamphlets or
 23 bulletins, anything of that nature being
 24 issued after that said report was issued.
 25 CAPT. NGUYEN:
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1 Thank you, Mr. Wilson. I
 2 appreciate it.
 3 JUDGE ANDERSON:
 4 Any other board questions?
 5 MR. MATHEWS:
 6 Actually, just one.
 7 EXAMINATION BY MR. MATHEWS:
 8 Q. What was your normal time you were
 9 on shift?
 10 A. The way we work, we work a 14-day
 11 hitch, 12-hour days from 12 a.m. to 6 p.m.
 12 The way we work -- when I say "we," I mean
 13 me, the wellsite leader, the day we get on
 14 the rig, we go to night shift for the first
 15 week, 6 a.m. to 6 p.m. And the day that the
 16 dispatcher on days goes home, that's
 17 Tuesday, and we shortchange on Monday night
 18 to be sure we get enough rest to perform our
 19 work.
 20 The second week is on day shift,
 21 and the new people coming on, we do the same
 22 cycle. Fourteen-day hitch, first 7 is night
 23 shift, second 7 is the day shift.
 24 Q. On the 19th, you were working the
 25 evening, 6 p.m. to 6 a.m.?

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1 A. On the 19th? That was Monday. I
 2 worked day shift until -- I don't remember
 3 if it was the full shift. This was going to
 4 be Robert's first time on night shift. He
 5 was fairly new to the rig.
 6 I went to bed early so I could get
 7 back up around 12 or so, and worked until
 8 6 o'clock that Tuesday morning. Tuesday
 9 morning, I was off tour that entire day and
 10 came back on Tuesday night at 6 p.m.
 11 Q. On Monday, were the Schlumberger
 12 personnel on the whiteboard you referred to
 13 earlier?
 14 A. I don't remember.
 15 Q. On the morning of the 20th at
 16 around 6 a.m., do you recall any
 17 Schlumberger personnel coming to the clerk
 18 to ask about when they were leaving the rig
 19 and they were already on the board?
 20 A. I don't recall.
 21 Q. Do you know a Mr. Bruce Webber
 22 from Schlumberger?
 23 A. I don't recall that name.
 24 MR. MATHEWS:
 25 Thank you. I have no other

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1 questions.
 2 JUDGE ANDERSON:
 3 Any other board members?
 4 Marshall Islands?
 5 EXAMINATION BY MR. LINSIN:
 6 Q. Good morning, Mr. Wilson. My name
 7 is Greg Linsin. I represent the Republic of
 8 Marshall Islands, the flag state for the
 9 DEEPWATER HORIZON.
 10 I just have a couple of questions
 11 regarding the meetings you attended on the
 12 20th.
 13 Did you attend the 7 a.m. morning
 14 ops meeting?
 15 A. No, I was on tour.
 16 Q. Did you attend the Transocean
 17 meeting that day?
 18 A. Which Transocean meeting?
 19 Q. You indicated, I believe, there
 20 were three morning meetings, the morning ops
 21 meeting at 7:30, the 11 a.m. pretour
 22 meeting, and then I thought I understood you
 23 to say there was also a Transocean meeting.
 24 A. Yes, there was a Transocean
 25 meeting for their management on the rig that

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1 was around 8, 8:30, and then the pretour at
 2 11, but I did not attend either one.
 3 Q. Did you attend the 11 a.m. pretour
 4 meeting?
 5 A. No, I was on tour.
 6 Q. Did you attend any of those
 7 meetings on the 19th?
 8 A. I would have attended our 7:30 ops
 9 meeting and the 11 a.m. pretour meeting.
 10 Q. On the 19th?
 11 A. Yes, sir.
 12 Q. On the 19th?
 13 A. Yes.
 14 Q. Can you tell us what subjects were
 15 discussed at the 7:30 morning ops meeting on
 16 the 19th?
 17 A. I don't recall.
 18 Q. You prepared the report for that
 19 meeting?
 20 A. No, sir.
 21 Q. I thought I understood your
 22 testimony to be that you were responsible
 23 for preparing the BP morning ops meeting
 24 report?
 25 A. We issue and generate our 24-hour

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1 drilling operations report, but this report
 2 is not for the 7:30 ops meeting, this is a
 3 report that shows what we have done in the
 4 last 24 hours.
 5 Q. I see. So you do not prepare
 6 the -- is the name of your report the Daily
 7 Operations Report?
 8 A. I don't recall what's at the top.
 9 That information is already pre-input in
 10 there and it's -- when you generate the
 11 report, it is already populated.
 12 Q. You are not responsible for
 13 putting substance into that report?
 14 A. Clarify which report you're
 15 referring to.
 16 MR. LINSIN:
 17 Your Honor, may I approach the
 18 witness? And for the record, I am referring
 19 to BP-HZN-MB100013578. The heading of that
 20 document is "North American Exploration
 21 Daily Operations Report Partners."
 22 THE WITNESS:
 23 The very top says, "North American
 24 Exploration."
 25 EXAMINATION BY MR. LINSIN:

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1 Q. Daily operations?
 2 A. In parentheses, "completion."
 3 Q. Now, is this the report that you
 4 were involved with preparing?
 5 A. Yes.
 6 Q. My question is, are you
 7 responsible for inputting substance into
 8 this report?
 9 A. I am one of the parties that
 10 assists in inputting information.
 11 Q. And what substance do you assist
 12 in putting into this report?
 13 A. The information I described
 14 earlier is what we generate from Transocean
 15 from the IADC report that either the driller
 16 on tour or the toolpusher provides us.
 17 Q. So you receive the IADC report and
 18 then you input it into this document. Is
 19 that correct?
 20 A. I am one of few that do that, yes,
 21 sir.
 22 Q. And do you input any other
 23 substance into this report?
 24 A. Normally, the information that I
 25 put into this report is what is on the IADC.

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1 And then, if anything else is added further
 2 down the line, that would have been on the
 3 wellsite leader if he felt that the
 4 information was adequate.
 5 Q. What is the purpose for your
 6 attending the 7:30 a.m. morning ops meeting?
 7 A. Logistics.
 8 Q. So if any topic handled at that
 9 meeting related to logistics, you would have
 10 input or been aware of what is needed from
 11 you that day?
 12 A. I would be aware, yes, sir.
 13 Q. Were you aware of what drilling
 14 operations were going on on the rig on
 15 April 20, 2010?
 16 A. I don't recall. During the day, I
 17 was off tour, sir. I did not come on tour
 18 until 6 that night.
 19 Q. I recognize that. My question is
 20 not whether you were on tour or not. My
 21 question was simply were you aware of what
 22 drilling operations were going on on the rig
 23 on April 20, 2010?
 24 A. I don't recall.
 25 MR. LINSIN:

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1 I have nothing further. Thank
 2 you, Your Honor.
 3 JUDGE ANDERSON:
 4 Transocean?
 5 EXAMINATION BY MR. HYMEL:
 6 Q. Richard Hymel for Transocean.
 7 Mr. Wilson, do you know how many
 8 centralizers were run with the long string?
 9 A. I don't recall.
 10 Q. Do you know how long it would have
 11 taken to get additional centralizers on the
 12 rig?
 13 A. By what mode of transportation?
 14 Q. The fastest way you could get
 15 them.
 16 A. By what mode of transportation?
 17 Q. Could you send centralizers on a
 18 helicopter?
 19 A. If they were determined to -- that
 20 they could safely be held in the hull of a
 21 helicopter.
 22 Q. Is there a weight limitation on a
 23 helicopter?
 24 A. Yes.
 25 Q. Do you know how many centralizers

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1 you could send on a helicopter?
 2 A. As I stated earlier, the cargo
 3 hold of an S-92 is -- when I contacted my
 4 aviation opposite in Houma, he provided me
 5 with the dimensions of that cargo hold and
 6 approximately how much baggage or weight
 7 could be held in that particular area. I
 8 really can't remember. I transferred that
 9 information to the engineers and they
 10 determined what they needed based on that.
 11 Q. If we assume that the centralizers
 12 needed by BP could have fit in the cargo
 13 hold of that helicopter, how long would it
 14 have taken you to get those centralizers
 15 from land to the rig?
 16 A. Where on land?
 17 Q. From the dock, on the helicopter.
 18 A. Are you referring to our aviation
 19 base?
 20 Q. Yes, sir.
 21 A. Normal, in good weather, flight
 22 time was just over an hour.
 23 Q. If the centralizers could not have
 24 fit on the helicopter, how long would it
 25 have taken you to get them out to the rig on
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1 a boat?
 2 A. What type of boat?
 3 Q. Whatever type of boat you would
 4 use to send centralizers out.
 5 (Conference between Mr. Wilson and
 6 his attorney.)
 7 THE WITNESS:
 8 The reason I ask is we have two
 9 different boats. One is a crew boat, a
 10 smaller vessel, and then a workboat, such as
 11 the DAMON BANKSTON.
 12 With that being said, the normal
 13 times, if I recall correctly, the transit
 14 time from Fourchon, which is where our boat
 15 logistics occur, to the rig for a crew boat,
 16 I want to say around 12 hours. Not
 17 100 percent sure. The workboat is roughly
 18 18 to 20 hours. And this is a one-way trip.
 19 EXAMINATION BY MR. HYMEL:
 20 Q. I want to turn your attention to
 21 the activities on the bridge on the DAMON
 22 BANKSTON. Could you hear any conversations
 23 that Captain Alwin Landry was having on his
 24 radio with whomever he would have been
 25 talking to?
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1 A. Redefine that, please.
 2 Q. Sure. When you were at the bridge
 3 on the DAMON BANKSTON, was Captain Alwin
 4 Landry close enough to you when he was on
 5 the radio so that you could overhear any
 6 conversations he was having with anyone?
 7 A. I was not assigned to a specific
 8 spot or location on the bridge of the DAMON
 9 BANKSTON. I was in the general area all
 10 over the DAMON BANKSTON and on the bridge.
 11 Q. Did you have the opportunity when
 12 you were on the BANKSTON to overhear any
 13 conversations that Captain Alwin Landry was
 14 having with anyone?
 15 A. I don't recall any conversations
 16 by radio.
 17 Q. At some point, the Coast Guard
 18 arrived on scene; is that correct?
 19 A. Yes, sir.
 20 Q. What assets did they arrive with,
 21 vessels and helicopters?
 22 A. First and foremost was the rescue
 23 craft. They had a Black Hawk and a Dolphin
 24 helicopter was the initial response.
 25 Q. And then vessels showed up later?
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1 A. Yes, I remember seeing one of the
 2 Coast Guard cutters arrive on the scene.
 3 Q. And do you remember how many Coast
 4 Guard cutters arrived on scene?
 5 A. I don't know.
 6 Q. Do you know why the Coast Guard
 7 arrived on scene?
 8 A. The purpose of the United States
 9 Coast Guard, it is a branch of the military,
 10 but that branch also has police powers.
 11 That is not relevant to this, but the Coast
 12 Guard, we called them to assist with search
 13 and rescue and to get the injured off the
 14 DAMON BANKSTON for medical treatment.
 15 Q. Are you aware of the Coast Guard
 16 ever assuming any other duties than search
 17 and rescue?
 18 A. Not that I am aware of.
 19 Q. Were the assets of the Coast
 20 Guard, the vessels in particular, in a
 21 position where they could see the water
 22 being sprayed on the DEEPWATER HORIZON?
 23 A. I don't know.
 24 MR. HYMEL:
 25 Those are all the questions I
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1 have. Thank you.
 2 JUDGE ANDERSON:
 3 I should have called BP first.
 4 Any questions?
 5 MS. KARIS:
 6 I would like to defer at this
 7 time.
 8 JUDGE ANDERSON:
 9 Halliburton?
 10 MR. GODWIN:
 11 No questions, Your Honor.
 12 JUDGE ANDERSON:
 13 Cameron?
 14 COUNSEL FOR CAMERON:
 15 No questions.
 16 JUDGE ANDERSON:
 17 Weatherford?
 18 MR. LEMOINE:
 19 No questions.
 20 JUDGE ANDERSON:
 21 Anadarko?
 22 MS. KUCHLER:
 23 Yes, sir.
 24 JUDGE ANDERSON:
 25 Will this count for MOEX as well?
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1 MS. KUCHLER:
 2 Yes, but I get twice as much time.
 3 EXAMINATION BY MS. KUCHLER:
 4 Q. Good morning, my name is Deb
 5 Kuchler. I represent Anadarko and MOEX. I
 6 have a line of questions with regard to some
 7 questions Mr. Linsin asked you.
 8 The day of the incident, I know
 9 you did not attend the 7:30 meeting on the
 10 19th, but how about the 18th?
 11 A. I don't recall.
 12 Q. You mentioned in connection with
 13 the 7:30 a.m. meeting that the wellsite
 14 leader was Ronnie. Is that Ronnie
 15 Sepulvado?
 16 A. Yes, ma'am. He is the wellsite
 17 leader I worked with for the last seven
 18 years, Ronnie Sepulvado.
 19 Q. The weekend before the incident,
 20 Mr. Bob Kaluza was there. Did you
 21 participate in any meetings with Mr. Kaluza?
 22 A. I don't recall if I was in one or
 23 not.
 24 Q. Had you ever worked with
 25 Mr. Kaluza before?
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1 A. I don't remember.
 2 Q. Do you remember any time that
 3 weekend, whether it was at a meeting or just
 4 in general discussion, hearing anything
 5 about problems or issues with the well?
 6 (Conference between Mr. Wilson and
 7 his attorney.)
 8 THE WITNESS:
 9 Can you repeat your question,
 10 please?
 11 EXAMINATION BY MS. KUCHLER:
 12 Q. Sure. At any time over the
 13 weekend and including the day of the
 14 incident, whether it was at a 7:30 a.m.
 15 meeting or just in general conversation or
 16 seeing it in a report, did you become aware
 17 of any problems or issues with the well?
 18 A. No, ma'am.
 19 Q. Were you aware of when the cement
 20 job was being done and how it was conducted?
 21 A. I don't know.
 22 Q. As you sit here today, can you
 23 recall any facts you were aware of regarding
 24 the cement job over the course of the days
 25 leading up to the incident?
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1 A. Could you repeat that?
 2 Q. Sure. As you sit here today, do
 3 you recall being aware of any facts or
 4 information about the cement job that was
 5 being done in the time leading up to the
 6 incident?
 7 A. You're referring to the cement job
 8 that would have occurred just a few days
 9 before?
 10 Q. Correct.
 11 A. No, ma'am.
 12 Q. How about did you hear over that
 13 weekend or on the day of the incident
 14 anything about the negative test that was to
 15 be conducted?
 16 A. No, ma'am.
 17 Q. Did you know how it was to be
 18 conducted?
 19 A. No, ma'am.
 20 Q. Or who would be running that
 21 procedure?
 22 A. No, ma'am.
 23 Q. Did you hear anything about the
 24 way the results were interpreted?
 25 A. No, ma'am.
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1 Q. So when you came on tour that
2 evening, as far as you were concerned, you
3 were not aware of any issues that might have
4 suggested a problem with the well?
5 A. No, ma'am.
6 Q. Did you play any role in getting
7 centralizers from Weatherford out to the
8 DEEPWATER HORIZON shortly before the
9 incident?
10 A. Which centralizers?
11 Q. Any centralizers?
12 A. One second.
13 (Conference between Mr. Wilson and
14 his attorney.)
15 THE WITNESS:
16 The ones you are asking about, are
17 you referring to the ones that came out with
18 the casing shipment or the 15 we brought out
19 by helicopter?
20 EXAMINATION BY MS. KUCHLER:
21 Q. Are we in agreement that there
22 were 6 centralizer subs on the rig before
23 the additional 15 arrived?
24 A. I never saw the 6 or put my hands
25 personally on the first 6 centralizers.

1 Q. But do you know for a fact they
2 were there?
3 A. I don't know that.
4 Q. Do you have any reason to question
5 whether they were there?
6 A. No, I don't.
7 Q. Who arranged for the shipment of
8 the 15 centralizers in the few days before
9 the incident?
10 A. That was a decision made by the
11 engineering staff.
12 Q. That is not really what I asked
13 you, though. Who actually arranged for
14 those centralizers to be located,
15 identified, and somehow gotten out to the
16 rig?
17 A. The sourcing of the centralizers,
18 locating of the centralizers, and shipping
19 them from whatever source to the aviation
20 heliport in Houma was done by the
21 engineering staff in town.
22 Q. So did you play any role at all in
23 that operation?
24 A. No, ma'am.
25 Q. Did you ever deal with anyone from

1 Weatherford on the issue of getting 15
2 centralizers out to the DEEPWATER HORIZON?
3 A. I don't recall.
4 Q. Do you know who Brian Clawson is?
5 A. No, ma'am.
6 Q. If I told you he is the
7 Weatherford cementation seals
8 representative, would that refresh your
9 recollection?
10 A. The what, now?
11 Q. The Weatherford cementation seals
12 representative. At least, that's what it
13 says on some of his e-mails.
14 A. I still don't know who that is.
15 Now, you are talking about the
16 Weatherford casing division?
17 Q. I am just telling you the title on
18 his e-mail.
19 A. No, ma'am.
20 Q. Do you have any input in your
21 position as to what kind of centralizers
22 will be used with the well?
23 A. No, ma'am, I am not an engineer.
24 Q. You have no preference over a
25 bow-spring centralizer versus a --

1 A. I am not an engineer.
2 Q. What do you understand the types
3 of centralizers to be of those 15 that were
4 brought out to the rig?
5 A. Centralizers.
6 Q. Do you know a distinction or make
7 a distinction between bow-spring
8 centralizers and centralizer subs?
9 A. That is not my job goal and I am
10 not an engineer.
11 Q. What did you do to prepare for
12 your testimony today?
13 MR. LIPUMA:
14 I object to the question. That is
15 not relevant to the board's investigation.
16 JUDGE ANDERSON:
17 I am going to sustain the
18 objection.
19 MS. KUCHLER:
20 If I might respond, it does go to
21 the credibility of the testimony.
22 JUDGE ANDERSON:
23 The board will make an independent
24 determination of the weight to give the
25 witness' credibility based on our seeing

1 him.
 2 We have also, you know, observed
 3 that he does have counsel. With some
 4 questions, he has consulted with counsel to
 5 see if he should answer them. We assume, as
 6 we always do, that when people have
 7 attorneys, that they review their testimony
 8 with their attorneys.
 9 I will sustain the objection.
 10 EXAMINATION BY MS. KUCHLER:
 11 Q. Did you meet with BP's lawyers to
 12 prepare for your testimony?
 13 MR. LIPUMA:
 14 I object, again, in terms of
 15 relevance. This board's purpose is to make
 16 factual findings, as I understand it --
 17 (Discussion off the record.)
 18 MR. BICKFORD:
 19 I said it was relevant to bias.
 20 MR. LIPUMA:
 21 I objected on the basis of
 22 relevance, given the board's purpose is to
 23 make actual findings, and what Mr. Wilson
 24 and I did or what he did with other
 25 attorneys in preparation for his testimony
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1 or appearance today has no relevance to that
 2 factual finding basis.
 3 JUDGE ANDERSON:
 4 I rule that the witness does not
 5 have to answer that question now. However,
 6 that issue has not come up with respect to
 7 any other witnesses, but we suspect there
 8 has been some consultation with personal
 9 counsel as well as company counsel. We will
 10 discuss that at another time -- we will not
 11 take up hearing time -- and then have a
 12 uniform ruling as to the extent that
 13 witnesses can be asked that line of
 14 questions.
 15 So I am not saying no. And
 16 obviously, we won't -- so that question is
 17 on the table.
 18 EXAMINATION BY MS. KUCHLER:
 19 Q. My final, perhaps controversial
 20 question: Is BP paying for your lawyer
 21 today?
 22 MR. LIPUMA:
 23 I object on the same basis.
 24 JUDGE ANDERSON:
 25 We will entertain argument on that
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1 later on as well.
 2 MR. LIPUMA:
 3 And it is also offensive for an
 4 attorney to suggest or inquire of another
 5 attorney's method of payment.
 6 MS. KUCHLER:
 7 It goes to the bias of the
 8 witness.
 9 JUDGE ANDERSON:
 10 That is an interesting argument on
 11 both of those issues, but I don't see the
 12 need to have that argument, which affects
 13 everybody in varying degrees, with this
 14 witness.
 15 EXAMINATION BY MS. KUCHLER:
 16 Q. Finally, you said it was necessary
 17 for operational purposes when VIPs were
 18 scheduled to be on a flight on or off from
 19 the rig, that they could be bumped from the
 20 flight manifest.
 21 Who would be the person that got
 22 to decide or tell the vice president of BP
 23 or Transocean that he could not come out to
 24 the rig?
 25 A. That would have been the wellsite
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1 leader.
 2 MS. KUCHLER:
 3 Thank you. Those are all my
 4 questions.
 5 JUDGE ANDERSON:
 6 Doug Brown?
 7 MR. GORDON:
 8 No questions.
 9 JUDGE ANDERSON:
 10 Dril-Quip?
 11 COUNSEL FOR DRIL-QUIP:
 12 No questions.
 13 JUDGE ANDERSON:
 14 Captain Kuchta?
 15 MR. SCHONEKAS:
 16 No questions.
 17 JUDGE ANDERSON:
 18 Jimmy Harrell?
 19 MR. FANNING:
 20 I have a couple, Judge.
 21 EXAMINATION BY MR. FANNING:
 22 Q. Good morning. I am Pat Fanning,
 23 and I represent Mr. Jimmy Harrell, the OIM
 24 on the rig.
 25 Is it fair to say that all of the
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1 people who made it to safety on the DAMON
 2 BANKSTON were saved through the efforts of
 3 the people on the DEEPWATER HORIZON and the
 4 DAMON BANKSTON as opposed to some other
 5 agency or some other vessel?
 6 Do you understand my question?
 7 A. No, sir.
 8 Q. Everybody who got off of the rig
 9 safely, got off because of people on the
 10 DEEPWATER HORIZON and the DAMON BANKSTON;
 11 they were not saved by the Coast Guard or
 12 neighboring rigs, were they?
 13 A. The initial response was we
 14 evacuated to the DAMON BANKSTON.
 15 Q. And again, everyone who was saved
 16 was because of the people on the DEEPWATER
 17 HORIZON helping one another and the DAMON
 18 BANKSTON picking them up in the lifeboat,
 19 correct?
 20 A. Yes, sir.
 21 Q. Thank you.
 22 I heard you say what a great job
 23 the captain of the DAMON BANKSTON did, and I
 24 am sure that everyone agrees with you on
 25 that. Is it fair to say that the captain of

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1 the DAMON BANKSTON was directing the efforts
 2 taking place with respect to search and
 3 rescue and everything else that was going on
 4 at the time the explosion occurred and
 5 shortly thereafter?
 6 I will try again. I can see by
 7 the look on your face you are not
 8 understanding my question, so let me see if
 9 I can rephrase.
 10 Wasn't Captain Landry, Alwin
 11 Landry, in charge of the DAMON BANKSTON,
 12 after everybody got on board, he was
 13 directing the operations?
 14 A. There is more than one captain on
 15 the DAMON BANKSTON.
 16 Q. I thought we were only talking
 17 about the Captain Alwin you were referring
 18 to. Is there some other captain?
 19 A. The interaction I recall most was
 20 with Captain Alwin. However, I know they do
 21 have two captains on board that vessel for
 22 24-hour operation.
 23 Q. So however many captains there
 24 were on the DAMON BANKSTON, they were in
 25 charge of the scene and things going on,

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1 whether it was Captain Alwin or Captain
 2 Alwin in conjunction with another captain on
 3 the DAMON BANKSTON. Is that correct?
 4 (Conference between Mr. Wilson and
 5 his attorney.)
 6 CAPT. NGUYEN:
 7 Mr. Wilson, for my own purposes
 8 here, if you could ask the attorney to
 9 clarify what he means by "in charge."
 10 THE WITNESS:
 11 Yes, sir.
 12 EXAMINATION BY MR. FANNING:
 13 Q. Is that what you are having
 14 difficulty with, who was in charge?
 15 Were there different people in
 16 charge of different things that were going
 17 on at the scene at the time?
 18 A. I don't recall, but I do know that
 19 once we were on the DAMON BANKSTON, the
 20 captain of that vessel himself, those two
 21 individuals are the captains of that vessel,
 22 and they would coordinate as they see fit.
 23 Q. I see. And were you aware, sir,
 24 that the DAMON BANKSTON was held on the
 25 scene for some period of time, I think it

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1 was over 24 hours, by the Coast Guard? The
 2 Coast Guard directed the DAMON BANKSTON not
 3 to leave the scene. Did you know that?
 4 A. Can you give me documentation?
 5 JUDGE ANDERSON:
 6 My suggestion is that, you know,
 7 this witness was not in a position of
 8 authority. I think it is very fair to ask
 9 him what he observed, for instance, when he
 10 was up on the bridge of the DAMON BANKSTON,
 11 but we can all draw our own conclusions from
 12 what he observed.
 13 So any questions you have about
 14 what he saw or heard or said or heard
 15 somebody say in that time frame would be
 16 fair, but I don't think it is fair to ask
 17 the witness and have him determine what the
 18 ultimate source of authority was.
 19 MR. FANNING:
 20 I understand. The only reason --
 21 in my defense -- is that previous witnesses
 22 have testified they were not allowed to
 23 leave because of the Coast Guard sending
 24 investigators.
 25 JUDGE ANDERSON:

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1 Then ask him if he heard of any
 2 command from the Coast Guard to the captains
 3 of those ships. If he did, he can testify
 4 to that.

5 EXAMINATION BY MR. FANNING:

6 Q. Mr. Wilson, let me say, I have
 7 tremendous respect for you and the way you
 8 conducted yourself. I am not trying to play
 9 on words or anything with this. I am just
 10 asking, were you aware that the Coast Guard
 11 first sent investigators to the DAMON
 12 BANKSTON to take statements?

13 A. I remember seeing the Coast Guard
 14 investigators on that day. But if I can
 15 explain --

16 Q. Sure.

17 A. We evacuated to the DAMON
 18 BANKSTON, and, of course, we were doing the
 19 ongoing investigations of removing the
 20 injured by aircraft to whatever facility for
 21 medical treatment. As I stated before, the
 22 DAMON BANKSTON is considered a 280 class
 23 vessel, 280-foot long seaworthy vessel, but
 24 that doesn't mean the actual rear deck of
 25 the DAMON BANKSTON is that long. Of course,

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1 we did have equipment and tools on there
 2 which limited the amount of deck space we
 3 could use.

4 I remember the Coast Guard
 5 swimmers that were lowered onto the boat to
 6 triage who was necessary to be removed
 7 first. The rear of the DAMON BANKSTON was
 8 used as a lifting area to get those injured
 9 people or those in need of medical attention
 10 off of the DAMON BANKSTON to the appropriate
 11 areas.

12 This was not a real quick and easy
 13 operation. You are trying to coordinate, as
 14 I recall, three different search and rescue
 15 helicopters operated by the United States
 16 Coast Guard in doing this. Which means you
 17 cannot have two helicopters hovering in the
 18 same spot at the same time. You have to do
 19 it in a rhythmic and orderly fashion.

20 It also takes time for the
 21 helicopters to fly to the initial staging
 22 areas, such as the NA KIKA, THUNDER HORSE,
 23 et cetera. It takes time to bring somebody
 24 up safely into a helicopter and transport
 25 them to a facility.

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1 That helicopter cannot just fly
 2 indefinitely on a fuel source. It has to
 3 stop for fuel, refuel the helicopter. They
 4 have to make their quick checks to be sure
 5 it's airworthy, and then get back to the
 6 ongoing operation.

7 So evacuating the number of people
 8 we did takes a considerable amount of time.

9 Then the helicopters have to
 10 retrieve the injured. I remember the next
 11 morning around noon is when the DAMON
 12 BANKSTON departed to go to Fourchon. People
 13 don't realize that it took us 18 to 20 hours
 14 one way, sir, not round-trip. As in from
 15 point A to point B is almost 20 hours.

16 In the meantime, we made two
 17 stops. The first stop was to another rig
 18 that was not operated by Transocean at all,
 19 and some of our subsea people, our
 20 Transocean subsea people got off of that
 21 vessel, off of our boat, waiting for an ROV
 22 vessel to assist with the well operations.

23 And then we made a second stop on
 24 the way in at another production platform,
 25 and that is when the Coast Guard, and at the

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1 time, MMS, arrived on the boat.

2 What it was, these people riding
 3 on the boat, in mid-journey of that nature,
 4 to help speed up the process so these people
 5 would not be delayed, including myself, when
 6 we were going home, they showed up with the
 7 first indication of actually conducting the
 8 initial investigation of starting
 9 everything. Taking people's statements.
 10 Which I participated in as well. I am sure
 11 you have seen my statement. Everybody on
 12 the DAMON BANKSTON was provided a blank form
 13 to fill out. Which we did.

14 Another thing that a lot of people
 15 don't understand and hasn't come to light is
 16 besides that, we were also trying to
 17 coordinate that same stop to get people to
 18 help with the drug testing that occurred at
 19 the shore base, and that delayed other
 20 people. But at the time, it wasn't
 21 logistically possible to get them on the
 22 vessel at the same time.

23 Another thing is when they got
 24 into town, all of that was already set up
 25 and it wasn't just like two tests, it was

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1 about 15 or 16 areas for people to do their
 2 tests. Also, we had extra food, water,
 3 clothes, shoes, available transportation for
 4 all of the workers who needed to be
 5 transported to a hotel to be with their
 6 family, their loved ones that they had only
 7 been away from, you know, for so many hours.
 8 All of that was being done in the meantime.
 9 So this, as you are trying to tell
 10 me, the excess time, it wasn't excess time
 11 because the journey takes that much time to
 12 get in anyway.
 13 Q. Are you finished with your answer?
 14 A. Yes. I am through with my
 15 dissertation.
 16 Q. Please don't -- I think you are
 17 reading into my question that I am being
 18 critical of the amount of time. I really am
 19 not. I am simply trying to find out, if you
 20 know -- and if you don't know, I am sure you
 21 will tell us that -- if the Coast Guard held
 22 the DAMON BANKSTON there for a while. The
 23 DAMON BANKSTON was coordinating, the Coast
 24 Guard held it for a while, the DAMON
 25 BANKSTON left, and then the Coast Guard took

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1 over the coordination. Please don't think I
 2 am being critical.
 3 A. I was not privy to that
 4 conversation.
 5 Q. Well, that's it. If you don't
 6 know, you don't know.
 7 From where you were, were you able
 8 to see water being pumped onto the DEEPWATER
 9 HORIZON? You were on the DAMON BANKSTON?
 10 A. Yes.
 11 Q. Were you able to see water being
 12 pumped onto the DEEPWATER HORIZON, if you
 13 remember, while there were Coast Guard
 14 vessels also present in the area?
 15 A. Rephrase as -- which vessel was
 16 pumping water?
 17 Q. Well, any vessel. I am asking if
 18 the Coast Guard was there at a time when you
 19 were there and you were able to see water
 20 being sprayed onto the HORIZON? Do you
 21 understand my question?
 22 A. Are you asking me if the Coast
 23 Guard had a firefighting boat there?
 24 Q. No, sir.
 25 A. I recall seeing vessels there

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1 fighting the fire. As far as the Coast
 2 Guard participating in that activity, I
 3 don't recall.
 4 Q. Without regard to whether the
 5 Coast Guard was there for that purpose, I am
 6 asking if you remember if any vessel was
 7 spraying water on the DEEPWATER HORIZON
 8 while the Coast Guard was present? Do you
 9 remember that?
 10 (Conference between Mr. Wilson and
 11 his attorney.)
 12 THE WITNESS:
 13 In answer to that question, I
 14 don't recall.
 15 MR. FANNING:
 16 Okay. Thank you. I apologize to
 17 you if my questions were not clear, and I
 18 thank you for your testimony.
 19 That's all I have.
 20 JUDGE ANDERSON:
 21 Thank you.
 22 EXAMINATION BY CAPT. NGUYEN:
 23 Q. Mr. Wilson, one quick question.
 24 There is a principle called the Good
 25 Samaritan principle. Do you think the

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1 captain of the DAMON BANKSTON was operating
 2 under the principle of the Good Samaritan,
 3 and he would like to help as a mariner?
 4 MR. SCHONEKAS:
 5 Objection, calls for speculation.
 6 JUDGE ANDERSON:
 7 The witness has been pretty clear,
 8 if he doesn't have an opinion or the
 9 knowledge, in letting us know that.
 10 If you have an opinion, you can
 11 give it.
 12 THE WITNESS:
 13 I don't have an opinion.
 14 EXAMINATION BY CAPT. NGUYEN:
 15 Q. Do you know whether the Coast
 16 Guard asked the DAMON BANKSTON to assist
 17 with the search and rescue effort, or did
 18 the Coast Guard require the DAMON BANKSTON
 19 to assist with the search and rescue effort,
 20 to your knowledge?
 21 A. I don't recall that conversation.
 22 Q. In terms of the major assets that
 23 were out there, was the DAMON BANKSTON the
 24 only major asset that was out there before
 25 the Coast Guard arrived?

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1 A. As a supply vessel?
 2 Q. As a vessel with the capability of
 3 a fast rescue craft. Was it the only one
 4 that was out there who could perform a
 5 search and rescue operation?
 6 A. At the time of the incident, the
 7 DAMON BANKSTON was the only vessel we had
 8 near the rig that was ours.
 9 Q. So once the Coast Guard arrived on
 10 the scene -- how long after that did the
 11 Coast Guard -- you know, the DAMON BANKSTON
 12 departed the scene?
 13 MR. SCHONEKAS:
 14 I'm sorry. I don't understand the
 15 question.
 16 EXAMINATION BY CAPT. NGUYEN:
 17 Q. When the Coast Guard service
 18 vessel, the ship cutter, arrived on the
 19 scene, how long afterward did the DAMON
 20 BANKSTON depart the scene?
 21 A. I don't know. I know we left at
 22 noon the next day, I know that. I just
 23 don't know that there was correspondence
 24 between the two.
 25 Q. Did you see a Coast Guard vessel

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1 in the vicinity of the casualty?
 2 A. Yes, I remember seeing a cutter
 3 show up.
 4 Q. How long after you saw the cutter
 5 show up did the DAMON BANKSTON depart?
 6 A. I don't recall, sir.
 7 CAPT. NGUYEN:
 8 Yes, sir. Thank you.
 9 JUDGE ANDERSON:
 10 Mr. Bertone?
 11 COUNSEL FOR MR. BERTONE:
 12 No questions.
 13 JUDGE ANDERSON:
 14 Mike Williams?
 15 MR. STERBCOW:
 16 Yes, sir.
 17 EXAMINATION BY MR. STERBCOW:
 18 Q. Paul Sterbcow representing Mike
 19 Williams.
 20 In your job as HSE coordinator,
 21 working in conjunction with the rig's safety
 22 training coordinator, whose HSE policy were
 23 you coordinating and enforcing?
 24 A. There is a bridging document
 25 shared between BP and Transocean, is what we

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1 were told, that they allow Transocean to go
 2 by their safety standards, the safety
 3 culture that BP -- like piggybacking. We
 4 follow their safety culture.
 5 Even though BP has theirs, they
 6 are almost identical in line, so they allow
 7 Transocean, with a joint bridging document,
 8 to enact theirs.
 9 Q. To your knowledge, did BP have a
 10 separate independent safety coordinator,
 11 safety man assigned to the DEEPWATER
 12 HORIZON, or was that you?
 13 A. They have HSE representatives that
 14 rotate from rig to rig or asset to asset.
 15 There is a fixed amount number. They rotate
 16 amongst the facilities for a week or two.
 17 Q. Do they regularly -- would one of
 18 those coordinators really go for a two- or
 19 four-week hitch to the HORIZON like you did
 20 or did they jump around?
 21 A. They have a rotation schedule to
 22 visit all of the facilities.
 23 Q. So they were not assigned to a
 24 particular rig like you were?
 25 A. Right. They rotate.

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1 Q. The rig safety training
 2 coordinator for Transocean, was he a
 3 regularly assigned rig hand? Did he have
 4 hitches on the rig like you did?
 5 A. I worked 14 and 14. Transocean's
 6 employees worked 21 and 21. Just to make
 7 clear, the exact amount of days is not the
 8 same --
 9 Q. Okay.
 10 A. -- but Transocean did have two
 11 RSTCs that worked opposite each other.
 12 Q. Just the way you did? You worked
 13 and you had an opposite --
 14 A. Well, we had four in my position,
 15 whereas Transocean had two.
 16 Q. When you made the call to get
 17 resources available during the safety
 18 drills, would you actually make the same
 19 calls that you made after this incident?
 20 Would your drill be so extensive that you
 21 would make calls to the beach to prepare
 22 assets for an explosion exactly the way you
 23 did when it actually occurred?
 24 A. Yes, I personally called my
 25 opposite in Houma or Fourchon. When we are

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1 conducting our weekly drill, this is the
 2 scenario, what available resources do we
 3 have. So yes, I physically called and
 4 talked to a person.
 5 Q. So your training actually put you
 6 in the position to do exactly what you had
 7 trained to do every Sunday, and you
 8 implemented that same policy when the
 9 explosion happened?
 10 A. Yes, sir.
 11 Q. During your training drills, was
 12 there any consideration ever given to
 13 ensuring that there were standby rescue
 14 boats available at the DEEPWATER HORIZON,
 15 first of all, at all times? Did that
 16 discussion ever come up during any training
 17 or safety drill?
 18 A. I don't recall.
 19 Q. And do you know whether or not the
 20 DAMON BANKSTON had been designated or
 21 considered a standby safety and rescue
 22 vessel as of the time of the explosion?
 23 A. One second.
 24 (Conference between Mr. Wilson and
 25 his attorney.)

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1 THE WITNESS:
 2 I don't know.
 3 EXAMINATION BY MR. STERBCOW:
 4 Q. In order to assist the board in
 5 its charged tasks, can you tell us whether
 6 or not your training, the job you did on
 7 this rig, do you think in a deepwater
 8 drilling situation like this, do you think
 9 it would be sound safety practice to have
 10 standby rescue boats available 24/7?
 11 MR. SCHONEKAS:
 12 I object to the competency of this
 13 witness to answer the question.
 14 JUDGE ANDERSON:
 15 Repeat the question.
 16 EXAMINATION BY MR. STERBCOW:
 17 Q. Based on your job -- and if you
 18 are not competent in terms of training,
 19 education and experience, tell me -- but in
 20 order to assist this board in what I think
 21 they are trying to do here, do you feel like
 22 a rig like the DEEPWATER HORIZON should have
 23 had and should have in the future a standby
 24 rescue boat available for evacuation and
 25 transport to shore 24 hours a day, 7 days a

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1 week?
 2 CAPT. NGUYEN:
 3 Mr. Wilson, before you answer that
 4 question, for your frame of reference, I
 5 asked the same question of Mr. Daun Winslow
 6 and he said no. So a witness have answered
 7 before. You can answer if you have an
 8 opinion.
 9 (Conference between Mr. Wilson and
 10 his attorney.)
 11 MR. SCHONEKAS:
 12 Same objection. The mere fact
 13 that someone else in the capacity to have
 14 that knowledge --
 15 JUDGE ANDERSON:
 16 I understand. I think he just
 17 didn't want the witness to be tricked in any
 18 way. And we -- as we repeatedly said, we
 19 don't want any witness to formulate an
 20 opinion -- if you have an opinion because
 21 you worked out there, we would love to hear
 22 it. If you haven't had a chance to think it
 23 through or don't have an opinion, that is
 24 fine as well.
 25 THE WITNESS:

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1 In answer to your question, I
 2 don't know because I don't have all the
 3 facts at hand.
 4 EXAMINATION BY MR. STERBCOW:
 5 Q. Do you know what assets would have
 6 been provided to you and how quickly they
 7 would have been provided had the DAMON
 8 BANKSTON not been there?
 9 MR. SCHONEKAS:
 10 Calls for speculation.
 11 JUDGE ANDERSON:
 12 He is a logistics expert, and he
 13 would know probably better than anybody in
 14 the room what the alternatives would have
 15 been had that ship not been present.
 16 He may not know, but he probably
 17 knows better than anyone here.
 18 THE WITNESS:
 19 Your Honor, if I may, I already
 20 addressed that question when I first gave my
 21 description of what was going on, when I
 22 called the shore base, Clint, and he told me
 23 there were several boats available in the
 24 field from the THUNDER HORSE that he was
 25 sending to me.

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1 EXAMINATION BY MR. STERBCOW:
 2 Q. Did those boats arrive, to the
 3 best of your recollection?
 4 A. I don't recall.
 5 JUDGE ANDERSON:
 6 How long would that have taken,
 7 roughly?
 8 THE WITNESS:
 9 I want to say six hours.
 10 EXAMINATION BY MR. STERBCOW:
 11 Q. The nearest boats available to you
 12 in terms of time, the best you can
 13 recollect, were six hours away?
 14 A. That would have been information
 15 provided to me by Clint.
 16 Q. Was there any discussion in terms
 17 of standing by with the DAMON BANKSTON of
 18 using the other vessels to get the injured
 19 personnel into the beach?
 20 A. I don't recall any conversation.
 21 Q. As a logistics coordinator, would
 22 it be sound practice in your opinion to get
 23 injured personnel on a rescue vessel and get
 24 them to the beach as quickly as possible?
 25 A. I don't have enough information to

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1 answer that question.
 2 Q. What information would you need to
 3 answer that question?
 4 (Conference between Mr. Wilson and
 5 his attorney.)
 6 JUDGE ANDERSON:
 7 You don't need to sit there and
 8 make it up.
 9 THE WITNESS:
 10 Your question is hypothetical.
 11 Information -- what available vessels,
 12 aircraft, et cetera, do I have; what is the
 13 current sea state; what are the current
 14 conditions? Everything plays a factor. You
 15 know, most workboats don't operate well in
 16 heavy and rough seas.
 17 So the question is hypothetical
 18 and I cannot answer that without enough
 19 relevant information.
 20 EXAMINATION BY MR. STERBCOW:
 21 Q. From a logistics coordination
 22 standpoint, would it be better if you had
 23 the capability and could, in fact, remove
 24 noninjured personnel from the scene and get
 25 them to the beach as soon as possible rather

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1 than having them sit on a boat that has to
 2 remain at the scene and watch the rig burn?
 3 A. I'm not in a position to make that
 4 decision.
 5 Q. Who is? Better yet, do you know
 6 who was on April 20, 2010 --
 7 A. I don't know.
 8 Q. -- if you know?
 9 A. I don't know, sir.
 10 Q. You mentioned earlier you were
 11 using a handheld phone when you placed your
 12 call from the rig to begin marshaling the
 13 assets.
 14 A. I had a satellite phone.
 15 Q. Did you have to go to a certain
 16 location on the rig because, in your
 17 experience, you were going to get better
 18 reception?
 19 A. No, sir.
 20 Q. I misunderstood that. Did you
 21 feel like, in your position as logistics
 22 coordinator, given what had just happened on
 23 the DEEPWATER HORIZON, did you have
 24 sufficient communication capability to do
 25 your job?

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1 A. Given the tools I had in hand at
 2 the time the situation presented itself, I
 3 performed my job to the letter, sir. I did
 4 my job to the best of my ability and as
 5 efficiently as I knew how.
 6 Q. No question about that.
 7 Were you given sufficient
 8 communication resources so you could do your
 9 job to the best of your ability?
 10 A. I had my handheld satellite phone.
 11 I knew that it was self-powered and doesn't
 12 rely on rig power, and I knew this phone, in
 13 the event it would need to be used as such,
 14 it would work. We made sure to keep it
 15 functional at all times.
 16 Q. When you got to the DAMON
 17 BANKSTON, did you switch to a different
 18 means of communication?
 19 A. My satellite phone stayed in my
 20 possession.
 21 Q. Did you continue to use it or did
 22 you use another means of communication?
 23 A. As I stated earlier, the satellite
 24 phone, we pretty much used mine for incoming
 25 calls, if we needed it, to keep an open line

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1 of communication between Houston and the
 2 DAMON BANKSTON.
 3 Q. If you had to make outgoing calls
 4 as part of your ongoing coordination effort,
 5 were you prohibited in any way from doing
 6 that once you got on the DAMON BANKSTON?
 7 A. A satellite phone, I don't know if
 8 you know how they work, but they use
 9 satellites that orbit 26,000 miles around
 10 the Earth's atmosphere. Once it tracks on a
 11 satellite, it stays with it until it finds
 12 another satellite. So as long as you have a
 13 clear view of the satellite, you can achieve
 14 a call.
 15 Q. Okay.
 16 A. And that is through the Iridium
 17 satellite network, not through Global Star.
 18 Q. So -- okay. Great.
 19 Once you got on the DAMON
 20 BANKSTON, if you felt like you needed to
 21 make additional phone calls or communicate
 22 with anybody onshore or even anybody at a
 23 another location, you had the capability to
 24 do that?
 25 A. I had a satellite phone in my
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1 possession.
 2 Q. And there was no equipment problem
 3 or an order from the captain that -- you
 4 were not impeded from making those phone
 5 calls; you could do that from the DAMON
 6 BANKSTON?
 7 A. I was conscious and could
 8 self-motivate myself and function perfectly.
 9 Q. The captain of the DAMON BANKSTON,
 10 for instance, never said, "Look, I want all
 11 communication to go through me, don't make
 12 any phone calls"; he never prohibited you,
 13 in other words?
 14 A. I don't recall hearing a
 15 conversation of that nature.
 16 Q. How long was the trip once the
 17 DAMON BANKSTON was released from the
 18 DEEPWATER HORIZON until you arrived at
 19 Fourchon? How long did it take?
 20 A. Roughly 24 hours.
 21 Q. And that involved two stops along
 22 the way, or just one?
 23 A. Two.
 24 Q. Where did you stop first?
 25 A. The first stop, if I recall, was a
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1 Diamond rig. They were in the closest
 2 proximity to us. We dropped off some
 3 Transocean subsea personnel to try and get
 4 an ROV in the field to access the BOPs.
 5 The second stop, I want to recall
 6 it was a Total platform, the Total company,
 7 I think it was Matterhorn or something. We
 8 stopped there and waited, and that's when
 9 the Coast Guard and BOEM investigators
 10 arrived, and then right after that is when
 11 we continued our journey in.
 12 Q. Do you know whether or not the
 13 DAMON BANKSTON was instructed to wait at the
 14 second stop for the Coast Guard to come on
 15 board and conduct their investigation?
 16 A. I don't know.
 17 Q. Once you got to Fourchon, was
 18 there any further Coast Guard or any other
 19 investigation conducted there at the dock in
 20 Fourchon?
 21 (Conference between Mr. Wilson and
 22 his attorney.)
 23 THE WITNESS:
 24 The investigation, as you put it,
 25 the only other one would have been the drug
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1 tests that we took as we got off the boat,
 2 and then we were released or taken to
 3 whichever destination we wanted to go to.
 4 EXAMINATION BY MR. STERBCOW:
 5 Q. Was your handwritten statement
 6 given while you were still offshore?
 7 A. While we were underway on the
 8 DAMON BANKSTON is when I presented mine to
 9 the Coast Guard investigators.
 10 Q. And the forms the handwritten
 11 statements were made on, were those brought
 12 out to the DAMON BANKSTON by the Coast Guard
 13 or were they already available?
 14 A. I don't know that, sir.
 15 Q. Do you remember who you got yours
 16 from?
 17 A. One of the investigators with the
 18 Coast Guard gave it to me.
 19 Q. And this would have been in
 20 transit to Fourchon when this occurred?
 21 A. Yes, sir.
 22 MR. STERBCOW:
 23 Thanks. I don't have anything
 24 further.
 25 JUDGE ANDERSON:
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1 Pat O'Bryan?
 2 COUNSEL FOR PAT O'BRYAN:
 3 No questions.
 4 JUDGE ANDERSON:
 5 Counsel for Mr. Kaluza?
 6 MR. CLARK:
 7 No questions, Your Honor. I do
 8 want to say to Mr. Wilson, sir, as I have
 9 listened to you testify, I feel a great
 10 sense of admiration and respect for you, as
 11 I have with other witnesses, and I think
 12 maybe we don't say it enough sometimes. God
 13 bless you, sir. Thank you.
 14 JUDGE ANDERSON:
 15 Follow-up by BP?
 16 MS. KARIS:
 17 Very briefly, Your Honor.
 18 EXAMINATION BY MS. KARIS:
 19 Q. Good morning. I will try to keep
 20 this brief. I want to talk about the
 21 manifests that you were asked several
 22 questions about. Can you tell us what your
 23 general practice is in preparing manifests
 24 and listing people on there for being taken
 25 back to shore?

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1 A. As I said earlier, we have a
 2 whiteboard in our office and it is to track
 3 individuals that would be there short-term,
 4 not part of our normally scheduled crew
 5 change folks.
 6 Whenever a company guy gets ready
 7 to go, he comes and tells us he is about
 8 finished with the job, and we try to fit him
 9 in on the next available flight he is
 10 wanting to go in on.
 11 Q. There are a number of different
 12 ways how somebody could add their name to
 13 the list, and one is to add their name to
 14 the whiteboard. Is that fair?
 15 A. Yes.
 16 Q. And if I heard you correctly, you
 17 said you may get names from wellsite leaders
 18 of people to add to the list?
 19 A. The other way is from the
 20 Transocean radio operator. As we start our
 21 week, normally, he and I get together to put
 22 down who we know is going in. But they
 23 might have an asset -- depending on the
 24 equipment or operations -- they might need
 25 and that is how they inform us if they need

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1 to bring somebody in. It would be a
 2 Transocean person coming or going at the
 3 same time. Normally, that, on the
 4 Transocean third-party people, is
 5 communicated by us to the Transocean radio
 6 operator.
 7 Q. So you just call the radio
 8 operator, and they are your counterpart, if
 9 you will, on the Transocean side; is that
 10 fair?
 11 A. Yes. They help us or assist us
 12 with that and keep up with the rig's POB.
 13 Q. Is it common, in your experience,
 14 to add people to the manifest, and the next
 15 day, because their operations are not
 16 finished, to remove those people from the
 17 manifest?
 18 A. We have done that in the past.
 19 Q. In your experience, is it easier
 20 to remove people whose operations are not
 21 finished as opposed to getting them added
 22 the day their operations are finished?
 23 A. I have already answered that
 24 question in quite detail, sir.
 25 Ma'am. I'm sorry.

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1 JUDGE ANDERSON:
 2 He was looking at me when he said
 3 that.
 4 THE WITNESS:
 5 I do apologize. I was looking
 6 directly at the judge.
 7 As I went into detail before, to
 8 add somebody at the last minute, once the
 9 flight is locked in for that day, entails a
 10 great amount of steps and procedures that
 11 encompass a lot of time. And if you do
 12 that, you have the potential of delaying
 13 that flight and all flights throughout the
 14 day, versus if you remove somebody, it is
 15 easier to take them off because you have
 16 less weight and baggage and it is easier for
 17 the pilots to continue their mission.
 18 EXAMINATION BY MS. KARIS:
 19 Q. So it is easier to take them off
 20 than to add them, in short?
 21 A. Yes.
 22 Q. Switching to a slightly related
 23 but different topic, the Schlumberger crew
 24 that came off of the rig on April 20, 2010,
 25 did you have any involvement in deciding

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1 when those people came in?
 2 (Conference between Mr. Wilson and
 3 his attorney.)
 4 THE WITNESS:
 5 No, ma'am.
 6 EXAMINATION BY MS. KARIS:
 7 Q. And would you know who the person
 8 was that made the decision that the
 9 Schlumberger crew was to come off on the
 10 20th? If you know.
 11 A. No, ma'am.
 12 Q. Different topic. I just want to
 13 make sure, to follow up on something
 14 Lieutenant Butts asked you, if you could
 15 turn to the manifest. Do you have that in
 16 front of you? This is the manifest from the
 17 16th.
 18 If I heard what you were being
 19 asked, Lieutenant Butts was focusing on a
 20 column titled "PAX weight."
 21 Do you see that?
 22 A. Yes.
 23 Q. What does that stand for? And
 24 this is the document Bates No.
 25 BP-HZN-MBI-00140133. Do you have that one?
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1 A. Yes.
 2 Q. That might be the reason you were
 3 focusing on that person, but we can look at
 4 that.
 5 A. I can answer the abbreviation you
 6 are referring to. PAX, space, that is the
 7 abbreviation for passenger weight, and in
 8 parentheses, LBS is the generic abbreviation
 9 for pounds.
 10 Q. Are the weights listed here
 11 average or actual weights?
 12 MR. LIPUMA:
 13 We don't have that page.
 14 EXAMINATION BY MS. KARIS:
 15 Q. I see that since there is a round
 16 number of 200, there may have been some
 17 confusion as to whether that is an actual or
 18 average weight.
 19 MS. KARIS:
 20 So if I can step up and give the
 21 witness the page I'm referring to?
 22 JUDGE ANDERSON:
 23 Sure.
 24 EXAMINATION BY MS. KARIS:
 25 Q. Do you have in front of you the
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1 page that identifies various passengers and
 2 their weights? And we won't say who the
 3 people are.
 4 A. There are several manifests that
 5 should be before this one.
 6 Q. Fair enough. It is just one page
 7 of a manifest?
 8 A. These weights here, this flight
 9 would have generated in Houma. It came to
 10 the rig, so therefore the weights identified
 11 on this manifest are recorded by the air
 12 base in Houma.
 13 Q. Are those actual weights, then?
 14 A. I don't know.
 15 Q. When you generate the manifest for
 16 people going onshore, do you input their
 17 actual weights?
 18 A. Yes, ma'am.
 19 Q. And when you told us about the
 20 logistics of trying to coordinate a flight
 21 to come out to the rig and similarly to go
 22 back in shore, you said it was easier to
 23 take people off rather than add them on, is
 24 that in part because you need to get the
 25 right weights and fuel on there and that is
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1 why it is easier to take people off?
 2 A. Rephrase that.
 3 Q. Sure. Previously you testified it
 4 was easier to take people off of a manifest
 5 rather than get them added. Do you recall
 6 that?
 7 A. Yes, ma'am.
 8 Q. Is one of the reasons for that,
 9 that you are recording people's actual
 10 weight and you are also recording the weight
 11 of cargo. So it is easier to balance by
 12 taking people off rather than adding people
 13 because of the fuel requirements you told us
 14 about and the safety concerns?
 15 A. Well, when you have less
 16 passengers, you have less weight which is
 17 overall less weight that the helicopter has
 18 to burden it on the inbound flight.
 19 MS. KARIS:
 20 Nothing further.
 21 JUDGE ANDERSON:
 22 Counsel, do you have any questions
 23 of your client?
 24 MR. LIPUMA:
 25 No, Your Honor.
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1 EXAMINATION BY MR. BUTTS:
 2 Q. Mr. Wilson, have you ever
 3 participated in a man overboard drill on the
 4 DEEPWATER HORIZON?
 5 A. I don't recall.
 6 Q. Do you know what the resources are
 7 or the equipment that is on board the
 8 DEEPWATER HORIZON to facilitate the recovery
 9 of a person in the water?
 10 A. I don't know.
 11 Q. Did you mention that the lifeboat
 12 No. 2 was the rescue boat? Were you aware
 13 of that?
 14 A. No, sir, I didn't know that.
 15 Q. The standby vessel, the DAMON
 16 BANKSTON, if a person did fall overboard,
 17 and this is a hypothetical, if a person did
 18 fall overboard, would it be, in your
 19 opinion, would it be quicker to staff and
 20 man a lifeboat, lower it into the water,
 21 release the gear and recover the person, or
 22 would it be a little more efficient to call
 23 a vessel standing by that is properly
 24 outfitted with recovery equipment and
 25 medical facilities on board, or do you have
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1 an opinion?
 2 A. I don't know how they would work
 3 with each other on that.
 4 Q. Good enough. The bridging
 5 document you discussed a little bit earlier,
 6 do you recall in it if it indicated which
 7 corporate emergency response guidelines
 8 would be followed? You mentioned Transocean
 9 and BP were kind of piggybacking on each
 10 other?
 11 A. I don't know.
 12 Q. Do you know if in that bridging
 13 document, it identified one central command
 14 center, whether it be BP Houston or
 15 Transocean Houston, and coordinate together
 16 a response effort?
 17 A. I don't know, sir.
 18 Q. Are you familiar with the
 19 guidelines for the construction of Mobile
 20 Offshore Drilling Units?
 21 A. No, sir.
 22 Q. Do you know that the flag
 23 administration -- or what organization
 24 requires the number of lifeboats on
 25 deepwater drilling rigs?
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1 A. No, sir.
 2 Q. Do you know if it is the Coast
 3 Guard or the Marshall Islands or the
 4 international association?
 5 A. I don't know.
 6 Q. Do you know that it is an actual
 7 requirement of the United States Coast
 8 Guard?
 9 A. I don't know that.
 10 Q. Do you know there is an
 11 international standard for the construction
 12 and outfitting of lifeboats onboard mobile
 13 offshore drilling units?
 14 A. No, sir.
 15 Q. Do you know if there is a
 16 requirement for fire protection on board
 17 mobile offshore drilling units?
 18 A. I don't know.
 19 Q. Do you know if there is an
 20 international standard for having life
 21 jackets on board mobile offshore drilling
 22 units?
 23 A. I don't know.
 24 Q. The items I did mention here,
 25 would you agree they are lifesaving
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1 appliances and have the capability of
 2 rescuing people in case of an emergency?
 3 A. I know we had life jackets on the
 4 vessel and I do remember -- I had mine on as
 5 well and I do remember seeing several people
 6 in the water that had them on.
 7 Q. So regardless if it was the
 8 Marshall Islands or the Coast Guard or any
 9 of the other agencies responsible for search
 10 and rescue, there were appliances that were
 11 in place based upon regulations for
 12 lifesaving?
 13 A. Yes. We had lifeboats and life
 14 jackets on the vessel.
 15 MR. BUTTS:
 16 Thank you very much.
 17 EXAMINATION BY CAPT. HIGGINS:
 18 Q. Sir, very briefly, if you look at
 19 the manifest, the last three numbers being
 20 134, I would like to invite your attention
 21 to the upper right-hand corner, the date
 22 being 4-16-2010. Can you tell me, is that
 23 when these items were delivered to the
 24 DEEPWATER HORIZON?
 25 A. This is a multipage document that
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1 we only have this one page of, so I don't
 2 know based on this one page.
 3 Q. You don't know if these things
 4 were delivered to the DEEPWATER HORIZON or
 5 how that date relates to this manifest?
 6 (Conference between Mr. Wilson and his
 7 attorney.)
 8 THE WITNESS:
 9 I don't know.
 10 EXAMINATION BY CAPT. HIGGINS:
 11 Q. I would like to invite your
 12 attention to the line "Centralizers to
 13 Weatherford."
 14 A. Yes, sir.
 15 Q. It indicates there the quantity is
 16 15. Is that correct?
 17 A. Yes, sir.
 18 Q. Would that indicate that this
 19 manifest identifies that 15 Weatherford
 20 centralizers were delivered to the DEEPWATER
 21 HORIZON?
 22 A. It doesn't say on this page -- it
 23 does. Correction. It shows where 15 were
 24 shipped from BP Houma, which HMA is the
 25 aviation abbreviation for Houma. It shows
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1 the origin of BP Houma to destination
 2 DEEPWATER HORIZON with 15.
 3 Q. So this manifest would seem to
 4 indicate that 15 Weatherford centralizers
 5 were delivered to the DEEPWATER HORIZON.
 6 I understand you are not sure
 7 about the date, but it would seem to
 8 indicate they were delivered on the 16th.
 9 Is that correct?
 10 A. I don't know that on the date,
 11 sir.
 12 Q. Yes, sir. But would this document
 13 seem to indicate there were 15 Weatherford
 14 centralizers delivered to the DEEPWATER
 15 HORIZON?
 16 A. Yes, sir, it shows that 15 were
 17 shipped.
 18 Q. I'm a little confused with regard
 19 to the indication of units. It says cubic
 20 feet. Is this 15 centralizers, or can you
 21 explain why it says 15 in the unit block?
 22 A. I can't speak on behalf of the
 23 gentleman in Houma that entered this item on
 24 this part of the manifest.
 25 Q. So the logical unit for
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1 centralizers would be a number each rather
 2 than cubic feet. Is that correct?
 3 A. General assumption, yes.
 4 Q. So looking at this document, would
 5 you be led to believe that 15 centralizers
 6 were delivered to the DEEPWATER HORIZON?
 7 A. Fifteen were shipped to the
 8 DEEPWATER HORIZON, yes, sir.
 9 CAPT. HIGGINS:
 10 Thank you very much, sir.
 11 EXAMINATION BY MR. DYKES:
 12 Q. I understand you were a rig medic
 13 before you became a logistics person for BP,
 14 that you were a rig medic prior to that from
 15 1998 until 2002?
 16 A. Yes, for roughly about a year I
 17 was. As a medic.
 18 Q. As a medic?
 19 A. Yes.
 20 Q. Who did you work for at that time?
 21 What rigs were you assigned to?
 22 A. My first job in the oilfield was
 23 in 1998. I worked -- it was a small
 24 independent company called Baytron out of
 25 Gretna. The first platform I worked on was
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1 Eugene Island 275. It was a workover owned
 2 at the time by Elf Exploration. I think
 3 they bought it from somebody. That was the
 4 first platform I ever set foot on.
 5 Q. Part of being a medic is being
 6 able to gauge the weight of the person that
 7 may be injured so you know what to
 8 communicate to the beach as far as getting
 9 further medical treatment or medical help.
 10 Is that part of that training?
 11 A. It is part of patient assessment
 12 at the time I was trained as that.
 13 Q. Based on that, and you are
 14 somewhat like I am, one of the heavier-set
 15 people that work offshore, what in your
 16 opinion is the average weight of the crew of
 17 the DEEPWATER HORIZON, the guys that you
 18 worked with, that you communicated with on a
 19 daily basis? Would you say under 200, over
 20 200 pounds?
 21 A. It is hard to determine because
 22 every --
 23 Q. Give me the heaviest guy that you
 24 know on the rig.
 25 MR. SCHONEKAS:
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1 I object unless he worked at a
 2 carnival.
 3 EXAMINATION BY MR. DYKES:
 4 Q. There is an issue with survival
 5 craft capacity and there are also weight
 6 limits. We have addressed that several
 7 times in years back, but I think you have
 8 the background to be able to give us a
 9 fairly good judgment of that since you deal
 10 with the manifest on a daily basis, you are
 11 having to put weight on the manifest, having
 12 to do multiple tasks, and it appears that
 13 you are fairly intelligent --
 14 A. Thank you.
 15 Q. -- to listen to you talk and to
 16 question the other attorneys, you know, you
 17 can think pretty well on your feet. Based
 18 on that, and the reason we are asking, what
 19 is the average weight? And if you don't
 20 have an average, give me a high and a low.
 21 A. Considering you are wanting to
 22 look and get an assessment of probably over
 23 300 people here, every person on the rig has
 24 an opposite, so out of 300 people, I have
 25 seen people come out before that was well
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1 over 300 pounds, and then I have seen some
 2 people that could be 100 pounds soaking wet.
 3 So the average is from 100 pounds to 300
 4 pounds.
 5 Q. And 300 people? We can
 6 extrapolate that out.
 7 The second thing is, Lieutenant
 8 Butts touched on it and the attorney for
 9 Mike Williams touched on it some, the use of
 10 a standby vessel.
 11 You stated the NA KIKA was one of
 12 the closer facilities. How far away was
 13 that facility?
 14 A. I don't recall.
 15 Q. Ten miles, 20 miles? Ballpark
 16 figure.
 17 A. I know it is not 10 miles, because
 18 if you are on the rig -- general rule of
 19 thumb in seaworthiness, when you are looking
 20 out, the horizon is roughly 10 to 15 miles,
 21 normal line of sight without magnification.
 22 So I can say it was more than 15 miles away.
 23 Q. And typical vessels that service
 24 the NA KIKA, those are similar vessels to
 25 the DAMON BANKSTON?
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1 A. Most of the facilities that BP has
 2 in deepwater usually have at least one
 3 workboat assigned to each facility. Then we
 4 have crewboats that assist in as-needed
 5 runs, and it also depends on whatever
 6 operation is currently going on at that
 7 particular site. There have been times when
 8 we were spudding and we had two workboats
 9 and one on standby. Most facilities use the
 10 workboats as needed.
 11 Q. You are a logistics person. What
 12 is the average speed of a utility boat
 13 that's a 280 class? Ten knots, 20 knots?
 14 A. I think the DAMON BANKSTON, I want
 15 to recall she made somewhere probably around
 16 the vicinity of 8 to 12 knots.
 17 Q. Let's say an average speed of 10
 18 knots just for ease of simplicity. Let's
 19 say the NA KIKA is 20 miles away, and that
 20 is 20 nautical miles, so that's a two-hour
 21 run to get somebody to you. Is that math
 22 right? At 10 knots and you are 20 nautical
 23 miles --
 24 A. I believe so. I don't have a
 25 calculator in front of me, but I believe so.
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1 Q. Were there any other facilities,
 2 not necessarily owned by BP, but any
 3 facility closer than the NA KIKA?
 4 A. Yes, there was a Diamond rig about
 5 15 or 20 miles away. That's the first place
 6 we went to when we left.
 7 Q. And that would be served by an OSV
 8 as well, similar to the DAMON BANKSTON?
 9 A. I guess.
 10 Q. If it is a deepwater rig, typical
 11 operation, it is going to have a workboat?
 12 A. Yes, sir, it should.
 13 Q. So on the horizon, 14 or 15 miles,
 14 potentially a little over an hour and a half
 15 run.
 16 My next question is if you are two
 17 hours out from having an offshore supply
 18 vessel to provide a work platform or a
 19 response platform, and you can get a
 20 helicopter on location in less time than
 21 that, how would you go about transferring
 22 injured personnel?
 23 I'm going to touch on it and pull
 24 from some of your rig medic training. Would
 25 it be next to impossible to transfer injured
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1 personnel from a survival craft or survival
 2 boat to a helicopter in that situation
 3 without a work platform to operate off of?
 4 And by "work platform," I mean an offshore
 5 supply vessel deck.
 6 A. Well, there are several factors
 7 that are going to play into it. Sea state
 8 for one. I mean, if you are looking at 8-
 9 to 10-foot seas, it would --
 10 Q. Let's take that out of the
 11 question. Best-case scenario, slick and
 12 calm, how hard would it be to transfer
 13 injured personnel from a survival craft --
 14 A. Like we were in, the orange safety
 15 boat?
 16 Q. Right. Escape boat.
 17 A. So to remove someone from that
 18 boat onto -- it's a task. It can be done,
 19 but it's a task.
 20 Q. It would be tough?
 21 A. Yes, sir.
 22 Q. So now, having lived through this
 23 experience, based on your experience with
 24 that and your opinion, how would you feel
 25 about bobbing around out there for two hours

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1 before you can get a workboat to you or
 2 potentially a helicopter to you in that
 3 amount of time? Is that something you would
 4 want to do?
 5 A. If I was able to safely leave the
 6 rig in a survival craft, knowing that I am
 7 away from the rig in a survival craft and I
 8 am safe from that harm, I believe
 9 psychologically, I could endure that knowing
 10 I had help on the way.
 11 MR. DYKES:
 12 Thank you. No further questions.
 13 EXAMINATION BY CAPT. NGUYEN:
 14 Q. In your position, I understand you
 15 are in communication with the wellsite
 16 leader?
 17 A. Yes.
 18 Q. Were there occasions on the
 19 DEEPWATER HORIZON that the wellsite leaders
 20 were switched out?
 21 A. As in crew change?
 22 Q. Right.
 23 A. Yes. They crew changed all the
 24 time.
 25 Q. Was there anything unusual about

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1 switching out Mr. Sepulvado with Mr. Kaluza?
 2 A. Unusual?
 3 Q. Yes, sir, from your observation.
 4 A. Not that I am aware of.
 5 Q. Based on your opinion, did
 6 Mr. Kaluza have full awareness of what was
 7 going on with the operation?
 8 MR. CLARK:
 9 I object on several grounds
 10 including that it calls for speculation and
 11 lacks a foundation that he knows Mr. Kaluza
 12 to a point where the witness could opine on
 13 his awareness of things.
 14 JUDGE ANDERSON:
 15 We know he has been working out
 16 there for years in this particular context
 17 interacting with other people. He may or
 18 may not have an opinion. He has certainly
 19 shown his ability to not guess or speculate.
 20 If you have an opinion, go ahead.
 21 THE WITNESS:
 22 I don't know Bob Kaluza. I don't
 23 know, sir.
 24 EXAMINATION BY CAPT. NGUYEN:
 25 Q. Yes, sir. So did you have any

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1 concern about his decision making?
 2 A. I am not in a position to make
 3 that judgment.
 4 Q. Did anybody have any concern on
 5 board the vessel with the switching out of
 6 Mr. Kaluza for Mr. Sepulvado?
 7 A. I don't recall, sir.
 8 Q. While you were on the MACONDO
 9 project, did you have any interaction with
 10 the BP drilling engineers, including
 11 Mr. Mark Hafle or Mr. Brian Morel?
 12 A. Yes.
 13 Q. I understand that Mr. Morel was on
 14 board during the time of the casualty?
 15 A. Yes. Was he on the DEEPWATER
 16 HORIZON during the accident that night?
 17 Q. Yes.
 18 A. No. As a matter of fact, he took
 19 my seat on the helicopter that day.
 20 Q. Prior to that, were you aware of
 21 any decision he made that was required to be
 22 approved by shore that he made on board the
 23 vessel?
 24 A. I wasn't aware, sir.
 25 CAPT. NGUYEN:

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1 Thank you, sir.
2 JUDGE ANDERSON:
3 Is there anything more you would
4 like to add?
5 (Conference between Mr. Wilson and
6 his attorney.)
7 THE WITNESS:
8 No, sir, I don't. I think I tried
9 to convey the information I had to the best
10 of my ability for you to understand it. I
11 understand what this board is trying to do
12 and I have faith in you.
13 JUDGE ANDERSON:
14 Thank you for your appearance and
15 your service.
16 Mr. Lipuma, if we need your client
17 to return, would that be possible?
18 MR. LIPUMA:
19 Of course, Your Honor.
20 JUDGE ANDERSON:
21 Thank you.
22 CAPT. NGUYEN:
23 We will adjourn and reconvene at
24 1.
25 (Recess for lunch.)

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1
2
3 REPORTER'S CERTIFICATE
4
5 I, CATHY RENEE' POWELL, Certified
6 Court Reporter, do hereby certify that the
7 foregoing testimony/transcript was reported
8 by me in shorthand and transcribed under my
9 personal direction and supervision, and is a
10 true and correct transcript, to the best of
11 my ability and understanding;
12 That I am not of counsel, not related
13 to counsel or parties hereto, and not in any
14 way interested in the outcome of this
15 matter.
16
17 _____
18 CATHY RENEE' POWELL
19 Certified Court Reporter
20
21
22
23
24
25

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