

1           USCG/MMS MARINE BOARD OF INVESTIGATION  
2           INTO THE MARINE CASUALTY, EXPLOSION, FIRE,  
3           POLLUTION, AND SINKING  
4           OF MOBILE OFFSHORE DRILLING UNIT  
5           DEEPWATER HORIZON, WITH LOSS OF LIFE  
6           IN THE GULF OF MEXICO 21-22 APRIL 2010  
7           Saturday, May 29, 2010

8                           \* \* \* \* \*

9                   The transcript of The Joint United  
10                  States Coast Guard Minerals Management Service  
11                  Investigation of the above-entitled cause,  
12                  before Dorothy N. Gros, a Certified Court  
13                  Reporter, authorized to administer oaths of  
14                  witnesses pursuant to Section 961.1 of Title  
15                  13 of the Louisiana Revised Statutes of 1950,  
16                  as amended, reported at the Radisson Hotel,  
17                  2150 Veterans Memorial Boulevard, Kenner,  
18                  Louisiana, 70062, on Saturday, May 29, 2010,  
19                  beginning at 8:00 a.m.

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1 APPEARANCES:

2 MEMBERS OF THE BOARD:

3 CAPT HUNG M. NGUYEN, CO-CHAIR  
4 UNITED STATES COAST GUARD

5 DAVID DYKES, CO-CHAIR  
6 MINERALS MANAGEMENT SERVICE

7 JASON MATHEWS  
8 MINERALS MANAGEMENT SERVICE

9 JOHN McCARROLL  
10 MINERALS MANAGEMENT SERVICE

11 ROSS WHEATLEY  
12 UNITED STATES COAST GUARD

13 LTR ROBERT BUTTS, COURT RECORDER  
14 UNITED STATES COAST GUARD

15 REPORTED BY: DOROTHY N. GROS, CCR  
16 CERTIFIED COURT REPORTER  
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1 PROCEEDINGS

2 CAPT NGUYEN:

3 The board will now call on Mr.

4 Micah Sandell with Transocean.

5 \* \* \* \* \*

6 MICAH SANDELL,

7 after being first duly sworn in the cause,

8 testified as follows:

9 CAPT NGUYEN:

10 Thank you, sir, for being here.

11 Please be seated.

12 THE WITNESS:

13 (Witness complies.)

14 EXAMINATION

15 BY MR. MATHEWS:

16 Q. Good morning, Mr. Sandell.

17 A. Good morning.

18 Q. For the record could you please state

19 your full name and spell your last?

20 A. Micah Joseph Sandell, S--A-N-D-E-L-L.

21 Q. And by whom are you employed, sir?

22 A. Transocean.

23 Q. And what position to you hold with

24 Transocean?

25 A. Crane operator.



1 Q. How long have you been a crane operator  
2 with them, sir?

3 A. Eight years.

4 Q. Had you had any other experience with  
5 Transocean outside of crane operator?

6 A. No.

7 Q. Do you have any other oil and gas  
8 experience outside of Transocean?

9 A. No.

10 Q. Can you please briefly describe your  
11 job responsibilities as crane operator?

12 A. To unload and offload boats, move  
13 equipment around on deck, get tools ready to  
14 go to the rig floor.

15 Q. And how long have you been assigned to  
16 the DEEPWATER HORIZON? Is that the only rig  
17 that you've been on with Transocean?

18 A. No.

19 Q. What other rigs have you been with,  
20 sir?

21 A. I've been with the RICHARDSON and F.G.  
22 McCLINTOCK.

23 Q. How long had you been on your hitch  
24 prior to the incident?

25 A. Thursday the 15th is when I come on.



1 Q. I'm going to get a board up and I would  
2 like for you to display where you were at the  
3 time of the incident. We're going to get you  
4 a mic, too, sir. Can you please tell us where  
5 you were on the rig at the time of the  
6 incident?

7 A. Yes. I was on the port aft deck in the  
8 Gantry crane, which was about right here  
9 (indicating).

10 Q. Okay. And you can return to your seat.  
11 I just want to ask you a few questions about  
12 that now.

13 A. (Witness complies.)

14 Q. You can keep it up because I want to  
15 have some conversation about that. Thank you.  
16 At the time of the incident when you were on  
17 this side, what did you witness, sir?

18 A. Right at the time of the incident?

19 Q. No, you were working -- obviously there  
20 was some time up to the incident. Can you  
21 please tell me if you heard anything, saw  
22 anything and then what happened at the time of  
23 the incident.

24 A. I was making up tools for Dril--Quip.  
25 And we had done made up one tool. We was



1 fixing to start on another tool. And I seen  
2 the guys down on the deck looking up to the  
3 rig floor, so I looked up to see what was  
4 going on. And that's when I seen mud shooting  
5 all the way up to the derrick.

6 Q. Did you hear anything? Any type of  
7 release of gas or air?

8 A. Not at that time.

9 Q. In your written testimony -- your  
10 written statement, excuse me, you said that  
11 you saw gas coming out of the degaser. Is  
12 that accurate?

13 A. Yes.

14 Q. Okay. Was it -- from that you thought  
15 they were trying to divert through the degaser  
16 or did you just think it was flowing through  
17 the degaser at that time?

18 A. I didn't know.

19 Q. After the incident occurred, can you  
20 please lead us up to the point of once you  
21 evacuated?

22 A. After everything had done --

23 Q. Yes, sir.

24 A. -- exploded?

25 Q. Well, can you start from -- after the



1 rig floor when you saw mud shoot up to the  
2 derrick?

3 A. Yes.

4 Q. Up to that point, up to the evacuation

5 A. After I saw the mud shooting up it was  
6 just several seconds and then it just quit.

7 It went down and, at that time, I yelled at my  
8 roustabouts to go to the front of the rig.

9 Now, whether they heard my radio I'm not sure,  
10 but it was just several seconds after that --

11 I took a deep breath thinking that 'Oh, they  
12 got it under control.' Then all the sudden

13 the degaser is -- mud started coming out of

14 the degaser. And the degaser's on the -- and

15 I'm sure -- I don't know if y'all know it's on

16 the starboard aft of the derrick and it's in a

17 goose neck and it points back down to the

18 deck. And it come out of it so strong and so

19 loud that it just filled up the whole back

20 deck with a gassy smoke and it was loud enough

21 that -- it's like taking an air hose and

22 sticking it to your ear. Then something

23 exploded. I'm not sure what exploded, but

24 just looking at it, it was where the degaser

25 was sitting, it's a big tank and it goes into



1 a pipe. I'm thinking that the tank exploded.  
2 And that started the first fire, which was on  
3 top of the motor shed and on the starboard  
4 side of the derrick. And then that's when I  
5 jumped up and I turned my air conditioner off  
6 because the field's got this gassy smoke and  
7 I'm not sure what kind of gas it is or if it  
8 was going to suck into my air conditioner. I  
9 turned my AC off in my crane and didn't know  
10 if I should get out or not. And about that  
11 time everything in the back just exploded at  
12 one time. It went -- the whole back deck, it  
13 went all over me, it knocked me to the back of  
14 the cab. I fell to the floor there and then  
15 nobody -- at that time I didn't know what to  
16 do. I was just -- I fell, put my hands over my  
17 head and I just said "No, God. No." Because  
18 I thought that was it. And then the flames  
19 went away from where I was at and it was  
20 shooting straight up to over the derrick. And  
21 at that time I just took off out the door and  
22 started down the stairs. And I went around  
23 the port side of the rig and -- to the four  
24 lifeboat deck.

25 Q. Was there anybody else around you that



1 was helping you make up the Dril--Quip tool?

2 A. I had -- I had some roustabouts and a  
3 Weatherford hand working the bucking unit and  
4 a Dril--Quip hand making his tools up.

5 Q. And did they evacuate with you to --

6 A. They -- I'm not sure when they took off  
7 'cause it happened so fast. I don't know.

8 Q. And, after you got to the lifeboats,  
9 can you please go from there what happened?

10 A. Once we got to the lifeboats my  
11 supervisor, the deck pusher, was taking role.

12 Q. Who's your deck supervisor, sir? I'm  
13 sorry.

14 A. Dennis Martinez. And it was a lot of  
15 screaming, just a lot of screaming, a lot of  
16 hollering, a lot of scared people, including  
17 me, was scared. And trying to get people on  
18 the boats. It was a very unorganized -- we  
19 had some wounded we was putting in the boat.  
20 Had people on the boat yelling "Drop the boat,  
21 drop the boat" and we still didn't have  
22 everybody on the boat yet. We was still  
23 trying to get people on the boat and trying to  
24 calm them down enough to -- trying to calm  
25 them down enough to get everybody on the boat.



1 And there was people jumping off the side. We  
2 was trying to get a count and just couldn't  
3 get an accurate count because people were just  
4 jumping off the boat. And we were trying to  
5 get people to count "1, 2, 3" around the boat  
6 trying to see how many we had in there and  
7 people couldn't even count right because they  
8 was too scared. So, what we done is we just  
9 went ahead and filled the boats up to their  
10 max and loaded the wounded we got on there and  
11 then lowered the boat. And once we got to the  
12 -- to the work boat, the DAMON B BANKSTON,  
13 they loaded us on there and then, once we got  
14 everybody there, then we made a role call  
15 there. And we done that several -- several  
16 role calls there to get -- make sure they had  
17 everybody.

18 Q. Backing up, earlier you -- the second  
19 explosion, did you have any idea where that  
20 second explosion came from, the sound or which  
21 direction? Did you see where it came from?

22 A. No, sir. When it blew it just the  
23 whole deck blew up at one time.

24 Q. Did you see any offloading  
25 configuration from your standpoint of how they



1 were offloading to the DAMON BANKSTON from the  
2 rig?

3 A. No.

4 Q. I have no further questions, sir.  
5 Thank you.

6 E X A M I N A T I O N

7 BY MR. McCARROLL:

8 Q. Hello, Mr. Sandell. Just one quick  
9 follow up. You said the degaser points down  
10 towards the deck; is that correct?

11 A. Yes, sir. It's a goose neck.

12 Q. And it points down towards the back of  
13 the deck?

14 A. Yes, sir.

15 Q. So, it would be where you could see it  
16 pretty plainly?

17 A. Yeah. Straight in front of me.

18 Q. And you saw mud coming out of that  
19 shooting down towards the deck?

20 A. Yes, sir. Mud come out first and then  
21 gassy smoke come out second.

22 Q. And then gas and smoke?

23 A. Uh-huh (affirmative reply).

24 Q. Did you see the work boat, the  
25 BANKSTON, at the same time?



1 A. I didn't see it at the same time.

2 Q. I mean did you happen to notice it?

3 A. I knew it was on the side of me.

4 Q. Did you see what happened to it during  
5 the explosion or anything?

6 A. No.

7 Q. Okay. Thank you.

8 EXAMINATION

9 BY MR. DYKES:

10 Q. Let me get my notes straight here. You  
11 were in the Gantry Crane, y'all were at the  
12 bucking unit. The first thing you saw was mud  
13 and water and gas coming up out of the drill  
14 floor, correct?

15 A. Yes.

16 Q. Okay. And it lasted five seconds, two  
17 seconds?

18 A. I'm not sure.

19 Q. Short time, long time?

20 A. Short time.

21 Q. Okay. And then it shut off?

22 A. Yes.

23 Q. And then you saw it come out of the  
24 degaser?

25 A. Yes.



1 Q. And then the first explosion?

2 A. Yes.

3 Q. Now, what -- where did you see the  
4 first explosion occur?

5 A. I didn't -- I didn't quite see the  
6 explosion. I just heard it, but, from where  
7 it sounded and looked like, it looked like it  
8 was coming right up about where the degaser  
9 is.

10 Q. Okay. Thank you.

11 CAPT NGUYEN:

12 Flag state?

13 MR. LINSIN:

14 No questions. Thank you, Captain.

15 CAPT NGUYEN:

16 Thank you, sir. Transocean, any  
17 questions for your witness?

18 E X A M I N A T I O N

19 BY MR. KOHNKE:

20 Q. Good morning, Mr. Sandell.

21 A. Morning.

22 Q. Mr. Sandell, I just want to understand  
23 the sequence that you described and try to get  
24 a better understanding of the timing of it.  
25 The first thing you said after your attention



1 was drawn to it you saw mud shooting out of  
2 the derrick and mud may have had something  
3 else in it, but that's the first thing you  
4 saw?

5 A. Yes.

6 Q. And then you said your attention was  
7 then directed towards the degaser. Was the  
8 mud still coming out of the derrick when you  
9 turned to the degaser?

10 A. No.

11 Q. Okay. So, the mud had stopped coming  
12 out of the derrick and you saw something what  
13 you thought was a gas coming out of the  
14 degaser?

15 A. Yes.

16 Q. Okay. You said it then "Quit and went  
17 down" and I wanted to understand what went  
18 down? Was it no longer coming out of the  
19 degaser or no longer going out of the derrick  
20 when you said it "Quit"?

21 A. It no longer was coming out of the  
22 derrick.

23 Q. Okay. And how long do you think -- I  
24 know you weren't looking at your watch, that's  
25 for certain, but how long do you estimate



1 today that this quit period lasted?

2 A. Several seconds.

3 Q. You indicated that you had time to yell  
4 to the roustabout to go and -- you told me --  
5 you told us and I didn't hear where you told  
6 them to go, where was it?

7 A. I told them to go to the front of the  
8 rig.

9 Q. Okay. So, you had time to -- the  
10 quitting -- the noise had abated? It had  
11 slowed down? The noise had stopped?

12 A. The noise?

13 Q. The noise that had been associated with  
14 gas coming out or mud coming out, that had  
15 also stopped, too, enough for you to use your  
16 radio and be heard?

17 A. No, sir. I told them before it come  
18 out of the degaser. There was no noise until  
19 it started coming out the degaser.

20 Q. Okay, okay. And when you said it quit,  
21 was the gas still coming out of the degaser?

22 A. There was nothing coming out of the  
23 degaser when it quit coming on the rig floor.

24 Q. Okay. Now, what would cause it to  
25 quit, if you know?



1 A. I don't know.

2 Q. Okay. Would attempts to shut in the  
3 well cause it to quit?

4 A. I don't know that.

5 Q. You weren't able to see the driller,  
6 Dewey Revette, and the tool pusher, Jason  
7 Anderson, and you weren't looking at them  
8 during this time, were you?

9 A. No.

10 Q. Okay. And so you're not aware of what  
11 they might have been doing with -- with their  
12 job responsibilities?

13 A. No.

14 Q. Thank you, sir.

15 CAPT NGUYEN:

16 Anadarko?

17 COUNSEL REPRESENTING ANADARKO

18 PETROLEUM CORPORATION:

19 No questions.

20 CAPT NGUYEN:

21 MOEX?

22 COUNSEL REPRESENTING MOEX USA:

23 (No response.)

24 CAPT NGUYEN:

25 Douglas Brown?



1 COUNSEL REPRESENTING DOUGLAS BROWN:

2 No questions.

3 CAPT NGUYEN:

4 BP?

5 MR. GODFREY:

6 No questions. Thank you, Captain.

7 CAPT NGUYEN:

8 Thank you. Cameron?

9 COUNSEL REPRESENTING CAMERON, INC.:

10 No questions.

11 CAPT NGUYEN:

12 Halliburton?

13 COUNSEL REPRESENTING HALLIBURTON:

14 No questions. Thank you, Captain.

15 CAPT NGUYEN:

16 Thank you, sir. M-I SWACO?

17 MR. EASON:

18 Just one quick question.

19 CAPT NGUYEN:

20 Yes, sir.

21 E X A M I N A T I O N

22 BY MR. EASON:

23 Q. Mr. Sandell, I am Tobin Eason here on

24 behalf of M-I. A quick question for you: As I

25 understand it when you were in the Gantry



1 Crane you saw mud coming out of the derrick?

2 A. Yes.

3 Q. In answering a question to Mr. Dykes

4 you said "Mud and possibly water", can you

5 distinguish if it was mud and water or was it

6 just mud when you first saw that gushing

7 coming out of the derrick?

8 A. It just looked like mud to me.

9 Q. So, no water?

10 A. Don't know.

11 Q. That you could tell at that particular

12 time?

13 A. I couldn't tell if it was water.

14 Q. Was there any time when you actually

15 saw water coming up?

16 A. No.

17 Q. Thank you, sir. That's it. Thank you.

18 CAPT NGUYEN:

19 Thank you, sir. Dril--Quip?

20 COUNSEL REPRESENTING DRIL--QUIP, INC.:

21 No questions.

22 CAPT NGUYEN:

23 Yes, sir. Weatherford?

24 COUNSEL REPRESENTING WEATHERFORD,

25 INC.:



1           No questions.

2           CAPT NGUYEN:

3           Thank you, sir.

4           E X A M I N A T I O N

5           BY MR. WHEATLEY:

6           Q. Sir, I just have one question and maybe

7 I missed this in your testimony. You

8 mentioned that you were making up some tools

9 at the time just proceeding the incident.

10          What tools were you making up and what were

11 they for?

12          A. They were for Dril--Quip and I don't

13 know what they were for.

14          Q. Thank you.

15          MR. LINSIN:

16          Thank you, Captain.

17          CAPT NGUYEN:

18          Yes, sir.

19          E X A M I N A T I O N

20          BY MR. LINSIN:

21          Q. Good morning, Mr. Sandell.

22          A. Morning.

23          Q. I had a question, sir, regarding the --

24 if you know the names of the roustabout and

25 the fellow from Dril--Quip that were working



1 with you in making up these tools. Do you  
2 recall their names?

3 A. I had -- excuse me. I had Dustin  
4 Johnson, he had the radio. I had Herber  
5 Morales Moralez and the Dril--Quip guy I'm not  
6 sure of his name.

7 Q. Okay. Do you know his approximate age,  
8 any description you can give us of him?

9 A. I'd say in his 40's, tall, slender.

10 UNIDENTIFIED SPEAKER:

11 Handsome guy, right?

12 MR. LINSIN:

13 Alright. Point taken. Thank you,  
14 Captain.

15 CAPT NGUYEN:

16 Thank you, sir. Mr. Sandell, just  
17 a couple of questions.

18 E X A M I N A T I O N

19 BY CAPT NGUYEN:

20 Q. While you were on your duty station in  
21 the crane what communication do you have  
22 access to? Is it radio or --

23 A. Radio.

24 Q. Okay. Before you left the shack was  
25 there any radio transmission that you heard



1 over your radio, any transmission between the  
2 bridge, the control, engine control room or  
3 any transmission at all?

4 A. No, I heard nothing.

5 CAPT NGUYEN:

6 Okay. Mr. Sandell, are there any  
7 questions that we didn't ask you or any  
8 information that you would like to  
9 offer to the board that we -- with  
10 relevance to the purpose of the  
11 investigation?

12 THE WITNESS:

13 No, sir.

14 CAPT NGUYEN:

15 Okay. I thank you for your  
16 testimony and if we need for you to  
17 come back in the future for additional  
18 questioning will you make yourself  
19 available?

20 THE WITNESS:

21 Yes.

22 CAPT NGUYEN:

23 Thank you, sir. You are dismissed.

24 The board will now call on Mr. Paul  
25 Meinhart with Transocean.



1 \* \* \* \* \*

2 PAUL J. MEINHART, III

3 after being first duly sworn in the cause,

4 testified as follows:

5 CAPT NGUYEN:

6 Thank you, sir, for being here.

7 Please be seated.

8 E X A M I N A T I O N

9 BY MR. MATHEWS:

10 Q. Before we begin, sir, just everyday we

11 just want to remind you that you are

12 represented by a Transocean attorney; is that

13 okay with you?

14 A. Yes.

15 Q. Thank you. Mr. Meinhart, for the

16 record can you please state your name and

17 spell your last?

18 A. My name is Paul James Meinhart, III.

19 Meinhart is spelled M-E-I-N-H-A-R-T.

20 Q. Thank you. And by whom are you

21 employed, sir?

22 A. Transocean.

23 Q. And what position do you currently hold

24 with them?

25 A. Motorman.



1 Q. How long have you been a motorman, sir?

2 A. Three months.

3 Q. Had you had any other oil and gas

4 experience prior to being on the DEEPWATER

5 HORIZON?

6 A. I worked on the TRANSOCEAN DEVELOPMENT

7 DRILLER I for approximately three months prior

8 to working on the HORIZON.

9 Q. So, you have six months total

10 experience with Transocean?

11 A. Yes.

12 Q. And what was your role on the DD-I?

13 A. The DD--I was shorthanded mechanics and

14 they needed assistance. I was filling in for

15 a mechanic.

16 Q. Okay. Thank you. Did you have any

17 special training for your job, sir?

18 A. Prior to coming offshore I worked as a

19 diesel mechanic with a Peterbilt dealership.

20 Q. I'm sorry, who was that?

21 A. With a Peterbilt dealership.

22 Q. And, as a motorman on the DEEPWATER

23 HORIZON, what was your day to day operations

24 and responsibilities?

25 A. At the time I was shadowing a senior



1 motorman learning the tasks of the rig from  
2 day to day. Assisting as needed under the  
3 engineers.

4 Q. And who was that senior motorman?

5 A. It changed from day to day. I worked  
6 an off shift. I worked half a day with one  
7 and half a day with the others.

8 Q. And who were they?

9 A. It changed through the entire hitch.

10 Q. Oh, okay.

11 A. But Willie Stoner and Terry Sellers.

12 Q. And how long had you been on your hitch  
13 prior to April 20th?

14 A. Four days.

15 Q. Were you aware of any problems on the  
16 rig prior to the incident?

17 A. No.

18 Q. Can you give me a brief summary of your  
19 day of the 20th from when you woke up up till  
20 the time of the incident, sir?

21 A. Got up. Went and ate breakfast.  
22 Approximately 5:30 went down to the ECR. I  
23 got my daily tasks from our first engineer. I  
24 went and performed daily rounds of PM service  
25 on some pumps. I came back, at that time some



1 of the other crew were installing a spool  
2 piece, a thruster cooling piece of piping. I  
3 went with them, installed it. Came back to  
4 the ECR, filled out a permit to work in the  
5 deisolation to deisolate the equipment and  
6 test it and return it to service. I filled  
7 out that paper work. I went and got the paper  
8 signed by the OIM and Captain. Registered the  
9 permit on the bridge. Came back to the ECR to  
10 gather everybody to go deisolate the equipment  
11 and test it, that's when the incident  
12 occurred.

13 Q. Okay. What time did you get that  
14 permit signed by the OIM around about?

15 A. I would say sometime right after 9:00.

16 Q. And where were you actually located at  
17 the time of the incident?

18 A. In the engine control room.

19 Q. Was anybody else in the engine control  
20 room with you, sir?

21 A. Yes.

22 Q. And who was that?

23 A. Doug Brown, Willie Stoner and Brent  
24 Mansfield.

25 Q. Prior to the incident did you hear any



1 type of indication that something was going  
2 wrong? Any alarms, any lights blink or  
3 anything to make you aware of any type of  
4 problem?

5 A. Prior to the first explosion we got an  
6 alarm for a combustible gas. After the very  
7 first alarm we got a -- overheard a  
8 transmission over the radio to the DAMON  
9 BANKSTON to disconnect and move off the vessel  
10 500 meters as we were in a well control  
11 situation. After the transmission three to  
12 four more alarms came up on the panel.

13 Q. Okay. And what type of alarm is that?  
14 Is something visual, is there sound?

15 A. It's both visual and audio.

16 Q. Okay. And, prior to -- I guess you  
17 just referenced you got some type of  
18 communication where you heard the DAMON  
19 BANKSTON was informed to back off due to a  
20 well control situation. How long prior to the  
21 first explosion did that communication take  
22 place?

23 A. I perceive it to be fifteen to twenty  
24 seconds. And then how much longer was the  
25 second explosion after the first explosion?



1 A. Ten to fifteen seconds I believe.

2 Q. Was there any communication to the  
3 engine control room from the bridge to perform  
4 a shut down of the engines.

5 A. No.

6 Q. Do they have that capability?

7 A. We have the capability of shutting down  
8 the engines, yes.

9 Q. But does the bridge have access to  
10 communication to the engine control room to  
11 inform you to shut down the engines?

12 A. We have both the radio that is shared  
13 over the rig and we have telephones.

14 Q. Okay. Which engines were running at  
15 the time of the incident?

16 A. 3 and 6.

17 Q. I know earlier you said you had only  
18 been on the DEEPWATER HORIZON for three  
19 months, but were you aware of any safety  
20 devices on the engines themselves that would  
21 prevent over speed?

22 A. They have mechanical and electrical.

23 Q. And who was responsible for doing any  
24 type of preventative maintenance or inspection  
25 on those, sir?



1 A. I believe our first engineer.

2 Q. Okay. In the three months that you  
3 were out there on any of your hitch, do you  
4 recall any preventative maintenance or  
5 inspection occurring on those devices?

6 A. I recall doing a test in -- testing of  
7 the systems on one of the engines, yes.

8 Q. Do you remember which engine that was,  
9 sir?

10 A. Not exactly, no.

11 Q. Thank you. Do you know what the trip  
12 settings were for the overspeed?

13 A. Not the exact settings, no.

14 Q. When the alarm sounded, does that shunt  
15 power to the engines at all to shut them down  
16 or is it just an alarm to notify you that  
17 something's going wrong?

18 A. The alarms notify us. The rig -- the  
19 engines provide power to the rig for  
20 hydraulics, thrusters, for all the equipment  
21 on the rig. So, if we shut down the engines  
22 the rig has no power to perform any  
23 operations.

24 Q. There's no back up generator for that?

25 A. Yes, there is.



1 Q. If the engines shut down would the  
2 generators supply the back up power that's  
3 necessary?

4 A. The emergency generator has to be  
5 manually started.

6 Q. Have you ever seen MMS or the Coast  
7 Guard or ABS on the rig while you were out  
8 there?

9 A. Yes.

10 Q. Did any of those individuals that I  
11 just named inspect any of those devices in  
12 your presence?

13 A. I work nights. Most of the time they  
14 were there during days. I cannot -- I do not  
15 know.

16 Q. Alright. At the time of the explosion,  
17 could you tell me what you saw or what you  
18 witnessed? Was there any indication of what  
19 happened in the engine control room or where  
20 about on the rig where the explosions came  
21 from?

22 A. The first explosion I was standing with  
23 my back to the port side next to a door. The  
24 door on the port side of the engine control  
25 room got blow in. So, I believe that it came



1 from the port side of the vessel from where we  
2 were at.

3 Q. And the second explosion?

4 A. The second explosion at that time I had  
5 just moved over, but I still had my back to  
6 the port side. But there's another door  
7 coming from the center of the rig. During the  
8 second explosion that door got blown open.

9 Q. Do you know what exploded?

10 A. No.

11 Q. Okay. Do you know what happens in an  
12 engine scenario when it has a run away?

13 A. When it overspeeds

14 Q. Yes, sir.

15 A. -- and has a failure of the components?

16 Q. Yes, sir. What would happen?

17 A. Depending on the extent during an  
18 overspeed a bearing failure can occur on any  
19 of the rods or mains, which can then throw a  
20 rod through the side of the block or blow a  
21 head off the engine.

22 Q. When you were in the engine control  
23 room did you have any presence of gas?

24 A. I do not recall, no.

25 Q. Are you familiar with the term "Rig



1 saver"?

2 A. Yes.

3 Q. Can you please tell me what that does?

4 A. Rig saver is basically a valve device  
5 on the intake of the engine that is supposed  
6 to close in the event of an overspeed.

7 Q. Okay. Do you have any device or any  
8 type of thing in the engine control room to  
9 indicate that that device actually activated?

10 A. It would be on the SVC console.

11 Q. I'm sorry, the SVC console?

12 A. Yes.

13 Q. What does "SVC" stand for?

14 A. Uh --

15 Q. Where is that SVC console at? Is it --

16 A. It's the main console that controls all  
17 the power and generator systems.

18 Q. And where is that located at?

19 A. In the ECR.

20 Q. It's in the ECR, okay. Do you have any  
21 well control procedures in your role as a  
22 motorman?

23 A. No.

24 Q. I know you had only been out there for  
25 three months, but were you ever in any type of



1 well control scenario, either on this event or  
2 the DD--I?

3 A. Not that I know of, no.

4 Q. Do you know if you were in a well  
5 control event what you would do as a motorman?  
6 Would you be on standby waiting for  
7 information from anybody or just --

8 A. Assist as directed.

9 Q. And who would be directing you?

10 A. I would take my directions either from  
11 the watch engineer or the first engineer.

12 Q. That's all the questions that I have,  
13 sir. Thank you.

14 A. Okay.

15 E X A M I N A T I O N

16 BY MR. McCARROLL:

17 Q. Sir, can I just follow up with a couple  
18 of questions? After the second explosion as  
19 soon as you made your way out of the engine  
20 control room, can you just tell us what  
21 happened there? When you went outside what  
22 did you see and where did you see it at?

23 A. As I was making my way out of the  
24 engine control room I assisted Brent Mansfield  
25 out and Willie Stoner assisted in helping him



1 get out of the engine control room. We exited  
2 out the back onto the secondary lifeboat deck.  
3 There's a phone right outside the engine  
4 control room on the wall. At that time Willie  
5 Stoner attempted to contact the bridge. The  
6 phones were dead. At that time we knew that  
7 we needed to get to our primary lifeboat  
8 station. Myself, Willie and Brent Mansfield  
9 made our way up the stairway to main deck and  
10 then to the port side of the vessel and moved  
11 up to the bridge.

12 Q. Did you notice any damage? I know it  
13 was pretty confusing at the time, but did you  
14 notice any damage along the main deck area?  
15 Anything specific?

16 A. On the main deck I didn't -- I didn't  
17 take a survey of any damage other than just  
18 observing our direction of travel to observe  
19 any obstructions or any dangers.

20 Q. Did you have to step over anything that  
21 was blow down or --

22 A. There was bits of debris.

23 Q. Did you notice any holes or missing --

24 A. On main deck, no.

25 Q. Missing rails or anything?



1           A. On the below main deck from the  
2 lifeboat deck there's a set of steps that's  
3 three or four steps down to a walkway.  
4 Initially I wanted to stay below main deck to  
5 get to the far port side of the vessel to  
6 avoid any danger, but the small steps going to  
7 the walk way were damaged.

8           Q. And that was kind of at the rear of the  
9 vessel?

10          A. Yes.

11          Q. Near the lifeboat area?

12          A. Yes.

13          Q. I have no further questions, thank you.

14                   E X A M I N A T I O N

15   BY MR. DYKES:

16          Q. Mr. Meinhart, when you exited out of  
17 the ECR building onto the lifeboat deck, were  
18 the lifeboats still in tact or were they gone?

19          A. I do not recall ever taking a survey of  
20 the lifeboats. I don't remember if they were  
21 there or if they were in tact. My initial  
22 concern at the time Willie was making the  
23 phone call attempting to make a phone call to  
24 the bridge. Brent Mansfield had a severe  
25 laceration to the scalp, was bleeding quite



1 bad. My first thought was to assess his  
2 injuries and try to see if there was anything  
3 that I could do for him.

4 Q. Okay. Thank you.

5 EXAMINATION

6 BY MR. WHEATLEY:

7 Q. Sir, I have a few questions for you  
8 specifically about the emergency generator you  
9 described. Now, onboard the DEEPWATER  
10 HORIZON, you indicated if I heard your  
11 testimony correct that the emergency generator  
12 had to be manually started? It didn't kick on  
13 automatically?

14 A. The systems on the rig you have your  
15 primary generators running on the rig at the  
16 time providing main power. In the event that  
17 the main generators trip off or overspeed for  
18 whatever reason the SVC system is designed to  
19 then start any other main generators that were  
20 not running at that time.

21 Q. Is that what you're referring to as  
22 your emergency generator, that generator you  
23 expected to start?

24 A. No. The -- the -- the damage to the  
25 system I think prevented the other generators



1 from starting.

2 Q. Okay. Now, is there yet another  
3 generator separate and distinct from those  
4 main generators?

5 A. Yes.

6 Q. And is that what you were referring to  
7 as the "Emergency generator"?

8 A. Yes.

9 Q. And that requires manual starting  
10 versus automatic?

11 A. Yes.

12 Q. So, would it be fair to characterize it  
13 as a standby generator to use possibly in an  
14 emergency?

15 A. If you want, yes.

16 Q. Well, I'm not trying to put words in  
17 your mouth. I'm just trying to draw the  
18 distinction between an emergency generator,  
19 which in my understanding it's designed to  
20 automatically energize as opposed to one that  
21 you actually have to physically go out and  
22 then start.

23 A. Okay.

24 Q. Let me ask you a few questions about  
25 that auxiliary generator. Did you perform as



1 part of your job maintenance on that  
2 generator, the auxiliary or standby, if we'll  
3 call it that?

4 A. Myself directly, no. I did observe and  
5 participate with the first engineer running  
6 the generator on a weekly basis.

7 Q. From the time that you got onboard the  
8 DEEPWATER HORIZON on this particular hitch, do  
9 you recall whether or not there was any  
10 maintenance performed on that generator?

11 A. Yes. Well, on this particular hitch?

12 Q. Yes, sir.

13 A. No.

14 Q. Do you recall if there was any testing  
15 performed on that generator this hitch?

16 A. I do not recall. I had not been on the  
17 rig enough days at that time.

18 Q. Now, according to your statement you  
19 provided to the Coast Guard, you indicated  
20 that you had gone to the bridge and then you  
21 went to this auxiliary generator room to try  
22 to start it, do you recall that?

23 A. Yes.

24 Q. How did you try to start it?

25 A. The generator has a battery starter,



1 electric starter. The battery systems were  
2 turned on. It has a start button. The start  
3 button was then switched on. We tried to  
4 start the generator, nothing happened. We  
5 weren't sure if maybe we weren't doing  
6 something right. It has a operating manual,  
7 which we then read through to verify that we  
8 were performing all of the steps correctly and  
9 the generator still would not start.

10 Q. How many times did you attempt to start  
11 the generator?

12 A. The generator was attempted to start  
13 several times, five or six times.

14 Q. Based upon your experience as a diesel  
15 mechanic and now as a motorman onboard, did  
16 you have any idea about what was causing the  
17 problem?

18 A. Something electrical because the  
19 generator would not even attempt to turn over.

20 Q. Thank you. I have no further questions  
21 at this point.

22 EXAMINATION

23 BY LT BUTTS:

24 Q. Good morning, Mr. Meinhart.

25 A. Hello.



1 Q. Can you -- you had gotten everyone -- I  
2 think it was Mr. Paul -- excuse me. You had  
3 made it back up to the bridge.

4 A. Yes.

5 Q. And ensured your buddies got up there  
6 and taken care of. Where, from the bridge to  
7 the generator shack, where is that located?  
8 How did you get down to that? Where is that  
9 generator shack located?

10 A. The generator room is located on main  
11 deck to the aft of the vessel on the port side  
12 behind the bridge.

13 Q. Okay, alright. Thank you.

14 CAPT NGUYEN:

15 Flag state?

16 MR. LINSIN:

17 No questions, thank you, Captain.

18 CAPT NGUYEN:

19 Yes, sir. Transocean?

20 MR. KOHNKE:

21 No questions. Thank you.

22 CAPT NGUYEN:

23 Yes, sir. MOEX?

24 COUNSEL REPRESENTING MOEX USA:

25 (No response.)



1 CAPT NGUYEN:

2 Douglas Brown?

3 MR. GORDON:

4 Yes.

5 EXAMINATION

6 BY MR. GORDON:

7 Q. Morning.

8 A. Morning.

9 Q. Did you say that you tried to start the  
10 generator that night?

11 A. After the incident when we were trying  
12 to -- when we needed power to possibly run  
13 fire equipment, yes. We did try to start it  
14 then after the incident.

15 Q. Okay. When was that? When did you  
16 start to do that?

17 A. Are you asking --

18 Q. Timewise.

19 A. Timewise?

20 Q. Yes, sir.

21 A. After the initial blast I can't say  
22 exactly. I would say less than ten minutes.

23 Q. Okay. Had Mr. Mansfield been taken out  
24 of the engine control room?

25 A. Yes, sir. As I said, myself and Willie



1 Stoner assisted Brent Mansfield to the bridge.

2 Q. And then did somebody direct you to try  
3 to start that generator?

4 A. Whenever I got up there at the time I  
5 got up there, our -- Mike Williams, the  
6 electrician, was up there, Doug Brown was up  
7 there. We had all just entered the bridge.  
8 The Captain then stated "We need -- we need  
9 power to attempt to fight the fire." We then  
10 informed him of the damage that had occurred  
11 on the back of the vessel and that we were not  
12 going to be able to attempt to get main power  
13 back on the rig. He then asked if it would be  
14 possible to possibly get emergency power from  
15 the backup generator.

16 Q. And then he sent you to go try to do  
17 that?

18 A. Myself, Mike Williams and Steve Bertone  
19 then went and attempted to start the standby  
20 generator.

21 Q. And where did you have to go to do  
22 that?

23 A. As I stated, the standby generator room  
24 is on main deck on the port side of the vessel  
25 behind the bridge.



1 Q. In a fire emergency do anyone of the  
2 three of you have assigned tasks other than  
3 that?

4 A. The watch engineer, the first engineer  
5 and the mechanical supervisor they have  
6 assigned tasks. My assigned task is assist as  
7 directed.

8 Q. Okay. Do you know what those other  
9 assigned tasks are for those other gentlemen?

10 A. Their primary -- their primarily  
11 supposed to assemble in the engine control  
12 room, assess the situation and then proceed as  
13 needed to either shut down any equipment or  
14 start any equipment to assist in whatever the  
15 situation is.

16 Q. Did you hear at any time anybody tell  
17 the Captain that attempting to fight the fire  
18 would be a futile attempt?

19 A. I do not recall that, no.

20 Q. As you sit here today, sir, do you  
21 think there was a Chinamen's chance to put  
22 that fire out?

23 MR. CLEMENTS:

24 Could you repeat the question?

25 MR. GORDON:



1 Yes.

2 BY MR. GORDON:

3 Q. Would it have been impossible --

4 MR. CLEMENTS:

5 I can't hear you. I think you're  
6 too close to the microphone.

7 MR. GORDON:

8 I'm sorry. Is that better?

9 MR. CLEMENTS:

10 Slightly.

11 MR. GORDON:

12 Okay.

13 BY MR. GORDON:

14 Q. Would it have been possible for anyone  
15 on the DEEPWATER HORIZON if you would have had  
16 power to put that fire out?

17 A. I cannot make that assumption. I do not  
18 know.

19 Q. Okay. Can you describe the Captain as  
20 far as his demeanor at that time?

21 A. My opinion of the Captain's demeanor is  
22 that he was very direct and organized and  
23 getting information from crew that were in  
24 different parts of the vessel to assess the  
25 damage of the vessel and then directing people



1 as what needed to be done.

2 Q. The panel -- back in the ECR now before  
3 the explosion -- actually let me ask you: Were  
4 you trained at all to utilize the emergency  
5 shutdown buttons?

6 A. Myself directly, no.

7 Q. Okay. Were you ever personally trained  
8 on that vessel on how to somehow shutdown  
9 electrical power?

10 A. Electrical power, no.

11 Q. Alright. All of your training  
12 regarding power, either taking it offline or  
13 online, was to bring power up if it went down;  
14 is that correct?

15 A. Yes.

16 Q. Were you ever trained or alerted to the  
17 fact that the ventilation into the ECR was  
18 such that if there was a gas leak on deck the  
19 gas would come into the engine control room,  
20 were you ever told that?

21 A. I was not told directly, no.

22 Q. Alright. Was there every any  
23 discussion by the Captain that if you -- when  
24 you were sent to initiate the emergency  
25 generator system, that there may be gas in the



1 area and by doing so you could actually cause  
2 an additional explosion?

3 MR. CLEMENTS:

4 The question is did the Captain say  
5 that.

6 THE WITNESS:

7 No.

8 BY MR. GORDON:

9 Q. I'm sorry?

10 A. No.

11 Q. Did anybody say that?

12 A. At the time, no.

13 Q. Looking back at it do you understand  
14 that concept of what could have happened?

15 A. Yes. I understand, but, due to the  
16 fact that half of the vessel was on fire at  
17 the time, I --

18 Q. One more fire wouldn't have mattered?

19 A. No not that.

20 Q. Not really. Right, I understand.

21 Regarding Mr. Mansfield, he's the first  
22 engineer, correct?

23 A. Yes.

24 Q. Was there a corresponding first  
25 engineer on the other shift or the other tour?



1 A. Yes.

2 Q. Who was that?

3 A. I do not know his exact name.

4 Q. Larry something?

5 A. Uh -- I believe that on the shift that  
6 I did not work on that person would have been  
7 Jerry Isaac. As I said, I do not work on days.

8 Q. Okay.

9 A. I do not know the exact -- that would  
10 -- I do not know.

11 Q. And I understand you're under oath and  
12 I don't want you to guess, so let me reask the  
13 question. Do you know for sure that there was  
14 a first engineer or a counterpart to James  
15 Brent Mansfield?

16 A. Yes, I do.

17 Q. Okay. But you don't remember his name?

18 A. The exact positions I -- as I said, I  
19 do not work on days. I had not been on the  
20 vessel that long. I cannot -- I do not know  
21 exactly who that individual was at the time.

22 Q. And I'm just going to ask one more  
23 question on that topic.

24 A. Okay.

25 Q. It's my understanding that there was



1 not -- that he was working for his first  
2 engineer license, is that possible?

3 MR. CLEMENTS:

4 Objection. Anything is possible.

5 If the witness knows if the person he  
6 can't identify was working on a  
7 license. If he knows that he's free to  
8 testify, but I think we're getting  
9 really far off field here.

10 MR. GORDON:

11 Yeah, I know. I just want to  
12 verify whether he knows that he had the  
13 license or was working to get the  
14 license.

15 CAPT NGUYEN:

16 Mr. Gordon, I think the witness  
17 already stated that he doesn't know the  
18 person. So, I don't know how far we  
19 can with this.

20 MR. GORDON:

21 Okay. Thank you so much.

22 BY MR. GORDON:

23 Q. Do recall hearing the engines 3 or 6  
24 revving up in power -- in revolutions, excuse  
25 me?



- 1 A. Yes.
- 2 Q. Do you know what they're set to run at?
- 3 A. The exact setting normal running speed  
4 I believe is 780.
- 5 Q. How about 720 constant?
- 6 A. Okay.
- 7 Q. Alright. Can you tell me what they  
8 revved up to?
- 9 A. I do not know.
- 10 Q. Did you have the ability to look on the  
11 screen to determine that?
- 12 A. The ability to monitor what the engine  
13 RPM was is possible on the SVC console, yes.
- 14 Q. Okay. Do you have an opinion -- and  
15 you may have answered this, but I'm sorry if I  
16 don't recall, whether the trips, either the  
17 mechanical or the electronic, actually  
18 functioned on engine 3?
- 19 A. I do not know for sure.
- 20 Q. And engine-6?
- 21 A. I do not know for sure, either.
- 22 Q. Did you go dark?
- 23 A. Yes.
- 24 Q. Is it your belief that the reason you  
25 went dark is because of the frequency trip on



1 engine 3 or 6?

2 MR. CLEMENTS:

3 If you know the answer.

4 THE WITNESS:

5 I do not know exactly the cause of

6 the going dark.

7 BY MR. GORDON:

8 Q. But the engines never stopped running

9 before the explosion, correct?

10 A. I do not believe so.

11 Q. In other words they were winding out,

12 you could hear that?

13 A. Yes.

14 Q. And the explosion occurred?

15 A. Yes.

16 Q. Thank you so much.

17 A. Thank you.

18 CAPT NGUYEN:

19 Thank you, sir. BP?

20 MR. GODFREY:

21 Thank you, Captain. No questions.

22 CAPT NGUYEN:

23 Thank you, sir. Cameron?

24 COUNSEL REPRESENTING CAMERON, INC.:

25 I have no questions.



1 CAPT NGUYEN:  
2 Thank you, sir. Halliburton?  
3 COUNSEL REPRESENTING HALLIBURTON:  
4 No questions, Captain.  
5 CAPT NGUYEN:  
6 Thank you, sir. M-I SWACO?  
7 MR. EASON:  
8 No questions.  
9 CAPT NGUYEN:  
10 Thank you, sir. Dril--Quip?  
11 COUNSEL REPRESENTING DRIL--QUIP, INC.:  
12 No questions.  
13 CAPT NGUYEN:  
14 Thank you, sir. Weatherford?  
15 COUNSEL REPRESENTING WEATHERFORD,  
16 INC.:  
17 No questions, Captain.  
18 CAPT NGUYEN:  
19 Yes, sir. Anadarko?  
20 COUNSEL REPRESENTING ANADARKO  
21 PETROLEUM CORPORATION:  
22 No questions.  
23 CAPT NGUYEN:  
24 Thank you, sir. MOEX?  
25 COUNSEL REPRESENTING MOEX:



1 (No response.)

2 EXAMINATION

3 BY LT BUTTS:

4 Q. Mr. Paul, were the engines -- just to  
5 follow up to this question here, were the  
6 engines winding up or were they winding down?

7 A. I believe that they were winding up.

8 Q. Okay. How long have you been a diesel  
9 mechanic including your time with Peterbilt?

10 A. Including my onshore time and this  
11 about six years.

12 Q. Okay. If gas was going into the turbo  
13 would the engines rev up or rev down?

14 A. They would rev up due to the fact that  
15 the engine was receiving an external  
16 unregulated source of fuel.

17 Q. Okay. Thank you, sir.

18 EXAMINATION

19 BY CAPT NGUYEN:

20 Q. A couple questions, Mr. Meinhart. What  
21 would have been damaged for the other primary  
22 generator to come online?

23 A. What would have been the damage for the  
24 primary generator --

25 Q. Well, yeah. If we have Number 3,



1 Number 6 online and if they -- if they went  
2 down the other engine, primary mover, should  
3 come up online?

4 A. Yes.

5 Q. And they didn't. So, what would have  
6 been damaged for those engines not to come up?

7 A. I do not believe that from the time  
8 that the rig went dark the -- there's always a  
9 delay in the equipment registering the fact  
10 that the equipment has failed and that we were  
11 in the dark and it has to go through a  
12 sequence to start the engines and that there  
13 was not enough time between the rig going dark  
14 and the first explosion.

15 Q. Okay. So, the sequence is there an  
16 electrical --

17 A. It's electrically controlled by the SVC  
18 console.

19 Q. Okay. So, if the SVC console was  
20 damaged then the other prime mover would not  
21 come online; is that right?

22 A. Yes.

23 Q. Okay. Now, can the -- can the primary  
24 generator can it be shutdown from the bridge  
25 or any other location or it's just inside the



1 engine control room that you can shut these  
2 things down?

3 A. The bridge and the ECR has the ability  
4 to control the engines as far as starting up  
5 engines and shutting down engines and  
6 switching engines.

7 Q. Okay. So, if the personnel on the  
8 bridge if they feel that shutting down the  
9 engine to stop the shortage of ignition they  
10 could have done that up on the bridge?

11 A. At the time the ECR was in control of  
12 the equipment, so we would have had primary  
13 control of the equipment and then the bridge  
14 could have taken control, but the amount of  
15 elapsed time and the other issues that the  
16 bridge was dealing with I do not know.

17 Q. Yes, sir. I just don't understand how  
18 the system was configured. If you have  
19 primary control down there whether the bridge  
20 could have taken control and shut them down  
21 themselves, that's what I just trying to  
22 understand the configuration. And at no time  
23 the bridge personnel informed you that they  
24 have taken control and shutting it down or  
25 anything like that that you're aware of?



1           A. As I stated I do not believe that there  
2 was enough elapsed time to perform that task.

3           Q. Yes, sir. I understand. Mr. Meinhart,  
4 thank you for your testimony.

5           CAPT NGUYEN:

6           Go ahead.

7           E X A M I N A T I O N

8           BY MR. MATHEWS:

9           Q. Being that you were on the rig for  
10 three months, do the terms THINK and START  
11 come to mind?

12          A. Yes.

13          Q. Can you please elaborate on what both  
14 those are?

15          A. START is a process of monitoring a task  
16 to maintain control on safety of the  
17 situation. THINK is a process of planning and  
18 executing a task.

19          Q. Similar to a JSA?

20          A. Yes.

21          Q. Thank you, sir.

22          CAPT NGUYEN:

23                 Mr. Meinhart, thank you for coming

24                 here this morning to testify. Are

25                 there any questions that we didn't ask



1           you or any other information of  
2           relevance to this investigation that  
3           you would like to offer?

4           THE WITNESS:

5                 I do not believe that I have any.

6           CAPT NGUYEN:

7                 Yes, sir. So, in the future if we  
8                         need for you to come back to provide us  
9           with additional information, will you  
10          make yourself available?

11          THE WITNESS:

12                 Yes.

13          CAPT NGUYEN:

14                 Thank you, sir. You are dismissed.

15          THE WITNESS:

16                 Thank you.

17          CAPT NGUYEN:

18                 We'll take a break, a ten minute  
19                         break, and reconvene at 9:05. Thank  
20          you.

21          (Whereupon, a short break was taken off the  
22          record.)

23          CAPT NGUYEN:

24                         The board will now call on Mr.  
25                         Charles Credeur with Dril--Quip.



1           \* \* \* \* \*

2                               CHARLES CREDEUR,

3 after being first duly sworn in the cause,

4 testified as follows:

5           CAPT NGUYEN:

6                       Thank you, sir. Please be seated.

7           THE WITNESS:

8                       (Witness complies.)

9           E X A M I N A T I O N

10       BY MR. MATHEWS:

11       Q. Mr. Credeur, for the record could you  
12 please state your name and spell your last?

13       A. Charles Credeur, spelled C-R-E-D-E-U-  
14 R.

15       Q. Thank you. And by whom are you  
16 employed, sir?

17       A. Dril--Quip.

18       Q. And what position do you hold with  
19 Dril--Quip?

20       A. Service technician.

21       Q. And how long have you been a service  
22 technician with Dril--Quip, sir?

23       A. Twelve years.

24       Q. Had you had any previous experience in  
25 the oil and gas industry prior to that twelve



1 years?

2 A. Yes. I've been in the oilfield

3 approximately thirty years.

4 Q. And with the other eighteen years what

5 did you do?

6 A. I spent some time over at Frank's

7 Casing and I had a previous stint with Dril-

8 Quip.

9 Q. So, roughly how many years total with

10 Dril--Quip?

11 A. Eighteen.

12 Q. Did you have any special training for

13 your job that you were performing at the

14 DEEPWATER HORIZON?

15 A. Yes.

16 Q. Can you please elaborate on that, sir?

17 A. We go through training on all of our

18 subsea wellhead equipment, the installation of

19 it.

20 Q. And what day did you arrive on the

21 DEEPWATER HORIZON?

22 A. It was the Monday of the week before.

23 I think it was the 12th.

24 Q. And what actually were you doing at the

25 DEEPWATER HORIZON, sir?



1           A. We were installing the 9 and 7/8ths  
2 casing hanger and I was also out there to run  
3 a lock down sleeve.

4           Q. You actually were going to run down the  
5 lock down sleeve?

6           A. Yes.

7           Q. We're going to put up a display of the  
8 location that we assume you were from your  
9 written statement and if you can confirm that?

10          A. Sure. I was out on the main deck port  
11 aft approximately here (indicating).

12          Q. Alright. Thank you. And you were the  
13 only Dril--Quip representative on the rig,  
14 sir?

15          A. Yes, sir.

16          Q. Up to the day of the -- on the morning  
17 of the 20th can you please give me your best  
18 recollection of what took place up to the time  
19 of the incident?

20          A. I had spent some time up that night,  
21 the prior night. So, I had gotten some sleep  
22 that day. That afternoon I awoken and I had  
23 went out on deck and kind of gathered up tools  
24 and whatnot, subs, that we were going to need  
25 for the bug up operation we were going to be



1 doing later on.

2 Q. Alright. And what happened right  
3 around the time of the incident?

4 A. Approximately 9:00 that night we had  
5 gone out to the port aft deck, which is what  
6 we call the bucking unit and to put together  
7 these assemblies. And we were doing that and  
8 we had just completed that operation and  
9 bucking up the lock down sleeve -- I'm sorry,  
10 the lead impression tube and the lock down  
11 sleeve running tool. And Mr. Don Clark came  
12 to me and told me that he had to go to the  
13 pits.

14 Q. And who is Don Clark?

15 A. He was one of the ADs with Transocean.

16 Q. Thank you.

17 A. And he left that area and approximately  
18 30 seconds to a minute later someone said "The  
19 well's blown out." At the time I was  
20 approximately 50 feet from the rig floor on  
21 the main deck with my back to the rig floor,  
22 so I just turned this way (indicating) and  
23 observed drilling mud just -- the only way I  
24 could describe it is it just looked like a  
25 waterfall coming off the rig floor onto the



1 main deck. It had just -- it was apparent to  
2 me it had just filled up with drilling mud.  
3 And we proceeded, myself and another  
4 gentleman, proceeded to walk along the port  
5 side of the rig on the main deck going toward  
6 the forward lifeboats.

7 Q. And who was that gentleman?

8 A. Brandon Boullion. And we got  
9 approximately halfway there and my first  
10 thought at this time was we're getting rained  
11 on by this drilling mud that has blown out the  
12 well. So, my first thought was to get under  
13 the heliport, get away from this mud and then  
14 from that point we would see what we needed to  
15 do, which we did. Which on the HORIZON you  
16 had a walkway which went all the way around  
17 the bridge. We went on the back side of the  
18 bridge and Brandon made a comment "We need to  
19 go to the lifeboats." At that time there was  
20 no one there at the lifeboats, but we  
21 proceeded to go to that area. We walked back  
22 along the bridge area. When we got back to  
23 the main pipe deck and turned the corner along  
24 the handrail all the lights went out. And  
25 like a second or two later I heard the first



1 explosion.

2 Q. Do you know where that first explosion  
3 came from, in relation to the rig?

4 A. I -- I have no idea. I really don't.  
5 I just heard a loud explosion and proceeded to  
6 walk down the stairwell going down to the  
7 lifeboat area. I was approximately halfway  
8 down these set of stairs when I heard a second  
9 explosion and the water-tight door right in  
10 front of me -- well, let me reword that. Not  
11 directly in front of me, but maybe ten or  
12 fifteen foot in front of me just kind of blew  
13 open and all kind of debris was just flying  
14 out. And I observed people coming out the  
15 living quarters on the other door. I  
16 proceeded to the lifeboat box, got a life  
17 preserver, put it on and, when I got to the  
18 Lifeboat Number 2, me and another gentleman --  
19 and I really didn't see who it was at the  
20 time, we proceeded to open up the door and I  
21 went into the Lifeboat 2.

22 Q. Alright. When you left the area you  
23 were going to toward the helideck were you  
24 continuously getting rained on with this mud?

25 A. I seem to recall when -- initially when



1 the gentleman said that the well was blown out  
2 I can't really say I was getting rained on at  
3 that time.

4 Q. Okay.

5 A. It seemed more like whenever we left  
6 from that area and walked along the port side,  
7 got about halfway and that's when I first  
8 realized that the mud was hitting us. You  
9 know, just kind of raining down on us.

10 Q. Was it mud or mud water? Could you  
11 differentiate the two?

12 A. I -- to me -- to my recollection it was  
13 mud.

14 Q. Okay. Prior to you leaving the area  
15 did you hear any gas or air release noises?

16 A. No.

17 Q. And did you see about -- did you look  
18 back at the derrick and identify that the mud  
19 was coming directly out of the derrick?

20 A. Yes. When I -- when we were on the  
21 back side of the bridge area.

22 Q. Okay.

23 A. You know, looking down at the lifeboat.  
24 You could also look up to the rig floor and,  
25 yes, I could see it.



1 Q. So, from the time that you got from  
2 where you were to the lifeboat area, you could  
3 still see it flowing through the derrick?

4 A. Right, yes, sir.

5 Q. And how long about was that?

6 A. Maybe a minute. It was pretty quick.

7 Q. Did you set the 9 and 7/8ths seal  
8 assembly?

9 A. Yes, sir.

10 Q. And what was the procedure for setting  
11 that seal assembly, sir?

12 A. The procedure for that was to -- we  
13 basically -- to release the tool we initially  
14 put 20,000 down on the landing string down  
15 onto the tool just to kind of hold it in place  
16 and we rotate six turns to the right, which we  
17 did. At six turns we had an indication that  
18 it was in a position to set the seal assembly.

19 Q. Okay.

20 A. Which we proceeded to slack up on the  
21 drill pipe string another foot, which would  
22 put the seal assembly in place to be set. And  
23 from that point we -- I was on the rig floor.  
24 I proceeded to the Halliburton unit, which we  
25 always use to set and test the seal



1 assemblies. And we, you know, went through  
2 the normal steps, you know, testing the lines,  
3 make sure they were good and, when we did the  
4 actual seal assembly test, we did a 4,000 PSI  
5 test and held that for 30 seconds. Then, when  
6 that was looking good and it was holding, we  
7 proceeded to go to 10,000 PSI. Held that for  
8 10 seconds and then from that point we bled it  
9 back down to 6700 because that was the test  
10 pressure that the customer had indicated he  
11 wanted to do the actual test to it.

12 Q. And who was that customer?

13 A. BP.

14 Q. And did they provide you with the  
15 procedure or was this a Dril--Quip procedure?

16 A. Well, they only -- they -- the actual  
17 procedure is following Dril--Quip's procedure.  
18 The test pressure is chosen by the customer.

19 Q. The first time that you picked up the  
20 weight and attempt to shear out the seal  
21 assembly was that a success?

22 A. Yes.

23 Q. The second time was that a success?

24 A. Yes.

25 Q. Why did you pressure up to 10,000



1 pounds? Maybe I heard you wrong, but did you  
2 pressure up to 10,000 twice for ten seconds?

3 A. That is correct.

4 Q. And why did you do that?

5 A. That is part of our standard procedure  
6 on all our seal assemblies. That's what we  
7 recommend to ensure that it is set.

8 Q. Did any of the tests on that seal  
9 assembly indicate a problem?

10 A. Not at all.

11 Q. What is the pressure rating for a seal  
12 assembly for the 9 and 7/8ths production  
13 casing?

14 A. This particular one we ran is 15,000  
15 PSI.

16 Q. Is it designed to hold negative  
17 pressure from above?

18 A. What -- I'm not sure I --

19 Q. Is the seal assembly designed to hold  
20 negative pressure from above?

21 A. I don't know.

22 Q. Is it designed to hold pressure from  
23 below?

24 A. What that pressure is I don't know.

25 Q. Are you familiar with a casing lock



1 down sleeve?

2 A. Yes, sir.

3 Q. Can you please explain what a casing  
4 lock down sleeve is?

5 A. A lock down sleeve basically latches  
6 into the upper portion of the wellhead and  
7 locks everything into place.

8 Q. Okay. Without the casing lock down  
9 sleeve in place though, is the seal assembly  
10 more likely to fail?

11 A. It is attached to the casing hanger.

12 Q. Following the seal assembly test and  
13 you were pulling the work string, why was the  
14 casing lock down sleeve not run at that time?

15 A. That was a decision made by BP.

16 Q. And you were setting the lock down  
17 sleeve?

18 A. Yes, sir.

19 Q. Okay. And the procedure was developed  
20 by BP to set the seal assembly and then come  
21 in with the lock down sleeve?

22 A. No. They were going to go in with  
23 drill pipe and, as far as I knew, set a plug  
24 and -- and displace.

25 Q. Okay. I have no further questions.



1 Thank you.

2 A. Thank you.

3 E X A M I N A T I O N

4 BY MR. McCARROLL:

5 Q. I just have one or two follow up  
6 questions here. Just for clarification, when  
7 you're trying to set the seal assembly was  
8 there a period of about 40 minutes where you  
9 held pressure or you were picking up drag?

10 A. I'm not sure I understand the question.

11 Q. Either the first or second time when  
12 you're trying to shear out, did you hold that  
13 shear out drag for about 40 minutes or for  
14 some period of time?

15 A. No, sir.

16 Q. Okay.

17 A. If I understand the question correctly  
18 the answer would be "No".

19 Q. So, when you shear out it just comes  
20 clean?

21 A. It does give you a shear out. This  
22 particular one, if I recall correctly, was  
23 about 85,000.

24 Q. But you don't pick up gradually or do  
25 you --



1           A. Yes, you just pick up gradually until  
2 the shear pins will just shear out and then  
3 you continue to pick up.

4           Q. And how long does it take you to pick  
5 up gradually? A matter of seconds or --

6           A. Oh, yeah. Just a matter of seconds,  
7 yeah.

8           Q. Just a matter of seconds?

9           A. Correct, yes.

10          Q. After you shear out do you go back down  
11 and set down and retest?

12          A. Yes, sir.

13          Q. And then you shear out a second time?

14          A. Well, the shear pins are already  
15 sheered. You may see a little 5 or 10,000  
16 pound drag just when the seals come back out.  
17 And, when I say "The seals", I mean the seals  
18 on the running tool.

19          Q. Right. So, you get just a little drag  
20 from that --

21          A. Right, occasionally, yes.

22          Q. Would you set there and hold it at that  
23 point and do a 30 minute pressure test or  
24 anything?

25          A. When you're picking up on the running



1 tool?

2 Q. Yeah.

3 A. No, sir.

4 Q. You have to do it when you're setting  
5 down?

6 A. Right, uh-huh (affirmative reply).

7 Q. Okay. At some point when you're  
8 picking up completely is the casing exposed to  
9 any pressure that you had put on that area?

10 A. No, sir.

11 Q. I mean you have to eventually pull out  
12 that running tool, right?

13 A. Right, but all pressure is released by  
14 that time.

15 Q. Okay. So, you release all the pressure  
16 and then you pull the running tool. What is  
17 the size of the running tool on the bottom  
18 approximately?

19 A. Approximately 14 inches I think.

20 Q. Okay.

21 A. Something like that, maybe 12.

22 Q. Is there any possibility that a running  
23 tool could swab or make the string be pulled  
24 wet?

25 A. Not in my experience, no.



1 Q. Do you recall if the string was pulled  
2 wet when you pulled that running tool, the  
3 first few strings?

4 A. I don't recall that. I don't think so,  
5 no.

6 Q. Do you recall if you had to slug the  
7 hole after pulling it?

8 A. They -- they typically would have  
9 pumped a slug, yes. For certain if they did  
10 on this one I don't know.

11 Q. And the purpose of pumping a slug is?

12 A. It's just for that reason. You know,  
13 you won't pull a wet string.

14 Q. Okay. To keep from pulling a wet  
15 string?

16 A. Correct.

17 Q. If you pulled a wet string would it be  
18 any kind of indication of an issue that the  
19 seal assembly's not set or there's some sort  
20 of leak in the system or anything?

21 A. Not necessarily because it could be  
22 coming from the wellbore inside the hanger.

23 Q. Could you explain that?

24 A. Well, the seal assembly basically just  
25 seals off any pressures or anything from the



1 back side of the hanger.

2 Q. Right.

3 A. It doesn't do anything for the ID of  
4 the hanger.

5 Q. If you're pulling the string wet you  
6 could be swabbing something from the inside of  
7 the casing, is that what you're saying?

8 A. I mean it's possible, but not very  
9 likely.

10 Q. In your experience in being with Dril-  
11 Quip setting this seal assembly, do you  
12 normally see the string being pulled wet after  
13 you set it?

14 A. No, sir.

15 Q. Thank you.

16 E X A M I N A T I O N

17 BY MR. DYKES:

18 Q. Mr. Credeur, I need to back up a little  
19 bit. Under normal running and setting  
20 operations, when you run the seal assembly,  
21 what is usually the next step typically when  
22 you run the lock down? Do you immediately go  
23 back and run the lock down sleeve after you do  
24 your test?

25 A. It will vary. It is completely the



1 customer's decision. I have done it, you  
2 know, both ways.

3 Q. And Dril--Quip leaves that up strictly  
4 to the customer --

5 A. Yes, sir.

6 Q. -- to make that decision? Thank you.

7 EXAMINATION

8 BY LT BUTTS:

9 Q. Good morning, sir.

10 A. Good morning.

11 Q. When you were on the deck back there  
12 you had said you saw some type of fluid,  
13 whether it be mud or something, coming off the  
14 drill floor. What prompted you to go ahead  
15 and heading up towards the helicopter landing?  
16 Did you hear anything?

17 A. No, sir. I just felt that that was the  
18 thing to do at the time.

19 Q. Okay. And, as you made your way  
20 around, you described that there was a door I  
21 think you said ten or fifteen feet in front of  
22 you that you said blew out. Do you know what  
23 that door was?

24 A. That was the water-tight door coming  
25 from the hallway that went right by the galley



1 and the living quarters.

2 Q. Okay. And how did it come off? Was it  
3 abruptly or was it just like a slow swing out?

4 A. I seem to recall within either  
5 immediately or a second or two after -- you  
6 know, after I heard that second explosion it  
7 just kind of flew open.

8 Q. Okay. And what did it look like in the  
9 open position?

10 A. Uh --

11 Q. Was it distorted at all or --

12 A. I never really got a good look at the  
13 door itself.

14 Q. Okay, good enough. And how was the  
15 rescue boat area or the lifeboat area? Was it  
16 orderly in the evacuation of the rig?

17 A. Yes, considering the situation. Yes.

18 Q. Considering your experience offshore so  
19 many years how would you measure I guess the  
20 order of it? Typical?

21 A. Yes, I think it went pretty well.

22 Q. Okay. Having not been in this  
23 situation of course before?

24 A. One other time actually.

25 Q. Is that right?



1 A. Yes.

2 Q. Well, how did this one -- what was that  
3 experience?

4 A. This seemed to be more organized  
5 actually.

6 Q. And what was the previous experience?  
7 Was it a blow out, also?

8 A. Yes, it was approximately 20 years, 30  
9 years ago. Yes.

10 Q. Is that right? Okay. Well, since you  
11 have that experience then, how do you feel the  
12 training and drills onboard the DEEPWATER  
13 HORIZON are conducted? Have you participated  
14 in those I should say?

15 A. Yes, sir.

16 Q. And how were they administered?

17 A. We went to weekly fire and abandon  
18 drills. We had our -- routinely did safety  
19 meetings and what not where things were  
20 discussed and I feel they were adequate.

21 Q. Okay, alright. Thank you very much.

22 CAPT NGUYEN:

23 Flag state?

24 MR. LINSIN:

25 Thank you, Captain. Just for the



1 record, I would like to stipulate that  
2 counsel's earlier description was  
3 accurate. No further questions.

4 CAPT NGUYEN:

5 Yes, sir. BP?

6 MR. GODFREY:

7 No questions, Captain. Thank you.

8 CAPT NGUYEN:

9 Transocean?

10 MR. KOHNKE:

11 No questions.

12 CAPT NGUYEN:

13 Yes, sir. Cameron?

14 COUNSEL REPRESENTING CAMERON, INC.:

15 I have no questions, Captain.

16 CAPT NGUYEN:

17 Thank you, sir. Halliburton?

18 COUNSEL REPRESENTING HALLIBURTON:

19 No questions, Captain.

20 CAPT NGUYEN:

21 Thank you, sir. M-I SWACO?

22 MR. EASON:

23 No questions.

24 CAPT NGUYEN:

25 Thank you. Weatherford?



1 COUNSEL REPRESENTING WEATHERFORD,

2 INC.:

3 No questions, Captain.

4 CAPT NGUYEN:

5 Thank you, sir. Anadarko?

6 COUNSEL REPRESENTING ANADARKO

7 PETROLEUM CORPORATION:

8 No questions, Captain.

9 CAPT NGUYEN:

10 MOEX?

11 COUNSEL REPRESENTING MOEX USA:

12 (No response.)

13 CAPT NGUYEN:

14 Douglas Brown?

15 MR. GORDON:

16 No questions.

17 CAPT NGUYEN:

18 Thank you, sir. Mr. Credeur, are

19 there any questions that we didn't ask

20 you or any information relating to the

21 investigation that you would like to

22 offer at this time?

23 THE WITNESS:

24 Nothing that comes to mind.

25 CAPT NGUYEN:



1 Thank you, sir, for your testimony.

2 If we need for you to come back in the  
3 future will you make yourself  
4 available?

5 THE WITNESS:

6 Yes, sir.

7 CAPT NGUYEN:

8 Thank you, sir. You are dismissed.

9 The board will now call on Mr. Micah  
10 Burgess with Transocean.

11 \* \* \* \* \*

12 MICAH BURGESS,

13 after being first duly sworn in the cause,  
14 testified as follows:

15 CAPT NGUYEN:

16 Thank you, sir. Please be seated.

17 THE WITNESS:

18 (Witness complies.)

19 E X A M I N A T I O N

20 BY MR. MATHEWS:

21 Q. Good morning, Mr. Burgess. Just before  
22 we begin it's just typical for us to ask are  
23 you comfortable with having a representative  
24 from Transocean's counsel to represent you?

25 A. Yes, I do.



1 Q. Mr. Burgess, for the record can you  
2 please state your name and spell your last?

3 A. Micah Burgess, B-U-R-G-E-S-S.

4 Q. Thank you. And by whom are you  
5 employed, sir?

6 A. Transocean.

7 Q. And what position do you currently hold  
8 with Transocean?

9 A. Driller.

10 Q. How long have you held the position of  
11 driller?

12 A. About two years, two months somewhere  
13 in there.

14 Q. Had you had any previous experience in  
15 the oil and gas industry before becoming a  
16 driller?

17 A. Yes.

18 Q. Can you please elaborate on that, sir?

19 A. I've been working for Transocean nine  
20 years, two years with Rowan prior to that.

21 Q. Were you always on the DEEPWATER  
22 HORIZON with Transocean?

23 A. Yes, sir.

24 Q. And what positions did you hold on the  
25 DEEPWATER HORIZON outside of driller?



1           A. Floorhand, derrickhand, assistant  
2 driller, driller.

3           Q. Can you tell me your educational  
4 background, sir?

5           A. High school.

6           Q. Okay. What was your role as a driller  
7 on the DEEPWATER HORIZON?

8           A. My roles as driller would be -- just --  
9 just to maintain, you know, the -- watching  
10 the well, you know, drilling and make sure,  
11 you know, I had the authority to shut the well  
12 in at any time, if I had any doubt about  
13 anything. And responsible for my crew.

14          Q. And how many were on the rig floor that  
15 you would consider your crew?

16          A. Well, I mean as far as rig floor and  
17 the pump room areas there was nine of us.

18          Q. As a driller I'm sure you've had  
19 multiple well control training. Can you tell  
20 me when your last well control training course  
21 was?

22          A. The last one was -- if I'm not -- I  
23 think December of last year.

24          Q. And what do you learn at these well  
25 control courses?



1           A. You learn procedures and you do a  
2 simulator training on circulating out kicks  
3 and shutting the wells in, you know. Like  
4 you're on the bottom drilling and you pick up,  
5 you know, detect the flow, pick up, shut the  
6 well in, record pressures, calculate kill mud  
7 weights and all this.

8           Q. Do you recall having any training on  
9 specifically subsea stacks in well control?

10          A. Yes, sir. That's what we specialize  
11 in.

12          Q. Alright. How long had you been on the  
13 rig prior to the incident?

14          A. A week.

15          Q. A week. So, you arrived on the  
16 Wednesday prior?

17          A. Yes, sir.

18          Q. Can you give me a brief summary of the  
19 day from when you woke up till the time of the  
20 incident?

21          A. Well, actually I was still in the bed  
22 at the time. I had heard a -- heard a faint  
23 sound. You know, it sounded different. So, I  
24 turned my TV on. I was strolling to the rig  
25 floor channel and when the -- I think when the



1 first explosion happened the lights went out.  
2 I got up. Got -- put some clothes on and  
3 proceeded to the muster station, which my  
4 normal muster station would have been the  
5 engine room, ECR, control room and they come  
6 over the intercom and said for everybody to  
7 muster at the lifeboats. So, I went to the  
8 lifeboats instead.

9 Q. When did you begin tour that day?

10 A. I would have -- I would have come on at  
11 11:30, midnight. In that area.

12 Q. And when was the last time you had  
13 worked, the night before?

14 A. Yes, sir. I got off at 11:30, 12:00  
15 the day of the 20th.

16 Q. So, you were working all morning of the  
17 20th?

18 A. Yes, sir.

19 Q. Can you please give me some type of  
20 background of that portion of the day?

21 A. That day we set the seal assembly and  
22 we finished getting cement in place, set the  
23 seal assembly, tested it twice and pulled the  
24 relief from the hanger, pulled out the hole,  
25 laid down our tools and I picked up our tubing



1 and proceeded in the hole to the top of the  
2 BOP where we stopped and conducted a casing  
3 test. Then that was where I was relieved at  
4 right prior to finishing the casing test.

5 Q. What test was that, sir?

6 A. That would have been the positive test  
7 on the casing with the blind shear rams  
8 closed.

9 Q. Were you aware of any VIP coming  
10 onboard around that time?

11 A. Yes, sir. They was -- there was some  
12 people coming.

13 Q. Were they around the rig floor when you  
14 were --

15 A. No, sir. They hadn't made it yet.

16 Q. You said you were watching the closed  
17 circuit television. What specifically did you  
18 see when you turned on the television?

19 A. I didn't make it to the channel.

20 Q. Oh, I'm sorry.

21 A. It was still on the regular TV. I was  
22 still strolling down the channels to get  
23 there. I never made it.

24 Q. Okay, thank you. And you said that you  
25 heard a voice over the intercom that said to



1 change your muster location, do you know --

2 A. Well, at first they said to go to the  
3 alternative muster station, which would have  
4 been the galley and the cinema room, which  
5 they changed that 'cause of the -- the shape  
6 it was in up there.

7 Q. Okay.

8 A. They told everybody just proceed onto  
9 the Lifeboats 1 and 2.

10 Q. But did I hear you correctly that you  
11 said that your first muster was the engine  
12 control room?

13 A. That would have been where I would of  
14 went.

15 Q. Okay. And you said you heard not to go  
16 there?

17 A. They said everybody to go to the  
18 lifeboat station.

19 Q. Okay. But there was a notice to you  
20 given that 'Don't go to --

21 A. Yeah, yeah. There was people that told  
22 me don't go that way.

23 Q. People told you or did you hear it over  
24 the intercom?

25 A. I heard it over -- they didn't say it



1 over the intercom. They said for everybody to  
2 go to the lifeboats.

3 Q. Okay.

4 A. They didn't say 'Go to your muster  
5 stations.' They said "Everybody muster at the  
6 lifeboats."

7 Q. Okay. And how long had you been on the  
8 DEEPWATER HORIZON prior to arriving that  
9 Wednesday before? Were you always on the  
10 DEEPWATER HORIZON --

11 A. Yes, sir.

12 Q. -- through the duration of the Macondo  
13 well?

14 A. Yes, sir.

15 Q. Alright. Did you have any problems  
16 with loss returns?

17 A. Yes, we lost.

18 Q. How often?

19 A. They had -- we had at one time while I  
20 was out there -- they was already in it  
21 whenever I got there, loss returns.

22 Q. What time frame?

23 A. That would have been probably a month  
24 ago I reckon. It would have been the hitch  
25 prior to this one.



1 Q. Right, okay. Did you have any problems  
2 with stuck pipe?

3 A. Yes, sir. We got stuck.

4 Q. How often did that happen?

5 A. We got stuck once on this well.

6 Q. And when was that?

7 A. That would have been the hitch before.  
8 That would have been a month or so ago.

9 Q. Can you give me a month and a day  
10 ballpark?

11 A. It would have been March.

12 Q. March. Did you have any problem with  
13 cement in any of the casings?

14 A. Not that I'm aware of.

15 Q. Were you aware of any nitrified cement  
16 jobs in that casing program?

17 A. Yes. The last producing string.

18 Q. Only the last producing string?

19 A. And your surface ones, but we did not  
20 do that.

21 Q. But you're aware of the one at the  
22 surface?

23 A. Yes, sir. I was aware of it.

24 Q. So, there was two in the total program?

25 A. The only one I was aware of when we got



1 on there was the last one. That was the 7  
2 inch by 9 and 7/8ths.

3 Q. Were you around for any of the -- for  
4 any of the negative tests?

5 A. No, sir.

6 Q. Did you hear anything about that casing  
7 test?

8 A. The casing test?

9 Q. The cement test, sorry.

10 A. No. I mean --

11 Q. To your knowledge, the drilling on the  
12 floor, is there any policy to lock out the BOP  
13 stack at any time during the well?

14 A. To lock it out?

15 Q. Yes, sir.

16 A. No.

17 Q. Do you know if it was locked out at the  
18 time of the incident?

19 A. It wasn't locked out.

20 Q. Okay.

21 A. It shouldn't have been. I don't know  
22 if it was, but it shouldn't have been.

23 Q. Okay. Were you aware of any BOP stack  
24 issues prior to the incident that was brought  
25 to your attention?



1 A. We -- there was one coil fault we had.

2 Q. I'm sorry, what?

3 A. There was one little coil fault we had.

4 And --

5 Q. Coil?

6 A. Coil fault.

7 Q. Okay, sorry.

8 A. And one little minor leak. I mean

9 possibly hydraulic, you know. It wasn't

10 nothing on the wellbore ceiling.

11 Q. And who brought that to your attention?

12 A. Subsea engineer.

13 Q. And when was that?

14 A. It had been the hitch prior.

15 Q. Was there any plans to modify that

16 issue?

17 A. Yeah. When we pulled it we would have

18 -- it would have been --

19 Q. After completion of the drilling of the

20 well --

21 A. Yes, sir.

22 Q. -- when you pulled the stack back?

23 A. It wasn't nothing that would stop

24 anything. It was --

25 Q. Alright. As a driller can you please



1 tell me the well control procedures when you  
2 have an emergency disconnect scenario?

3 A. When do we have?

4 Q. Yeah.

5 A. When we go in -- if we go to a red  
6 alert, I mean, you disconnect.

7 Q. Right.

8 A. I don't have to have the authority of  
9 nobody to do it. I disconnect.

10 Q. Correct, but what do you do from the  
11 driller's panel?

12 A. Well, I mean you just push one button  
13 and hit the -- push "Hold" and hit the big red  
14 button, EDS.

15 Q. Correct. Is there any way that that  
16 system can be over-riden by another system?

17 A. Not that I'm aware of.

18 Q. If another system on the rig is in  
19 neutral is there any way that it will prevent  
20 activation from the driller's console?

21 A. Not that I'm aware of.

22 Q. Do you know if the auto shear can be  
23 disabled?

24 A. The auto shear?

25 Q. Yes, sir. Associated with the stack.



1           A. Well, you can go to EDS--2. It would  
2 be like if you're in the case, you got casing  
3 across the stack.

4           Q. Uh-huh (affirmative reply).

5           A. Which instead of your blind shear rams  
6 cutting it, your super shears, your casing  
7 shears --

8           Q. Uh-huh (affirmative reply).

9           A. -- would shear the pipe, shear the  
10 casing and then your blinds would close behind  
11 it.

12          Q. Do you know if there was anything that  
13 was across the stack at the time of the  
14 incident that could have prevented it from  
15 closing?

16          A. No.

17          Q. No you don't know or no you don't know  
18 if anything would have prevented it from  
19 closing?

20          A. It wouldn't have prevented it from  
21 closing. It shouldn't have.

22          Q. Okay, thank you. Normally when you  
23 displace a riser, what is the normal flow path  
24 from the boat to the rig and back to the  
25 vessel?



1           A. It goes out your flow line when you  
2 pump down your pipe. It comes back up your  
3 annulus --

4           Q. Uh-huh (affirmative reply).

5           A. -- out your flow line.

6           Q. Yes, sir.

7           A. Back to the shaker house to the pump  
8 room -- or pit room and they would have to  
9 physically line it up and pump it to the boat,  
10 the derrick hand and pump hand would.

11          Q. To your knowledge as a driller is there  
12 any way to divert that system to possibly go  
13 through a mini trip tank to the boat?

14          A. No.

15          Q. And why is that?

16          A. They just -- just ain't. It's got to  
17 go through there where you can monitor volume.

18          Q. Is it possible?

19          A. No, it's not possible.

20          Q. Why is it not possible is what I'm  
21 trying to figure out?

22          A. You just can't line it up to go that  
23 way.

24          Q. There's no way you can't --

25          A. There's no valves to line it up to go



1 that way.

2 Q. You can't line up a manifold or  
3 anything to go that way?

4 A. Not to go straight to the boat from the  
5 rig floor.

6 Q. Okay, thank you. As a driller I'm sure  
7 you're very familiar with all the gadgets and  
8 computer systems in your console. Do you ever  
9 have a hard time understanding what's going on  
10 real time on the rig floor?

11 A. No, sir.

12 Q. Is that -- what is your role with the  
13 assistant driller? What is the assistant  
14 driller doing?

15 A. The assistant driller assists me with  
16 whatever I need, you know, getting me  
17 information, help with figures, whatever, you  
18 know, I need, you know, 'cause you're running  
19 equipment.

20 Q. Uh-huh (affirmative reply).

21 A. You know, you can't just -- can't be  
22 figuring and running equipment at the same  
23 time. They're there to help me.

24 Q. Right.

25 A. And they run the racking equipment,



1 too.

2 Q. Okay. And about how many screens does  
3 a driller normally monitor in that driller's  
4 console?

5 A. You've got three.

6 Q. And what are those monitoring, sir?

7 A. You've got Sperry Sun screen, we've got  
8 our two high tech screens.

9 Q. And what is the Sperry Sun screen  
10 monitoring?

11 A. It's got trip tanks, turn flow,  
12 volumes, ECD as far as like when you're  
13 drilling it will have your smart tools on  
14 there, your raise activity and your gamma ray.

15 Q. And, if there was any type of volume  
16 issue from the tanks, would that send some  
17 type of information to the driller?

18 A. Yes, sir. They've got it and plus  
19 we've got it on our high tech screens, too.

20 Q. Do you know if there was any way to  
21 prevent the monitoring at the time of the  
22 incident -- is there any way that the driller  
23 -- I know you weren't in the console, but is  
24 there any way that there was no indicating  
25 that something was coming up the wellbore?



1 A. Is there any way?

2 Q. Yeah.

3 A. Not that I'm aware of.

4 Q. So, to the best of your knowledge, it's

5 -- there was an indication in the console that

6 something was going wrong?

7 A. Yes, sir.

8 Q. Okay.

9 A. There should have been, yeah.

10 Q. Yeah. That's all I have, sir. Thank

11 you.

12 A. Alright.

13 EXAMINATION

14 BY MR. McCARROLL:

15 Q. A couple of quick follow up questions.

16 You know these drilling rigs today get

17 complicated and you get a lot of people in the

18 driller's area. Did you ever have a problem

19 with too many people in the driller's area

20 making too much noise so you can't focus?

21 A. Sometimes you get quite a few people in

22 there. I mean but I have the authority to

23 tell them to leave.

24 Q. Okay.

25 A. Or to ask them to leave.



1 Q. Yeah.

2 A. And everybody's been very cooperative  
3 with that whenever I tell them I need quiet  
4 they quieten down.

5 Q. You get kind of distracted sometimes,  
6 that's all?

7 A. Yeah, but I mean most of the time it's  
8 just me. They know when they come in there to  
9 be quiet.

10 Q. That's good. Can we just walk back  
11 through -- slowly through the shift before  
12 when you were actually on duty? You said you  
13 -- you came on and they were pumping cement or  
14 did y'all start pumping the cement?

15 A. They was already pumping cement.

16 Q. They were in the middle of displacement  
17 or where were they at?

18 A. Displacement.

19 Q. And they were on the rig pumps or the  
20 cement pumps?

21 A. They was on the rig pumps.

22 Q. Okay. While they were on the rig pumps  
23 did you notice any or did anyone tell you  
24 about any loss returns while displacing the  
25 rig pumps?



1 A. No, sir.

2 Q. So, there was no evidence that the  
3 cement was being displaced or incorrectly or  
4 anything of that nature?

5 A. No, sir. Not --

6 Q. Did you notice any gas cut mud or  
7 anything coming back out of the well?

8 A. No, sir.

9 Q. There had been some comments earlier  
10 about not doing a bottoms up. I assume you  
11 understand what a bottoms up is?

12 A. Uh-huh (affirmative reply).

13 Q. Do you know if y'all -- if they did a  
14 bottoms up? In the change over did anybody  
15 tell you that?

16 A. I don't know if they done a full  
17 bottoms up or not. I wasn't there during  
18 that. I know they did circulate. He told me  
19 he circulated, but he didn't tell me how long  
20 they circulated.

21 Q. Alright. Would it be standard practice  
22 to drill bottoms up prior to --

23 A. Yes, sir.

24 Q. -- doing the cement job?

25 A. You try -- you try to.



1 Q. Why would you want to do a bottoms up?

2 A. Just to be sure you've got good clean  
3 mud all through your annulus.

4 Q. Would you be checking for gas when  
5 you're doing a bottoms up?

6 A. Yeah, you'd be monitoring gas, too.

7 Q. To see if you've got a problem there  
8 before you start the cement job?

9 A. Yes, sir.

10 Q. Okay. And you were there when they set  
11 the seal assembly?

12 A. Yes, sir.

13 Q. You know, trying to visualize how to  
14 set the seal assembly may sometimes be  
15 difficult because you're not really looking at  
16 it when you're setting it.

17 A. Yes, sir.

18 Q. It's like a mile away and you're just  
19 looking at the pipe movement and the weight  
20 indicator. So, during that process, was the  
21 Dril--Quip guy working with you fairly closely  
22 or is he out --

23 A. Yes, sir. He's sitting right beside  
24 me.

25 Q. Okay. And, at some point, he's also



1 got to communicate with the Halliburton guy  
2 who's testing it. How does he sit next to you  
3 and also communicate with the Halliburton guy?

4 A. Well, after I'm finished with what I'm  
5 doing, it's all stopped and we line up --  
6 Halliburton does their thing. He goes with  
7 Halliburton and does his thing and before I do  
8 anything further after the test he comes  
9 back --

10 Q. Okay.

11 A. -- to me.

12 Q. How far is it from the Halliburton unit  
13 to the driller's shack?

14 A. It's one set of stairs, one flight of  
15 stairs. They're up under --

16 Q. So, he works with you and does what he  
17 has to do as far as shearing out and setting  
18 down weight and then, once he's satisfied,  
19 then he walks down to the Halliburton unit?

20 A. Yes, sir. And does --

21 Q. -- and they do their test?

22 A. Do the test. And I can monitor the  
23 pressure of the test and I'm in communication  
24 with Halliburton, too.

25 Q. Okay. So, during this process, did you



1 notice any problem when he was trying to shear  
2 out?

3 A. No, sir.

4 Q. From your knowledge of prior seal  
5 assemblies or anything?

6 A. No, sir. Everything went as planned.

7 Q. Okay. And, from your knowledge, when  
8 they tested with the Halliburton unit what you  
9 observed in your area was there any issues?

10 A. No, sir.

11 Q. So, from your knowledge, everything  
12 looked normal?

13 A. Yes, sir.

14 Q. Standard. So, y'all pulled out the  
15 hole -- while you were pulling out the hole  
16 did you notice that you were pulling wet?

17 A. I didn't pull wet. I pumped a slug.

18 Q. Okay.

19 A. Prior to pulling out the hole.

20 Q. The first couple of strings didn't pull  
21 wet?

22 A. Yeah. The first few strings pulled  
23 wet.

24 Q. Yeah. That would be normal?

25 A. That's normal.



1 Q. Okay. And why do you think it would  
2 pull wet?

3 A. 'Cause it ain't

4 Q. Just a general reason?

5 A. It's just -- just 'cause you ain't got  
6 no slug in the pipe to push it down. You  
7 ain't got nothing heavy in there to push it  
8 down, as you're coming up.

9 Q. Okay.

10 A. It's ballast.

11 Q. And you tripped in the hole with the  
12 displacement string, which was a mixed string  
13 of 6 and 5/8ths, 5 and « and 3 and a «?

14 A. Yes, sir.

15 Q. And you got to the depth where you were  
16 going to set the surface plug?

17 A. I did not make it to the depth and the  
18 surface plug.

19 Q. Oh.

20 A. I stopped at the top of the BOP to  
21 perform a casing test.

22 Q. And which -- did you close an annular  
23 or a ram to do the casing test?

24 A. Blind shear rams.

25 Q. Blind shear rams, okay. And you



1 stopped above that with a running string. At  
2 this time you still had -- I'm just asking, so  
3 if I'm wrong here -- you still had mud all  
4 the way around or --

5 A. Yes, sir.

6 Q. Okay. 14 pounds?

7 A. 14 pounds.

8 Q. Okay. And so you did the test down the  
9 drill pipe choke and kill lines?

10 A. Done it down the kill line.

11 Q. And how long did y'all hold the test  
12 for?

13 A. 30 minutes.

14 Q. And --

15 A. High for 30 minutes.

16 Q. Did you see any indication of leak off  
17 or any issues that would concern you?

18 A. No, sir.

19 Q. Okay. In your opinion was it a good  
20 test?

21 A. It was a good test.

22 Q. Okay. And, from that point, you were  
23 probably relieved and you didn't make it to  
24 the point where they started running it on in  
25 the hole to do the surface plug?



1       A. Yes, sir. I was relieved at that  
2 point.

3       Q. Okay. So, in both cases when you had a  
4 handoff with the guy before you and you did  
5 your handoff, either one of those times was  
6 any information passed between the two crews  
7 of any abnormal conditions that might relate  
8 to a well control event?

9       A. No, sir.

10      Q. So, the prior shift didn't pass any  
11 information?

12      A. No, sir.

13      Q. And you didn't see anything on your  
14 shift that you passed?

15      A. No, sir.

16      Q. Okay. Thank you very much.

17               E X A M I N A T I O N

18   BY LT BUTTS:

19      Q. Good morning, sir. The training that's  
20 provided to you, by the way thank you for  
21 bringing the documents as far as your training  
22 history goes. You recently had attended fire  
23 fighting training that's Coast Guard approved  
24 40 hour combined basic and advanced fire  
25 fighting. It looks like you completed it in



1 February of this year. Training I think's a  
2 pretty important thing to prepare you to work  
3 offshore along with obviously OJT, on the job  
4 training. Did our course here, the one that  
5 we approved, did it prepare you for the  
6 situation that occurred there on the rig?

7 Please be honest.

8 A. It prepared you for a lot, but I don't  
9 know if it prepared you for something that --  
10 you know, that major.

11 Q. Yeah.

12 A. You know, that big.

13 Q. Yeah.

14 A. I mean it helped. It was a good course  
15 and it helped, but it was just -- what we had  
16 out there was too big to handle I mean --

17 Q. No, I understand. Is there anything in  
18 place on the DEEPWATER HORIZON, whether it be  
19 in the derrick, in the moon pool that could  
20 help or augment people from actually going  
21 into an area and fighting like a fire  
22 suppression system in the derrick?

23 A. Like in the derrick?

24 Q. Yeah, around your console where you  
25 typically work is there a fire suppression



1 system in that area? Water sprinkler or  
2 anything like that?

3 A. There possibly could be, but not that  
4 I'm aware of in that area. I know that  
5 there's something in the shaker house and the  
6 mud pump rooms in that --

7 Q. Okay.

8 A. -- in that sense. But I'm not aware of  
9 something just right there on the -- on the  
10 rig floor.

11 Q. Okay. And what I'm kind of referring  
12 to is do you know in the accommodations  
13 there's a sprinkler system --

14 A. Yes, sir.

15 Q. -- and other things like that. I  
16 didn't know if there was anything -- because  
17 you work on the drill floor was there anything  
18 in there that might have been installed?

19 A. Well, you had fire stations on all  
20 corners, you know, on the rig floor.

21 Q. Yeah.

22 A. You had fire stations and you had them  
23 on the deck below.

24 Q. And when you say "Fire stations" do you  
25 mean that's the location for fire extinguisher



1 or is that a water cannon?

2 A. Fire extinguishers and a hose, hose  
3 stations.

4 Q. Okay, alright. Likewise your well  
5 control training, as you told Mr. Jason just a  
6 few minutes ago, you went December 4th, 2009.  
7 So, that's relatively recent. Was that  
8 training -- was it specific to the type of  
9 equipment that you sit behind every day?

10 A. Yes, sir. I mean subsea BOP, you know,  
11 they got different stacks, but, yeah, it  
12 prepares you, you know, for pretty much any  
13 case.

14 Q. Okay. And where I'm going with that is  
15 you had commented a couple of minutes ago  
16 about a couple of screens that were in front  
17 of you. What were those screens again?

18 A. You got two -- you got -- my control  
19 station is high tech screens.

20 Q. Yeah.

21 A. And that's just computer screens that  
22 I'm looking at --

23 Q. Okay.

24 A. -- that have got weight indicators,  
25 flow meters and all that such on there.



1 Q. And the information that you're seeing  
2 on those screens is it telling you what's  
3 going on down hole --

4 A. Yeah.

5 Q. -- or what's going on on the rig?

6 A. Both.

7 Q. Okay.

8 A. It will tell you both.

9 Q. Alright.

10 A. 'Cause anything -- it might be  
11 happening on the rig, but it's something  
12 that's happening down hole. You see it on the  
13 rig, but it's happening down hole.

14 Q. Okay.

15 A. And the down hole indicator would  
16 probably be torque, your torque reading, too,  
17 if you were drilling.

18 Q. Okay. So, if there was something that  
19 -- like a gas bubble or -- how do you -- how do  
20 you know a kick is happening? Is it based on  
21 something you're seeing there on the screen?

22 A. Yes, sir.

23 Q. Okay.

24 A. Your return flow.

25 Q. Return flow?



1           A. Return flow would come up and you start  
2 seeing a gain in your pits.

3           Q. Okay. And those indicators that you're  
4 seeing there it's on your screen, are those  
5 indicators being measured what's actually  
6 physically located on the rig or is it  
7 something down hole?

8           A. What's on the rig.

9           Q. Okay. So, if something did happen,  
10 it's almost like a lagging indicator? It's  
11 already up on the rig and these are where the  
12 sensors are to tell you what's going on?

13          A. Yeah, but if it happens down hole  
14 you're going to see it right there.

15          Q. Yes, sir. And that's a mile down?

16          A. Yes, sir.

17          Q. Yes, sir, okay. Alright. So, would  
18 you characterize the -- that's a bad way to  
19 say it, but the training that you got here at  
20 WellCAP the tools that they gave you there to  
21 run through the scenarios was it similar to  
22 those screens that you had there?

23          A. It wasn't just like the screens that I  
24 got, but it had everything that my screens has  
25 got.



1 Q. Okay, alright. Okay. Did -- and I  
2 might have missed it: You were days and Mr.  
3 Anderson was nights; is that right? Who  
4 relieved you from watch?

5 A. Mr. Revette.

6 Q. Revette, okay. Okay. Thank you very  
7 much, I appreciate it.

8 CAPT NGUYEN:

9 Flag state?

10 MR. LINSIN:

11 No questions, thank you, Captain.

12 CAPT NGUYEN:

13 Thank you, sir. Transocean, do you  
14 have any questions for your witness?

15 MR. KOHNKE:

16 No thank you, sir.

17 CAPT NGUYEN:

18 Yes, sir. Cameron?

19 MR. JONES:

20 Just a couple, Captain.

21 CAPT NGUYEN:

22 Yes, sir.

23 E X A M I N A T I O N

24 BY MR. JONES:

25 Q. Good morning, sir. My name is David



1 Jones and I represent Cameron. Just a couple  
2 of questions for you. On April 20th I think  
3 you said that you ran a mix string at the top  
4 of the BOP?

5 A. Yes, sir.

6 Q. And what were the size of the pipe --

7 A. You had 3 and a half inch tubing, 5 and  
8 half inch drill pipe and 6 and 5/8ths drill  
9 pipe.

10 Q. About how long was the 3 and half  
11 string?

12 A. 800 feet.

13 Q. And the 5 and a half inch?

14 A. 25 stands at 137 foot a stand. So, I  
15 don't know right off the top of my head.

16 Q. When you were working on April 20th and  
17 doing your activities on April 20th were you on  
18 EDS--1 or EDS--2?

19 A. EDS--1.

20 Q. And, just so the record's clear, at the  
21 time of the blow out you were in bed?

22 A. Yes, sir.

23 Q. So, it's better to say that you don't  
24 know specifically what was in the bore of the  
25 BOP at the time of the blow out?



1           A. Well, I wasn't up there at the time,  
2 but I know where they're supposed to stop. I  
3 know what should have been in there.

4           Q. You don't know what was in there?

5           A. I don't know what was in there, but --

6           Q. Alright.

7           CAPT NGUYEN:

8           Thank you, sir. Halliburton?

9           COUNSEL REPRESENTING HALLIBURTON:

10          No questions, Captain.

11          CAPT NGUYEN:

12          Thank you, sir. M-I SWACO?

13          E X A M I N A T I O N

14          BY MR. EASON:

15          Q. My name is Tobin Eason. I'm here on  
16 behalf of M-I. Driller, just a couple of  
17 things. During your tour do you know if there  
18 actually was pumping of mud from the rig to  
19 the DAMON BANKSTON?

20          A. Not that I'm aware of.

21          Q. Was there any point in time that you  
22 became aware of mud being pumped from the rig  
23 to the DAMON BANKSTON?

24          A. Not that I'm aware of during my tour.

25          Q. Thank you, sir.



1           CAPT NGUYEN:  
2           Thank you, sir. Dril--Quip?  
3           COUNSEL REPRESENTING DRIL--QUIP, INC.:  
4           No questions, Captain.  
5           CAPT NGUYEN:  
6           Weatherford?  
7           COUNSEL REPRESENTING WEATHERFORD,  
8           INC.:  
9           No questions, Captain.  
10          CAPT NGUYEN:  
11          Anadarko?  
12          COUNSEL REPRESENTING ANADARKO  
13          PETROLEUM CORPORATION:  
14          No questions.  
15          CAPT NGUYEN:  
16          MOEX?  
17          COUNSEL REPRESENTING MOEX, USA:  
18          (No response.)  
19          CAPT NGUYEN:  
20          Douglas Brown?  
21          MR. GORDON:  
22          No questions.  
23          CAPT NGUYEN:  
24          Thank you, sir. BP?  
25          MR. GODFREY:



1 Thank you, Captain, but no  
2 questions.

3 CAPT NGUYEN:

4 Yes, sir. Thank you.

5 EXAMINATION

6 BY MR. MATHEWS:

7 Q. Typically when you're displacing the  
8 riser do you monitor those returns coming to  
9 the rig?

10 A. Yes, sir.

11 Q. And you had been on the rig for the  
12 duration of the well. Did you feel that this  
13 well had more ballooning effects than any  
14 other well?

15 A. It was a difficult well. I wouldn't  
16 say it was worse than others. They -- it was  
17 difficult.

18 Q. Was there any concerns addressed from  
19 Transocean or with BP in any type of meetings  
20 about the difficulties that you were having?

21 A. Not that I'm aware of.

22 Q. Do you normally participate in  
23 operational meetings with people from BP or  
24 Transocean?

25 A. I participate it pre-tour meetings --



1 Q. No, sir. Operational, not pre-tour.

2 A. I'm not in really the operational  
3 meetings. I'm in the pre-tour meetings.

4 Q. Okay. Thank you.

5 MR. McCARROLL:

6 Can I just ask a quick  
7 clarification here?

8 E X A M I N A T I O N

9 BY MR. MC CARROLL:

10 Q. On ED-1, ED-2 can you explain what that  
11 is and what it does? EDS--1 and EDS--2?

12 A. EDS--1 is, you know, for normal  
13 shearable pipe and all that. EDS--2 is for  
14 casing when you got casing across the stack.

15 Q. And do you have to select that --

16 A. Or if you've got a heavier grade pipe  
17 that you can't shear with your normal blind  
18 shear rams that you had to shear with your  
19 super shears.

20 Q. Do you have to select that on your BOP  
21 panel?

22 A. Yes, sir. Yes, sir.

23 Q. And who does that?

24 A. Subsea engineer.

25 Q. So, the subsea engineer coordinates



1 with the driller on that?

2 A. Yes. I would call him prior to going  
3 to EDS, knowing that I'm fixing to have it  
4 across the stack, I would call him and tell  
5 him to go put is in EDS.

6 Q. Have you ever been in EDS--2?

7 A. Yes.

8 Q. And what circumstances was that?

9 A. Running casing or having heavy walled  
10 drill pipe across the stack that the blind  
11 shear rams couldn't shear.

12 Q. And, as a percentage or -- how often  
13 does that happen on the well? I mean often,  
14 very often or hardly ever?

15 A. Well, pretty much every time you run  
16 casing when the BOP stack's run.

17 Q. So, whenever you're running casing --

18 A. That's the main thing.

19 Q. Okay. Thank you.

20 CAPT NGUYEN:

21 Mr. Burgess, are there any  
22 questions that we didn't ask you or any  
23 information with relevance to this  
24 investigation that you would like to  
25 offer?



1 THE WITNESS:

2 No, sir.

3 CAPT NGUYEN:

4 Okay.

5 MR. GODFREY:

6 Captain, just one question if I

7 might?

8 CAPT NGUYEN:

9 Yes, sir. Please.

10 E X A M I N A T I O N

11 BY MR. GODFREY:

12 Q. Good morning, sir. My name is Rick  
13 Godfrey. In a well control situation, if the  
14 driller wants to activate EDS--2, does the  
15 driller have to call the subsea engineer for  
16 permission for setting the ability for the  
17 driller to activate EDS--2?

18 A. I wouldn't have to. That's just how we  
19 normally do it to get him aware.

20 Q. But you're capable in the drilling  
21 shack to activate it?

22 A. Yes, sir. We're capable of doing it.

23 CAPT NGUYEN:

24 Thank you, sir.

25 MR. DYKES:



1 I've got a question.

2 EXAMINATION

3 BY MR. DYKES:

4 Q. On your EDS--1 and your EDS--2 are  
5 those functioned -- the hydraulic power for  
6 those to function, does that come from the  
7 surface or does that come from the stack, the  
8 BOP stack on the floor, on the sea floor?

9 A. You'd have to address the subsea  
10 engineer more for that.

11 Q. Okay, okay.

12 CAPT NGUYEN:

13 Mr. Burgess, thank you for your  
14 testimony today. If we need for you to  
15 come back in the future to provide  
16 additional information, will you make  
17 yourself available?

18 THE WITNESS:

19 Yes.

20 CAPT NGUYEN:

21 Thank you, sir. You are dismissed.

22 The board will now call on Mr. Allen  
23 Seraile with Transocean.

24 \* \* \* \* \*

25 ALLEN SERAILE



1 after being first duly sworn in the cause,

2 testified under oath as follows:

3 CAPT NGUYEN:

4 Thank you, sir. Please be seated.

5 THE WITNESS:

6 (Witness complies.)

7 E X A M I N A T I O N

8 BY MR. MATHEWS:

9 Q. Mr. Seraile, the attorney sitting with  
10 you represents Transocean. Are you  
11 comfortable with him sitting next to you?

12 A. Yes, sir.

13 Q. Thank you. For the record could you  
14 please state your name and spell your last?

15 A. Allen Seraile, S--E--R--A--I--L--E.

16 Q. Thank you. And who are you employed  
17 by, sir?

18 A. Transocean.

19 Q. And what position do you currently hold  
20 with them?

21 A. Assistant driller?

22 Q. Prior to becoming assistant driller did  
23 you hold any other positions with Transocean?

24 A. Yes, sir. I worked derricks for them,  
25 roustabout for them, I've roughnecked for



1       them.

2           Q. And how long have you actually held the  
3       position of assistant driller?

4           A. I want to say right at a year.

5           Q. And it's all been with the DEEPWATER  
6       HORIZON?

7           A. Yes, sir.

8           Q. And how long have you been with  
9       Transocean?

10          A. Five years.

11          Q. Did you have any oil and gas experience  
12       prior to the five years with Transocean?

13          A. No.

14          Q. Can you tell me a little bit about your  
15       educational background?

16          A. I didn't graduate high school. I quit  
17       in the, what, 7th or 8th grade.

18          Q. Thank you. Have you received any well  
19       control training recently?

20          A. Yes, sir.

21          Q. And when was the last time you went?

22          A. I can't remember the date, the month I  
23       went to well control, but it was just recently  
24       this year.

25          Q. In 2010?



1 A. Yes, sir.

2 Q. Okay. Did it specifically cover deep  
3 water drilling and subsea stacks?

4 A. Yeah.

5 Q. Do you know who provided that training?  
6 Was it Transocean or was it a WellCAP course  
7 IADC?

8 A. Transocean.

9 Q. Transocean. How long had you been on  
10 your hitch prior to the incident, sir?

11 A. I was out there a week.

12 Q. A week. And you were on the DEEPWATER  
13 HORIZON for the duration of the Mississippi  
14 Canyon-252 well?

15 A. Yes, sir.

16 Q. Were you aware of any specific drilling  
17 problems on that well? Loss returns?

18 A. Well, we had problems before, you know,  
19 such as taking a kick and -- and losing  
20 returns.

21 Q. When did y'all take the kick, sir?

22 A. I don't recall.

23 Q. Do you remember were you on the rig  
24 floor when you took the kick?

25 A. No. We -- we got there and they had



1 already been on the choke.

2 Q. Okay. Let me back up a little bit.

3 Can you just give me -- what time does your  
4 tour start? Your tour -- excuse me, tour --

5 A. -- tour.

6 Q. Yeah.

7 A. Tour started at 11:30 p.m. to 12:00  
8 a.m. to 11:30 a.m.

9 Q. Can you give me a brief run down of the  
10 day once you came on tour to drill from 11:30  
11 p.m. up to the end of your shift on the 20th?

12 A. I don't recall that. I think we was  
13 getting ready to -- they were finishing up  
14 with the cement job and, once they finished  
15 with the cement job, we -- we started out the  
16 hole.

17 Q. At the end of your tour did you talk to  
18 anyone about what you had just completed?

19 A. No, sir.

20 Q. Do you normally do that?

21 A. I talk to my relief, you know.

22 Q. Okay. Did you talk to your relief the  
23 date of the incident?

24 A. No, I didn't talk to my relief the day  
25 of the incident.



1 Q. At your 11:30 pre-tour what was  
2 discussed, sir? 11:30 the night before what  
3 was discussed during that pre-tour?

4 A. We just discussed what was going on.  
5 They was getting ready to pick up 3 and a half  
6 tubing and go in the hole and do the last  
7 cement plug, surface plug.

8 Q. At any time when you were on the rig  
9 floor the day of the 20th did any VIPs come by  
10 the rig floor?

11 A. I don't recall.

12 Q. Do you remember anybody from BP coming  
13 to the rig that day?

14 A. Yeah, they came to the rig, but they  
15 didn't come to the rig floor that I know of.

16 Q. Okay, thank you. Can you give me your  
17 best recollection of once you left the rig  
18 floor up to the time of the incident?

19 A. I was in bed. After I got off tour I  
20 went to bed. I got up about 8:30, I called my  
21 wife and then I made my rounds to the subsea  
22 office.

23 Q. You were in the subsea office at the  
24 time of the incident?

25 A. I had just walked out of the subsea



1 office.

2 Q. And who were you with in the subsea  
3 office?

4 A. Chris Pleasant.

5 Q. Did you discuss anything with Chris  
6 Pleasant?

7 A. Yeah, we talked about what -- what was  
8 going on and he was basically on the computer  
9 typing in his last report of the test, the  
10 casing test. That's all I know.

11 Q. At that time was there any discussion  
12 about any potential well control issues?

13 A. No, sir.

14 Q. And what happened after you left Chris'  
15 office, sir?

16 A. I was walking down the hall and heard a  
17 gas venting and then all of sudden you heard  
18 -- you felt the first explosion and it blew me  
19 to the water-tight door going towards the  
20 lifeboat deck.

21 Q. Okay. And then what happened after  
22 that?

23 A. And then after that I walked outside  
24 and, you know, you could see the glare of the  
25 fire on the background. So, when I turned



1 around, I saw all that and I'm like 'What  
2 happened?' and I don't know.

3 Q. And where was that fire coming from,  
4 sir?

5 A. From the rig floor and the starboard --  
6 starboard side of the rig.

7 Q. So, you heard the initial gas or air  
8 release and what did you hear after that?  
9 When was the initial explosion or did you hear  
10 the initial explosion?

11 A. Well, I heard the first -- the first  
12 explosion was -- let's see. The first  
13 explosion and then -- well, it was the gas  
14 that vented or pressure that vented and then  
15 you heard the -- you felt the first explosion  
16 and then turn around and I was at the door  
17 just standing there because I'm supposed to  
18 take muster there.

19 Q. At the engine control room?

20 A. Yeah.

21 Q. Alright. Was there a notification not  
22 to muster at the engine control room, sir?

23 A. No, sir.

24 Q. There wasn't?

25 A. No.



1 Q. Did you hear the second explosion?

2 A. Yes, sir.

3 Q. Okay. How much time was between the  
4 first and second explosion?

5 A. A matter of seconds.

6 Q. Okay. Let me back up a little bit,  
7 too. After you heard the venting how much  
8 time was between the venting and the first  
9 explosion?

10 MR. KOHNKE:

11 If you know, do you know?

12 THE WITNESS:

13 No, I don't know.

14 BY MR. MATHEWS:

15 Q. Okay.

16 A. I don't recall.

17 Q. Okay. Did you hear any engines revving  
18 up after you heard the venting?

19 A. Oh, no, sir.

20 Q. No. At any time when you were on the  
21 DEEPWATER HORIZON was the BOP stack locked out  
22 of bypassed in any way?

23 A. Not that I recall.

24 Q. Has it ever been on any rig to your  
25 recollection to do that?



1 A. Not that I recall.

2 Q. Are you aware of any policy in  
3 Transocean when they're in a certain place in  
4 a well to lock out or bypass the BOP stack?

5 A. No, sir.

6 Q. Were you aware of any BOP stack issues  
7 at the time of the incident, any leaks or any  
8 type of problems with a function?

9 A. No, sir.

10 Q. If there was would you have been made  
11 aware of that?

12 A. I'm pretty sure I would have been made  
13 aware of that.

14 Q. Do you have the authority to activate  
15 the EDS?

16 A. No. It's only the senior toolpushers  
17 and -- senior toolpushers.

18 Q. And the assistant driller has no --

19 A. And the subsea.

20 Q. Does the assistant driller have any  
21 role and responsibilities in performing the  
22 emergency disconnect?

23 A. No, sir.

24 Q. Normally when you displace the riser  
25 what is the typical flow path from the riser



1 back to the rig? And then once it gets to the  
2 rig how does it -- does it go directly to the  
3 mud pits? Does it go to a mini trip tank or  
4 does it go directly to a vessel?

5 A. It goes directly to the pits.

6 Q. And there's no way to disrupt that  
7 flow --

8 A. No.

9 Q. -- or change that flow?

10 A. No.

11 Q. As the assistant driller, what is your  
12 role in the driller's cabin, sir?

13 A. I'm supposed to -- to find out what's  
14 going on and do a daily check, check list, on  
15 all the flow line returns and all that.

16 Q. Are you monitoring anything within the  
17 driller's console at any time?

18 A. Yes, sir.

19 Q. What are you monitoring?

20 A. You're monitoring part of his drilling  
21 parameters, his return flows, his pit gains  
22 and pit volumes.

23 Q. Okay. I have no further questions,  
24 sir. Thank you.

25 EXAMINATION



1 BY MR. McCARROLL

2 Q. Just a follow up on that quickly. So,  
3 during the day your primary responsibility is  
4 to monitor the screen with the pit volumes?

5 A. Yes, sir.

6 Q. Do you also go down physically to the  
7 pits and talk to people and find out if  
8 there's any issues?

9 A. Yes, sir. Yes, sir.

10 Q. And who do you talk to when you go down  
11 there?

12 A. Talk to the derrick hand himself.

13 Q. Okay. Have you worked that area  
14 yourself?

15 A. Yes, sir.

16 Q. Okay. Are you comfortable with the  
17 procedure that you use for maintaining pit  
18 volumes and controls?

19 A. Yes, sir.

20 Q. Okay. In the days that you're on the  
21 rigs, were you monitoring the pit values on --  
22 volumes on a normal procedure? If anything  
23 abnormal happened you had to go to a trip tank  
24 or change a procedure in any way?

25 A. No, sir. We just -- we just monitor it



1 off the -- off of our screen and then we  
2 verify with our derrick hand.

3 Q. Okay. Are you aware of any gains that  
4 may have occurred during that time period when  
5 you were on tour?

6 A. No, sir.

7 Q. Nothing to the trip tank or --

8 A. No, sir.

9 Q. Are you aware of any unusual pressures  
10 that may have occurred while you were on tour?

11 A. No, sir.

12 Q. Thank you.

13 MR. DYKES:

14 Rob, do we have his statement?

15 LT BUTTS:

16 Yes.

17 E X A M I N A T I O N

18 BY MR. DYKES:

19 Q. Mr. Seraile, he's bringing your  
20 statement around that was taken by the U.S.  
21 Coast Guard and the MMS investigators onboard  
22 the DAMON BANKSTON and I just want to make  
23 sure I understand what you've got here. You  
24 were in the subsea office, you were watching  
25 TV, you had turned the channel to the rig



1 floor and you asked the subsea hand what was  
2 going on on the floor, do you remember that?

3 A. Yes, sir.

4 Q. What did you see on the rig floor?

5 A. All I saw was water coming out through  
6 the -- through the rotary table and then I  
7 turned to the subsea engineer and asked him I  
8 said "Chris, what are they doing?" And he  
9 said "I don't know." He said "It might be  
10 coming out the hole."

11 Q. Okay. What did you see? How -- was it  
12 shooting up or just running out?

13 A. No, it was shooting up.

14 Q. It was shooting up?

15 A. Yes, sir.

16 Q. Okay. And then kind of recap from  
17 there. What happened then? What do you  
18 remember happening then?

19 A. And then I saw -- after the water came  
20 out, I saw the -- I saw mud come out and I knew  
21 that they wasn't coming out the hole because  
22 the block was still sitting still and you  
23 could see the block was covered in mud and  
24 then I turned to him again and -- and I asked  
25 him again "What's going on?" And he didn't



1 know and he left out and I left out.

2 Q. Okay. Thank you.

3 MR. McCARROLL:

4 Could I just follow up on that real  
5 quick?

6 EXAMINATION

7 BY MR. McCARROLL:

8 Q. I know it was probably hectic, but  
9 could you tell if the water was coming out of  
10 the drill pipe or something on the floor or  
11 was it just coming up in a general area?

12 A. It was coming up -- it wasn't through  
13 the drill pipe I don't think 'cause I was -- I  
14 was -- you couldn't actually see the rotary  
15 table. You could just see the water spraying  
16 straight up out of it.

17 Q. So, there's so much water your  
18 visibility was obscured? You couldn't see  
19 other things on the floor?

20 A. Right.

21 Q. Okay. Thank you.

22 EXAMINATION

23 BY MR. MATHEWS:

24 Q. I just have one question. I brought it  
25 up earlier, did I hear you correctly and say



1 that you have no role in the emergency  
2 disconnect?

3 A. No, sir. I have no roles in emergency  
4 disconnect.

5 Q. Are you familiar with Transocean's  
6 emergency disconnect procedures?

7 A. Somewhat. Yes, sir.

8 Q. And you don't have any role in those?

9 A. I was told I'm not supposed to do an  
10 EDS until the OIM is -- is present.

11 Q. Okay. Thank you, sir.

12 EXAMINATION

13 BY LT BUTTS:

14 Q. Good morning, sir.

15 A. Good morning.

16 Q. Would you characterize yourself and the  
17 driller and the others up on the floor as a  
18 team?

19 A. Yes, sir.

20 Q. How many people are up there on the  
21 drill floor working at any time on tour? The  
22 driller, yourself and --

23 A. The driller, myself, another AD,  
24 toolpusher and four floorhands.

25 Q. Four, okay. I noticed -- I was looking



1 back through the training certificates that  
2 was provided and thanks for bringing those.  
3 When you're at well control school -- and I  
4 think you actually attended the same time as  
5 the other gentleman. When you're going  
6 through that training do you practice well  
7 control as a team or is it just based upon an  
8 individual's performance?

9 A. It's -- I think it's based on an  
10 individual's performance.

11 Q. Okay. So, during that training and  
12 going through those scenarios, performance  
13 based, in other words, you have to do  
14 something, move some valves and things of that  
15 nature?

16 A. Yes, sir.

17 Q. Okay. And -- but you don't go through  
18 those scenarios with other people with you, as  
19 you might on the drill floor?

20 A. Uh --

21 Q. Like if you were at work would other  
22 people be doing and helping with the well  
23 control issue?

24 A. Oh, yeah. Everybody would be helping  
25 out and doing the well control operation.



1 Q. Okay. So, in training though it's just  
2 -- just you doing the training?

3 A. It's -- it's you doing the training at  
4 first and then you have a simulation with a  
5 couple of the other guys.

6 Q. Okay. So, there are a couple of other  
7 guys then as the training goes on that comes  
8 in and you three people or however many people  
9 that are in there work as a team to control  
10 it?

11 A. Yes, sir.

12 Q. Okay. And do y'all typically go to  
13 this training as a team that's on the -- on  
14 the rig? I guess you do this on your off  
15 time, right?

16 A. Yes, sir. We do it on our off time.

17 Q. Do you typically go with other  
18 Transocean employees that you do work with?

19 A. Yes, sir.

20 Q. Okay. So, you do get to practice it  
21 together as a team then?

22 A. Right.

23 Q. Okay. Thanks, I appreciate that. When  
24 -- when you were down with Chris in the subsea  
25 -- your statement had said you were on the



1 phone with your wife.

2 A. Uh-huh (affirmative reply).

3 Q. Do you know what Chris was doing?

4 A. He was on the computer putting in his  
5 last casing test. I don't know if it was a  
6 good test or what.

7 Q. Okay. Did he tell you if he was doing  
8 anything else?

9 A. No.

10 Q. Okay. Did you see the chief mate come  
11 in?

12 A. Yes, sir. I sure did.

13 Q. What did he tell Chris or did he tell  
14 you, if Chris was working?

15 A. He just asked me how long it was going  
16 to be before we could get ready to do the  
17 cement job. I told him I didn't know.

18 Q. Okay. Did he tell you that the cement  
19 job was going to be delayed?

20 A. No, sir.

21 Q. Did he tell Chris?

22 A. I think he told Chris.

23 Q. Yeah. And, when he told Chris that the  
24 job was going to be delayed, did that push  
25 back anything that Chris going to need to do



1 or anything that you were going to need to do?

2 A. No, sir.

3 Q. Okay.

4 A. Not that I recall.

5 Q. Okay, alright. So, when David did come  
6 in and told Chris that it was going to be  
7 delayed what did y'all do then or is this when  
8 all this started happening?

9 A. That's when it all started happening.

10 Q. Okay. Thanks a lot. I appreciate it.

11 CAPT NGUYEN:

12 Flag state?

13 MR. LINSIN:

14 No questions, thank you, Captain.

15 CAPT NGUYEN:

16 Thank you, sir. Halliburton?

17 COUNSEL REPRESENTING HALLIBURTON:

18 No questions, sir.

19 CAPT NGUYEN:

20 Thank you, sir. M-I SWACO?

21 MR. EASON:

22 No thank you, sir.

23 CAPT NGUYEN:

24 Thank you, sir. Dril--Quip?

25 COUNSEL REPRESENTING DRIL--QUIP, INC.:



1           No questions.

2           CAPT NGUYEN:

3           Weatherford?

4           COUNSEL REPRESENTING WEATHERFORD,

5           INC.:

6           No questions.

7           CAPT NGUYEN:

8           Anadarko?

9           COUNSEL REPRESENTING ANADARKO

10          PETROLEUM CORPORATION:

11          No questions.

12          CAPT NGUYEN:

13          MOEX?

14          COUNSEL REPRESENTING MOEX, USA:

15          (No response.)

16          CAPT NGUYEN:

17          Douglas Brown?

18          MR. GORDON:

19          No questions.

20          CAPT NGUYEN:

21          Thank you, sir. BP?

22          MR. GODFREY:

23          Thank you, Captain, no questions.

24          CAPT NGUYEN:

25          Yes, sir. Transocean, any



1 questions?

2 MR. KOHNKE:

3 No questions, Captain. Thank you.

4 CAPT NGUYEN:

5 Thank you, sir. Cameron?

6 COUNSEL REPRESENTING CAMERON, INC.:

7 No questions.

8 CAPT NGUYEN:

9 Thank you, sir. Are there any  
10 questions that we didn't ask you or any  
11 information relevant to the  
12 investigation that you would like to  
13 offer at this time, sir?

14 THE WITNESS:

15 No, sir.

16 CAPT NGUYEN:

17 If we need for you to come back in  
18 the future for additional questioning,  
19 will you make yourself available?

20 THE WITNESS:

21 Yes, sir.

22 CAPT NGUYEN:

23 Thank you, Mr. Seraile. You are  
24 dismissed. We'll take a ten minute  
25 break and resume at 10:35. Thank you.



1 (Whereupon, a short break was taken off the  
2 record.)

3 CAPT NGUYEN:

4 The board will now call on Mr.

5 Herber Morales.

6 \* \* \* \* \*

7 HERBER MORALES,

8 after being first duly sworn in the cause,

9 testified as follows:

10 CAPT NGUYEN:

11 Thank you, sir. Please be seated.

12 THE WITNESS:

13 (Witness complies.)

14 CAPT NGUYEN:

15 Are you represented by counsel?

16 MR. KOHNKE:

17 Yes, Transocean counsel.

18 CAPT NGUYEN:

19 Yes, sir.

20 E X A M I N A T I O N

21 BY MR. MATHEWS:

22 Q. Mr. Morales, you're aware that your  
23 representative that's seated with you  
24 represents Transocean?

25 A. Yes, sir.



1 Q. And you're fine with that?

2 A. Yes, sir.

3 Q. For the record could you please state  
4 your name and spell your last?

5 A. Herber Morales, M-O-R-A-L-E-S.

6 Q. Thank you. And by whom are you  
7 employed, sir?

8 A. Transocean.

9 Q. And what position do you currently hold  
10 with them?

11 A. Roustabout.

12 Q. How long have you been a roustabout,  
13 sir?

14 A. January 1st.

15 Q. Of 2010?

16 A. Of 2008.

17 Q. Did you have any other position before  
18 being a roustabout?

19 A. No, sir.

20 Q. Had you had any other oil and gas  
21 experience prior to being a Transocean  
22 roustabout?

23 A. No, sir.

24 Q. Can you please briefly describe your  
25 responsibilities as a roustabout?



1           A. My responsibility as a roustabout is to  
2 assist the crane crew in cleaning and  
3 maintenance anyone else that may need  
4 assistance in other departments. Also rescue  
5 team, fire response team.

6           Q. And how long had you been on the rig  
7 prior to the day of the incident?

8           A. Since that Tuesday -- Thursday before.  
9 I can't recall the date, but the Thursday  
10 before that.

11          Q. As a roustabout did you ever make your  
12 way to the rig floor at any time?

13          A. Every once in a while for safety  
14 meetings and such.

15          Q. Were you familiar with the equipment on  
16 the rig floor in terms of the equipment?

17          A. No.

18          Q. Can you please give me your best  
19 recollection of the day once you woke up and  
20 started work on the 20th?

21          A. Yes, sir. I woke up, went to go eat.  
22 After that --

23          Q. I'm sorry, what time did you wake up?  
24 I apologize.

25          A. Can't really recall. Sometimes around



1 9:00 in the morning. After that I went to go  
2 eat at 10:30 when the galley opens. After  
3 that we have a pre-tour meeting at 11:00 in  
4 the morning. After that I went back to my  
5 room, waited till about 11:30 to come up to  
6 the main deck and start working. As far as  
7 the work we was just working on a supply boat  
8 back loading and off loading all up until I'm  
9 going to say about 6:00 whenever we went to go  
10 eat lunch. After that we came back and went  
11 to go see the other crew that was working on  
12 the starboard crane replacing the reel for the  
13 spool. If they were done or if they needed to  
14 be relieved. Being that they were almost done  
15 they told us to just go on about whatever else  
16 we had going on. We just did a little bit of  
17 cleaning. After that it was probably  
18 somewhere around 8:00, 8:30 at night. That's  
19 as far as I can recall and after that we  
20 started making up tools for Dril--Quip with a  
21 bucking machine, which is the Weatherford tool  
22 that puts tools together. After that after,  
23 after a few lifts were made, after a few tools  
24 were put together that's whenever Don Clark  
25 and the Dril--Quip representative or worker



1 they -- they weren't sure what -- I'm not sure  
2 what -- a question came up, as I recall, Don  
3 Clark went up to the drill floor sometime --  
4 somewhere around the same time that's whenever  
5 we started -- I started down on the deck  
6 seeing that mud had come up, started coming  
7 out of somewhere in the rig floor. I'm not  
8 sure where. At first sight I didn't know it  
9 was mud. We had had hydraulic leaks before.  
10 I'm not sure if that was the case or not. But  
11 after a little while I could not recognize the  
12 smell. Hydraulic oil is pretty noticeable to  
13 smell. So, I'm not sure what it was. Another  
14 roustabout that was with me, Dustin Johnson,  
15 he had -- he had been working on other  
16 offshore rigs and stuff, so he -- he pretty  
17 much told me "Man, we're having a blow out."  
18 So, I was like "Well" -- me not having the  
19 experience I was like "Let's see what the  
20 whole -- what this is going to come about."  
21 So, as we were sitting there just seeing what  
22 was happening, what the drill floor was going  
23 to do. We noticed more and more mud coming  
24 out. It seemed that it stopped for a while.  
25 Very briefly, not for long. It stopped and



1 then it came out what seemed to me was much  
2 force because it was a much louder noise  
3 coming out. A lot more mud coming out. Even  
4 mud flowing from the rig floor and from the  
5 degaser. So, at that point, we moved a little  
6 bit back away from the -- as far as we could  
7 get away from the rig floor. After that the  
8 lights went out. Once the lights went out the  
9 -- the explosion, the first explosion  
10 happened. I just -- I just was able to stand  
11 behind a stanchion post that is used to -- for  
12 the riser, when we store the riser. As I  
13 stood there waiting to see what happened, the  
14 second explosion happened and that's when I  
15 saw the fire at that time. And that's when I  
16 decided to go down to the -- to the lifeboat.  
17 I was in the aft of the rig, so I decided to go  
18 to the front. And that time my first thought  
19 was to go to the firefighting equipment.  
20 Being that when I got there I wasn't the only  
21 one there, I was -- I was -- as I was untying  
22 my boots to put on the firefighting equipment.  
23 I noticed that I was the only one there. I  
24 looked up at the derrick again and by that  
25 time I knew that we were not going to be able



1 to fight this fire. So, I decided to tie my  
2 boots back on and make myself -- my way to the  
3 lifeboat deck. When I got down there there  
4 was some other members of the roustabout crew  
5 and they told me that they had been to the  
6 firefighting equipment, but they thought the  
7 same as I did that there was no way that we  
8 were going to be able to put the fire out.  
9 Once on the lifeboat deck we just stood there  
10 waiting until further instructions and just a  
11 few seconds after that, maybe minutes, can't  
12 really recall, we were instructed to board the  
13 lifeboats. We sat there waiting for whoever  
14 had to be on the lifeboats. We were lowered  
15 to the water and made our way to the DAMON  
16 BANKSTON where we went aboard the DAMON  
17 BANKSTON and from then on just made our way to  
18 shore.

19 Q. Can you please confirm, with the pen I  
20 gave to you earlier, where you were located at  
21 the time of the incident, sir?

22 A. (Witness complies.)

23 Q. And when you saw the gas or whatever  
24 you saw coming out of the degaser where were  
25 you?



1 A. I was standing right there.

2 Q. And you know what the degaser is?

3 A. I've just seen it. I know it's a pipe

4 that it goes up and it comes down.

5 Q. Okay.

6 A. And that's where I saw the mud coming

7 down from.

8 Q. Okay, thank you. That's all I have.

9 You can go return to your seat, sir.

10 A. (Witness complies.)

11 MR. KOHNKE:

12 Can I take this down (indicating)?

13 Do you need to use it?

14 MR. MATHEWS:

15 Yes, sir. If you don't mind.

16 BY MR. MATHEWS:

17 Q. After you heard the venting from the

18 degaser how much later was that first

19 explosion?

20 A. I can't really tell you. I don't

21 recall that, but it wasn't much longer. It

22 was a few seconds.

23 Q. Did you hear any other noises prior to

24 the first explosion outside of what you were

25 hearing coming from the degaser?



1 A. No, sir.

2 Q. How much later after the first  
3 explosion was the second one?

4 A. Just seconds.

5 Q. And how long did it take you to get  
6 from the location you just indicated to where  
7 you were able to fight the fire -- try to  
8 fight the fire, excuse me?

9 A. Probably about ten seconds, if I have  
10 to guess. I just ran out there.

11 Q. Do you remember any communication or  
12 orders where to muster or what to do or to  
13 fight the fire?

14 A. As I was running to the front of the  
15 rig all I heard was the alarm. They were  
16 saying something over the intercom, but I  
17 could not -- to tell you the truth I was not  
18 really paying attention. I knew where the  
19 fire was at, so I didn't -- after training  
20 every Sunday you know where to go. And the  
21 fire was obvious, so I knew where the fire was  
22 at. But I did not receive orders from  
23 anybody.

24 Q. And why did you go to the forward  
25 lifeboats?



1           A. If you're on tour, if you're working,  
2 you're the primary fire response team and  
3 that's where you go for the fire. The primary  
4 and secondary if you're off tour you're  
5 required to go to the back.

6           Q. At the time of the incident where you  
7 were did you notice any type of -- where were  
8 you at when the actual second explosion  
9 occurred? Let me back up.

10          A. I was still in the back.

11          Q. Did you notice any damage to the back  
12 of the vessel? Did you see the other life  
13 vessels?

14          A. No, not at the -- I could not see them  
15 from where I was standing at.

16          Q. That's all I have for you, sir. Thank  
17 you.

18                   E X A M I N A T I O N

19           BY MR. McCARROLL:

20          Q. Yes, sir. I'm just going to follow up  
21 on that question a little bit. You were  
22 standing behind some sort of stanchion or  
23 pillar of some sort?

24          A. Yes, sir.

25          Q. I know it's kind of hard for you to



1 remember this, but did you notice any flying  
2 debris or --

3 A. I heard -- I heard something flying, I  
4 couldn't tell you what it was. But I heard  
5 stuff. As I was standing there something  
6 hitting the deck.

7 Q. Yeah, okay. So, did something maybe  
8 hit the stanchions you were standing behind?

9 A. No. Not that I noticed. I just -- I  
10 just heard several noises, but I couldn't tell  
11 what it was hitting or what.

12 Q. Okay.

13 A. I mean the deck is metal. It could  
14 have been anything.

15 Q. Okay. But nothing big or heavy?

16 A. Not that I can recall.

17 Q. That flew around or anything?

18 A. No, sir.

19 Q. Could you tell -- I know it's  
20 difficult, but could you tell the direction of  
21 the explosions or location or direction of  
22 which way the explosions occurred or came  
23 from?

24 MR. KOHNKE:

25 You're talking about the first or



1                   the second?

2           MR. MC CARROLL:

3                   Either, either one, counselor.

4           THE WITNESS:

5                   The first one I can recall because

6                   I was directly looking at the -- at the

7                   derrick. It was up and towards the

8                   back. The second one I can't recall.

9                   At that point I was already behind the

10                  stanchion post.

11   BY MR. McCARROLL:

12           Q. Did the explosion have any particular

13                  -- I know this is difficult, I'm asking

14                  difficult questions here, but did they have

15                  any kind of particular flash or color of light

16                  or anything that kind of stuck in your mind?

17           A. The first -- the first explosion that I

18                  saw it was bright yellowish, but the flames

19                  after they were a blue color.

20           Q. And the second one was?

21           A. I was not able to see it. I was behind

22                  the stanchion post.

23           Q. Okay, alright. Thank you. I

24                  appreciate your testimony.

25                  E X A M I N A T I O N



1 BY MR. WHEATLEY:

2 Q. Good morning. I just have a couple  
3 points of clarification. I believe that you  
4 mentioned in your earlier testimony here that  
5 you were involved in some type of operations  
6 with a supply boat. Are you referring to the  
7 BANKSTON?

8 A. Yes, sir.

9 Q. Could you elaborate on that? What type  
10 of operations were you involved with with  
11 them?

12 A. Just back loading, off loading  
13 equipment.

14 Q. Do you recall whether or not there was  
15 on loading or off loading of mud between the  
16 rig and the BANKSTON?

17 A. I know there was a hose connected to  
18 it.

19 Q. Did you participate in setting that up?

20 A. No, I did not.

21 Q. When you say there was a hose, could  
22 that be a manifold? Do you know what a  
23 manifold is?

24 A. Yes. Well, it's -- it's just a  
25 connection, a hammer junction connection.



1 Q. Have you seen transfers of mud between  
2 the rig and other supply boats before?

3 A. Yes.

4 Q. How would you characterize this  
5 particular arrangement? Was it pretty much  
6 normal from your prospective and what you know  
7 about that?

8 A. I don't really know much. We just put  
9 it down there and the derrickman or the pump  
10 man is the one that takes care of all that.  
11 As a roustabout we just send down the hose and  
12 that's it.

13 Q. Okay. Do you recall, to the best of  
14 your recollection, when that mud transfer  
15 started?

16 A. No, I don't.

17 Q. Do you recall or have any recollection  
18 of when it may have ended?

19 A. No, I don't.

20 Q. Thank you, I have no further questions  
21 at this point.

22 EXAMINATION

23 BY LT BUTTS:

24 Q. Good morning, sir.

25 A. Morning.



1 Q. After you were protecting yourself from  
2 debris behind the stanchion you said you saw  
3 fire?

4 A. Yes, sir.

5 Q. As soon as you saw the fire where did  
6 you run to first?

7 A. To the front of the rig.

8 Q. Okay. And, when you say "The front of  
9 the rig", was it the fire locker or was it --

10 A. Yes, sir.

11 Q. Oh, okay. So, when you got to the fire  
12 locker, what are your duties and  
13 responsibilities at the fire locker?

14 A. Just to -- first just put on the fire  
15 suit and wait for the chief mate to come up  
16 there and direct us and also as well as the  
17 crane operators.

18 Q. Okay. And I think you said when you  
19 got there you did something with your boots?

20 A. As soon as I got there I was untying my  
21 boots trying to put on the fire suit and the  
22 fire fighting boots and that was it. I -- I  
23 kind of remember or notice that there was  
24 nobody around. So, it made me get up and look  
25 around and then that's when I looked at the



1 derrick and noticed it was too big of a fire  
2 to fight.

3 Q. Okay. So, there was the fire, you  
4 responded to the locker, started getting  
5 dressed out like you typically do I guess --

6 A. Uh-huh (affirmative reply).

7 Q. -- on Sundays for fire drill?

8 A. Yes, sir.

9 Q. Okay. And do you -- how long ago --  
10 how long did you -- did you get both your  
11 boots on? How far along in your firefighting  
12 ensemble did you get --

13 A. No, sir. I just untied my boots, both  
14 of my boots, and like I said I noticed no one  
15 was around, no one was around.

16 Q. Okay.

17 A. It was kind of unusual. So, I looked  
18 around and, after I tied my boots, I went to  
19 go see what the plan was.

20 Q. Yeah.

21 A. And that's when they told me we were  
22 trying to muster for evacuation.

23 Q. Okay. And, when you went to find out  
24 what the plan was, where did you go to find  
25 that out and who'd you talk to? Do you



1 recall?

2 A. I talked to another one of the crew  
3 members from the roustabout crew. I went down  
4 to the lifeboat.

5 Q. Okay, okay. Alright. Did you ever  
6 seen the chief mate?

7 A. Yes, I did see him.

8 Q. At the fire locker?

9 A. No, he had a -- I would imagine that he  
10 had already put it on there. He had a  
11 firefighting jacket on and I was going to go  
12 down to the lifeboat there's a stairwell that  
13 leads to that, that's where I met him. And  
14 the reason I talked to him is because I know  
15 -- I knew that Dale Burkeen had been in the  
16 crane, on the starboard crane. Not knowing  
17 what had happened to him. I was telling him  
18 that we should go check on him. And he said,  
19 since he had the fire suit on -- or the jacket  
20 he said "Just go to the muster station." And  
21 he said that he would go check on him.

22 Q. Okay. And then you stayed there at the  
23 muster station?

24 A. Yes, sir.

25 Q. What's your lifeboat number?



1 A. Boat Number 2.

2 Q. Okay, alright. Thank you very much.

3 CAPT NGUYEN:

4 Flag state?

5 MR. LINSIN:

6 No questions. Thank you, Captain.

7 CAPT NGUYEN:

8 Thank you, sir. Transocean?

9 MR. KOHNKE:

10 No questions, Captain.

11 CAPT NGUYEN:

12 Thank you, sir. Halliburton?

13 COUNSEL REPRESENTING HALLIBURTON:

14 No questions, Captain.

15 CAPT NGUYEN:

16 Thank you, sir. M-I SWACO?

17 MR. EASON:

18 No questions, Captain.

19 CAPT NGUYEN:

20 Thank you, sir. Dril--Quip?

21 COUNSEL REPRESENTING DRIL--QUIP, INC.:

22 No questions.

23 CAPT NGUYEN:

24 Weatherford?

25 COUNSEL REPRESENTING WEATHERFORD,



1           INC.:

2           No questions.

3           CAPT NGUYEN:

4           Anadarko?

5           COUNSEL REPRESENTING ANADARKO

6           PETROLEUM CORPORATION:

7           No questions, Captain.

8           CAPT NGUYEN:

9           MOEX?

10          COUNSEL REPRESENTING MOEX USA:

11          (No response.)

12          CAPT NGUYEN:

13          Douglas Brown?

14          MR. GORDON:

15          (No response.)

16          CAPT NGUYEN:

17          BP?

18          MR. GODFREY:

19          Captain, thank you, but no

20          questions at this time.

21          CAPT NGUYEN:

22          Thank you, sir. Cameron?

23          COUNSEL REPRESENTING CAMERON, INC.:

24          No questions.

25          CAPT NGUYEN:



1           Thank you, sir. Mr. Morales, are  
2           there any questions that we didn't ask  
3           you or any information that you would  
4           like -- relevant to the investigation  
5           that you would like to provide to us at  
6           this time?

7           THE WITNESS:

8           No, sir.

9           CAPT NGUYEN:

10          Okay. Thank you, sir. In the  
11          future if we need for you to come back  
12          and testify, will you make yourself  
13          available?

14          THE WITNESS:

15          Yes, sir.

16          CAPT NGUYEN:

17          Thank you, sir. You are dismissed.

18          Our next witness will be available at  
19          12:00. At this time we'll take a  
20          fifteen minutes break until that time.

21          Thank you very much.

22          (Whereupon a lunch break was taken.)

23          CAPT NGUYEN:

24          Good afternoon. We are going to  
25          start the hearing. Mr. Sims, are you on



1 the line?

2 THE WITNESS:

3 Yes, I am.

4 CAPT NGUYEN:

5 Mr. Sims, as a result of the fire  
6 explosion and sinking of the DEEPWATER  
7 HORIZON on April 20th through 22nd, the  
8 Secretary of Homeland Security and the  
9 Secretary of the Department of Interior  
10 convened a Joint Investigation into the  
11 incident. Are you aware of that?

12 MR. SIMS:

13 Yes, sir.

14 CAPT NGUYEN:

15 At the table here we have board  
16 members, including Mr. John McCarroll  
17 with MMS, Mr. Jason Matthews with MMS  
18 and my co-chairman, Mr. David Dykes.  
19 On my right is Captain Ross Wheatley  
20 and also our recorder LT. Rob  
21 Butts. Also in the audience we have  
22 representatives of various Parties In  
23 Interest. At this time I would like  
24 you to raise your right hand so I can  
25 place you under oath.



1 \* \* \* \* \*

2 DAVID SIMS,  
3 after being first duly sworn in the cause,  
4 testified telephonically as follows:

5 MR. CASTAING:  
6 Captain, this is Eddie Castaing I  
7 think the record should reflect, since  
8 you can't see who's on this end, that  
9 he is here. I am his attorney and I am  
10 sitting next to him.

11 CAPT NGUYEN:  
12 Yes, sir. Mr. Castaing, I  
13 appreciate that.

14 MR. CASTAING:  
15 Thank you.

16 CAPT NGUYEN:  
17 Is there a Coast Guard  
18 representative on the other side of the  
19 line?

20 CWO WILLET:  
21 Captain, yes there is. My name is  
22 Chief Warrant Officer Lee Willet from  
23 MSU Port Arthur.

24 CAPT NGUYEN:  
25 Yes, sir. Mr. Willet, will you



1 confirm that on the other line we have  
2 Mr. Sims and Mr. Castaing in the room  
3 with you only?

4 CWO WILLET:

5 Captain, we do. We have Mr. Sims,  
6 Mr. Castaing and also Mr. Phillip Chin,  
7 a BP lawyer.

8 CAPT NGUYEN:

9 And, Mr. Sims, who's your -- do you  
10 have a personal lawyer or are both of  
11 these lawyers representing BP?

12 MR. CASTAING:

13 No, only Eddie Castaing is  
14 representing him personally.

15 CAPT NGUYEN:

16 Thank you, sir. At this time  
17 members of -- MMS members will begin  
18 the questioning. Thank you, sir.

19 E X A M I N A T I O N

20 BY MR. MATHEWS:

21 Q. Mr. Sims, for the record could you  
22 please state your name and spell your last?

23 A. David Sims, S-I-M-S.

24 MR. CASTAING:

25 Could the questioner identify



1                   himself since we can't see who's at the  
2                   table?

3                   MR. MATTHEWS:

4                   Yes, sir. Jason Mathews, MMS.

5                   MR. CASTAING:

6                   Thank you.

7 BY MR. MATHEWS:

8                   Q. Mr. Sims, by whom are you employed?

9                   A. BP.

10                  Q. And what is your current position with  
11                  them?

12                  A. I am the operations manager for the  
13                  relief well being drilled by the Transocean  
14                  DEVELOPMENT DRILLER III.

15                  Q. Outside of the relief well, what is  
16                  your normal day to day operations prior to  
17                  this incident?

18                  A. Previous -- previous to this it was  
19                  drilling operations manager for exploration  
20                  and appraisal drilling in the deep water Gulf  
21                  of Mexico.

22                  Q. And how long have you been with BP,  
23                  sir?

24                  A. I've been with BP Heritage Company  
25                  since 1982. BP solely or officially since



1 2000.

2 Q. And what is your educational  
3 background, sir?

4 A. Bachelor of science in mechanical  
5 engineering.

6 Q. From where?

7 A. Texas A&M University.

8 Q. And how long were you the drilling  
9 operations manager, sir?

10 A. I was in that position for  
11 approximately three weeks prior to the event  
12 in question.

13 Q. And what were you doing prior to those  
14 three weeks?

15 A. I was the engineering team leader in  
16 the exploration appraisal drilling group.

17 Q. Thank you. Can you please briefly  
18 describe your job responsibilities as both the  
19 engineering team leader and as the drilling  
20 operations manager, sir?

21 A. As engineering team leader the -- my  
22 primary responsibility was to develop well  
23 plans for wells that we were going to be  
24 drilling with -- primarily with the DEEPWATER  
25 HORIZON. As an ops manager, operations



1 manager, role changed to execution, safe and  
2 efficient execution of exploration and  
3 appraisal wells in the Gulf -- deep water Gulf  
4 of Mexico.

5 Q. Did you specifically work on the  
6 Mississippi Canyon-252 well, sir, as engineer  
7 team leader?

8 A. I was engineering team leader when the  
9 engineering plan for that well was developed.

10 Q. Were you aware of any problems on the  
11 well, sir, prior to your arrival on the 20th?

12 A. Are you speaking of prior to my arrival  
13 on the rig on the 20th?

14 Q. I would say from around March up until  
15 April 20th. Loss returns?

16 A. Prior to -- I'm sorry, can you -- prior  
17 to my job as operations manager?

18 Q. No, as operations manager -- I'm sorry.  
19 As operations manager were you made aware of  
20 any problems of the Mississippi Canyon-252  
21 Well?

22 A. I was aware of drilling problems that  
23 had occurred up to that point, yes.

24 Q. And what were those problems, sir?

25 A. We had had some loss circulation



1 problems, we had taken a kick. The first part  
2 of the well was drilled by the Transocean  
3 MARIANAS and that rig had been damaged in a  
4 hurricane and had to be removed from the  
5 location and HORIZON came back in to resume  
6 drilling.

7 Q. When were you scheduled to go out to  
8 the DEEPWATER HORIZON?

9 A. You're referring to --

10 Q. On the trip on the 20th.

11 A. Well, the scheduled trip was on the  
12 20th and to return on the 21st.

13 Q. When did you make the plans to travel  
14 there on the 20th?

15 A. I would say at least -- at least a week  
16 before, if not longer.

17 Q. And what was the intent of that trip,  
18 sir?

19 A. That trip was a scheduled trip for  
20 leadership to visit the HORIZON and I can't  
21 remember the other rig, but we have a -- we  
22 have monthly scheduled trip that goes to two  
23 different rigs. It's a scheduled helicopter  
24 flight devoted to leadership. Anyone in  
25 Houston with either Transocean or BP can get



1 on that flight. The focus of those visits is  
2 to acquaint rig personnel with management, for  
3 management to do safety audits, conduct --  
4 conduct safety audits, talk about performance,  
5 talk about plans to reinforce messages, to --  
6 a variety of things like that.

7 Q. Was that your first scheduled trip like  
8 that, since you were only in that position for  
9 three weeks, sir?

10 A. It was the first scheduled trip that I  
11 had made in that capacity, yes.

12 Q. And I think I heard you say that you  
13 were going to reinforce messages; is that  
14 correct?

15 A. In a broad sense that is one of the --  
16 one of the reasons for -- for those visits is  
17 for leadership to reinforce messages that are  
18 delivered, goals that are -- goals that both  
19 BP and Transocean have.

20 Q. And who was on that helicopter with  
21 you, sir, on the 20th?

22 A. Myself, Pat O'Bryan, BP of DNC in the  
23 Gulf of Mexico. Daun Winslow with Transocean,  
24 Buddy Trahan with Transocean.

25 Q. And did I hear you correctly, you took



1 that flight out of Houston?

2 A. I'm sorry, did you say "Fly" out of  
3 Houston?

4 Q. Yes, sir. I thought you said you had a  
5 specific helicopter that was allocated to you  
6 or anybody from Transocean to make the trip  
7 from Houston.

8 A. Those trips were out of Houma, out of  
9 our shore base in Houma. The reference to  
10 Houston was that it was generally for office  
11 leadership.

12 Q. Understood. Normally who from BP goes  
13 on such trips to discuss safety audits and the  
14 performance plans?

15 A. Normally it is -- it is a wide range of  
16 leadership from wells team leaders up through  
17 vice president.

18 Q. Is it typical for Mr. O'Bryan to go out  
19 there?

20 A. It would be typical for his position.  
21 He had not been in that job very long, so this  
22 was his first trip. His personally first trip  
23 to the HORIZON. But other directors and VPs  
24 went on those trips.

25 Q. You may not know this, but do you know



1 when he actually took over in the position as  
2 vice president in drilling completions?

3 A. It was early, very early in '10 or late  
4 '09.

5 Q. Do you know who was in that position  
6 prior to him?

7 A. That would have been Kevin Lacey.

8 Q. Lathey?

9 A. Lacey.

10 Q. Lacey. Did Mr. Lacey frequent the  
11 DEEPWATER HORIZON in that capacity?

12 A. I don't recall a trip that Mr. Lacey  
13 made to the HORIZON.

14 Q. Okay. Once you got to the DEEPWATER  
15 HORIZON on the 20th, can you walk me through  
16 what time you arrived and up to the incident?

17 A. We arrived about 2:30 p.m. I went to  
18 speak briefly with the well site leader.

19 Q. And who's the well site leader, sir?

20 A. Bob Kaluza. I spoke with him for a few  
21 minutes. I went to speak to Jimmy Harrell,  
22 the OIM, for a while. Found my -- went and  
23 got my room assignment and took my gear to my  
24 room, spent some time there. Writing notes  
25 and such for myself. Went back upstairs to



1 the well site leader's office. Mr. O'Bryan  
2 was there. He had completed his safety  
3 orientation of the rig. And we were -- we  
4 were assembled there to go on a rig -- tour of  
5 the rig. We toured the rig for about two  
6 hours. And we had dinner around 6:00. Mr.  
7 Winslow had set up a meeting for in general  
8 rig leadership that was available and it  
9 wasn't a mandatory meeting. But anyone that  
10 was available to visit with -- with those of  
11 us that had arrived on the helicopter that  
12 day. And -- to talk about a variety of  
13 things. There was no set -- no set agenda.

14 Q. There was no set agenda prior to  
15 arrival?

16 A. There was no set agenda for that  
17 meeting. We had -- we had some things that we  
18 wanted to talk about, but it was -- other than  
19 those things, we were -- we were just there to  
20 -- to -- to visit with leadership and talk  
21 about any issues they had or visit about the  
22 things that we wanted to talk about.

23 Q. And what did y'all want to talk about,  
24 sir?

25 A. We have dropped objects, focused



1 heavily on dropped objects this -- this --  
2 this year, as well as does Transocean. We  
3 were going to talk about dropped object  
4 programs and how things were working. We  
5 talked about -- wanted to visit about rig  
6 maintenance programs. We had a few safety  
7 related issues that we were going to touch on,  
8 some learnings that had come from -- from  
9 events on both the HORIZON and other rigs that  
10 we wanted to make sure had reached the HORIZON  
11 and see what they were -- what they were doing  
12 about those, if they'd incorporated those  
13 learnings. We were going to talk about  
14 control of work. Pat's -- being that it was  
15 Pat's first trip to the HORIZON I was going to  
16 include a bit of discussion about HORIZON's  
17 performance in the past and some just comments  
18 about what made the HORIZON a good rig. And  
19 we would also then just leave it up to -- Daun  
20 had a few things I think he wanted to talk  
21 about and see where the conversation went.

22 Q. Okay. Now, what time was that meeting?  
23 You said around 6:00 -- you had dinner at 1800  
24 hours and then you went directly to that  
25 meeting?



1           A. Yes, sir. Daun had set that up for a  
2 few minutes before 7:00 was the -- was the  
3 intended commencement of that meeting.

4           Q. Okay. Following that meeting, what  
5 transpired?

6           A. That meeting went till just before  
7 9:00. We broke -- I broke up the meeting.  
8 Pat and I headed down the hall to the well  
9 site leader's office and Daun Winslow  
10 eventually followed us and asked if we wanted  
11 to go to the bridge. Pat had not -- we had not  
12 made it to the bridge on our tour yet. And we  
13 did. We went up to the bridge and talked to  
14 the marine crew up there. Wide range of  
15 conversations talking about station keeping  
16 and just all of the instruments on the bridge.  
17 It's kind of an impressive place if you hadn't  
18 been there. Lots of screens, lots of -- lots  
19 of technology. We had a long -- a nice visit  
20 there. And we also got the chance to work  
21 with a dynamic positioning simulator that they  
22 have up there used for training and  
23 demonstration purposes. Mainly to -- to give  
24 an idea of how difficult it is to remain on  
25 station and that the -- all the -- in a manual



1 sense of trying to keep it there with a joy  
2 stick yourself. The controls and the way the  
3 system works on the ship and to do that  
4 effortlessly. And so that -- during that time  
5 when we were there was when the event began.

6 Q. And what happened, sir, what did you  
7 notice? What did you see? Can you take me up  
8 to the point of when you were able to evacuate  
9 the rig?

10 A. The first indication of anything out of  
11 the ordinary was vibration that was felt from  
12 a high frequency vibration that the Captain  
13 immediately was alerted to and asked kind of  
14 rhetorically, you know, "What is that?" "Is  
15 something up against us?" Presumably, you  
16 know, a boat or something like that. You  
17 could imagine maybe bumped up against next to  
18 us. That was -- that lasted for a few seconds  
19 and -- and then there was a hissing, a  
20 spewing sound like you could imagine a gas or  
21 a liquid escaping at high -- kind of high  
22 pressure in the direction of the rig floor,  
23 the best I could tell. The only windows --  
24 the windows on the bridge -- the only wall  
25 without windows was in the direction of the



1 rig floor. After that subsided, which was  
2 just a few seconds it seems like, Captain --  
3 the Captain looked out the port door, the  
4 bridge, and I could see the BANKSTON, the  
5 DAMON BANKSTON, which was next to us. And it  
6 looked like everything was covered with some  
7 kind of liquid, presumably mud. What I could  
8 see of the rig it looked like the boat had  
9 some on it and it was fairly calm seas like at  
10 that -- at that moment. I have a recollection  
11 of the boat moving -- moving slowly away from  
12 the rig at that point. The Captain closed the  
13 door and -- and I remember him saying "Don't  
14 go out there." At that point or very close to  
15 that point I recall hearing a -- a relatively  
16 small explosion or a "Boom" towards the rig  
17 floor. The scene in the bridge was fairly  
18 excited. And shortly after that, not many  
19 seconds, was a much louder explosion and all  
20 the power went out at that point. No lights,  
21 no electronics, no screens. I remember  
22 looking over at the BOP panel and I saw one --  
23 I saw green and yellow lights, but also one  
24 red light.

25 Q. Was that three green --



1       A. All -- all the lights I saw were green  
2       and yellow on the panel. It was dark over  
3       there, so it was difficult to -- to read --  
4       for me to read anything. In fact, I was too  
5       far away to read anything, but I did see one  
6       red light up towards the top of that panel,  
7       which I assumed to be an annular preventer  
8       high up on the panel stack. I could not -- I  
9       would not swear to that, but that's what it  
10      looked like. And people started coming in  
11      from -- from outside and from up -- there's an  
12      interior access to the bridge from the living  
13      quarters. People came up from -- from there.  
14      I remember that one of the marine crew, one of  
15      the -- one of the BP officers was -- was  
16      calling "Mayday" in the radio and our  
17      coordinates. I remember Jimmy Harrell, the  
18      OIM, came in. I believe he came in from the  
19      starboard side of the bridge from the outside.  
20      I couldn't swear to that, but that's where I  
21      saw him first in that direction. And I asked  
22      Jimmy if -- if the well was shut in and he had  
23      a -- he -- he seemed to -- he was kind of  
24      confused looking at that moment, but just a  
25      split second he -- he kind of shook that off



1 and immediately headed over toward the panel,  
2 the blowout preventer panel. I don't have a  
3 continuous picture in my mind of him walking  
4 all the way over there and doing something,  
5 but I remember at some point I don't -- I'm  
6 not a hundred percent certain if it was right  
7 then or not I do recall seeing all red lights  
8 in addition to other lights on the panel. I  
9 can't remember if I said "Should we EDS" or if  
10 someone else said "Should we EDS?" Again,  
11 sort of a general question to the room and  
12 remember that the Captain seemed to hesitate  
13 for a moment and then seemed to agree that  
14 that was the thing to do. The next thing I  
15 remember is very distinctly him saying "EDS at  
16 2156." At some point I -- I -- the light at  
17 this point in the bridge is really just from  
18 the flames that are over north toward the rig  
19 floor. Looked out, again, someone looked out  
20 the port door and said they could see someone  
21 in the water. I remember looking over, kind  
22 of stuck my head out and looked in the  
23 direction everyone else was looking. I did  
24 see someone swimming in the water. The  
25 BANKSTON had moved further away, but still had



1 lights shining in our direction. There was  
2 kind of some discussion about seems like not a  
3 lot, but about going to the lifeboats. There  
4 wasn't an immediate consensus to do that. But  
5 then some short period of time later I  
6 remember looking at Pat and -- and Pat's  
7 comment was "Okay, let's go." And it seems  
8 like that was -- that was kind of where  
9 everyone was headed. I followed him out the  
10 starboard door and we went down a couple of  
11 flights of stairs down to where the lifeboats  
12 were and fairly -- fairly orderly down there.  
13 Pat and I believe were among the last to get  
14 in one of the lifeboats. And then the  
15 decision was made there to lower the boat,  
16 close the door and we lowered the -- lowered  
17 the boat down and -- and that went -- that  
18 went well. And we drove away from the rig.  
19 Spent a while then getting tied up to the  
20 BANKSTON and getting everybody off, but  
21 that --

22 Q. That's -- thanks a lot. Upon arrival  
23 earlier you said that you went and spoke with  
24 Mr. Kaluza when you got to the rig. Can you  
25 please tell me what you discussed with Mr.



1 Kaluza?

2 A. I asked Bob what we were -- what we  
3 were doing and he said we were getting lined  
4 up for a negative test. And I believe his  
5 words were "We're having a little trouble  
6 getting lined up, but it's no big deal." And  
7 we then proceeded to talk about a whole lot of  
8 other things. I can't recall. Mostly were  
9 ARCO days and Alaska days. No more talk about  
10 business.

11 Q. And then you proceeded to say that you  
12 went to go talk to Mr. Harrell, what did you  
13 talk to Mr. Harrell about?

14 A. Went to talk to -- to Jimmy and just  
15 some general socializing. I hadn't seen -- I  
16 hadn't seen him in about five months. And he  
17 showed me their 2010 goals and some of their  
18 performance indicators. They -- he had a new  
19 tracking chart that he was putting together.  
20 We talked about that for a while, briefly  
21 spoke to Randy Ezell, the senior toolpusher.  
22 I believe I stopped in the galley for  
23 something to drink and I went to -- then I  
24 went to find my bags and get my room  
25 assignment.



1 Q. Were you aware of any problems with the  
2 negative test, sir?

3 A. No.

4 Q. Were you aware that they ran a second  
5 negative test?

6 A. At the time, no.

7 Q. When you had your meeting at around  
8 1700 -- I'm sorry, 1900 hours was there any  
9 discussion at all about the negative test?

10 A. There was no discussion at that time.  
11 Don Vidrine, who's our night well site leader,  
12 came to me at -- when we were eating in the  
13 galley and asked if I wanted him to attend the  
14 7:00 meeting. And I told him "No. We're not  
15 rolling out any new material." Nothing that  
16 he probably hadn't heard and that it was  
17 probably more important for him to be out on  
18 the rig. He seemed happy with that and that's  
19 what I recall of that conversation.

20 Q. You also said that you were discussing  
21 maintenance between wells, what type of  
22 maintenance were you going to be doing to the  
23 DEEPWATER HORIZON?

24 A. I think I said that we talked about rig  
25 maintenance plan. And I don't recall any



1 specific maintenance that we were discussing.  
2 It was more of -- more of a plan that  
3 Transocean was implementing a little bit of a  
4 new strategy around preventative maintenance.  
5 And that played into Buddy Trahan's visit and  
6 that he, the performance manager entitled  
7 performance manager asset, a lot of -- a lot  
8 of his job relates to the asset or the rig  
9 equipment and maintenance is one of those  
10 things.

11 Q. Do you know where the DEEPWATER HORIZON  
12 was headed after Mississippi Canyon 252?

13 MR. CASTAING:

14 Could you repeat that? You cut  
15 out a little bit?

16 THE WITNESS:

17 I couldn't understand you.

18 MR. MATHEWS:

19 I'm sorry. I'll repeat the  
20 question.

21 BY MR. MATHEWS:

22 Q. Do you know where the DEEPWATER HORIZON  
23 was going after Mississippi Canyon-252?

24 A. The --

25 MR. CASTAING:



1 The deployment?

2 THE WITNESS:

3 Yes.

4 MR. CASTAING:

5 Okay.

6 THE WITNESS:

7 The plan that I recall was to go  
8 to a well that we called Nile. The  
9 prospect it was a well that -- a subsea  
10 well that we were going to plug and  
11 abandon.

12 BY MR. MATHEWS:

13 Q. Was that in Viosca Knoll 914?

14 A. I -- it could be. I honestly don't  
15 recall the OCS number.

16 Q. Do you know when that rig was supposed  
17 to arrive on Viosca Knoll 914?

18 A. Whenever it got finished from Macondo.

19 Q. Do you know when BP submitted an  
20 application of what date they thought they  
21 would commence operations at VK--914?

22 A. I don't know the -- I don't know the  
23 date. No, I do not know.

24 Q. Thank you. I have no further  
25 questions.



1 MR. MCCARROLL:

2 No questions at this time, John

3 McCarroll.

4 E X A M I N A T I O N

5 BY MR. WHEATLEY:

6 Q. Good afternoon, Mr. Sims. This is Ross

7 Wheatley and I'm with the Coast Guard and I

8 have a few questions for clarification if you

9 could. Now, you indicated during the --

10 MR. CASTAING:

11 Would you say your name again,

12 please?

13 MR. WHEATLEY:

14 Ross Wheatley.

15 MR. CASTAING:

16 Wheatley. Thank you.

17 BY MR. WHEATLEY:

18 Q. If I recall your testimony correctly

19 you indicated that at approximately 9:00 a

20 group of the VIPs went up to the bridge; is

21 that correct?

22 A. I hesitate to call myself a VIP, but I

23 was there with -- with Pat O'Bryan and Daun

24 Winslow with Transocean and the Captain of the

25 vessel and several other of the marine



1 department were there.

2 Q. Okay. And, while you were on the  
3 bridge, you indicated that some of the  
4 personnel participated in use of the  
5 simulator; is that correct?

6 A. That is correct.

7 Q. Who was giving the instruction on how  
8 to use the simulator?

9 A. It's a joystick and certain conditions,  
10 ocean conditions are programmed in that exert  
11 forces on a simulated picture of the -- of the  
12 rig and try to force it off -- off location  
13 and you use a joystick to try to -- try to  
14 keep it within a watch circle.

15 Q. Okay. Was the Captain participating in  
16 this exercise?

17 A. I don't recall that he participated in  
18 that. I believe that it was another of the  
19 marine crew who would program the conditions  
20 and start the simulation. It was -- it was  
21 very, very easy for them to do. You do it in a  
22 matter of a minute or less and then anyone  
23 could then work with the simulator.

24 Q. Was the Captain observing what was  
25 going on?



1           A. I -- I would say that the Captain was  
2 observing everything that was going on in the  
3 bridge. I -- I don't -- wasn't watching him  
4 the entire time, nor was I talking to him the  
5 whole time. I know that he wasn't standing  
6 there right next to me or Pat when -- when we  
7 were in the simulator.

8           Q. Do you recall which members of your  
9 party participated in using the simulator?

10          A. I tried it once and I know that Pat  
11 tried it. I couldn't say for sure if anyone  
12 else did.

13          Q. In your estimation how much time was  
14 spent by members of your party in the  
15 instruction and participation in the  
16 simulator?

17          A. Ten minutes, fifteen max.

18          Q. Was that per person or total  
19 participation by all the members?

20          A. That's total participation.

21          Q. At the time that you indicated the  
22 incident began, was anybody utilizing the  
23 simulator?

24          A. I can't say for sure that -- I know I  
25 wasn't. And so I wasn't really paying



1 attention to what was going on at the  
2 simulator. I know that the Captain was not at  
3 the simulator because I remember where he was  
4 standing when we first heard the -- felt the  
5 vibration. He was standing up close to the  
6 front of the bridge looking at some screen up  
7 -- up in the -- up towards the front of the  
8 bridge.

9 Q. Sir, if I recall your earlier  
10 testimony, you indicated that part of your  
11 trip out to the DEEPWATER HORIZON on this  
12 occasion was to conduct safety audits; is that  
13 correct?

14 A. That -- that is correct. If it  
15 presents itself that's one of the -- one of  
16 the things that -- that we would do.

17 Q. On this particular occasion did you  
18 conduct any safety audits and, if so, what  
19 type?

20 A. We -- we went to an area aft -- on the  
21 aft deck the rig riser would be laid down, if  
22 a riser was not in operation, not in use.  
23 Discussed an incident that has occurred on  
24 another rig and talked about how if that same  
25 situation could happen on the HORIZON and if



1 -- you know, and what the differences were, if  
2 they had learned or adopted any learnings from  
3 that incident. We went up to look at the  
4 thing called the skate that moves pipe from  
5 that area up to the rig floor and back and  
6 there's an area underneath it, kind of a bay  
7 underneath, that was the scene of an incident  
8 that had happened on another rig just a few  
9 days -- a few days or a week before our visit.  
10 And we went to that area to see, again, how  
11 the HORIZON would -- would be different or  
12 similar to this other rig. And, again, to  
13 test whether that learnings from that incident  
14 had been communicated and how the HORIZON had  
15 dealt with those, with those learnings.

16 Q. Sir, you mentioned that one of the  
17 areas you visited was the skate and a prior  
18 incident. Could you give us a little more  
19 detail about that particular incident and what  
20 the lessons learned were?

21 A. Well, the incident was -- it was a  
22 hydraulic line that had -- was leaking in that  
23 -- in that area on the other rig. And they --  
24 one of the drilling contractor personnel had  
25 stepped down into that area with the charter



1 material to clean up the leak and lost his  
2 footing catching himself he had -- I believe  
3 he hurt his shoulder. The learnings from that  
4 were around -- as we almost always find  
5 learnings are around hazard recognition.  
6 Making sure that you think about where you're  
7 going to step or where you're going to put  
8 your hand. We recognize that access to that  
9 area was -- could be improved. And, again,  
10 these were investigations that are led by  
11 Transocean and BP participates sometimes in  
12 these. What we do is we both embrace the  
13 learnings and try to make sure those learnings  
14 get passed from rig to rig. But those were a  
15 couple of the learnings. We went to the  
16 HORIZON to look and see if those same -- if  
17 the same learnings about applying non-slip  
18 material would -- would apply, whether access  
19 to the area was the same. In fact on the  
20 HORIZON it was a little bit deeper skate. It  
21 was a little bit more difficult to get into.  
22 We discussed what Transocean was going to do  
23 relative to -- to the event, the incident.  
24 Q. Now you mentioned earlier that this was  
25 part of your safety audit. Who all was



1 participating in the safety audit besides  
2 yourself?

3 A. Well the -- pretty much the group that  
4 was walking around, myself and Pat O'Bryan,  
5 Buddy Trahan, Daun Winslow, Jimmy Harrell and  
6 I can't recall with a hundred percent  
7 certainty the other folks that were with us.  
8 I think in total we were seven or eight.

9 Q. Now it's our understanding that you all  
10 have a safety management program in place; is  
11 that correct, sir?

12 A. Transocean has a safety management  
13 system that is followed on the rig.

14 Q. Now you mentioned that there is a  
15 number of lessons learned from these prior  
16 instances and I assume there were others, you  
17 know, in addition to that, on other occasions.  
18 How are those lessons learned communicated to  
19 the crew members on a rig such as the  
20 DEEPWATER HORIZON and how are they validated  
21 to ensure that those lessons learned are being  
22 incorporated in all safety culture for the  
23 future?

24 A. Well, that is the -- that is the  
25 challenge that we are always trying to



1 improve. Transocean, when they have an event,  
2 an incident, have their own internal  
3 communication methods that -- that share  
4 learnings and then any actions from -- that  
5 result from investigations or analysis of  
6 events. We -- we, BP, will also share with  
7 Transocean learnings that happened in other  
8 operations, other BP operations, in different  
9 places that we think are pertinent or relevant  
10 and we will share those, a variety of ways  
11 with Transocean to then pass along learnings  
12 to the crew.

13 Q. During the course of your safety audits  
14 do you utilize interviews, for example, of  
15 drill floor crew members to try to test  
16 whether or not the safety lessons that are  
17 passed to the leadership of the rig are  
18 actually being put in place and that the crew  
19 members on the drill floor are aware of those  
20 and enforcing those?

21 A. To the extent that we can do that  
22 without interrupting anything. We do that if  
23 there is -- there is no -- there's no forced  
24 participation I guess is the best way to  
25 describe it. Our walk arounds if we -- if we



1     happen upon someone who appears to be doing  
2     something extremely critical we might take the  
3     opportunity to have a conversation with them.  
4     But otherwise we generally try to be -- we  
5     don't cross any barrier tapes and we don't  
6     interfere, for lack of a better word.

7           Q. I guess my question is a little more  
8     directed towards the practice and execution of  
9     your audit plan. Is queries or interviews  
10    with crew members part of your audit plan in  
11    trying to determine how effective your safety  
12    measures are being implemented?

13          A. In a general sense that would be a  
14    method of doing that. I -- I can tell you  
15    that I do not recall on this trip having an  
16    opportunity to do that with -- with anyone  
17    other than the group that was walking around  
18    with us. So, any questions that I had or Pat  
19    had were answered by one of our -- one of our  
20    party rather than someone else.

21          Q. Thank you, sir. I have no further  
22    questions, but I'm sure other members do.

23                   E X A M I N A T I O N

24    BY LT BUTTS:

25          Q. Hello, Mr. Sims. I'm Lieutenant Robert



1 Butts, B-U-T-T-S.

2 MR. CASTAING:

3 Say that again please.

4 LT BUTTS:

5 Yes, sir. I am about to do that.

6 BY LT BUTTS:

7 Q. Lieutenant Robert Butts, B-U-T-T-S,

8 United States Coast Guard.

9 CWO WILLET:

10 Lt. Butts, this is Chief Warrant

11 Officer Willet. It seems like you're

12 coming in very broken. Could you

13 change mics or maybe move closer to a

14 mic?

15 LT BUTTS:

16 Sure. How's now?

17 BY LT BUTTS:

18 Q. Mr. Sims, in discussion over the last

19 couple of days I've heard the visit from

20 corporate as a VIP visit and even a dignitary

21 visit. Does that seem surprising to you?

22 A. I'm sorry.

23 MR. CASTAING:

24 We need a clearer --

25 CWO WILLET:



1           You're coming in very broken. It's  
2           like in and out. If you could change  
3           mics?

4           MR. CASTAING:

5           It's a little scratchy.

6           BY LT BUTTS:

7           Q. How's this?

8           A. Try it.

9           Q. Well is it clear though?

10          CWO WILLET:

11          It's working now, but what happens  
12          is when you start talking it kind of  
13          sometimes goes in and out and we can  
14          only hear parts of the conversation.

15          LT BUTTS:

16          My wife says that, too.

17          BY LT BUTTS:

18          Q. Mr. Sims, over the last couple of days  
19          we've heard kind of a characterization of your  
20          visit out there as a VIP visit or a dignitary  
21          visit, does that surprise you?

22          A. It surprises me, but I can understand  
23          possibly how that might get characterized by  
24          folks on the rig. We do not advertise as  
25          such, there was no agenda sent out ahead of



1 time and -- I -- you know, I can't say  
2 anything other than -- other than what I know,  
3 which is it was just a routine scheduled trip.

4 Q. Yes, sir. And I understand that. From  
5 your perspective I would image that's exactly  
6 how you would think of it. But from the  
7 prospective on the rig the guys that are  
8 actually doing the work I kind of characterize  
9 that as myself being in my unit and an admiral  
10 coming down to visit with us. I had kind of  
11 asked one of the gentleman the other day as  
12 you were going through your tour he had  
13 commented and I don't want to go back through  
14 the record, but he had commented that there  
15 was a discussion and he was talking with a  
16 gentleman and, due to the tour --

17 CWO WILLET:

18 Sir, can I interrupt just a second?

19 Is it possible maybe we could hang up  
20 and try to call again. I don't know if  
21 this line is broken or what's  
22 happening, but it's very difficult to  
23 understand what you're saying.

24 MR. CASTAING:

25 Maybe you could use somebody else's



1 mic because the first three questioners  
2 were fine.

3 LT BUTTS:

4 How's that?

5 CWO WILLET:

6 That's a lot better.

7 MR. CASTAING:

8 That's great.

9 BY LT BUTTS:

10 Q. Okay. The visit, the tour of the rig,  
11 going across the drill floor one of the  
12 gentleman said or was confronted about a  
13 situation. We won't go into that, but he said  
14 in hindsight that if the tour wasn't going on  
15 the gentleman would have stayed with the crew  
16 on the drill rig. And I just wanted you to  
17 recognize that the visit did have some impact  
18 on the way that folks were actually doing  
19 their job. You had said that you went to  
20 reinforce goals. Was that BP's goals or were  
21 those goals that the rig had set on  
22 themselves?

23 A. That would be generalized -- maybe a  
24 characterization of what we were doing. For  
25 instance, we had goals to reduce hand



1 injuries. We and Transocean together had a  
2 hand injury prevention program that we were a  
3 -- you know, that was going on. Dropped  
4 objects is another, so --

5 Q. Yes, sir. I wrote what you had said  
6 were the goals, but, from your prospective,  
7 they were company goals that were just being  
8 refreshed?

9 A. They were -- yes. Not --

10 Q. That's good enough. Good enough. I  
11 just wanted to make sure because usually when  
12 I am refreshed of goals that means that I  
13 potentially missed a goal and someone was  
14 reminding me of a goal. So, I just wanted to  
15 touch on that. Now methods of reinforcement.  
16 Was the corporate office providing any  
17 recognition of the day? Were you identifying  
18 any persons onboard that did something above  
19 their normal job or any of those other things?

20 A. We, again, didn't have that as a -- as  
21 an objective for the trip, but during the  
22 meeting from 7:00 to 9:00 p.m. we talked about  
23 a number of things and one of those was -- it  
24 was pointed out that the senior toolpusher,  
25 Mr. Ezell, had been awarded -- given a



1 Transocean award and, you know, so everybody  
2 said "Great job. Keep up the good work." And  
3 there was a bit more conversation about that,  
4 but then it went onto another topic.

5 Q. Okay. And it's been my experience  
6 having been onboard Transocean's rigs in the  
7 past and others that there is often times  
8 incentives given to individuals, whether it be  
9 Wal-Mart gift cards or plaques and things like  
10 that. And I was just kind of curious if that  
11 was kind of the flavor for the -- some of the  
12 attention that was being drawn on them that  
13 day?

14 A. Not on this -- not on this well.

15 Q. Okay. Good enough. Now, when you were  
16 in the bridge and you went through a really  
17 good description of the events up to that  
18 night, I appreciate that. You had mentioned  
19 that the DP operator had put out a "Mayday".  
20 Was that a verbal Mayday across a VHF radio?

21 A. It was a radio. I don't know what type  
22 of radio it was, but she -- she -- this was --  
23 I believe her name was Andrea was speaking  
24 into what looked like a radio.

25 Q. Okay. And she, as you described, was



1 she given any instruction to do so or was she  
2 criticized for doing anything of the such?

3 A. I'm not aware of any instructions nor  
4 aware of any criticism.

5 Q. Alright. And, as you were going  
6 through, you made several comments of there  
7 was a general question that went out to the  
8 room, so an overhead question to all "Should  
9 we EDS" or some reference to EDS; is that  
10 true?

11 MR. CASTAING:

12 What?

13 THE WITNESS:

14 I think he said EDS.

15 BY LT BUTTS:

16 Q. Yes, sir. I think you said something  
17 to the effect a general question to the room  
18 regarding something about the EDS.

19 A. I feel like I said that.

20 Q. Okay.

21 A. But, again, I -- you know, I apologize  
22 for an incomplete memory of all of those  
23 events at that moment, but that -- that's what  
24 it seems like I said.

25 Q. Yes. And that's fine. And then



1     shortly thereafter you said the Captain kind  
2     of hesitated.

3           A.  Again, it could be that, you know,  
4     there were a lot of things going on and he was  
5     thinking about something else or thinking  
6     about that.  I don't know.  It was very  
7     shortly thereafter within seconds, very few  
8     seconds -- and I don't even know why I noticed  
9     that, but I was just telling you everything  
10    that kind of came through my head.  That -- I  
11    remember that he went then straight over  
12    toward the panel, to my recollection.

13          Q.  Yeah.  And we appreciate your clarity  
14    because it's extremely important as we're  
15    putting this time line together.  You had then  
16    gone on to say that the Captain hesitated and  
17    then later said that the Captain agreed to EDS  
18    and you -- you remember him and we do have  
19    testimony that EDS was activated or there was  
20    some record of EDS at 2156.

21          A.  I recall him saying that "EDS at 2156."

22          Q.  And then you also talked about there  
23    was a discussion about going to the lifeboats.

24          A.  Possibly a poor choice of words, but a  
25    -- there was not a -- when the lifeboat --



1 when lifeboats -- when word first came out it  
2 was not a -- not a command or an order. I was  
3 -- I don't know who spoke it, but it was just  
4 in general the feeling was I guess that, you  
5 know, we were starting to head in that  
6 direction.

7 Q. Yes, sir. I understand. And then you  
8 went on to state that there was not a  
9 consensus on the bridge to actually go forward  
10 with that. And then, as you said, Mr. Pat --  
11 is that Mr. Pat O'Bryan?

12 A. Pat O'Bryan, yes.

13 Q. He said "Let's go"?

14 A. I remember looking at him and I think  
15 that's what he said.

16 Q. Okay. And also in the testimony that  
17 you provided you had mentioned something about  
18 Mr. Don, was that Mr. Don Vidrine?

19 A. Daun Winslow.

20 Q. Oh, I beg your pardon, Winslow.

21 A. Could you be specific about which  
22 comment?

23 Q. Yes, sir. Evidently Mr. Don was  
24 wanting to excuse himself and you had made the  
25 comment or something "Yeah, that's alright,



1 Don". He wanted to go take care of something,  
2 I'm not sure what it was.

3 A. That was in reference to Don Vidrine,  
4 the night well site leader who --

5 Q. My notes were right.

6 A. -- came up to me at dinner and asked if  
7 I wanted him to participate in the 7:00  
8 meeting.

9 Q. And did Don explain to you why he may  
10 not want to attend this VIP dignitary visit?

11 A. I -- I cannot recall with a hundred  
12 percent certainty if he said anything about  
13 what was going on outside or not.

14 Q. "Outside" meaning the drill floor?

15 A. Yes.

16 Q. Okay.

17 A. Anywhere else on the rig or what was  
18 going on.

19 Q. Okay, alright. Thank you very much,  
20 Mr. Sims, for making yourself available. I  
21 believe Captain Nguyen has a few questions.

22 CAPT NGUYEN:

23 Flag state?

24 MR. LINSIN:

25 Thank you, Captain. We have no



1                   questions at this time, but we --

2

3           MR. CASTAING:

4                   We're not getting you at all.

5           MR. LINSIN:

6                   Thank you, Captain. The flag state

7                   has no questions at this time, but

8                   would reserve the right to present

9                   questions at a later time for this

10                  witness. Thank you, sir.

11          CAPT NGUYEN:

12                  Yes, sir.

13          MR. CASTAING:

14                  Did he say "No questions"?

15          CAPT NGUYEN:

16                  Yes, sir. He said no questions,

17                  but he reserves his right to ask

18                  questions when the witness appears

19                  before the board at a later

20                  time.

21          MR. CASTAING:

22                  Okay. And who was that that said

23                  that? We didn't get it at all.

24          CAPT NGUYEN:

25                  That was Mr. Gregory Linsin,



1 L-I-N-S-I-N, with -- counsel for the  
2 Republic of Marshall Islands. I'm  
3 going to the Parties In Interest, BP,  
4 do you have any questions for your  
5 witness?

6 MR. GODFREY:

7 Thank you, Captain. BP has no  
8 questions.

9 CAPT NGUYEN:

10 Thank you, sir.

11 MR. CASTAING:

12 What was that? We missed that.

13 CWO WILLET:

14 Captain, it's Chief Warrant Officer  
15 Willet. We really can't hear anybody  
16 in the audience. If you don't mind,  
17 could you relay what their reply was to  
18 your question?

19 CAPT NGUYEN:

20 Yes, sir. I will. Counsel for BP  
21 did not have any questions for their  
22 witness. Anadarko?

23 COUNSEL REPRESENTING ANADARKO

24 PETROLEUM CORPORATION:

25 No questions at this time.



1 CAPT NGUYEN:

2 No questions from counsel for

3 Anadarko. MOEX?

4 COUNSEL FOR MOEX USA:

5 (No response.)

6 CAPT NGUYEN:

7 No questions from MOEX. Douglas

8 Brown?

9 MR. GORDON:

10 We have questions.

11 CAPT NGUYEN:

12 Yes, sir.

13 MR. CASTAING:

14 Does he have questions?

15 CAPT NGUYEN:

16 Yes, sir. Mr. Douglas Brown --

17 counsel for Douglas Brown has questions

18 for Mr. Sims.

19 MR. CASTAING:

20 And what is counsel's name?

21 MR. GORDON:

22 We'll get there.

23 MR. NGUYEN:

24 He will announce his name.

25 MR. CASTAING:



1           Okay. Thank you.

2           E X A M I N A T I O N

3   BY MR. GORDON:

4           Q. Steve Gordon, can you hear me, sir?

5           MR. CASTAING:

6           Say that again.

7           MR. GORDON:

8           Steve Gordon.

9           MR. CASTAING:

10          Not real clear.

11          MR. GORDON:

12          Steve Gordon.

13          MR. CASTAING:

14          Okay.

15          MR. MATHEWS:

16          Mr. Gordon?

17          MR. GORDON:

18          Yes, sir.

19          MR. MATHEWS:

20          Can you come within the radius of

21          the phone?

22          MR. GORDON:

23          Counsel, can you hear me?

24          MR. CASTAING:

25          Yes, what is your name?



1 MR. GORDON:

2 Steve Gordon. May I proceed?

3 MR. CASTAING:

4 Yes.

5 BY MR. GORDON:

6 Q. Mr. Sims, once again you're drilling  
7 operations manager for BP, correct?

8 A. Currently for the relief well being  
9 drilled by the DD--III.

10 Q. Alright. And what is your other title?

11 A. Well, that -- that's it right now.

12 Before --

13 Q. Yes, sir. Before?

14 A. Before I was drilling operations  
15 manager for exploration and appraisal wells.

16 Q. Okay. Was the word "Completion" ever  
17 part of your title?

18 A. Honestly I would say it's -- it's been  
19 -- the title has been written a number of  
20 ways. BP ops manager, well ops manager has  
21 been -- it's been written both ways.

22 Q. Okay. Once again, has the word  
23 "Completion" ever been part of your title?

24 A. Completion would be what the "C" stands  
25 for in D&C, so drilling and completions, yes.



1 Q. Okay, thank you. Can you tell me what  
2 was BP's outlook of the crew of the DEEPWATER  
3 HORIZON?

4 MR. CASTAING:

5 Would you explain what you mean by  
6 "Outlook of the crew"?

7 MR. GORDON:

8 Yes.

9 BY MR. GORDON:

10 Q. Yes. I have been told by BP that they  
11 thought they were considered the A-team, is  
12 that true?

13 MR. CASTAING:

14 Are you asking him what BP said or  
15 what he thinks about the crew?

16 MR. GORDON:

17 What did he think about the  
18 DEEPWATER HORIZON crew.

19 BY MR. GORDON:

20 Q. That's my question to you, sir, Mr.  
21 Sims.

22 A. I think the crew was -- the rig and the  
23 crew had good performance since -- since I'd  
24 been associated with that -- with that rig.

25 Q. And do you have knowledge whether



1 people in management like yourself have asked  
2 Transocean to try to clone the DEEPWATER  
3 HORIZON crew because they were so efficient  
4 and such good workers?

5 MR. CASTAING:

6 What do you mean by "Clone"?

7 MR. GORDON:

8 To be able to put them on their  
9 other Transocean vessels that they were  
10 working BP wells on.

11 MR. CASTAING:

12 Okay. Would you ask the question  
13 over again now that we know the  
14 meaning?

15 MR. GORDON:

16 Yes.

17 BY MR. GORDON:

18 Q. Do you have knowledge, sir, that  
19 management in BP sought Transocean to try to  
20 "Clone" the DEEPWATER HORIZON crew and how  
21 they acted so that the other vessels, other  
22 Transocean vessels, would be able to operate  
23 as effectively as the DEEPWATER HORIZON  
24 vessel?

25 A. I cannot honestly say that I recall



1 that word being used. I think that BP felt  
2 like it was a good rig and a good crew and I  
3 don't recall the word "Clone" being used.

4 Q. Okay. Let me ask you, sir, would you  
5 have liked to have had a crew like the  
6 DEEPWATER HORIZON crew on the other Transocean  
7 vessels that drill wells for you?

8 A. The --

9 MR. CASTAING:  
10 You're asking him to speculate on  
11 that?

12 MR. GORDON:  
13 I'm just asking him for his opinion  
14 of the crew.

15 MR. CASTAING:  
16 I think he's already answered --

17 THE WITNESS:  
18 I think it was a good crew.

19 BY MR. GORDON:  
20 Q. Okay. And you were there, sir, for a  
21 routine safety audit, correct?

22 A. I would call it a leadership visit.

23 Q. Leadership visit. It certainly was not  
24 for a safety award, correct?

25 A. That is correct.



1 Q. And who did you go out there with  
2 again, sir?

3 A. Pat O'Bryan, Daun Winslow, Buddy  
4 Trahan.

5 Q. And would you agree with me that those  
6 people might be considered execs, executives,  
7 of BP and Transocean?

8 MR. KOHNKE:  
9 Let me note an objection.

10 THE WITNESS:  
11 I suppose.

12 MR. CASTAING:  
13 Wait, wait. There's an objection.

14 MR. GORDON:  
15 Okay. Court reporter, the witness  
16 answered "I suppose."

17 MR. CASTAING:  
18 No, no, no. Wait, wait. Captain,  
19 could you tell us what -- we thought we  
20 heard an objection.

21 MR. KOHNKE:  
22 Eddie, this is Ned.

23 CAPT NGUYEN:  
24 Hold on, hold on, hold on.

25 Let's -- let's --



1 MR. CASTAING:

2 I could tell it was Ned.

3 CAPT NGUYEN:

4 I understand. Let me have Mr.

5 Kohnke launch the objection here.

6 MR. KOHNKE:

7 My objection is that this witness

8 is being asked to render an opinion

9 about whether certain people within a

10 different organization might be viewed

11 in a certain way by certain people.

12 It's just well beyond this witness'

13 ability to make that judgement. I

14 would think that on his own he

15 will make -- he will answer that he

16 can't make that judgement. But I want

17 this record to reflect that it

18 shouldn't be made.

19 MR. CASTAING:

20 Well, no, Ned, he's not going to

21 answer that. He's only saying that he

22 thought it was a good rig and a good

23 crew and he's not going to say what

24 someone else might have thought of

25 them.



1 MR. KOHNKE:

2 Well, Eddie, I think at this point

3 he's asking certain -- my people on

4 that rig at that time could be

5 considered executives or upper

6 management. That was the question I

7 objected to.

8 CAPT NGUYEN:

9 I agree with Mr. Kohnke's

10 objection. Okay. I mean I can see --

11 MR. GORDON:

12 That's good. I just want to ask

13 another question. I'm good.

14 CAPT NGUYEN:

15 Okay.

16 BY MR. GORDON:

17 Q. Okay. Sir, if Transocean had been

18 given -- if the two members from Transocean

19 had been given a safety award they certainly

20 would have told you about that when you

21 traveled with them out there, right?

22 MR. CASTAING:

23 No, he's not going to answer any

24 question with "If", that's speculation.

25 BY MR. GORDON:



1 Q. Okay. Did you talk about what you were  
2 going to do out there when you were in the  
3 helicopter going out or was everybody quiet?

4 A. Well, not to sound flippant here, in a  
5 helicopter you really cannot have a  
6 conversation. But in the -- in the time  
7 before that the only -- the only thing that I  
8 recall Daun Winslow saying was that he wanted  
9 to have a meeting, set up a meeting with rig  
10 leadership, sometime during the -- during the  
11 visit and that is the meeting that was set up  
12 for roughly 7:00.

13 Q. Okay. Thank you so much. One last  
14 question. I'm sorry, two questions. Do you  
15 know a lady by the name of Rachel Clingman?  
16 Yes or no, sir?

17 A. I do not know her.

18 Q. Okay. She is the lawyer for Transocean  
19 and she was before the House Judiciary  
20 Committee on May 27th --

21 CAPT NGUYEN:

22 Mr. Gordon, he said he didn't know.

23 So, I don't know why --

24 MR. GORDON:

25 No, no. I just want to put this



1                   -- sir, this is a question.

2           CAPT NGUYEN:

3                   Well, he's already indicated that

4                   he didn't know.

5           MR. GORDON:

6                   Okay. Well, I'm just going to ask

7                   him a question.

8           CAPT NGUYEN:

9                   Okay. But without referring to her

10                  because --

11          MR. GORDON:

12                  Okay, fine.

13   BY MR. GORDON:

14          Q. Did you know that --

15          MR. KOHNKE:

16                  May I make an objection?

17          CAPT NGUYEN:

18                  Go ahead.

19          MR. KOHNKE:

20                  I know Rachel Clingman. She's a

21                  lawyer who testified in Washington.

22                  What he wants to do is to read

23                  something she may have said before a

24                  panel in Washington to this witness.

25          CAPT NGUYEN:



1                               Wait, hold on here. You don't  
2                               know what he's going to ask. Is this a  
3                               direct question?

4                               MR. GORDON:

5                               It is. Direct question.

6                               CAPT NGUYEN:

7                               Okay. Let's hear your question

8                               first.

9                               BY MR. GORDON:

10                              Q. Did this man, Mr. Sims -- did Mr. Sims  
11                              know that Rachel Clingman under oath before  
12                              the House Judiciary Committee said that the  
13                              Transocean executives were onboard to give a  
14                              safety award? Did he know that?

15                              CAPT NGUYEN:

16                              Mr. Sims, you can answer yes or no.

17                              It's just a statement of fact.

18                              THE WITNESS:

19                              Did I know that Rachel Clingman

20                              said that?

21                              BY MR. GORDON:

22                              Q. Yes.

23                              A. No.

24                              Q. Okay, thank you.

25                              CAPT NGUYEN:



1                   Thank you, sir. Transocean, do  
2                   you have any questions for the witness?

3           MR. KOHNKE:

4                   Not at this time, Your Honor. We  
5                   would defer any questions we have until  
6                   the witness can be present.

7           CAPT NGUYEN:

8                   Yes, sir. I appreciate the "Honor"  
9                   thing, but I don't think I've earned  
10                  that title yet.

11          MR. CASTAING:

12                  We didn't hear that, Captain.

13          CAPT NGUYEN:

14                  No questions from Transocean and I  
15                  just reminded Mr. Kohnke that I'm not  
16                  -- that this is not a legal proceeding  
17                  and I haven't earned the designation of  
18                  being an "Honor" yet.

19          MR. KOHNKE:

20                  Habit.

21          CAPT NGUYEN:

22                  Cameron?

23          MR. JONES:

24                  Yes, sir.

25          CAPT NGUYEN:



1           Counsel from Cameron has some  
2           questions for you.

3           E X A M I N A T I O N

4   BY MR. JONES:

5       Q. Good afternoon, Mr. Sims. Can you hear  
6       me?

7       A. Yes, well.

8       Q. My name is David Jones and I represent  
9       Cameron. I believe that you testified earlier  
10      that it was after the second explosion that  
11      the lights went out on the bridge; is that  
12      correct?

13      A. That's correct.

14      Q. And I thought you also said that the  
15      lights went out on the panels on the bridge;  
16      is that correct?

17      A. No. I said that it was dark in the  
18      bridge and it was difficult to read or  
19      determine any words from the -- it might have  
20      been on the BOP panel.

21      Q. Okay. So, did you ever observe the  
22      lights go out on the BOP panel?

23      A. I did not observe the lights go out.

24      Q. Alright. Now, how did you know -- when  
25      you said you turned and looked at the BOP



1 panel, how did you know you were looking at  
2 the BOP panel? Had you seen it before?

3 A. I had seen it before.

4 Q. Okay. And it's a fairly large panel,  
5 correct?

6 A. Uh --

7 Q. Let me ask you this way: Can you  
8 describe it for me?

9 A. It's probably five feet high and I'd  
10 guess three feet wide.

11 Q. Okay. Now, the BOP panel has two sides  
12 that are about five feet tall and three feet  
13 wide; is that your understanding as well?

14 A. I don't -- I don't know.

15 Q. Okay. So, whatever the panel that you  
16 were looking at that you believe to be the BOP  
17 panel was about five feet tall and three feet  
18 wide; is that fair?

19 A. The panel that I looked at that had  
20 buttons that I believed were associated with  
21 individual BOP components looks to me to be  
22 about five feet high and about three feet  
23 wide.

24 Q. Okay. And I think you said that you  
25 saw green lights, yellow lights and one red



1 light on that panel; is that correct?

2 A. That is correct. I saw a green and a  
3 yellow light side by side. Green on the left  
4 I believe, yellow in the middle for what  
5 appeared to be the BOP components in the  
6 stack.

7 Q. Okay. And then you said -- I thought  
8 you said the one red light you saw was at the  
9 top of the panel; is that correct?

10 A. I would characterize it as towards the  
11 top of the panel.

12 Q. Okay. Do you know if there were any  
13 lights above the red light that you saw?

14 A. I do not recall any above it.

15 Q. Okay. And, so that I understand, you  
16 have a red light in the middle toward the top  
17 and then going down beneath it you have yellow  
18 lights and green lights side by side as you're  
19 going down; is that your recollection?

20 A. That's my recollection that the red  
21 light was the upper most light that I recall  
22 seeing and below that, what lights were there,  
23 were green and yellow lights side by side.

24 Q. Okay. And then we heard your  
25 discussion about seeing the Captain and the



1 Captain going over to the BOP panel. Did you  
2 actually see someone activate the EDS?

3 A. I did not see the button pushed.  
4 Specifically see that, no.

5 Q. Alright. And then at some point after  
6 the Captain went toward the BOP panel then I  
7 think you said you looked at the panel and you  
8 saw that the lights were now different; is  
9 that correct?

10 A. I glanced at the panel shortly after  
11 that and my recollection is that there was --  
12 that there were now red lights on what looked  
13 to me to be all of the -- next to all of the  
14 green and yellow lights.

15 Q. Okay. Were the green lights off or  
16 were the green lights still on?

17 A. I can't remember.

18 Q. Alright. Were any lights blinking?

19 A. I did not notice any blinking lights.

20 Q. When you say you glanced at the panel,  
21 about how long did you look at it? Was it  
22 just a quick look and then went back to  
23 looking at other things?

24 A. I would -- I would consider that a --  
25 yes, a quick look, a couple of seconds at the



1 most.

2 Q. Okay. I believe that's all I have.

3 Thank you.

4 CAPT NGUYEN:

5 Thank you, Mr. Jones. Halliburton?

6 COUNSEL REPRESENTING HALLIBURTON:

7 Captain, Halliburton has no  
8 questions of the witness at this time.

9 But reserves it's right to ask  
10 questions when the witness appears in  
11 person.

12 CAPT NGUYEN:

13 Yes, sir. Counsel for Halliburton  
14 doesn't have questions for you at this  
15 time, but reserves it's rights to ask  
16 questions when you appear in person at  
17 an appropriate time.

18 M-I SWACO?

19 MR. EASON:

20 M-I has no questions at this time.

21 CAPT NGUYEN:

22 Thank you, sir. M-I SWACO has no  
23 questions at this time. Dril--Quip?

24 COUNSEL REPRESENTING DRIL--QUIP, INC.:

25 No questions at this time.



1 CAPT NGUYEN:

2 Dril--Quip counsel indicates no  
3 questions at this time. Weatherford?

4 COUNSEL REPRESENTING WEATHERFORD,

5 INC.:

6 No questions at this time, Captain.

7 CAPT NGUYEN:

8 Yes, sir. Thank you. Weatherford  
9 indicated no questions at this time,  
10 also.

11 Mr. Sims, thank you for your  
12 testimony today. Are there any  
13 questions that we didn't ask or any  
14 information that's relevant or has  
15 relevance to this investigation that  
16 you would like to offer?

17 THE WITNESS:

18 No, sir.

19 CAPT NGUYEN:

20 If the board needs for you to  
21 appear before the board in future time  
22 to provide additional information will  
23 you make yourself available?

24 THE WITNESS:

25 Yes, sir. I'll do everything I



1                   can. I appreciate the grace that was  
2                   given to me to testify here verbally.

3                   I really appreciate that.

4                   CAPT NGUYEN:

5                                Yes, sir. Thank you. You are  
6                   dismissed.

7                   MR. CASTAING:

8                                Thank you, Captain.

9                   CAPT NGUYEN:

10                               Thank you, sir. To allow for the  
11                               Parties In interest to have sufficient  
12                   time to offer their own witnesses or  
13                   evidence for the board to consider and  
14                   for us to prepare for the technical  
15                   verification phase of the  
16                   investigation, we are planning to hold  
17                   the next sessions in the later part of  
18                   July. I request that all Parties In  
19                   Interest to submit their requests to  
20                   the board by the end of June if  
21                   possible. Throughout the course of our  
22                   investigation we will identify  
23                   additional Parties In Interests as  
24                   appropriate. Based on the conduct of  
25                   Captain Curt Kuchta and Mr. Jimmy



1 Harrell while operating under the -- as  
2 licensed officers on the DEEPWATER  
3 HORIZON, today the board will issue  
4 letters designating these  
5 individuals as a Party In Interest.

6 This hearing is adjourned. Thank you.

7 \* \* \* \* \*

8 (Whereupon, the hearing was adjourned at 1:27  
9 p.m.)

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## R E P O R T E R ' S P A G E

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I, DOROTHY N. GROS, Certified Court

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Reporter in and for the State of Louisiana,

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the officer, as defined in Rule 28 of the

6

Federal Rules of Civil Procedure and/or

7

Article 1434(B) of the Louisiana Code of Civil

8

Procedure, before who this sworn testimony was

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taken, do hereby state on the Record:

10

That due to the interaction in the

11

spontaneous discourse of this proceeding,

12

dashes (--) have been used to indicate pauses,

13

changes in thought, and/or talk overs; that

14

same is the proper method for a Court

15

Reporter's transcription of proceeding, and

16

that the dashes (--) do not indicate that

17

words or phrases have been left out of this

18

transcript;

19

That any words and/or names which could

20

not be verified through references material

21

have been denoted with the phrase

22

"(phonetic)".

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1                   DOROTHY N. GROS, CCR

2

3                   C E R T I F I C A T E

4

5                   I, Dorothy N. Gros, Certified Court

6 Reporter, in and for the State of Louisiana,

7 authorized by the laws of said State to

8 administer oaths and to take the depositions

9 of witnesses, hereby certify that the

10 foregoing matter was taken before me at the

11 time and place herein above stated; the matter

12 being reported by me and thereafter

13 transcribed under my supervision; that the

14 foregoing pages contain a true and correct

15 transcription of the matter as thus given to

16 the best of my ability and understanding.

17

18                   I further certify that I am not of

19 counsel nor related to any of the parties to

20 this cause, and that I am in no wise

21 interested in the result of said cause.

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DOROTHY N. GROS, CCR



