

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

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CAPSIZING OF THE LIFTBOAT *SEACOR* \*

*POWER* SOUTH OF PORT FOURCHON, \*

Accident No.: DCA21MM024

LOUISIANA, ON APRIL 13, 2021 \*

\*

\* \* \* \* \*

Interview of: BRYAN MIRES, First Mate

*Seacor Power*

Friday,  
April 23, 2021

## APPEARANCES:

MIKE KUCHARSKI, Group Chairman for Operations  
National Transportation Safety Board

ANDREW EHLERS, Investigator-in-Charge  
National Transportation Safety Board

MARCEL MUISE, Marine Accident Investigator  
National Transportation Safety Board

MICHAEL RICHARDS, Meteorologist  
National Transportation Safety Board  
(Via Microsoft Teams)

CAPT TRACY PHILLIPS, Chair  
U.S. Coast Guard Marine Board of Investigation

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U.S. Coast Guard Marine Board of Investigation

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MELISSA HUFFMAN, Warning Coordination Meteorologist  
National Weather Service  
(Via Microsoft Teams)

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American Bureau of Shipping (ABS)

MICHAEL CENAC, QHSE Manager, Designated Person Ashore,  
Chief Security Officer  
Seacor Marine

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U.S. Coast Guard

PAUL STERBCOW, Attorney  
Lewis, Kullman, Sterbcow and Abramson  
(On behalf of Mr. Mires)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Bryan Mires:		
By Mr. Kucharski		7
By Mr. Ehlers		30
By Mr. Kucharski		40
By Mr. Muise		40
By Ms. Hoffman		44
By CPT Phillips		44
By Mr. Kucharski		46
By Mr. [REDACTED]		47
By Mr. Kucharski		49
By Mr. [REDACTED]		49
By Mr. [REDACTED]		50
By Mr. Ehlers		51
By Mr. Muise		52
By Mr. Kucharski		53
By Mr. Ehlers		65
CPT Phillips		69
Mr. Kucharski		72
Mr. [REDACTED]		72
Mr. Ehlers		73

I N D E X  
(CONTINUED)

<u>ITEM</u>	<u>PAGE</u>
Mr. Preston	73
Mr. Kucharski	74
Mr. Muise	74
Mr. Kucharski	75
Mr. Richards	79
Mr. Kucharski	80
Mr. Richards	80
Mr. Kucharski	82
Mr. Richards	82
Ms. Huffman	83
Mr. Kucharski	84
Mr. Ehlers	84
Mr. Kucharski	85
Mr. [REDACTED]	86
Mr. Kucharski	87
Mr. Ehlers	88
Mr. Muise	90
Mr. Richards	91
CPT Phillips	93
Mr. Kucharski	96
Mr. Preston	97

I N T E R V I E W

(9:51 a.m.)

1  
2  
3 MR. KUCHARSKI: Good morning everyone. Today is the 23rd of  
4 April 2021. Time is approximately 0951. We are at the Terrebonne  
5 Parish Emergency Operations Center in Houma, Louisiana, and we're  
6 here to interview the first mate from the *Seacor Power* Bryan  
7 Mires.

8 Mr. Mires, before --

9 MR. MIRES: Mires.

10 MR. KUCHARSKI: Mires?

11 MR. MIRES: Mires, Mires.

12 MR. KUCHARSKI: Mires, Mires. I'm sorry. Can I call you  
13 Bryan from here on in?

14 MR. MIRES: Yes.

15 MR. KUCHARSKI: That will -- then I won't get Mires wrong.

16 MR. MIRES: Yes, sir.

17 MR. KUCHARSKI: But is it okay if we record this interview?

18 MR. MIRES: Yes, sir.

19 MR. KUCHARSKI: Okay. So a couple other things. I mentioned  
20 that eventually your interview will go on the public docket.  
21 Okay?

22 MR. MIRES: Yes, sir.

23 MR. KUCHARSKI: That generally gets released about the time  
24 the report comes out. Okay. But prior to that time, you will be  
25 able to look over this interview, and make sure that we get it

1 right. Okay. So it will be -- go to a, what they call a court  
2 reporter, just to write what's on here. Okay?

3 MR. MIRES: Yes.

4 MR. KUCHARSKI: And then you will look at it, and get an  
5 errata sheet, and tell me if we've made a mistake. Okay.

6 MR. MIRES: Yes, sir.

7 MR. KUCHARSKI: If the court reporter has. If there's  
8 anything in there you think about it, and you say, well, gee, I  
9 meant to say this, I'll also allow you to send a clarifying  
10 statement, okay. And that will be, all those will be part of the  
11 public record.

12 MR. MIRES: Yes, sir.

13 MR. KUCHARSKI: Eventually. Okay?

14 MR. MIRES: Yes, sir.

15 MR. KUCHARSKI: Any questions so far?

16 MR. MIRES: No, sir.

17 MR. KUCHARSKI: Okay. So there's no -- we can't provide any  
18 confidentiality on this. All the parties, though, they cannot  
19 discuss this, what's in here. Not allowed to. Okay?

20 MR. MIRES: Yes, sir.

21 MR. KUCHARSKI: But the -- as far as confidentiality for you,  
22 there really is none. This will be part of the public docket.

23 MR. MIRES: Yes, sir.

24 MR. KUCHARSKI: Okay. The other thing, any action by any  
25 agency against your license or anything like that, we cannot

1 provide any immunity to that. Okay?

2 MR. MIRES: Yes, sir.

3 MR. KUCHARSKI: Okay. Any questions so far?

4 MR. MIRES: No, sir.

5 MR. KUCHARSKI: Okay. Any time you want to stop, you have  
6 any reason to stop or any question, more importantly, any  
7 question,  
8 your attorney, your personal representative, cannot ask you  
9 particular questions, but you want to stop and clarify it, we want  
10 to get it right. That's the key.

11 MR. MIRES: Yes.

12 MR. KUCHARSKI: Okay?

13 MR. MIRES: Yes.

14 MR. KUCHARSKI: Okay. So my name is Mike Kucharski.

15 INTERVIEW OF BRYAN MIRES

16 BY MR. KUCHARSKI:

17 Q. And would you please state your name, please, and spell it  
18 for us?

19 A. Yes. Bryan Mires, B-r-y-a-n M-i-r-e-s.

20 Q. Okay. And your position?

21 A. Mate.

22 Q. On?

23 A. *Seacor Power.*

24 Q. Thank you. Next. Your personal representative?

25 MR. STERBCOW: Paul Sterbcow; Lewis, Kullman, Sterbcow, and

1 Abramson in New Orleans.

2 MR. KUCHARSKI: Could you spell your name, please?

3 MR. STERBCOW: Sure. S-t-e-r-b-c-o-w.

4 MR. KUCHARSKI: Thank you.

5 MS. PHILLIPS: Tracy Phillips. I'm the Chair of the Coast  
6 Guard's Marine Board of Investigations.

7 MR. LAWRENCE: Andrew Lawrence, Coast Guard.

8 MR. EHLERS: Drew Ehlers, Investigator in Charge, NTSB.

9 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard Marine Investigations.

10 MR. MUISE: Marcel Muise, NTSB, Survival Factors.

11 MR. [REDACTED] [REDACTED] U.S. Coast Guard.

12 MR. PRESTON: John Preston, ABS.

13 MR. [REDACTED] [REDACTED] [REDACTED] U.S. Coast Guard.

14 MR. CENAC: Michael Cenac, Seacor Marine.

15 UNIDENTIFIED SPEAKER: And on the phone?

16 MR. KUCHARSKI: And on the phone?

17 MR. RICHARDS: Mike Richards, NTSB, Weather Group Chairman.

18 MS. HUFFMAN: Melissa Huffman, National Weather Service.

19 UNIDENTIFIED SPEAKER: That's it.

20 MR. KUCHARSKI: Anyone else?

21 Thank you. And I -- just to cover one thing I didn't  
22 mention, the party system. The National Weather Service is also a  
23 party to this investigation.

24 MR. MIRES: Right.

25 MR. KUCHARSKI: And the last little tidbit. I'm the Group



1 Chairman for Operations for the NTSB and this investigation.

2 Okay?

3 MR. MIRES: Very good.

4 BY MR. KUCHARSKI:

5 Q. So, Bryan, tell us about your general background, your  
6 maritime-related background. Can you tell us license you hold  
7 and --

8 A. I hold a 1600-Ton Mate's License. Been on lift boats since  
9 2004.

10 Q. And does the Mate's License also have STCW endorsements on  
11 it?

12 A. Yes.

13 Q. And besides your license type schooling or STCW rating that  
14 you need to keep your credentials --

15 A. Yes.

16 Q. -- have you been to any other type of training?

17 A. Yes. We do training with water survival, crane training. We  
18 do a lot of training on the boat. We do, I think, which is part  
19 of our SMS system, Safety Management System. Took GMDSS, my radio  
20 license.

21 Q. Let me ask you a question about GMDSS. So you have the  
22 operator's license to go ahead and --

23 A. Yes, sir.

24 Q. Okay. Sorry. Sorry to interrupt. Just wanted to clarify  
25 that. Okay. And how about maritime employment? Companies that

1 you've worked for.

2 A. I've worked Trico, and it was Superior and Falcon -- Falcon  
3 Global. I mean Seacor. Then went to Falcon Global, and then  
4 back, but it's been the same company. They just bought each other  
5 out.

6 Q. And when did you start that?

7 A. I started 2002. I started in 2002 on -- for Trico, and then  
8 I went to Seacor or Superior in 2004.

9 Q. And was your experience all on lift boats?

10 A. No, sir. It was supply boats at first as an OS. I got my  
11 AD, and went to jack-up.

12 Q. Okay. From AB on it was jack-up?

13 A. Yes, sir.

14 Q. Okay. And so OS supply, AB, jack-up?

15 A. Yes.

16 Q. And then jack-up on through first mate. Any other positions,  
17 marine positions in between AB and first mate?

18 A. I did have my 200-Ton Captain and Mate's License, but I ran  
19 as a mate. That's it.

20 Q. Okay. And your current position on the *Seacor Power*, how  
21 long as first mate?

22 A. I've been on and off that boat a couple of times, but in the  
23 last, about the last two years I've been on the boat.

24 Q. As first mate?

25 A. As a mate, yes.

- 1 Q. And you say on and off the boat. Were you on --
- 2 A. On other boats.
- 3 Q. -- other boats?
- 4 A. Yes. Yes, sir.
- 5 Q. Were the all --
- 6 A. Jack-ups.
- 7 Q. They also were Jack-ups?
- 8 A. Yes.
- 9 Q. Okay. And I keep forgetting the name of the one that's laid  
10 up here. *Amelia*.
- 11 A. The *Legacy*? The sister ship?
- 12 Q. Yeah. Ever been on that one?
- 13 A. No, sir.
- 14 Q. Okay. What was your rotation on the boat?
- 15 A. We did a 14 and 14 schedule.
- 16 Q. And where were you in that rotation? Did you --
- 17 A. So I had just took a month off because some things had  
18 happened, and they were doing -- we had just did a hitch swap so  
19 they could have the holidays off. So they did a week and week.  
20 So I had only missed one week of work. So it was -- actually  
21 worked out for me, and that's why we are on this rotation now.
- 22 Q. So, okay. On this rotation, did you just come aboard or were  
23 you --
- 24 A. Yes, sir. It was the first day.
- 25 Q. First day.

1 A. Yes, sir.

2 Q. Okay. Great. That's what we understood, but I need to -- I  
3 wasn't sure about you, but I --

4 A. Yes.

5 Q. -- had heard from some of the others. Okay. So we'll catch  
6 this and -- so you just came aboard. Actually, if you don't mind  
7 my asking now, what time did you come aboard?

8 A. It was around 6:30, 6, 6:30, somewhere around there. We were  
9 at the office for five. I don't know the exact time.

10 Q. And salary-wise are you just integral salary or do you get  
11 overtime?

12 A. Just day rate.

13 Q. Okay. And who did you report to on the vessel, on the boat?

14 A. Captain Dave. We, Captain Dave. We all crew changed  
15 together.

16 Q. Okay. And did you stand a watch on the boat?

17 A. Yes.

18 Q. Which one did you stand?

19 A. The 6 to 6, 6 in the morning, 6 in the evening to 1800, 6 to  
20 1800.

21 Q. 1800 to 0600?

22 A. No, sir. 0600 to 1800. There was another captain onboard,  
23 and he was working the nightshift.

24 Q. Okay. Well, that was going to be my -- because this is the  
25 mystery person. I said night captain yesterday, and it was like,

1 okay. So you stood the 0600 --

2 A. With Captain Dave.

3 Q. -- to 1800 with?

4 A. With Captain Dave.

5 Q. With -- okay. That's -- now things are coming a lot clearer  
6 just from that.

7 A. Yes, sir.

8 Q. Okay. And so this other captain was he?

9 A. Yes, sir. He's a captain. Yes, sir.

10 Q. James Gracien (ph.)?

11 A. Jim Gracien, yes. James is his real name.

12 Q. Okay.

13 A. We call him Jim.

14 Q. And he stood the 1800 to 06 in the morning?

15 A. Yes, sir.

16 Q. I mean, that was the intended?

17 A. Yes. That's --

18 Q. Did he also come on the same time you did or was he already

19 --

20 A. Yes, sir. We only had, I want to say three crew that stayed  
21 onboard, which was a cook, a BR hand, and a crane operator. And  
22 the rest of us got there that day.

23 Q. Okay. Is that fairly typical to have a night captain like  
24 that or to --

25 A. Recently, I haven't had to -- since we swapped, he was on

1 that hitch, and that's why. But usually I'm working nights. It  
2 just so happened that he was offered to work nights, and so I just  
3 stayed on days.

4 Q. Did he tell you why they did that? Was there any particular  
5 reason?

6 A. Jim had a long drive, and he was tired, and he -- willing to  
7 work nights, and I guess him being a captain, and done it for  
8 years. He just suggested that I'd stay on days, and he worked  
9 nights.

10 Q. But I mean, actually bring in that extra person onboard.

11 A. I don't --

12 Q. Is that fairly -- do they do it on other ships --

13 A. They have --

14 Q. -- that you're on?

15 A. They have been -- he had been working with Scott's crew, and  
16 when we swapped, he just stayed on ours. So that's how he got on  
17 our hitch.

18 Q. But would they have that extra person on other hitches?

19 Okay. That's what I'm trying to get at.

20 A. Not all the time.

21 Q. Not all the time. Okay. You understand what I'm trying to  
22 ask you?

23 A. Yes.

24 Q. Is have you been on other lift boats where it was just a  
25 captain and mate?

1 A. Yes, sir.

2 Q. Okay. So you had that extra person to stand watch this time.

3 A. Yes, sir.

4 Q. Did you know -- do you have any idea why they did that?

5 A. No, sir.

6 Q. I'm trying to understand if it's a special operation or if it  
7 was a -- anything like that long a period of time, running time or  
8 -- okay. I'm going to hold there, and see if there are any  
9 questions from around the room.

10 MR. KUCHARSKI: Nope. Okay.

11 BY MR. KUCHARSKI:

12 Q. So, Bryan, what I'd like to do now is go right into the day  
13 of the accident, okay. And if it's okay with you, I'd like to  
14 break it into a couple segments, okay. Maybe three, maybe -- I  
15 don't know what you -- if you just want to ramp right through from  
16 the day, time you walked on 'till the time you got off, say were  
17 rescued, right? Or what I'd like to do is say, okay, if we can do  
18 it from -- came on you said about 6:30 or whatever it was, and  
19 walk us through your day, what you did, and maybe even actually,  
20 if you don't mind, say did you get a good night's sleep the night  
21 before?

22 A. I was up at two o'clock that morning.

23 Q. Okay.

24 A. To make crew change.

25 Q. Right, right, right. Okay. And we may ask -- I don't know

1 if you filled one out -- to fill out a 96-hour report. Just give  
2 us an idea. Okay. Because watch standers, you know, you're up on  
3 the bridge. So we probably asked for that. Okay. But so two in  
4 the morning 'till you got underway. Okay. Then I understand it's  
5 a fairly long ride from getting underway 'till you get out the  
6 breakwater --

7 A. Yes. Yes.

8 Q. -- and get out -- it's just -- I'm sure you're a busy person  
9 during that time. So if you can walk us through the things,  
10 everything you remember, and then what I'm going to do is say, is,  
11 okay, let's concentrate on the time when you're out in the Gulf  
12 now, open waters.

13 A. Yes, sir.

14 Q. Does that make sense?

15 A. Yes.

16 Q. Is it okay? Take a little break. I'm going -- we're going  
17 to let you just talk with no interruptions through that from the  
18 time you set onboard, okay, until you got underway. You were up  
19 when they got underway, correct?

20 A. Yes.

21 Q. Okay. It's all yours.

22 A. So we got -- I woke up at two, drove to the office, kind of  
23 crew change truck. I tried to take a little nap. I wasn't  
24 driving. We get to the boat. We got up. We did our crew change  
25 changeover. The captains talked. I talked with the mate. At



1 this time they got off the boat. We gathered everybody in the  
2 galley. We had a safety meeting, and they went over everything.  
3 The comp. man had talked, and then talked about safety, about the  
4 crane operations about to happen. We were about to load out. And  
5 then I went upstairs, put my bags up. And we had an audit going  
6 on, internal audit that they weren't pressed for, but we had some  
7 items that they were wanting. So I looked over that, and then I  
8 went down, back downstairs to go get some pictures to send them  
9 while we had service on our phones to make it easier because the  
10 Internet is slow. And we went from there. I went upstairs, and  
11 then I started recording weights of the equipment so one of the  
12 guys could take a break. And then after we got all the equipment  
13 loaded, the information was given to Captain Dave, and we picked  
14 up the walkway. And during this time, they had the grating being  
15 changed on the starboard leg tower, which they put some clips in,  
16 and they had -- it was secured. So they left us a few more clips  
17 so we could put some more in. And then we jacked down at about, I  
18 want to say 1320, it was.

19 And Dave let me move it. So I jacked it down, pull it off  
20 the dock. And Dave went and sent an e-mail to let the office know  
21 we were getting underway. And then it took us about an hour and a  
22 half or so to get to the jetties. And that's when we started  
23 running out, which was about 2 to 3s, 2 to 4s. It wasn't really  
24 bad. We weren't getting no water on the deck. And we were kind  
25 of -- they were coming off our starboard bow. And we just took

1 from there. And then we had some rain squalls in the area, and  
2 the GMDSS went off. I silenced it. It said cannot print. So it  
3 still had paper in it, but when it gets low, it won't print. So  
4 then I didn't deal with it at that time because we had rain and  
5 other traffic and platforms. And then shortly after that a squall  
6 came through, and we talked about, well, maybe lay the seas down  
7 because it came from our aft. Then it was a whiteout. And Dave  
8 was up there at this time. But prior to, just prior to that, Dave  
9 went to go send the logs in, and he came back up, and that's when  
10 the first squall hit us. And then it was a whiteout after that  
11 second one came. It was a whiteout. We couldn't see. And we  
12 were coming up on a turn and a pipeline. So I said, I suggest  
13 that we soft tag, and he said, yes. So I started jacking.

14 If you don't mind, I'll just tell the whole thing.

15 Q. Sure. Go for it.

16 A. At this point, before -- well, let me back up. Because  
17 before we left, we did look at the weather report, which was  
18 calling 2 to 4s. And that was a weather report we get from the  
19 office. And that was before we even jacked down.

20 BY MR. STERBCOW: What do you mean by 2 to 4s?

21 MR. MIRES: Two to four-foot seas.

22 MR. KUCHARSKI: Please identify yourself.

23 MR. STERBCOW: Paul Sterbcow. Just for clarification. Go  
24 ahead.

25 MR. MIRES: So we were -- running that with no issues. So I

1 wasn't -- we knew we had rainstorms in the area because we could  
2 hear the thunder. But once we got out there, and that first rain  
3 squall passed, when the second one came, it was a whiteout. I  
4 couldn't see. We had radar. I had -- I could see on radar, but I  
5 don't like maneuvering those boats when I can't see, physically  
6 see.

7       So we were going to soft tag, which it's just plant the pads  
8 stationary until it passes. That was our game plan. Soon as I  
9 started jacking, we started getting a starboard list, and I told  
10 Dave, we got a little starboard list. And sometimes when you  
11 jack, you get a little list port to starboard depending on if a  
12 leg goes down faster or not.

13       So I got a call from the galley from [REDACTED] the cook. He  
14 said water was coming in the galley door. And I asked him to dog  
15 it tighter. And then I looked back up at the list, and I said,  
16 Dave, I think we're going over. He come and took the controls,  
17 and we got another call from the galley about the galley door, and  
18 I'm not 100 percent sure what they said. Then Dave grabbed the  
19 Gai-Tronics, and said, get your lifejacket, get your lifejacket,  
20 get your lifejacket.

21       At this point, when I realized we were going over, I knew I  
22 had to get an alarm out. The only alarm I knew that would work  
23 for sure that I knew was going to work was a tilt alarm because we  
24 were leaning. So I went and turned it on, which we only turn that  
25 on when we're jacked up, not when we're running. So because it

1 rocks back and forth. So I hit it. It went off. Dave stayed at  
2 the wheel trying to correct, steer into it. And then I grabbed  
3 the door, and that's when we rolled. Dave went through the  
4 windows.

5 I need a minute.

6 MR. KUCHARSKI: We'll take a break.

7 (Off the record.)

8 (On the record at 10:21 a.m.)

9 MR. KUCHARSKI: The time is now 10:21, and we're going to  
10 resume the interview with First Officer Bryan Mires.

11 MR. MIRES: So as I was holding onto the door, we started to  
12 roll. We were going over, I realized. And the equipment slid,  
13 and Dave and the chairs in the wheelhouse. Went to the starboard,  
14 and the window's busted out. It looked like he went through the  
15 window. It rolled over and settled. The water was probably up to  
16 maybe halfway. At this point, I dropped down onto the counter or  
17 the side of the counter where the radar sits on the port side on  
18 the cockpit, and I hollered if anybody needed any help. I didn't  
19 get no response. I waited for Dave. And I realized I needed to  
20 send something out. So I stepped across, holding onto the  
21 ceiling, to the other side where the GMDSS is behind the cockpit,  
22 and pressed the button and held it until it beeped. And I held it  
23 a little longer to make sure it went off.

24 Then I climbed back behind the radar, and thought how am I  
25 going to get out of here? So I used the ceiling to pull myself

1 back to the door. I opened the doors, and pushed the door open. I  
2 seen a work vest, which was a third-party work vest, one of the  
3 ones you pull to inflate sitting there. So I grabbed it, and  
4 climbed out. After I got out, I thought about the SERP that was  
5 by the door. So I grabbed it. And then I, as I was sitting there  
6 on the side of the pilot house, the water kept coming up. A  
7 lifejacket floated up when the water got through the door. I kept  
8 looking into the door for Dave. Never did see him again. I was  
9 hollering for anybody if they needed any help.

10 So when I got the lifejacket, I put it on. Then I got washed  
11 off, and I got back on. And I got washed off again, and I fought  
12 my way back on trying to stay with the boat. The third time I got  
13 washed off, there was a life ring. So I grabbed it. There was a  
14 life raft floating. So I tried to swim to it. But before I got  
15 to it, it broke free, and took off. It was a big red container,  
16 one of the pieces of the cargo was like a toolbox for one of the  
17 contractors was up against it. It broke free with the life raft.  
18 When I looked back, there was one guy standing on the high side of  
19 the boat. I hollered for him. He never turned around. While I  
20 was in the water, a roll of absorbent pads floated up, floated up  
21 by me, so I grabbed it to help me float a little higher. But it  
22 was tangling in my legs, and the rope from the life raft or life  
23 ring was tangling in my legs. So I let it go. I couldn't tear  
24 it. I tried to try to get it off of me. When I finally got it --  
25 it unrolled, and I finally got it tore off, but I was still

1 tangled up. I seen the lifejacket box float up with all the  
2 lifejackets that we had on deck. It floated past me. So I had to  
3 take my pocket knife out to cut the rope to get it out from my  
4 legs. At this point, the seas weren't -- still not that bad  
5 considering. I don't know how exactly big they were.

6 But then they started building, and the storm came, and I  
7 couldn't see nothing. And the lifejacket kept blowing off of me.  
8 The work vest never inflated. So I took the lifejacket off  
9 completely, held onto it with the life ring. Got it back on right  
10 around everything so it wouldn't be tangled up, and cinched it  
11 tight, which at that point it stayed on me pretty good.

12 I seen four boats. I had the SERP in my hand, and I seen the  
13 boat. I'm, like, they're going to come to me, but they didn't.  
14 They drove off. I thought, I said, this thing can't be working.  
15 I was going to throw it, but I decided not to. Then I seen a boat  
16 in the distance. It looked like they were running weather  
17 patterns in a platform. My plan was -- I stayed calm. My plan  
18 was to get on a platform if the boat didn't rescue me. So I  
19 kicked -- it was a satellite behind -- which is a small platform.  
20 I kicked to get myself lined up the way I was drifting. Then when  
21 I got closer to the boat every time I got to the top of the wave,  
22 I would wave at them. They were kind of quartering away going  
23 from my left to my right. Then they finally turned towards me,  
24 and I didn't know if they had seen me. So every time I would  
25 wave. And I could see the guys on the front of the boat, and they

1 finally waved at me.

2 And then I knew that they had seen me. So I relaxed, and I  
3 started getting cold at that point. They positioned the boat.  
4 Threw me a life ring, and then pulled me onboard.

5 After that, I took a shower. They gave me some dry clothes.  
6 I went to the wheelhouse, contacted the office and my wife. And  
7 then they asked me if I wanted to go in, and I told them no. I'm  
8 all right. Let's keep looking. And we stayed out there until the  
9 next morning. And I got back to the dock around 10 the next  
10 morning.

11 BY MR. KUCHARSKI:

12 Q. So, Bryan, the -- some questions that I have. The first  
13 squall, after the first squall hit, okay, was it basically just  
14 wind or was it --

15 A. It had a little rain, but it -- I could still see a platform.

16 Q. And what about wave action?

17 A. So it was coming off our starboard bow, but when the squall  
18 passed, we were talking about may lay it down, which I didn't --  
19 it never, never really got rough the whole time. Even when we  
20 started jacking, it still wasn't rough. I would say from riding  
21 up there, they didn't look maybe two to three's when we started  
22 jacking.

23 Q. And you said the squall came from the starboard bow?

24 A. No. The squall came from the stern, port stern. So we, like  
25 we said, we -- well, maybe it will lay it down for us more, which

1 in past experiences that's happened for us, you know, when a  
2 squall comes through it will lay the seas down, and they won't be  
3 rough.

4 Q. Were you up on the bridge when that -- when it came through?

5 A. Yes, sir.

6 Q. You were. And do you remember what direction you were  
7 heading? Southeast, south, anything like that?

8 A. Southeast.

9 Q. Okay. And it came to -- the squall --

10 A. It all came from --

11 Q. -- direction from --

12 (Simultaneous comments.)

13 A. -- north --

14 Q. -- quarter?

15 A. -- northwest, yes.

16 Q. Okay. And you said earlier the weather report from the  
17 office --

18 A. Yes, sir.

19 Q. -- was two to four?

20 A. Two to four. Yes, sir.

21 Q. Okay. Did you discuss the weather with the captain before  
22 getting underway?

23 A. Yes, sir. We actually went in -- we were in his room, and he  
24 pulled it up to look before we left.

25 Q. Was there any other weather source that you looked at or was



1 that just --

2 A. No, sir. That was the only one.

3 Q. Okay. And you mentioned about soft padding.

4 A. Yes, sir.

5 Q. Could you explain what that is?

6 A. So when the weather gets bad or -- and we do this a lot when  
7 we move onto location. We'll jack-up. The hull will stay in the  
8 water. We won't jack-up clear -- we won't a air gap. So the hull  
9 stays in the water, and we can -- we just sit there. But we --  
10 basically like an anchor. Our pads would be like an anchor for  
11 us, and we'll sit there. And that's what soft tag is.

12 Q. Soft tag, t-a-g?

13 A. Tag, yes.

14 Q. And you mentioned a starboard list; is that correct?

15 A. Yes, sir.

16 Q. Okay. And you said it started taking on a starboard list.  
17 Can you tell me from the time about when it started to take a  
18 starboard list to actually going over completely? Was it 10  
19 minutes before, was it 15?

20 A. I would say maybe one or two minutes, if that. It went  
21 quick. Like, I noticed it. Got the call about the door. I  
22 looked back up, and that's when I was, like, I was, like, we're  
23 going over. And then he come and got at the controls, and it  
24 couldn't have been no more than a minute or two.

25 Q. Okay.

1 A. It was quick.

2 Q. You said you looked up. What did you look at?

3 A. There's a -- we got a -- so to keep -- we got bubbles. It's  
4 to let us --

5 Q. Inclinator.

6 A. Yes.

7 Q. Yeah.

8 A. And it lets us know when we have a list?

9 Q. And what did you see? How much?

10 A. I seen a two-degree list. And then it went to five degrees  
11 that quick. I mean, from the time me saying, okay, about the  
12 watertight door, and putting the Gai-Tronics down, and me looking  
13 back up.

14 Q. So the wind's on the port side somewhere.

15 A. Yes.

16 Q. You going over to starboard?

17 A. Yes.

18 Q. This is really critical. You mentioned the seas were not  
19 that rough.

20 A. No, sir, they weren't. They were, like I said, two to  
21 three's. So they had a -- what I did was I was turning the boat  
22 to port to start jacking. I slowed them down, and then I started  
23 jacking, and then that's when I noticed the list, and I was  
24 turning to port to try to bow into the wind to keep me from  
25 getting pushed because there was a pipeline on our Rose Point in

1 front of us in platforms, and I didn't want to get on that. So I  
2 turned the bow into them like a -- that's what I was trained to  
3 do. When you jack-up, bow into the seas. And that's -- so I was  
4 turning to port, and that's -- I mean, we weren't rocking. We  
5 weren't banging. When it gets rough on those boats, you usually  
6 know it. And it just started going, and just when Dave took the  
7 controls, and he went to starboard, he tried to turn it back to  
8 starboard, and we continued jacking. And during that time,  
9 another call came from the galley, and I don't know exactly what  
10 he said, and I don't know which door they were talking about.  
11 They never told me which door. But the first call I got, I sent  
12 the ABs down to go check it, and they never made it down there.

13 Q. So back to -- you were coming to port?

14 A. Yes.

15 Q. To face up into the wind?

16 A. Yes, sir.

17 Q. And then when Dave took the helm from you --

18 A. Yes.

19 Q. -- he went back to starboard?

20 A. Yes.

21 Q. Okay.

22 A. I guess he was trying to steer into it. I don't know.

23 Q. And you said they called about the door, but you didn't know  
24 which door it was?

25 A. Yes.

1 Q. Two doors to the galley?

2 A. Yes, sir.

3 Q. Two exterior --

4 A. It was port --

5 (Simultaneous comments.)

6 Q. -- doors?

7 A. -- and starboard. Yes, sir. There's two watertight doors.

8 Q. Two watertight doors. Okay. You also said something about

9 an alarm. Earlier on you set off an alarm.

10 A. Tilt alarm.

11 Q. The tilt alarm. Okay.

12 A. Yes, sir.

13 Q. And you said normally you don't do that?

14 A. We don't have that while we're running because we know it's

15 moving. It will go off. It's made for when we're jacked up and

16 stationary. Got a air gap. So if we start -- a pad starts

17 sinking, it will warn us, and let us know.

18 Q. So you set that off?

19 A. I set that off because we were leaning, and I don't --

20 something told me to set it off. Just a reaction is all I --

21 Q. Is there a general alarm on there?

22 A. Yes, sir.

23 Q. There is. But --

24 A. It was on the starboard side, and this was right closer to

25 me, and so I hit that one, which it goes through the whole boat

1 too.

2 Q. So up until, well, I'll come back to this. I just want to be  
3 clear about this. So the seas were not that bad. It was a big  
4 wind was it?

5 A. Yes. The wind -- we seen 79-mile-an-hour winds, and I don't  
6 remember what it was at. At that point, I don't remember what it  
7 was, but we did see 79-mile-an-hour winds. And all of it, I mean,  
8 all of it just, I mean, it just happened so quick. I don't  
9 remember looking back at the wind gauge.

10 Q. So that 79, was it miles-per-hour or knots?

11 A. Miles-per-hour.

12 Q. It was miles-per-hour. And where did you see it?

13 A. On our wind gauge, on the -- it's up on the dash, little bit  
14 port of the cockpit.

15 Q. Okay. Anything else? And did you see any equipment breaking  
16 lose of anything like that?

17 A. When we -- once we, once I grabbed the door, and it started  
18 going completely, I seen the equipment start sliding, and that's  
19 when I looked back at Dave and watched, watched Dave.

20 Q. So did you see the equipment, the equipment we're talking  
21 about on the deck?

22 A. On the deck, yes.

23 Q. On the deck. Did that start to move at all before you were  
24 taking on the list or --

25 A. No. No, sir.

1 Q. -- when you --

2 A. It did --

3 Q. -- initial list?

4 A. -- not. It started moving once it started going over  
5 completely. I mean, it didn't -- the equipment didn't move until  
6 it went.

7 Q. And how about the cranes?

8 A. I didn't see the cranes until I got out, and it was already  
9 slid down the leg maybe halfway down the leg it looked like to me.  
10 And I watched it slide a little bit more before I got washed off.  
11 But I didn't see exactly what they did, the ignition.

12 Q. There was no indication that the cranes moved earlier on --

13 A. So them cranes, they got some swing gears. So they are not  
14 going to -- they won't really move. I didn't see no movement.

15 MR. KUCHARSKI: Okay. I'm going to stop now, and go around  
16 the room to see if there are any follow-on questions.

17 MR. EHLERS: This is Drew Ehlers. I'm the Investigator-in-  
18 Charge again.

19 BY MR. EHLERS:

20 Q. Just to kind of back up a little bit. When you and Captain  
21 Dave were up on the bridge, how did you divide your duties?

22 A. He would -- he was in charge, and I was at the wheel. But if  
23 he needed to go to the bathroom, he would step down, or if he  
24 needed to go do something, he would let me know, and he would step  
25 down. And he would let me know when he was back up.

1 Q. Okay. Did he relieve you during mealtimes?

2 A. Yes, sir.

3 Q. Okay. And so on your way out, did you go down and eat lunch  
4 on your way out or?

5 A. We had ate lunch prior to setting sail.

6 Q. Okay. All right. So you were in the pilothouse on the  
7 bridge for the entire -- from the moment you got underway 'till --

8 A. Yes.

9 Q. -- all the way out there?

10 A. Yes, sir.

11 Q. When you jacked down to get underway, did you notice a list  
12 at all?

13 A. No, sir.

14 Q. Okay. All right. I'm going to actually back up a little  
15 bit. You mentioned that when you're unloading cargo you are --  
16 you relieve somebody for recording weights?

17 A. Yes, sir. We take weights to do our stability. Dave does  
18 the stability on it.

19 Q. Okay. How are those weights taken?

20 A. We have a weight indicator on the cranes. So when they pick  
21 the load up, they give us the weights. They call out the weights,  
22 and we write what it is and what the weight is.

23 Q. Okay. Is that done by radio, like, from the crane operator  
24 down to the deck?

25 A. Yes.

1 Q. Okay.

2 A. Most of the time, yes.

3 Q. All right. And then what information besides the weight do  
4 you give captain?

5 A. What the item is, a description basically. So he can punch  
6 it into our program we had onboard.

7 Q. Okay.

8 A. Which is computerized for stability.

9 Q. Okay. Do you give him the location where the --

10 A. Yes, sir.

11 Q. -- equipment is going to be set?

12 A. He takes it, and he looks. We got a deck read. We had a  
13 deck read that --

14 Q. That was my next question.

15 A. We had a deck read that we got some X's on the deck that  
16 tells us where it's at on the location.

17 Q. Okay. Is it like a bunch of squares? Or kind of explain  
18 that a little bit to me.

19 A. No, sir. So what we did is we put little X's every 10 feet  
20 apart so we know, and then we go from there about this is what it  
21 is. This is where it's at. This is -- that's how we did it.

22 Q. Okay. And those X's are they numbered or do you know how far  
23 they are from the bow?

24 A. We count. We count on back because they're from all the way  
25 across the whole boat. So we could count them back.



1 Q. Okay.

2 A. That's how we would know.

3 Q. When you pass that information to the captain, do you tell  
4 him it's this many feet and this many feet or do you just say it's  
5 X number 5?

6 A. This is -- so we usually -- he will take it, and then he  
7 looks at the deck, and writes it down, and puts it in the program.

8 Q. Oh. So he -- is he looking --

9 A. Yes, he can --

10 Q. -- down from the bridge?

11 A. Yes. Or he'll go out on deck.

12 Q. Oh, okay.

13 A. And there's sometimes when I'm doing it, I'll write it down  
14 just to make it easier for him sometimes. But they had already  
15 did most of the equipment. It was only a few pieces that I wrote  
16 down.

17 Q. Okay. And sorry to keep badgering on this, but is it a --  
18 when you say the location, is it feet from centerline and feet  
19 from bow?

20 A. From bow. From bow and centerline, yes, sir.

21 Q. And from centerline. That's --

22 A. Yes, sir.

23 Q. -- what you write down --

24 A. Yes, sir.

25 Q. -- is feet, this many feet, this many feet? Okay. All

1 right. That makes sense. Okay. You mentioned that sometimes  
2 when you jack down you get a list as you're jacking.

3 A. Jacking. Yes, sir.

4 Q. Do you know does it -- why does that -- do you know why that  
5 happens?

6 A. One leg might go down faster than the other. And it's  
7 usually not too bad, 1, 1-1/2, 2, sometimes. But it's -- and when  
8 we're turning when leg is going down too, it will give you a  
9 little list too. And I just, that's what I thought it was. I  
10 didn't --

11 Q. Yeah.

12 A. -- at first didn't --

13 Q. So when you said 1, 1-1/2. Sorry for interrupting you.

14 A. Yes, sir.

15 Q. You're talking degrees?

16 A. Yes. Degrees. Yes, sir.

17 Q. So and it -- does it -- did it favor one? Like did it always  
18 list a little bit to starboard?

19 A. Yes. That leg was faster than the port leg.

20 Q. I see. Okay.

21 A. Yes.

22 Q. So that was the side it tended to --

23 A. Yes, sir.

24 Q. Did it -- okay. So the first whiteout that came through, and  
25 I'm sorry. I'm going to jump around a little bit here. Did have

1 wind with it?

2 A. Yes.

3 Q. And how much wind? Was that when you had 79 miles per hour?

4 (Simultaneous comments.)

5 A. The first --

6 Q. The first whiteout?

7 A. First one. And the second one, it was blowing, but I don't

8 remember recalling because we started jacking up. We couldn't

9 see.

10 Q. So you had wind, but the seas hadn't --

11 A. Yes.

12 Q. -- the wind hadn't whipped the seas up.

13 A. No. No, sir.

14 Q. Is that correct?

15 A. That's correct.

16 Q. Okay. And was the -- was your decision to jack down or your

17 recommendation to the captain to jack down, was that based on the

18 fact you had bad visibility or was that based on the wind or what

19 was the --

20 A. Bad, really bad visibility. That was my -- my thought was I

21 couldn't see. It was a whiteout. I couldn't hardly see the front

22 of the boat. That's how bad it was. The rain was going sideways.

23 So I'm sure the wind was blowing pretty good. But I just don't

24 recollect the wind speed.

25 Q. Okay. I'm sorry. I'm getting a little bit mistaken here.

1 The first squall was not a whiteout?

2 A. No.

3 Q. Is that correct?

4 A. No, sir. It had a little rain, but I could see.

5 Q. Okay. Did it have wind?

6 A. It had wind, yes, sir.

7 Q. Okay. And how much? Do you remember how much wind that  
8 first squall brought?

9 A. That might have been when -- I'm not sure. I don't remember  
10 when it was 79. I just remember seeing 79.

11 Q. I see. Okay.

12 A. It could have been then. It could -- I'm not --

13 Q. Between the squalls, did the wind let up at all? Do you  
14 remember?

15 A. Yes. Yes, I think, I want to say, yes, it did.

16 Q. Okay. And then when the whiteout squall came, did it pick up  
17 again?

18 A. Yeah. I want to say a little bit, but I didn't really pay  
19 attention to the wind.

20 Q. Okay.

21 A. At this point, I was trying to --

22 Q. All right. So you mentioned that you were turning the power  
23 to port to try and get up and put the bow into the wind. When you  
24 turned, does the vessel list at all?

25 A. Yes.

1 Q. How much does it tend to do that?

2 A. It depends how much headway you're making, but we weren't  
3 really making much headway. So shouldn't have been must.

4 Q. Do you remember how much rudder you were using to make that  
5 turn?

6 A. Probably 25 degrees.

7 Q. Okay. I know a lot of ships handle differently.

8 A. Yes.

9 Q. Some ships turn on a dime --

10 A. I was twin-screwing it is what I was doing just to try to  
11 turn it into the wind.

12 Q. Oh, okay. Can you explain that?

13 A. So starboard outboard -- we got four main engines. The two  
14 inboards are for jacking and maneuvering. But when we jack, we  
15 just use them for jacking. So we were using the two outboards to  
16 maneuver; the two inboards to jack. So we got gear locks on them.  
17 We take them out the clutch so the clutches won't be engaged. And  
18 then PTOs would be engaged. So I took the clutches out; put the  
19 PTOs in. I pulled all the engines back to do this to slow the  
20 momentum. And then once I slowed down, and I got the PTOs  
21 engaged, I throttled the inboard, and I started jacking. Then I  
22 put the starboard outboard forward at about half, and the port  
23 outboard to about three-quarters, maybe a little more, just to get  
24 me to turn. And I did port rudder to turn.

25 MR. KUCHARSKI: Just to clarify, PTO, P-T-O, power takeoff,

1 is that what that stands for?

2 MR. MIRES: Yes.

3 MR. KUCHARSKI: Okay. Thank you.

4 BY MR. EHLERS:

5 Q. So a lot of vessels -- some vessels maneuver really easily.  
6 Some are really difficult. Would you consider what you were  
7 putting on there is that a lot of maneuvering or is that kind of  
8 standard for --

9 A. That's standard, yes.

10 Q. Okay. So and that's just because the way that thing handles?

11 A. Yes, sir.

12 Q. Okay. That's really helpful. So take -- well, let me ask  
13 this. Do you have a limitation on how fast you can be going while  
14 you're putting the legs down?

15 A. We try to get it as low as possible so when we make contact  
16 with the ground that it doesn't do any damage to the pads or the  
17 leg connections where the pad and the legs meet.

18 Q. Okay.

19 A. So we try to get it close to zero as possible.

20 Q. Okay. Did that affect how you were maneuvering it on the  
21 accident day?

22 A. I was just trained to turn into the wind. That way you can  
23 slow your momentum, and you can, you know.

24 Q. So you were, at that moment, at least, in the process you  
25 were more, more working the throttles to get you into the wind?

1 A. Yes.

2 Q. Okay. All right. In calm waters you're -- well, turning,  
3 let's say another, any other day, you're turning into the wind.  
4 You're going to put -- you're going to jack down. How much list  
5 have you ever seen before, combination of turning and putting that  
6 -- and the legs going down?

7 A. Variation depending on what kind of speed we're making. Like  
8 I said, if we're making more speed, it lists a little more. I  
9 know if you turn those boats, when you turn them hard, they'll  
10 roll for about 1-1/2 to 2.

11 Q. Okay.

12 A. Which is normal. I mean, when we're turning, if you're at  
13 throttle and you're making wake.

14 Q. Okay. All right.

15 A. Maybe a little -- if you're slowing down, and not making no  
16 wake, it really, it will list, I don't know, maybe a degree or  
17 half a degree. It doesn't -- like I say, it depends on how fast  
18 we're -- what kind of headway we're making.

19 Q. Sure. So if you're making good headway, and you've turned,  
20 what's the worst you ever saw it? Worse is a bad word. What's  
21 the most you ever saw it list over?

22 A. Probably two degrees.

23 Q. Okay. All right. We were talking with folks yesterday.  
24 They mentioned that when they jacked up they would call Fugro to  
25 check on the location of a pipeline. Did you have to do that?

1 A. We do not. We just -- in an emergency situation, we just  
2 soft -- like I say, we soft-tag, and we -- if we have to stay  
3 there, we would have called to make sure it was good to ensure the  
4 safety.

5 Q. But to be clear, you didn't wait to call them?

6 A. No, sir, not this time.

7 MR. EHLERS: Okay. All right. I think that's all I have  
8 now. Thank you.

9 MR. KUCHARSKI: It's Mike Kucharski.

10 BY MR. KUCHARSKI:

11 Q. How fast can you lower the legs?

12 A. Slow. It's like five feet a minute or something like that.  
13 I'm not 100 percent sure on that.

14 Q. Did you have to call the chief engineer to --

15 A. No, sir. We have the controls upstairs.

16 Q. To engage the power takeoff --

17 (Simultaneous comments.)

18 A. Engage --

19 Q. -- and everything?

20 A. -- everything. Yes, sir.

21 Q. Okay.

22 MR. KUCHARSKI: Around the room.

23 BY MR. MUISE:

24 Q. So, Bryan, my name is Marcel Muise. I have some lifesaving  
25 questions for you, if you don't mind. Where did you take your



1 basic training, basic safety training?

2 A. The last?

3 MR. KUCHARSKI: Can we -- hold on. Can we just hold to this,  
4 the incident itself?

5 MR. MUISE: Sure. Okay.

6 MR. KUCHARSKI: I have a whole lifesaving. Just to the what  
7 he described in the capsizing incident. I'd like to keep it on  
8 that.

9 MR. MUISE: Absolutely.

10 BY MR. MUISE:

11 Q. Lifesaving equipment then. You mentioned the GMDSS. In that  
12 console usually there's -- some of them have 2, 3, 4 different  
13 buttons. Do you know if the one you pressed was for the satellite  
14 or was it for high frequency --

15 A. I'm not sure. It was the --

16 Q. -- radio or VHF?

17 A. -- one on the side of it. I'm not 100 percent sure which one  
18 that one was.

19 Q. The search and rescue transponder that you brought with you.  
20 Some of those come with an extension like a stick.

21 A. That one did not have one.

22 Q. That one did not have one. Okay. Thank you. The lifejacket  
23 box that floated up --

24 A. Yes, sir.

25 Q. -- where was that before the incident?

1 A. That was -- so we pick it up, and put it on a table, a work  
2 table, but it stays on deck, on the main deck.

3 Q. On the main deck?

4 A. Yes, sir.

5 Q. Which AB was on tower?

6 A. We had two. Chaz Morales and Charles (indiscernible).

7 Q. When you looked back, you say you saw somebody on the hull.  
8 Do you know who that was?

9 A. I do not know. I did not recognize him.

10 Q. Were they on the superstructure or --

11 A. Yes, on the --

12 (Simultaneous comments.)

13 Q. -- actually on the hull?

14 A. -- superstructure. It would be the superstructure. It had  
15 to be the captain because that was still out the water at the  
16 time.

17 Q. Okay. And does Seacor or (indiscernible) have a no knife  
18 policy?

19 A. I don't know.

20 Q. Did you --

21 A. I don't -- I carried it just for safety reasons is why I  
22 carried mine.

23 Q. Without that knife, what would have, what would have  
24 happened?

25 A. I don't know. I was tangled up in rope. Without that rope,

1 I wouldn't have been able to cut it out, and I'd have had to try  
2 to figure something else out.

3 Q. And you got on the *Cape Cod* is that right?

4 A. Yes, sir.

5 Q. Okay. How did you get up on there?

6 A. They threw a life ring, and the swells at this point were  
7 big. They were, to me, they looked like 15-footers in the water.  
8 I don't know exactly how big they were. The first time they tried  
9 to pull me up, I could hear the rope sliding through their hands.  
10 I went feet first because I didn't want to get hit with the head,  
11 with my head on the side of the hull. So my feet were first. And  
12 then the second wave came up, and pretty much washed me on the  
13 deck. When they got close enough they drug me on.

14 Q. Okay. Did they give you any kind of medical treatment?

15 A. They put Band-Aids. I just had a couple scratches on my  
16 hands. And they got me a shower and some clean clothes.

17 MR. MUISE: Okay. Well, thank you for that, Brian. I  
18 appreciate that.

19 MR. KUCHARSKI: I'm going to jump to the -- before I forget,  
20 I'd like to jump to the phone. Any questions for Mike or Melissa  
21 on the phone?

22 MR. RICHARDS: This is Mike Richards. I don't have any  
23 questions specific to the capsizing, but questions related to the  
24 voyage.

25 MR. KUCHARSKI: Okay. We'll come back to those. I'd like to

1 just stay with the capsizing event or if -- where they got  
2 underway, anything from the underway time. Okay.

3 CPT PHILLIPS: Tracy Phillips. Do you have --

4 MS. HUFFMAN: I do have one question.

5 MR. KUCHARSKI: Okay. Who is this, please?

6 MS. HOFFMAN: This is Melissa Hoffman with the National  
7 Weather Service.

8 MR. KUCHARSKI: Please go ahead.

9 BY MS. HUFFMAN:

10 Q. Hey, Bryan. Do you remember about how much time passed  
11 between the first squall and the second squall?

12 A. Maybe three minutes, four minutes at the most. It was right  
13 behind it. It wasn't long.

14 MS. HUFFMAN: Okay. Thank you.

15 CPT PHILLIPS: Tracy Phillips.

16 BY CPT PHILLIPS:

17 Q. On the bridge do you have -- where do you have a speed  
18 indicator?

19 A. It's on the radar and on our Rose Point. It's all tied in  
20 together.

21 Q. Okay. Are those things close to where you were --

22 A. Yes. It's in the cockpit.

23 Q. -- when you were --

24 (Simultaneous comments.)

25 A. Yes.

1 Q. Okay. Did you see the speed at any point while you were --

2 A. When the first --

3 Q. -- dealing with the squalls?

4 A. -- squall came through, we made -- it pushed us. We were  
5 making some good speed, about eight knots. Then we slowed back  
6 down to about back to our normal, which is three and a half, four  
7 knots. And that's when I pulled them back, and slowed down. Last  
8 I remember it was like two and a half.

9 Q. Okay. And you said you had started the turning.

10 A. Yes, sir. I mean, yes, ma'am. I'm sorry.

11 Q. How far? Could you tell how far around you made it?

12 A. No, ma'am. It was a whiteout. I couldn't see. I mean, I  
13 didn't -- I knew I still was going because the windsock was still  
14 -- it was shredded, but it was still kind of -- it wasn't coming  
15 straight off the bow yet, which was up on the crane pedestal up on  
16 top.

17 Q. You could see that?

18 A. You could see that from the rise.

19 Q. Okay. Had you seen it -- do you think you were past halfway  
20 through the turn?

21 A. No, ma'am. It was soon as I started. It wasn't long.

22 Q. Oh, it was.

23 A. Yes. It wasn't long. It was still coming basically off our  
24 port, port stern, and when I -- soon as I started jacking got that  
25 call, and then we were listing. It all happened within, like, a

1 minute, and it just it happened so quick.

2 Q. Happened so quick. Okay. So you hadn't really made it --  
3 made the turn?

4 A. No, didn't really make the turn.

5 CPT PHILLIPS: okay. Thank you.

6 MR. KUCHARSKI: It's Mike Kucharski. I do have a couple  
7 questions.

8 BY MR. KUCHARSKI:

9 Q. Did you anywhere, anywhere, think about it, during that -- if  
10 it's 10 minutes before, whatever -- anywhere in there so we can  
11 time stamp it. Did you look at the clock at all anywhere in that  
12 evolution?

13 A. No, sir, I did not. I did not. I know it was getting close  
14 to dinner time. So it had to be around 4:30, 4, 4:30, somewhere  
15 around in there.

16 Q. But nothing that you looked in the radar or anything that --

17 A. I looked at my phone when I climbed out, and I was trying to  
18 call my wife, but I couldn't. Wouldn't let me call out. I might  
19 have seen 4:30, but I can't be 100 percent positive.

20 Q. But that was as you were already trying to --

21 A. I was already over and out.

22 Q. Already over and out.

23 A. I was over and out. Yes.

24 Q. Okay. Could you see on the radar this weather approaching?

25 Could you see anything on the radar?

1 A. I seen a little squall, but the whiteout I didn't see. I had  
2 the rain -- because the first squall, I had the rain up on the  
3 radar turn so I could see the platforms in an event of this. And  
4 even on the radar when the whiteout came, even with the rain  
5 squall the way up, I could still see patches from the stern  
6 coming, but I could still see the radars in front. I mean, the  
7 platforms on the radar in the front.

8 Q. When you say turn the rain up to reduce the --

9 A. Reduce the --

10 Q. -- clutter on --

11 A. -- clutter of the rain, yes.

12 MR. [REDACTED] I have a couple follow-up questions. [REDACTED] [REDACTED]

13 U.S. Coast Guard.

14 BY MR. [REDACTED]

15 Q. Mr. Mires, couple questions for you, sir. The PFV or the  
16 work vest that you were wearing, is that like a type five  
17 horseshoe looking apparatus or more or a --

18 A. Yeah. The first one was a -- it was a type five. Was  
19 actually one of the ones with the -- it's just they inflate. You  
20 pull the tab, and it inflates. The second one was actually a type  
21 one that you put on.

22 Q. Yeah.

23 A. Is a horse collar that you wrap around.

24 Q. Yeah. So --

25 A. It was a actual lifejacket.

1 Q. And you put that one on after?

2 A. After I got out, and it floated up to me.

3 Q. Because the type five did not --

4 A. No, it did not inflate.

5 Q. -- inflate?

6 A. But I was going to put the type one on because it floated to  
7 me.

8 Q. Now, I know you have the pull cord method. Was there also a  
9 blowing apparatus that you could use?

10 A. I don't know. I didn't -- it wasn't mine. It was just one I  
11 had found. And when the lifejacket washed up, I didn't -- I quit  
12 worrying about that.

13 Q. Sure.

14 A. I just put the type one on.

15 Q. Yeah. Do you know if either one of them also had, like, a  
16 personal locating beacon or a flare or --

17 A. No, sir.

18 Q. -- any other sort of lifesaving device attached to it?

19 A. No, sir.

20 Q. Okay. And then the toke (ph.) alarm, is that notification  
21 only internal to the crew or does that --

22 A. No. It notifies the whole boat.

23 Q. Right. Does it transfer the signal off the boat?

24 A. It's an alarm. Just an alarm for the boat. Yes, sir.

25 Q. Okay. So no one else would receive that notification outside



1 of the boat?

2 A. No, sir.

3 Q. Okay. And the search and rescue transponder, was that  
4 actually activated as well?

5 A. Yes.

6 Q. Okay.

7 A. It stayed flashing on the boat. I still got it. It's at my  
8 house. It's -- I activated it, and it was flashing on that boat,  
9 and their radar never went out.

10 MR. [REDACTED] Thank you for clarifying that.

11 MR. KUCHARSKI: Mike Kucharski.

12 BY MR. KUCHARSKI:

13 Q. I want to go back. Did you hear any bilge alarms?

14 A. No alarms. We had no alarms.

15 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

16 BY MR. [REDACTED]

17 Q. Sorry to jump around, but back to the legs and jacking down.  
18 Do you recall what the water depth was, and how long you thought  
19 it would take to jack down?

20 A. 50, 55 feet. I don't really know how long it takes to jack  
21 down. The captain usually -- a lot of times he'd let me move it,  
22 but I can't recall exactly how long that would take.

23 Q. Were you guys planning to soft-tag with all three legs?

24 A. Yes, sir.

25 Q. So they were all going down in synch?

1 A. Like I said, some of them are faster than others.

2 Q. Right.

3 A. But they all are pretty close.

4 Q. Pretty close. Do you have a sort of -- you have a way to  
5 monitor how deep --

6 A. We got leg counters.

7 Q. Okay.

8 A. But I didn't look at them.

9 Q. Right. And because of the storm, could you see the legs at  
10 all?

11 A. Yes, I could see just -- it just looked like I could see just  
12 past the bow.

13 Q. And could you gear the hydraulics or (indiscernible) and it  
14 seemed like they were normally going down?

15 A. Yes. They were -- everything seemed normal.

16 MR. [REDACTED] Thank you.

17 MR. [REDACTED] [REDACTED] Coast Guard.

18 BY MR. [REDACTED]

19 Q. You said starboard list. Did you start getting that before  
20 or after you started maneuvering to port?

21 A. I don't know if it was before. I noticed, like, when I  
22 started jacking, I noticed it, which I started jacking before I  
23 started maneuvering. So it had to be before. Because I put them  
24 in gear, then started jacking before I started turning.

25 Q. And you said sometimes the starboard leg of the boat went

1 down faster than --

2 A. Yeah, a little bit faster. It's not much. It's -- it  
3 usually tags first.

4 Q. Okay. And then it's not uncommon sometimes to have a list  
5 when you're jacking down?

6 A. Yes. When you first start, yes.

7 Q. What was causing that?

8 A. I'm thinking it's just the legs, how they're going down. I  
9 mean, I don't know. I don't -- I noticed when we jack sometimes  
10 it will get a little list.

11 Q. Sometimes, mostly or it doesn't, which? Is there a certain  
12 side she'll list on when she's going down or she's listing?

13 A. I just noticed it, but it's usually not, it's usually not  
14 bad. I mean, between the seas rocking, you'll get a, you know.

15 MR. [REDACTED] Thank you.

16 MR. EHLERS: Drew Ehlers, NTSB. Follow-up here I forgot to  
17 talk about.

18 BY MR. EHLERS:

19 Q. When the galley called about the door, did they say what  
20 door?

21 A. No, sir.

22 Q. Okay. And was that, if you can remember, was that after you  
23 started jacking down?

24 A. Yes. It was right, I mean, I started jacking. It was right  
25 when, I mean, we just started jacking. That's when we got the

1 call.

2 Q. Okay. And had you started doing the turn at that point?

3 A. I don't recall.

4 MR. EHLERS: Okay. Thank you.

5 MR. KUCHARSKI: We can come back at the end to capture any --  
6 or we can, as we talk about some of these things, we can talk  
7 about the incident, if we want to bring it to that, but I'd like  
8 to continue with some other questions.

9 Marcel, you mentioned that -- you started asking lifesaving  
10 questions. I think it would be appropriate. You ready to go with  
11 the lifesaving questions?

12 MR. MUISE: He answered most of my -- actually, all of my  
13 questions except for the one about training.

14 BY MR. MUISE:

15 Q. Where did you take your basic training?

16 A. The last place I took was in Houma at -- forget the name of  
17 it. The last -- we went and did the revalidation. I just got it  
18 done, the revalidation for it in Houma. And they just recently  
19 changed the name to it.

20 Q. Is that a school that Seacor uses or --

21 A. Yes.

22 Q. -- it's one that you went to?

23 A. It's a Seacor's (indiscernible).

24 MR. MUISE: Okay. That's all I have for lifesaving, really.

25 MR. KUCHARSKI: It's Mike Kucharski then.

1 BY MR. KUCHARSKI:

2 Q. So I'd like to go into operations type questions. Are you  
3 doing okay? Did you want to take a break or anything?

4 A. Yes.

5 Q. Good?

6 A. I'm okay.

7 Q. Okay. So before you got underway, did you have like a  
8 conference, pre-departure type conference?

9 A. We have the crew we did a risk assessment just in the  
10 wheelhouse about the voyage.

11 Q. And who did you -- who attended that?

12 A. Me, Charlie, Dave and Chaz.

13 Q. Charlie is who?

14 A. And Dave and Darren. Charlie is the AB. Chaz is a AB.  
15 Darren is engineer.

16 Q. I'm sorry?

17 A. Darren is the engineer.

18 Q. Darren, the engineer, attended it?

19 A. Yes.

20 Q. Okay. And I'm sorry; did you discuss weather in that?

21 A. No, sir. We, as part of our, as part of our risk assessment  
22 weather is in there. But me and Dave had priorly discussed the  
23 weather being 2 to 4s, and with that we travel in that all the  
24 time. So I was perfectly comfortable.

25 Q. Okay. Not during -- during this particular trip, did you

1 ever see any weather come from the contractor?

2 A. No.

3 Q. There was a contractor aboard, is that correct?

4 A. Yes.

5 Q. Okay. Would that be --

6 A. Dallas.

7 Q. Dallas. Okay. Were they a representative from --

8 A. Yes, it was a company rep.

9 Q. Did you have a handover with the other first mate?

10 A. We did. We did verbally. That's how we did it. The  
11 captains they have handover notes that they write and fill out.

12 Q. Anything you remember from the handover that --

13 A. I didn't. I didn't look at them yet. He usually showed them  
14 to me, but we loaded the load out, and I just didn't --

15 Q. Anything he mentioned or?

16 A. No. Just the repairs that were being done to the starboard  
17 leg tower.

18 Q. Was any abandon ship drill held before the vessel got  
19 underway?

20 A. Not that day, but we did discuss -- he's discussed in the  
21 meeting about all the drills, what to look for, where to go. When  
22 we have our plan meeting, he did discuss that. And he told them  
23 where the lifejackets were, the muster station was, where our --  
24 for abandon ship. He even discussed about fire, the fire. He  
25 discussed about the man overboard. We went over the drills with

1 the guys for the orientation of the vessel.

2 Q. So you said plan -- the plan meeting. Is that what you call

3 --

4 A. Yes. It's a safety meeting. It's a safety meeting.

5 Q. And who --

6 A. That's what we call it.

7 Q. -- attended that?

8 A. Everybody onboard. He calls everybody down.

9 Q. And what time about?

10 A. This was around 6:30 that morning when we -- this was when we

11 -- like, 6:30, almost 6:40, somewhere around there. It was after

12 we got onboard, and we actually had an incident right after that,

13 after the safety meeting. A guy had tripped carrying his bags to

14 his room over one of the door frames. So we did an incident

15 report on that, and that was at 6:50 that happened. Because I

16 wrote it. I did the incident report.

17 Q. And was everyone at that meeting that was -- well, let me

18 back up. I think you left with about 19 people, whatever it was.

19 Was --

20 A. Yes.

21 Q. -- it everyone that sailed, okay --

22 A. Yes.

23 Q. -- after you set sail, was everyone at that meeting?

24 A. Everybody.

25 Q. Everyone. So everyone was aboard then?

1 A. Yes. Everybody.

2 Q. Including the contractors?

3 A. Yes, sir.

4 Q. Okay. Do you -- did you look at the voyage plan for that  
5 trip?

6 A. Yes. Actually, the mate, he did it on the other hitch to  
7 have it ready for us, and we actually went through it to make sure  
8 we were good with it.

9 Q. What was his name?

10 A. Daniel Jones.

11 Q. Daniel Jones?

12 A. Yes. I think his real name is Joseph Jones.

13 Q. Okay.

14 A. But I call him Daniel.

15 Q. So stability related duties on the day of departure. So you  
16 were getting the weights from the crane operator?

17 A. Yes.

18 Q. And then giving them to the captain?

19 A. Yes.

20 Q. Did anybody else do that?

21 A. Yes. We took turns up. Charlie, that day Charlie and Chaz  
22 were swapping up in the crane giving each other breaks, and they  
23 were doing it. And I went to relieve one of them so that they  
24 could go use the restroom. That's when I did it.

25 Q. Okay. So would they -- so this is the ship's crew that are



1 up in the cranes?

2 A. Yes.

3 Q. The ABs, the --

4 A. Yes.

5 Q. -- AB crane? AB crane operator.

6 A. Crane operator. Yes, sir.

7 Q. Crane operator. Okay. And so they're up in the crane. When  
8 you said you were given the weights, you were actually operating  
9 the crane were you?

10 A. No. No, sir. I was just marking the weights down. I was --  
11 they were giving them to me. I was on deck and writing the  
12 description of what it was, and what it weighed.

13 Q. Okay. So then they were operating the crane?

14 A. Operating the crane. And one was on deck, and one was in the  
15 crane.

16 Q. Okay.

17 A. At a time. And that's how they were, they were working it.  
18 And then when one needed a break, they would swap up.

19 Q. Okay. So the one -- you relieved the one that was on deck  
20 recording --

21 A. Yeah, he just came down from the crane because he needed to  
22 use the restroom, and that's -- so that's when I relieved him so  
23 he could go.

24 Q. And the other AB went up into the crane?

25 A. Yes, sir.

1 Q. Okay. Do you send any operational type forms ashore to the  
2 company?

3 A. Dave usually. I do usually send the training we do onboard.  
4 I will e-mail them. There's a -- what we call the Sea Boat  
5 Program we have, which is a training program. And we got to get  
6 the information off of there and put it, and send it to their  
7 training as a e-mail. We have to send it to. And that's what I  
8 would do. That's just what I would send, but Dave would usually  
9 send most of -- almost everything.

10 Q. This was sent by e-mail?

11 A. Yes.

12 Q. Satellite? Was it a satellite that --

13 A. Yes.

14 Q. -- connection that you used?

15 A. Yes.

16 Q. Do you know the name of the satellite provider?

17 A. They just swapped it up. I don't know if it's -- it used to  
18 be DTS. And we have an Elite package onboard too, but that was  
19 third party, that was for third party.

20 Q. Before you come out the breakwater or anywhere along that  
21 trip, did you secure any of the cargo on the deck?

22 A. Nothing was chained down.

23 Q. You did not?

24 A. No, sir.

25 Q. Okay. Did you ever use the cargo securing manual?

1 A. Yes.

2 Q. Okay. Have you ever done any calculations out of that?

3 A. No, sir.

4 Q. Tell me did you have enough -- the deck crew, was it the ABs  
5 that lashed the cargo or who lashed the cargo?

6 A. No. The cargo was never lashed. It never got lashed.

7 Q. Not on that date, but did other dates?

8 A. Other days, yes. When we had to jack down, and it's nasty  
9 out, like 2 to 4s, like, just because we had to pull the boat  
10 under, and lean it and everything else. Once we pre-load, it gets  
11 stuck in the mud. So we actually have to lean. And sometimes  
12 water will wash up on the deck when we're leading pretty good to  
13 get them legs out. And that's the days we would usually chain the  
14 equipment down to make sure that it don't slide while we're  
15 jacking down.

16 Q. And who would actually chain --

17 A. The whole crew would -- and the contractors. They would help  
18 us. We would chain them down.

19 Q. And the lashings, were they provided by Seacor or the  
20 contractors provide them?

21 A. Seacor. We had them onboard. We had chains and binders  
22 onboard.

23 Q. It was chains and binders. Ratchet binders were they?

24 A. Yes, sir.

25 Q. Did you ever have a problem getting -- or did you have --

1 feel that you had enough lashings?

2 A. Yes.

3 Q. The deck, the main deck, was it non-skid paint on there?

4 A. Yes, sir. All decks on the outside were non-skid.

5 Q. The cranes, was it always the AB crane operators that  
6 operated those cranes?

7 A. For the most part, yes. Sometimes I would, to give them a  
8 break, but mostly it's we had crane operators, and that's what  
9 they did. So we didn't have to.

10 Q. And how did you secure those cranes?

11 A. We put them in the rack. There's a rack. That's how they  
12 ride. They just put a little slack in the boom, boom line, and  
13 the boom cable, and they would just -- the bridles would slack,  
14 and they would just rock back usually. They had a swing lock as  
15 well.

16 Q. So from the time you got underway or the time you started  
17 getting ready for getting underway, during that day, okay, up  
18 until the time you actually got underway, did you feel you had  
19 enough time to do what you were supposed to do?

20 A. Yes.

21 Q. You weren't rushed in any way?

22 A. (No audible response.)

23 MR. KUCHARSKI: Anybody need to take a break before we go on?  
24 Yes? Okay.

25 The time is 11:17. We'll take a short break.

1 (Off the record at 11:17 a.m.)

2 (On the record at 11:32 a.m.)

3 MR. KUCHARSKI: We are back on the record with First Mate  
4 Bryan Mires, and the time is about 11:32.

5 BY MR. KUCHARSKI:

6 Q. Bryan, you said you had a safety meeting that day or a plan  
7 meeting --

8 A. Yes.

9 Q. -- I think you called it. Did you also have regular  
10 meetings, safety meetings, onboard the boat?

11 A. Yes. Before every tower.

12 Q. What do you mean by before every tower?

13 A. So when we were onboard when we went on a job, you have a day  
14 crew and a night crew. And the day crew would be working, and the  
15 night crew would have a safety meeting. And then and usually  
16 around 5:30 in the morning we'd have a safety meeting for the day  
17 crew, and then the 5:30 in the evening before they go on tower,  
18 we'd have a safety meeting.

19 Q. How about a general shipboard where everyone attends?

20 A. When we did drills, we would have, after the drills, we would  
21 get everybody together, and talk about the drills.

22 Q. Were there ever any concerns with what the charter asked you  
23 to do safety-related?

24 A. No, sir.

25 Q. Did you have any problems with any of the safety-related

1 equipment aboard the vessel?

2 A. No, sir.

3 Q. Did you ever exercise your stop work authority?

4 A. Not that I can recall. Besides jacking up for weather in the  
5 past that's considered stop work.

6 Q. Did you use the operations manual for the vessel?

7 A. Yes, we did.

8 Q. Did you ever see a stability book or a stability manual?

9 A separate one. A separate one.

10 A. I don't recall. Dave did a lot of that, the captain.

11 Q. Did you ever have a problem with the crew leaving watertight  
12 doors open?

13 A. As far as I recall, no, not leaving them open. But guys will  
14 go out of them. I've been downstairs when guys have gone in and  
15 out of them. But leaving them open, I can't recall that they  
16 would actually leave them open.

17 Q. Do you on that day, do you remember telling anybody to check  
18 watertight doors?

19 A. Yes. Not up until that point. Chaz, it's a routine. They  
20 close them before we leave. We leave port. Them doors get  
21 closed, and every time we close them.

22 Q. Is that logged? Do you log that in the logbook or anything  
23 like that?

24 A. No. No, sir, didn't log.

25 Q. But do you actually tell them or they just know to do it?

1 A. Usually I tell them, but that day, I didn't. But Chaz did  
2 mention to me, and he was in the wheelhouse at the time that I got  
3 the call, and that's when I sent him down to go check on it. He  
4 said he had dogged them down.

5 Q. And what time was that about?

6 A. I don't remember.

7 Q. Was it before you got out the breakwater?

8 A. Yes. No. No, sir. That was -- he told me that he had  
9 dogged them down when we left. That was when we were offshore  
10 when he told me.

11 Q. Offshore?

12 A. Yes, sir.

13 Q. So you were already outside?

14 A. Yes, sir.

15 Q. Okay. Past the breakwater?

16 A. Yes, sir.

17 Q. The entrance to Fourchon?

18 A. Yes. We were already past the jetties.

19 Q. Past the jetties. Okay.

20 A. That was actually when I started jacking is when -- like, I  
21 was jacking when he told me -- well, I dogged them down, and so I  
22 was, like, well go check on them. And I just, I thought maybe  
23 they just weren't dogged tight enough, and maybe a little bit of  
24 water was coming in or something from if it was splashing or  
25 something.

1 Q. But that was -- those are the galley doors?

2 A. Galley doors. So somebody could have went in and out --

3 Q. What about --

4 A. -- during this time.

5 Q. I'm sorry. What about other doors around the house? Do they  
6 check those doors?

7 A. The upper doors are weather doors, and we -- in the meeting,  
8 Dave says don't go out on the deck. If you're going to go outside  
9 and smoke, go out the ones on the upper levels. So --

10 Q. How about engine room doors?

11 A. Those are watertight doors. They stayed secured. The engine  
12 room -- the engineer had to go in it to go check his engine rooms,  
13 but and he would come up and go down. He didn't have a bathroom  
14 down there, so he would come up and use the bathroom at times.  
15 And we have two engine rooms, and a MCC room in the middle, which  
16 is the electronics room where all of our electronics are.

17 Q. And does the deck department, the ABs, do they check those  
18 doors to make sure that they're secure?

19 A. Yes, sir.

20 Q. They do?

21 A. Yes.

22 Q. Okay.

23 A. And the engineer.

24 Q. And the engineer. But on that particular day, you didn't  
25 tell them to check those, but they just do as a matter of course?



1 A. Yes. Yes. A lot of experienced guys.

2 MR. KUCHARSKI: Safety-related. This is Mike Kucharski.

3 Going to hold there for any around the room for safety-related.

4 BY MR. EHLERS:

5 Q. I think these are safety-related. Let's see. When you got  
6 -- preparing to get underway.

7 MR. KUCHARSKI: Drew Ehlers?

8 MR. EHLERS: Drew Ehlers. Excuse me.

9 BY MR. EHLERS:

10 Q. When preparing to get underway, did you check the life rafts?

11 A. Yes. They were on -- they were in station. They were on  
12 station.

13 Q. Okay. All the life rafts?

14 A. We had just replaced one. The starboard, the middle one on  
15 the starboard side was just replaced.

16 Q. Okay. Was there anything else in particular about the life  
17 rafts?

18 A. Not that I can recall, no.

19 Q. Okay. Do you remember what the brand was of the life rafts?

20 A. (Indiscernible).

21 Q. Okay.

22 A. I don't remember.

23 Q. I know --

24 A. They're in the black container.

25 Q. Okay. I understand. Okay. Back to the non-skid on the

1 decks. So the surfaces on the -- all main deck surfaces were  
2 non-skid?

3 A. Main deck, and all of the landings on each level, and around  
4 the wheelhouse, on top around the wheelhouse.

5 Q. Okay.

6 A. So anything, any outdoor surfaces that you walk on are non-  
7 skid.

8 Q. Okay. From side-to-side, stem-to-stern?

9 A. Yes.

10 Q. Okay. The non-skid, do the crew lay that down or --

11 A. Yes.

12 Q. -- is that done by a contractor?

13 A. We lay it down.

14 Q. Okay.

15 A. While we paint, while we do the maintenance.

16 Q. Okay. Is it non-skid paint? So both the paint and the non-  
17 skid are mixed together or --

18 A. We got --

19 Q. -- is it a --

20 (Simultaneous comments.)

21 A. -- so we got, we got paint. It's a two-part paint we use,  
22 and we mix the non-skid in it, and then we usually sprinkler a  
23 little bit more on the outside, and then roll back over it as  
24 well.

25 Q. Okay. How often are you rolling out non-skid?

1 A. Any time we do anything on the deck. So if we chip some rust  
2 off the deck, have a spot or whatever, we would -- whenever we  
3 paint it, we put the top coat, that's when we would do the non-  
4 skid.

5 Q. Okay. So you're doing it as your operating spot?

6 A. Yes.

7 Q. Is the non-skid ever replaced, like, in a shipyard? Entire  
8 non-skid all replaced all at once?

9 A. They B-blasted it, but it's been a few years. I'm not sure  
10 exactly which year it was, but a B-blast is like sandblast, and  
11 they take it down to white metal, and start over, and then that's  
12 just --

13 Q. Okay. So that hasn't happened recently?

14 A. No, sir.

15 Q. Okay. All right. The non-skid, even -- my experience with  
16 non-skid depending on what the component of paint to non-skid is,  
17 can still kind of get slippery when it's wet. How did it hold up?

18 A. It held up fairly well.

19 Q. You're pretty confident of your footing when you're out  
20 there?

21 A. Yes.

22 Q. Okay.

23 A. We would always sprinkle a little extra just to make sure it  
24 would be a little on top. That's how we painted.

25 Q. Okay. And then --

1 A. Mix it, sometimes the non-skid gets in the bottom, and it  
2 doesn't like to mix up with the paint. It likes to settle down  
3 while you're painting. So we would always have a little extra to  
4 get it on top to make sure that it has --

5 Q. So let me make sure I understand. So is that after you roll  
6 it out, you would then put some on top or --

7 A. While, while --

8 Q. -- put some on top of the can of paint?

9 A. No. No, sir. So we mix some in the can of paint, and while  
10 we're rolling it, we would sprinkle some --

11 Q. As you're rolling it.

12 A. -- as we're rolling it. Just to make sure it's there.

13 Q. Got you. Okay. All right. I'll ask the dumb question. Do  
14 you remember what brand of non-skid you were using?

15 A. Carboline.

16 Q. Say again.

17 A. No. Yeah. I think it was Carboline.

18 Q. Caroline?

19 A. Yes. I think. It comes in a, in a plastic bucket, and it's  
20 just a little bit in the bottom of it. But we always just dumped  
21 it all into one bucket, and it -- because we would like to  
22 sprinkle it on there because it's supposed to be one of those  
23 buckets for five gallons of paint. But if you did that, it  
24 wouldn't -- it's not enough for us. We'd always sprinkle a little  
25 more, like I said. So we would do it 'till we know we had it.

1 Q. I see. Sounds good. I think you mentioned in the past when  
2 you jacked up you -- that would be stop work authority?

3 A. Yes. For weather, if we jacked up.

4 Q. If you jacked up for weather?

5 A. Yes, sir.

6 Q. Okay. Did that require submitting a form or --

7 A. Yes.

8 Q. Okay. You said that was in the past. That's not -- wasn't  
9 the practice recently?

10 A. No. It's -- I've done it in the past is what I meant by that  
11 is I've -- we jacked up for weather -- I can't remember exact  
12 date, and we filled out the form, and sent it in.

13 Q. Okay. So that was the regular practice?

14 A. Yes.

15 Q. Just been awhile since --

16 A. Yes.

17 Q. -- you actually --

18 A. Yeah, had to.

19 Q. All right. I'm glad I asked that question. All right.

20 Thank you.

21 A. Yeah.

22 CPT PHILLIPS: Tracy Phillips.

23 BY CPT PHILLIPS:

24 Q. You told us a little bit about the cargo securing, and you  
25 said sometimes, every once in awhile, you would put chains on, and

1 sometimes you didn't put chains on. Do you have a percentage of  
2 time that you would secure the cargo or not secure it?

3 A. A lot of the times is when we were jacking down from off of  
4 location because that's when we have to lean the boat. When we're  
5 at the dock, it stayed stable. We don't come out the water. So  
6 we don't get stuck. So when we jack down, it usually comes pretty  
7 quick. So we don't have to worry about the list, shifting of  
8 equipment.

9 Q. Okay. How about when you're underway?

10 A. So we usually don't get water on the deck, and we usually  
11 jack-up before it gets rough, as we were trying to do. And we  
12 don't, like I said, it's just something.

13 Q. Yes.

14 A. Over the years.

15 Q. Okay. Going back to when you were talking about getting  
16 underway, I think you said right when you got onboard after the  
17 safety meeting, you put up your bag. You looked at some of the  
18 stuff for about the internal audit?

19 A. Yes.

20 Q. And then you said you went to get pictures to send?

21 A. Yes.

22 Q. What were the pictures of?

23 A. It was some things that we have to have posted. It was  
24 engineer standing orders, and I don't recall what the second  
25 picture was, but I took it.

1 Q. Okay. Did you send those?

2 A. I didn't have time. I didn't. I was going to -- I was  
3 getting, going to send them, and then I got into doing other  
4 things, and once we got underway, I was at the wheel. So I didn't  
5 want to mess with -- to deal with that at the time. So I was just  
6 going to put it on the computer, and send it that way.

7 Q. Got you. Okay. Do you still have those pictures?

8 A. No. They're on my phone that it's gone now.

9 Q. It was on the phone you had?

10 A. Yes.

11 Q. Got you. Okay. And then you said you started recording the  
12 weights of the equipment, and then after loading passed the  
13 information --

14 A. To Captain Dave.

15 Q. Okay. And then did you say Captain Dave sends it?

16 A. He does -- he uses that for stability. And we have a  
17 stability program on the computer that he punches in where it's  
18 at, what it is, what the weight of it is, the dimension, and he  
19 goes from there. And then that tells us if we're good.

20 Q. Okay.

21 A. And I've never seen that.

22 Q. You haven't seen that. Okay. Do you know if he sends that  
23 in once he's done with it or?

24 A. We usually keep it in the job folder.

25 Q. Oh, okay.

1 A. So it's -- that's our information we keep, and we have it in  
2 a file cabinet. And every job we do, we have those.

3 Q. In the wheelhouse?

4 A. In his room. In his stateroom.

5 CPT PHILLIPS: Okay. All right. Thank you.

6 MR. KUCHARSKI: This is Mike Kucharski. I have a burning  
7 question still.

8 BY MR. KUCHARSKI:

9 Q. Back to the incident. You went left. He went right. You  
10 went port. He went starboard. Did he say why he went starboard?

11 A. No.

12 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast Guard.

13 BY MR. [REDACTED]

14 Q. You said before you all left, you did a voyage plan.

15 A. Yes.

16 Q. You completed a voyage plan. Part of voyage plan, there's a  
17 few things to check before getting underway, like a pre-check. Do  
18 you all have a -- is that a checklist or something you all use to  
19 verify anything?

20 A. We have a departure checklist, and we have a -- we got the  
21 pre-departure checklist, our departure checklist, and then we have  
22 a pre-jacking they've gotten Dave to do.

23 Q. Okay. The deck crew, do they have some type of pre-check,  
24 departure checklist as well? Forms or something?

25 A. It's all on the same form.



1 Q. It's all on the same. So it's just a matter of them checking  
2 and then come back and confirm?

3 A. Yes.

4 MR. [REDACTED] Okay. That's all I have. Thank you.

5 BY MR. EHLERS:

6 Q. Real quick. This is Drew Ehlers. I just have a quick  
7 follow-up. Sorry. Back to the lift rafts. You said the life  
8 raft was -- one of the life rafts was replaced.

9 A. Yes.

10 Q. How do you -- how did you find out the life raft was  
11 replaced?

12 A. They, when we came in, they said they had lost one on the way  
13 coming in from the last voyage that they did coming in. I don't  
14 know what happened. I wasn't there for that.

15 Q. Okay. All right. And they only lost one life raft?

16 A. Yes.

17 MR. EHLERS: Okay. Thanks.

18 MR. PRESTON: John Preston, ABS.

19 BY MR. PRESTON:

20 Q. So if I understood right, the engineer was pretty much  
21 responsible for his watertight doors because he was in and out of  
22 them?

23 A. Him and the ABS would double-check. Usually everybody would  
24 double-check.

25 Q. Okay. And was that -- go ahead.

1 A. That's -- the crew, we were really like a family. So we  
2 would look after each other. And everybody would double-check  
3 usually. The ABs would always check the front doors, and the side  
4 doors, and the engineer always checked his.

5 Q. Was that done when the vessel was leaving the dock?

6 A. Yes.

7 Q. Or when the vessel left the breakwater?

8 A. No. We dog them before we leave the dock.

9 MR. PRESTON: Okay. Thank you.

10 MR. KUCHARSKI: This is Mike Kucharski.

11 BY MR. KUCHARSKI:

12 Q. Did you ever have to close any of the vents around the house?

13 A. No. They were on the olin (ph.) level or up high. On the  
14 ones in the galley were up. We never closed them.

15 Q. You never had --

16 A. Never.

17 Q. -- while you were onboard that boat, never did?

18 A. Never have.

19 MR. KUCHARSKI: Okay. Thank you.

20 MR. MUISE: Marcel Muise again.

21 BY MR. MUISE:

22 Q. Bryan, do you remember where the GPS antenna was?

23 A. Can't remember if it was on top of the wheelhouse or behind  
24 the wheelhouse.

25 Q. I'm just looking for the height above.

1 A. I'm not sure.

2 Q. That's okay. Thank you.

3 MR. KUCHARSKI: Before I forget. This is Mike Kucharski.

4 On the phone, Melissa or Mike, any questions?

5 MR. RICHARDS: This is Mike Richards, NTSB. Mike, is now the  
6 appropriate time to ask questions regarding the weather

7 information or --

8 MR. KUCHARSKI: No.

9 MR. RICHARDS: -- are we going to wait?

10 MR. KUCHARSKI: No. Sorry. Very soon. Let me close this,  
11 Mike. We're -- it's -- Marcel is looking over my shoulder.  
12 Weather-related is the next topic, but I'd like to close this out,  
13 please. Any related to safety or anything we've discussed so far?

14 No? Melissa?

15 MS. HUFFMAN: No, sir. No questions.

16 MR. KUCHARSKI: Okay. Thank you.

17 So we'll move into weather, okay, and again we'll open it up  
18 around the room to ask questions.

19 BY MR. KUCHARSKI:

20 Q. So, again, I just want to be clear on this. How did the  
21 boat, while you were onboard on this particular trip, and then in  
22 general, let's do it both. Let's do in general. How did you get  
23 weather information?

24 A. Through our office. They e-mailed it to us. It's a third-  
25 party weather report (indiscernible), and that's what we go by.

1 Q. Okay. And a third party. You don't recollect who?

2 A. I don't recollect.

3 Q. Okay. And how is it actually sent? By e-mail, did you say?

4 A. E-mail. Yes.

5 Q. And this was in the past and also for this trip?

6 A. Yes.

7 Q. Any other weather sources that you --

8 A. Whenever we have TV we would get the news.

9 Q. Okay. Was the boat -- the boat, so the boat was provided  
10 with no commercial weather service that you all had access to?  
11 It was through the company that you got it?

12 A. Through the company. We could go online and look too, if we  
13 had a -- like, they have a couple different ones that you can get  
14 on, and I don't remember the passwords, but Superior used to have  
15 one, and we used to go online, and look at that, which is a --  
16 basically the same thing what we looked at.

17 Q. Who had it? I'm sorry.

18 A. Superior. When we were Superior.

19 Q. Oh, I see. I see.

20 A. Yes.

21 Q. But you could go --

22 A. They had a password for us to use, and we would log onto it,  
23 and get it.

24 Q. So Superior was the previous owner of the vessel?

25 A. Yes. Previous. They -- three companies. It's been the last

1 few years has been go.

2 Q. So one of the previous companies that you worked for --

3 A. Yes.

4 Q. -- was Superior?

5 A. Yes.

6 Q. And they provided a commercial weather service that you could  
7 access on the boat?

8 A. Yes, sir.

9 Q. Were there any weather limitations for the vessel?

10 A. Yes. Couldn't run in over five-foot seas. We had to jack-  
11 up.

12 Q. Any wind limitations?

13 A. Not that I can recall.

14 Q. Do you recollection -- I don't think I asked this, and I  
15 apologize, in advance, if I did. Was weather discussed to your  
16 knowledge with anyone from shore side on this voyage?

17 A. Not that I know of.

18 Q. Okay. This is sort of weather related. What were the worst  
19 weather type conditions on that boat? You were on there for a  
20 couple years, right?

21 A. I've been on and off of that boat, yes, since 2012.

22 Q. '12 did you say?

23 A. Yeah. Because I started on that boat as a crane operator.

24 Q. Okay. What were the worst weather conditions that you had  
25 been on, on that boat previous to this accident? Or was this the

1 worst or was it not the --

2 A. Well, we've gotten caught in -- because it rides so -- it's  
3 such a wide boat and long boat that if you didn't realize it, if  
4 it's hitting you right, you wouldn't realize how big the seas were  
5 as far as running. And I want to say maybe 6 foot, 7 foot. We  
6 got caught. We jacked up and stabled and stopped once we  
7 realized.

8 Q. And that was in the Gulf --

9 A. Yes.

10 Q. -- also?

11 A. Yes, sir.

12 Q. And how about wind? What was the worst wind that you can  
13 remember on that boat that you've been in?

14 A. Running? Probably 40, 40. I think that was about the  
15 highest while we were underway.

16 Q. While you were underway?

17 A. Yes. We've had a lot higher jacked up stable. They clocked,  
18 I want to say, 101 one time for that hurricane.

19 Q. But that was --

20 A. That was jacked up.

21 Q. -- jacked up. Okay.

22 A. I think they were in port at the time, too.

23 Q. I'm sorry?

24 A. They were in port at that time.

25 Q. In port. Okay.

1 MR. KUCHARSKI: So I'm actually going to go right to the  
2 phone now for our weather group. Mike or Melissa, go for it.

3 MR. RICHARDS: Thank you. Mike Richards, NTSB.

4 BY MR. RICHARDS:

5 Q. Thanks for your time today, Bryan. So the weather  
6 information that was e-mail prior to your departure from the  
7 company, about what time did you review that information with the  
8 captain? About how long prior to your departure?

9 A. I came up from the deck, and after we got the walkway  
10 secured. So it was shortly before we left.

11 Q. You'll have to forgive me. I'm not a mariner. I don't have  
12 a sense as to how long before your departure that would normally  
13 be. Would this be about 30 minutes or 2 hours?

14 A. It was probably within 30 minutes before we left.

15 Q. Okay. And is that information -- that information is e-  
16 mailed. Is that information e-mailed to the captain only?

17 A. Yes. It's a boat computer. Yes.

18 Q. Boat computer. And you -- and just to clarify, you reviewed  
19 the information yourself, correct --

20 A. With the captain, yes.

21 Q. -- weather information?

22 A. The captain pulled it up to look at it, and I was standing  
23 right there looking at it with him.

24 MR. KUCHARSKI: Mike Richards, this is Mike Kucharski. Can I  
25 jump in for one quick sec? Can I ask him?

1 MR. RICHARDS: Certainly.

2 BY MR. KUCHARSKI:

3 Q. When you say he asked -- Mike Richards asked you about the  
4 timing. You said before you left.

5 A. Yes.

6 Q. Is that before you got underway or before --

7 A. Yes. Before we got underway.

8 Q. Got underway. Okay.

9 A. Before we left the dock. Before we jacked down or anything.

10 Q. Got you. But before you got underway from the port?

11 A. Yes.

12 Q. Right. Okay.

13 A. Yes, sir.

14 MR. KUCHARSKI: Thanks, Mike. Back to you.

15 MR. RICHARDS: Absolutely.

16 BY MR. RICHARDS:

17 Q. I believe you said that weather report offered 2 to 3 or 2 to  
18 4-foot seas. Was there any other information, weather information  
19 that you recall from that e-mailed weather report that morning?

20 A. No, sir. What it does is it gives us, like, a five-day  
21 outlook on what it's going to be, and it was showing 2 to 4s. I  
22 want to say 10 to 15. That's what we got. That's all we seen.

23 Q. And 10 to 15, is that 10 to 15 --

24 A. 15 miles per hour.

25 Q. For the day that the accident happened?



1 A. Yes. That was the same day.

2 Q. Okay. And while you were underway, did you receive any  
3 additional weather information from any source?

4 A. No.

5 Q. You said the GMDSS went off, but that --

6 A. Yes. It --

7 Q. -- it -- go ahead.

8 A. Said it could not print. It was -- just got low on paper,  
9 and they won't print when it -- it still had paper, but it just  
10 wouldn't print. And I was at the wheel. So I was going to look  
11 at that once we got in a better position.

12 Q. So, again, I'm not a mariner. Is there a screen associated  
13 with that GMDSS system such that if it won't print you can still  
14 find out what it's trying to tell you?

15 A. Not to my knowledge, no. It prints it out.

16 Q. So unless it prints it out on paper, you wouldn't know what  
17 it --

18 A. Right.

19 Q. -- you wouldn't know the information it's trying to --

20 A. Correct.

21 Q. -- is that correct?

22 A. Correct.

23 MR. KUCHARSKI: Mike, can I ask a question in here?

24 MR. RICHARDS: Yes, sir.

25 MR. KUCHARSKI: Mike Kucharski.

1 BY MR. KUCHARSKI:

2 Q. Have you heard Navtechs? Have you heard that --

3 A. Yes. That never went off. I never -- never got nothing on  
4 that. I didn't hear.

5 Q. But the printer wasn't part of the Navtechs computer?

6 A. No.

7 Q. Did Navtechs have a --

8 A. It was separate. It was a separate, and it never printed  
9 out.

10 Q. Okay. So the printer paper was actually for the GMDSS  
11 console?

12 A. GMDSS. Yes. That was separate. Yes.

13 MR. KUCHARSKI: Thank you.

14 Sorry, Mike.

15 MR. RICHARDS: No. Thank you.

16 BY MR. RICHARDS:

17 Q. With regard to radios, I understand there's radios onboard.  
18 Is there a radio onboard that is specific to NOAA radio --

19 A. No.

20 Q. -- that you're aware of?

21 A. No.

22 Q. I suppose this is my last question. You said you experienced  
23 two squalls.

24 A. Yes.

25 Q. Did you expect to encounter any squalls that day?

1 A. Some thunderstorms because we could hear the thunder, but  
2 nothing to that extreme.

3 MR. RICHARDS: Okay. That's all I have for right now. Thank  
4 you, Mike. Melissa may have some questions.

5 MS. HUFFMAN: I do have a few. This is Melissa Hoffman with  
6 the National Weather Service.

7 BY MS. HUFFMAN:

8 Q. And with respect, Bryan, to the forecast that you and Captain  
9 Dave reviewed, and with this information, do they refer to a  
10 specific location they're providing the forecast for or is it  
11 understood that it's waters within a certain area? How did you  
12 know what the forecast you were looking at applied to?

13 A. It gives you the area around the area that, like, they do the  
14 area. It says the area on it, and I don't recall which one it was  
15 at the time.

16 Q. Okay. Thank you. And then before you heard thunder that  
17 day, did you have any idea about thunderstorms or it was really  
18 hearing the thunder that let you know that was possible?

19 A. Well, I knew we had rain that day because I had looked for --  
20 I looked at the weather at my house the day before, and they was  
21 calling for thunderstorms, but nothing to that extreme. It didn't  
22 say severe thunderstorms or nothing like that when I read it.

23 Q. Okay. And then you -- is it common to listen to any of the  
24 Coast Guard channels or how do you get information about special  
25 marine warnings, if you all are getting that information at all?

1 A. Well, when we were in port, we were on Channel 13 and 10  
2 working for the boat communications and then traffic. And we  
3 don't switch over to 16 until we get out of port.

4 Q. Okay. And I have to apologize. I'm not entirely familiar  
5 with this, and the GMDSS system, if I even said that correctly.  
6 What kind of information comes across on this? Is there weather  
7 information?

8 A. Yes, ma'am, there's weather, and also any distress signals.

9 MS. HUFFMAN: Okay. Thank you, Bryan. That concludes the  
10 questions that I have.

11 MR. KUCHARSKI: This is Mike Kucharski.

12 BY MR. KUCHARSKI:

13 Q. Did you -- so there were no VHF broadcasts on 16 Coast Guard  
14 or weather related --

15 A. I did not hear none.

16 Q. Okay.

17 A. Once I swapped over.

18 Q. Thank you.

19 MR. EHLERS: Drew Ehlers, NTSB.

20 BY MR. EHLERS:

21 Q. Back to your weather report you get from the company, that  
22 was once a day?

23 A. Dave got it, but I think it was once a day, yes.

24 Q. Okay. Do you remember what time he got it each day?

25 A. Usually in the morning.

1 Q. The morning. In the past, if there was a change in the  
2 weather, did he get an updated e-mail that you remember?

3 A. (Indiscernible).

4 Q. Okay. All right.

5 MR. KUCHARSKI: I'm sorry. I didn't hear you. This is Mike  
6 Kucharski.

7 MR. MIREs: I don't remember.

8 BY MR. EHLERS:

9 Q. And you had Navtechs on board?

10 A. Yes, sir.

11 Q. And it was working? It was operational?

12 A. To my knowledge, yes.

13 Q. Okay. But you got no, no reports that --

14 A. Never got nothing printed out of it. I didn't see nothing  
15 printed. It didn't go off.

16 Q. You didn't hear it --

17 A. Yes.

18 Q. -- chugging away?

19 MR. EHLERS: Okay. All right. Thank you.

20 MR. KUCHARSKI: This is Mike Kucharski.

21 BY MR. KUCHARSKI:

22 Q. Did you ever get Navtechs weather?

23 A. Yes.

24 Q. You have in the past?

25 A. In the past, yes.

1 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

2 BY MR. [REDACTED]

3 Q. The GMDSS systems, could you -- you're familiar with them,  
4 right?

5 A. Little bit, yes.

6 Q. Okay. Could you describe what systems you have? I mean, for  
7 your A3 area.

8 A. It's a Furuno. I'm --

9 Q. I'm asking the relationships to the types of systems, like  
10 medium frequency, high frequency, digital select, calling for  
11 emergency purposes, also provides medium frequency, high frequency  
12 weather capability.

13 A. It does. It does all that, yes.

14 Q. And then you also have the Inmarsat C systems usually.

15 A. Yes, we have that too.

16 Q. What's also shore side communications like SafeNet?

17 A. Yeah.

18 Q. That was capable -- that was all operating?

19 A. Yes, sir. Far as my knowledge, yes.

20 Q. Okay. And nothing came. Do you remember which one the paper  
21 was issuing paper warning?

22 A. It's the one with the -- that does the -- that does the  
23 weather all the time. It's the one that was low on paper at that  
24 time when it tried to print. Said it could not print.

25 Q. The one that was dead. The one -- do you remember if it was

1 the Inmarsat C --

2 A. The Inmarsat C. It was the other one that's the --

3 Q. Medium frequency, high frequency?

4 A. Yes.

5 MR. [REDACTED] That's all I have.

6 MR. KUCHARSKI: Weather related? Sorry. This is Mike  
7 Kucharski. Okay. And last topic that I've got -- that I have to  
8 cover, and then we'll open it up.

9 BY MR. KUCHARSKI:

10 Q. Did you interface with anyone from the office on a regular  
11 basis?

12 A. No.

13 Q. No. Did you interface -- I may have asked you this, but did  
14 you interface with the charter or the company man on the vessel?

15 A. I didn't really talk to him that day.

16 Q. Had you worked with him in the past?

17 A. I have not.

18 Q. You have not. Okay. Did you ever feel pressured to perform  
19 an operation?

20 A. No, sir.

21 Q. Did you hear or discuss with anyone or any of the captains or  
22 hear about any of them being pressured to do something?

23 A. No, sir.

24 Q. This is going to be a tough question now. Tell us about your  
25 relationship with Captain Dave. Tell us about Captain Dave.

1 A. Dave was -- he was a outgoing guy, and he was never afraid to  
2 say no. I've seen him do it before when it's not safe. They'd be  
3 pressuring him, and he wouldn't do it. If Dave would have known  
4 that that weather was coming, we would have never left that dock.  
5 He was there for the crew, the safety of the vessel so he could  
6 take care of his crew.

7 Q. How many hitches have you worked with Captain Dave? How many  
8 years?

9 A. The last two years I've been with him, around two years, but  
10 I've known Dave for awhile, and I've heard a lot of stories, and a  
11 lot of people talk good about Dave.

12 Q. Competent captain?

13 A. Yes, competent. 30 years. He's been -- he's ran the sister  
14 ship to this one for as long as I can remember.

15 Q. The one that's laid up in Amelia there?

16 A. Yes. That's in Amelia.

17 MR. KUCHARSKI: Go around the room. Open it up. Any  
18 questions?

19 MR. EHLERS: I have two. I'll call them administrative  
20 questions here.

21 MR. KUCHARSKI: Drew Ehlers.

22 MR. EHLERS: Drew Ehlers, NTSB.

23 BY MR. EHLERS:

24 Q. You mentioned you got up at two in the morning the day of the  
25 accident.



- 1 A. Yes.
- 2 Q. When did you go to bed the night before?
- 3 A. Around 8:30.
- 4 Q. Around 8:30. After you got up, did you drink any coffee,  
5 carbonated beverages, caffeinated beverages?
- 6 A. Mountain Dew.
- 7 Q. A Mountain Dew. Just one?
- 8 A. Yes.
- 9 Q. Did you have any more through the day, any kind of  
10 caffeinated beverages?
- 11 A. I had coffee when I got on the boat. Then I drink a Mountain  
12 Dew at lunch, and then that's all I remember drinking that day.
- 13 Q. Okay. So now I'm going to back up. The night before that.  
14 The night before the night you had to get up early --
- 15 A. Yes.
- 16 Q. -- do you know how much -- remember how much sleep you had  
17 the night before?
- 18 A. The night before I had to get up early?
- 19 Q. Yeah.
- 20 A. Probably seven or eight hours.
- 21 Q. Okay. Is that your normal sleep time seven to eight hours?
- 22 A. Yes.
- 23 Q. So in the couple days before you got to the boat did you have  
24 normal sleep the whole time or did you have any short nights or  
25 anything like that other --

1 A. No. I didn't have --

2 Q. -- than the --

3 (Simultaneous comments.)

4 A. -- short nights. I was sleeping. I was at home. So my  
5 routine getting up with my kids in the morning, getting them off  
6 to school.

7 Q. Okay. During that time, how did you sleep?

8 A. Good.

9 Q. Slept good.

10 MR. EHLERS: Okay.

11 MR. MUISE: This is Marcel Muise again.

12 BY MR. MUISE:

13 Q. Bryan, if there's one thing that you think helped you  
14 survive, what would that be? And it could be a piece of equipment  
15 or some training you've had.

16 A. Everything lined up. I mean, I'm blessed that the door  
17 opened for one with ease. How? I don't know. I pushed it open  
18 with one hand. Two, the lifejacket floated up to me. The life  
19 ring was there when I got washed off. My positive attitude and  
20 staying calm. I never freaked out. And my kids and my wife, my  
21 head, my pocket knife, for one. Because I might not be here if I  
22 wasn't able to cut that. And one thing about those lifejackets  
23 laying on your back I got a lot of water from that. I had to stay  
24 on my stomach in the life ring prevent me in them rough seas from  
25 getting water in my face. But things lined up for me.

1 Q. Those are the horse collar lifejackets or are they --

2 A. Yes.

3 Q. -- jacket type?

4 A. Horse collar. The horse collar type one.

5 Q. Okay. I have one favor to ask. When you get home, do you  
6 mind taking a picture of that --

7 A. Yes.

8 Q. -- for -- I'm looking for the numbers that are on the side.

9 A. Yes.

10 Q. Okay. Thank you.

11 A. Yes. I would like to know if there's any more out there to  
12 get them.

13 Q. Please. Thank you.

14 A. Yes.

15 MR. RICHARDS: One additional question on the phone.

16 MR. KUCHARSKI: I'm sorry. Go ahead, Mike. I've got the  
17 recorder right next to the phone. I'm ready for it. Go ahead.

18 MR. RICHARDS: I'm sorry. Sometimes here on the phone it's  
19 hard to understand what's going on in the room. I apologize.

20 BY MR. RICHARDS:

21 Q. Bryan, just one or two more questions before you go. I just  
22 want to make sure I understand exactly what was available on your  
23 vessel to receive weather information; make sure we're not missing  
24 something here. I understand you have GMDSS and Navtech on the  
25 bridge. And if there's weather information available to you,

1 those will print out or supposed to print out automatically; is  
2 that correct?

3 A. Yes.

4 Q. And then if you're monitoring Channel 16, there may be a  
5 distress alert or some other type of information that someone can  
6 broadcast on 16, correct?

7 A. Yes.

8 Q. Okay. And then there's a computer onboard that has -- well,  
9 you can receive e-mails. Not sure if there's Internet --

10 A. Yes.

11 Q. -- available while you're underway but --

12 A. Yes.

13 Q. -- you can receive weather information by that computer, if  
14 someone sends it to you, correct?

15 A. Yes.

16 Q. Am I missing any other source here that you can receive  
17 weather information from about be it automatically sent to you or  
18 that you can request weather information through? Is there any  
19 system I'm missing?

20 A. The radio, if you swap, switch it over to the WAXX, and it  
21 gives you a weather broadcast.

22 Q. WAXX. What is that acronym? I'm sorry.

23 A. I can't remember off the top of my head. It's --

24 Q. Do you recall the frequency?

25 A. It's -- you swap over to it, and it gives you radio. It's on

1 Channel 1 and 2, the WX, the WX. I forget what it's called. It's  
2 on the VHF.

3 MR. KUCHARSKI: The NOAA --

4 (Simultaneous comments.)

5 MR. KUCHARSKI: -- NOAA weather.

6 MR. MIRES: It's NOAA weather. Okay. Yes. Yes. It's  
7 marine, yes.

8 BY MR. RICHARDS:

9 Q. NOAA weather radio. But to confirm, you would need to switch  
10 to that channel --

11 A. Yes. Yes.

12 Q. -- in order to hear that information?

13 A. Yes.

14 Q. If there is an urgent broadcast, is there a radio -- is there  
15 a radio? Not GMDSS --

16 A. No.

17 Q. -- doesn't have that. Is there a radio that will alert?

18 A. No.

19 MR. RICHARDS: Okay. Thank you, Bryan, again, for your help  
20 today.

21 CPT PHILLIPS: Tracy Phillips.

22 BY CPT PHILLIPS:

23 Q. Do you remember a rough estimate of how long you think you  
24 were in the water before the ship it took?

25 A. Between an hour and a half and two hours. I was -- I want to

1 say they said four miles from the boat when I got rescued.

2 Q. Did you (indiscernible)? What's your overall impression of  
3 the vessel? (Indiscernible) of the vessel?

4 A. It's a good vessel. Really good vessel.

5 Q. What's your overall impression of Seacor?

6 A. They were good safety-wise.

7 Q. On the day of the incident, did you have any trouble with any  
8 of the machinery, equipment, anything else while you were  
9 (indiscernible)?

10 A. No. Not that I can recall, no.

11 Q. Engines were running okay?

12 A. Yes.

13 Q. No alarms?

14 A. No alarms. We got no alarms.

15 Q. Okay. Did you ever check drafts before getting underway?

16 A. I sent -- I asked Chaz, but I never got them. He may have  
17 gave them to Captain Dave. I don't know. But I had asked for  
18 them, for him to go check.

19 Q. You never got them?

20 A. Yes. Once we get underway and we get the legs all the way up  
21 because it takes a little bit of time, we'll go back down there  
22 and usually they'll go get them for us.

23 Q. (Indiscernible)?

24 A. Me or Captain Dave.

25 Q. (Indiscernible)?

1 A. Captain Dave usually mostly. I usually -- when they tell me,  
2 I would tell him.

3 Q. Okay. But it's pretty normal for them to report back to you.  
4 Do you remember (indiscernible)?

5 A. Depending on the deck load, and where the deck -- how it's  
6 positioned on the deck, but around 13 and 7 or 8 in the front on  
7 the bows, and they're usually pretty close, maybe 3 inches or so  
8 off. So it's not -- usually pretty level going out.

9 Q. So (indiscernible) it would be 7 or 8 foot draft?

10 A. On the front on the bow draft, and then on the stern draft  
11 it's deeper, and it's -- so we got 4 drafts. One on port bow, one  
12 on starboard bow, one on port aft, one starboard aft. And the  
13 starboard afts was deeper with the engine rooms. And it would run  
14 about 13 foot or so, give or take a little bit depending on the  
15 deck load.

16 Q. Okay. So normally 7 or 8 foot (indiscernible) 13. Normally  
17 deeper on one side than the other?

18 A. The starboard side on light shift would be a little bit  
19 heavier, but not much. Like I said, it's usually about 2 or 3  
20 inch difference, maybe an inch, not much. Very, very slight  
21 difference.

22 Q. Okay. And based on the ship handling, would you say that's  
23 probably about where you were --

24 A. Yes.

25 Q. -- on the day of?

1 A. Yes.

2 CPT PHILLIPS: Okay. Thank you very much.

3 MR. KUCHARSKI: Mike Kucharski.

4 BY MR. KUCHARSKI:

5 Q. I want to really, really nail this down. Okay. You went  
6 over, right? Vessel hit the water. Bridge where you were up on,  
7 bridge deck, was in the water?

8 A. Yes.

9 Q. Starboard side?

10 A. Starboard side, yes.

11 Q. Right. You got out of the wheelhouse, went out the port  
12 door?

13 A. Went out the port door, right.

14 Q. At that time, seas, the seas, again, how high would you  
15 estimate? You talked about them building afterwards. How high  
16 were they?

17 A. At that time, the seas were coming from the hull. So it was  
18 being blocked. So I don't know exactly, exactly the size of them  
19 looking because of how they -- it was being blocked by the hull.  
20 But once the water came up, and I got in them, maybe five foot.  
21 Maybe five foot.

22 Q. When you got up on top of the --

23 A. Once I got washed off.

24 Q. Okay. And washed off. See, we're trying to get this nailed  
25 down. So washed off from the time you first got in the water,



1 come out the door, and you're --

2 A. I was still dry.

3 Q. Still dry.

4 A. Still I still was not in the water. The water kept coming  
5 up. It kept slowly going and going. And I don't think it was  
6 long, about maybe 30 seconds or less.

7 Q. Okay.

8 A. It came up, and it filled up the galley. I mean, the  
9 wheelhouse. And then that's when the water started washing me  
10 off.

11 Q. So about 30 seconds after you came out then it started  
12 washing you off, and you're guessing the seas were 4 to 5 foot?

13 A. Yes.

14 Q. Is that correct? Okay.

15 MR. KUCHARSKI: Last time. Mike Kucharski. Last time around  
16 the room.

17 MR. PRESTON: I have one. John Preston, ABS.

18 BY MR. PRESTON:

19 Q. On the way out of Fourchon, how many screws were you using?

20 A. We use all four.

21 Q. Use all four?

22 A. Yes.

23 Q. Okay.

24 A. When we're running, we use all four. Only when we're jacking  
25 we use the outboards to maneuver. But when we're underway, we

1 usually use all four.

2 MR. PRESTON: Okay. Thank you.

3 MR. KUCHARSKI: Thank you again, Bryan, for coming down here.  
4 Extremely valuable information. Sorry for what you went through.  
5 And if we need to follow-up and contact you, we'll talk to your  
6 personal representative just in case. Very good.

7 Time is now 12:21, and the interview has ended.

8 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF:                   CAPSIZING OF THE LIFTBOAT *SEACOR*  
  *POWER* SOUTH OF PORT FOURCHON,  
  LOUISIANA, ON APRIL 13, 2021  
  Interview of Bryan Mires

ACCIDENT NO.:                       DCA21MM024

PLACE:                               Terrebone Parish Emergency Operations  
  Center, Houma, LA

DATE:                                 April 23, 2021

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

  
\_\_\_\_\_  
Katherine Motley  
Transcriber



Office of Marine Safety  
Transcript Errata

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR  
FIRST MATE BRYAN MIRES

TAKEN ON

APRIL 23, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING	NTSB REPLY
10	11	AD	AB	AGREE
22	12	SEAP	SART	AGREE
42	15	CAPTAIN	CABIN	AGREE
54	6	DALLAS	TALOS	AGREE
54	7	DALLAS	TALOS	AGREE
58	14	SEA BOAT	SEAGULL	AGREE
59	12	LEADING	LEANING	AGREE
65	24	BLACK	WHITE	AGREE
74	13	OLIN	01	AGREE
95	18	SHIFT	SHIP	AGREE