

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

CAPSIZING OF THE LIFTBOAT *SEACOR*
POWER SOUTH OF PORT FOURCHON,
LOUISIANA, ON APRIL 13, 2021

Accident No.: DCA21MM024

* * * * *

Interview of: DENIZ SHARPE, Principal Surveyor, Houma Office
MLC-ISM-ISPS Auditor

Wednesday,
April 21, 2021

APPEARANCES:

MIKE KUCHARSKI, Group Chairman for Operations
National Transportation Safety Board

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

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

██████████ ██████████ Member
U.S. Coast Guard Marine Board of Investigation

JOHN PRESTON, Chief Surveyor Offshore
American Bureau of Shipping (ABS)

JERRY WHITE, Attorney
American Bureau of Shipping
(On behalf of Mr. Sharpe)

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Deniz Sharpe:	
By Mr. Kucharski	4
By Mr. [REDACTED]	22
By Mr. Kucharski	23
By CPT Phillips	42

I N T E R V I E W

(1:46 p.m.)

1
2
3 MR. KUCHARSKI: This is Mike Kucharski, and we are here,
4 gathered here at the Terrebonne Parish Emergency Response Center,
5 Emergency Command Center. And the reason we're here is to
6 interview for the capsizing of the *Seacor Power*. And today is the
7 21st of April 2021, and the time is approximately 1346 or 4:46,
8 Central Daylight Time. And we're here to interview Deniz Sharpe.

9 And, Mr. Sharpe, do we have your permission to record this
10 interview?

11 MR. SHARPE: Yes, you do.

12 MR. KUCHARSKI: Thank you. So let's go around the room, and
13 identify ourselves, and would you also please spell your name for
14 the record.

15 MR. SHARPE: My name is Deniz Sharpe, D-e-n-i-z S-h-a-r-p-e.
16 I'm a principal surveyor in Houma Office, and also MLC-ISM and
17 ISPS auditor.

18 MR. CENAC: Michael Cenac, Seacor Marine.

19 MR. PRESTON: John Preston, ABS.

20 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

21 CPT PHILLIPS: Tracy Phillips, Coast Guard.

22 MR. WHITE: Jerry White, outside counsel, American Bureau of
23 Shipping, and the personal representative for Mr. Sharpe.

24 MR. KUCHARSKI: Great. Thank you.

25 INTERVIEW OF DENIZ SHARPE

FREE STATE REPORTING, INC.
Court Reporting Transcription
D.C. Area 301-261-1902
Balt. & Annap. 410-974-0947

1 BY MR. KUCHARSKI:

2 Q. So, Mr. Sharpe, would you tell us about your background,
3 marine-related, if you would. Give me engineering school,
4 whatever.

5 A. I went -- I'm born in the Yugoslavia, former Yugoslavia. Now
6 it's Croatia. I went to the high school for marine engineers.
7 That's what I do there. And also after that, I went to the
8 engineering college. I graduate 1982. I also went to work for
9 local company. It's called Yugolenia (ph.) at that time -- it
10 doesn't exist anymore -- as engineer. And then 1989, 1990, I came
11 to the States, and I joined the AMO Union, and I'm sailing all
12 kind of rating and all kind of ships as a chief engineer, first
13 engineer, second engineer (indiscernible). And then I start
14 working for ABS in 2008, and I worked for ABS since.

15 Q. And the -- this is Mike Kucharski. As chief engineer, do you
16 hold licenses or do you hold a license?

17 A. Yes. I do have a chief engineer. I let it expire because I
18 didn't plan to go to the ship anymore. I do have a chief engineer
19 unlimited everything license.

20 Q. Did you say unlimited?

21 A. Unlimited. Yes.

22 Q. Unlimited. Yes. Okay. And you came to ABS in what year?

23 A. 2008, 25th of August.

24 Q. And what did you do when you came to ABS when you started?

25 Can you run us through the positions that you held there?

1 A. Yeah. Yeah. Because of my seagoing experience, I deal with
2 the various classifications of (indiscernible) inspectors and
3 surveyors and auditors. And then so I know, I mean, I know the
4 aspect and scope of the job as being a surveyor and auditor. So I
5 kind of walk in very easily because I did have experience already.
6 I did have a knowledge at that time. And then little by little, I
7 finish all the courses required by ABS, and I progress through the
8 job as everybody else.

9 Q. So what -- were you a surveyor at one time?

10 A. Yes. I was surveyor. I'm still surveyor.

11 Q. Still.

12 A. I'm a surveyor and auditor. I'm both.

13 Q. Okay. And to be clear, have you had any training in
14 stability?

15 A. Everything what comes through the college I did, but after
16 that, we didn't have any particular training. We have some
17 training, which touches that subject, but not into the details
18 that we calculate the middle center height or center, you know,
19 that's all college stuff we do that. It's more like engineering.
20 Engineering does that.

21 Q. Okay.

22 A. ABS engineering in this case or some other engineering,
23 whatever. Whatever classifications (indiscernible).

24 Q. I'm going to stop for a second with the interview, and just
25 mention something else too. I think I did outside, but I like to

1 get it on the record too. Is that this interview becomes public,
2 okay, after it's transcribed. But we will --

3 A. That's fine.

4 Q. -- I think you heard we will circulate, I will circulate an
5 errata sheet, make sure it's what you actually said. Okay.
6 There's no confidentiality from this interview again. Okay.

7 A. That's fine with me.

8 Q. So 2008 is when you come to ABS. Did you start auditing at
9 that time?

10 A. No. You want to -- there is a certain time window we've got
11 to work for ABS also until I really felt comfortable at that point
12 maybe in 2010 or '11. I can't really be exact with the year. I
13 went to the ISM and ISO course, and then I start auditing with the
14 supervision of the experienced auditors at that time. And then
15 little by little I took also the ISPS course, and then after that
16 I took MLC course. And then we take all the -- we qualify all the
17 requirements to do it on my own, and been doing it since. I'm
18 still doing survey and audits, but at one point I became regional
19 lead auditor, which are chosen by the MSC as the more experienced
20 auditors. So we can instruct and train the younger auditors also,
21 and just guide them through the process, and monitor them and
22 everything else what comes.

23 Q. And MSC is?

24 A. Management System Certification. That's a auditing part of
25 ABS. (Indiscernible) it's not Military Seal of Command.

1 Q. Or Marine Safety Center.

2 A. That's right. Yes.

3 Q. That's right. Okay. And so give us an idea of how many
4 audits? And let's keep it to Document of Compliance, the ISM type
5 audits. How many have you --

6 A. We did a lot. If I tell you the number yearly, I probably
7 will be wrong, maybe 7, 8, 9. It depends. Some of the companies
8 are bigger; some of the companies are smaller; some of the
9 companies need more experienced auditors than some other ones.
10 Let's say when we go do the bigger company (indiscernible) we have
11 a couple guys because they have a lot of ships. Also one thing
12 which determines -- I'm not sure that's related -- how long the
13 audit is going to last is the number of affected personnel which
14 can affect the audit, which are part of that audit. So I would
15 say maybe 8, 9 audits a year. I'm not sure. As I became
16 principal, my focus of my job goes to many other direction now.
17 So I don't do so many audits as I did before.

18 Q. So you, suffice it to say, you've done 20, 30, at least 20,
19 30 of these audits?

20 A. You mean through my career?

21 Q. Yes.

22 A. Oh, yeah, for sure. No question asked. Much more than that,
23 I would say.

24 Q. You mentioned depending on the size of the company. And
25 where does Seacor fall in that auditing?

1 A. Seacor, it is one of the bigger companies.

2 Q. Okay.

3 A. One of the bigger companies, and one of the better companies.

4 Q. And is the -- you mentioned about other auditors. Were you
5 the only auditor to audit Seacor on this last --

6 A. No. I wasn't even the lead auditor. Mr. Kyle was the lead
7 auditor. Lead auditor is the one who is supposed to guide the
8 course of the audit. And I was actually there to help him.
9 Because I'm engineer. I always feel on the engineering side a
10 little better because of my background. And also I was checking,
11 you can see (indiscernible) personnel with Jacob at that time.
12 Jacob (indiscernible). I wasn't the only one. I was the second
13 one. And also the Marshall Island, Tom Horton was there. He was
14 the Marshall Island represent -- the flag, the flag
15 representative, who wanted to witness the audit.

16 Q. They did. Was there some from Coast Guard as flag --

17 A. No. They usually -- we always, I always -- one of the part
18 of the ISM audits is to notify SMC or DOC, to notify the Coast
19 Guard in advance, which we did. But sometimes the Coast Guard
20 likes to come, sometimes they don't. It depends how busy they
21 are. But many, many times we do it with the Coast Guard. As a
22 matter of fact, the last DOC audit for Seacor the Coast Guard was
23 there.

24 Q. So, Seacor was invited -- I'm sorry. Coast Guard was
25 invited?

1 A. Always. Yes. We have to notify the Washington travelers and
2 flag administration if they -- because since we do it in their
3 behalf, they can always come and witness, and oversee whatever
4 they want.

5 Q. And the audit requirements, okay, of an audit, where -- are
6 those class requirements or are they --

7 A. It's (indiscernible) requirement. And also certain vessels
8 has to be ISM auditor. Got to be more than 500 gross tons on
9 international voyage. So company always give an option to choose
10 who they want to do it. If they don't (indiscernible) the size of
11 the vessels or they can go some other way. They don't have to
12 have it. Only if they're more than 500 gross tons and they're
13 international water. At that point, they have to have it.

14 Q. Okay. So when you say 500 gross tons, they -- one of their
15 vessels has to be at least 500, and then they --

16 A. Yes. That's exactly right.

17 Q. And then they must -- is there some kind of a regulation
18 besides IMO? What do we call that?

19 A. ISM code?

20 Q. Yeah, okay. So the --

21 A. ISM Code is the one which actually requires that. So now
22 this company particularly has a conventional certificate because
23 most of their vessels they were 500 gross tons, and most of them
24 they are international voyage. If they stay domestically, and
25 they don't go anywhere, and they are less than 500 gross, then

1 they won't have to comply with that because they don't go anywhere
2 internationally. That would be the rule which applies at that
3 time.

4 Q. Okay. Great. In general terms, can you tell us what you
5 check in an audit? What you audit to?

6 A. We have a checklist, which complies to the ISM code chapters
7 and sections. The sections address exactly what segment and what
8 thing has to be checked. It's written pretty generic, but once
9 you became to the point being an auditor, you know exactly what to
10 ask. I can give you example, if you want to or if you don't want
11 to then --

12 Q. No. Just in general terms.

13 A. -- ISM code, that's our checklist.

14 Q. So the checklist, is it actually in the code or do you
15 develop it from the code?

16 A. Checklist, we have two. We have -- our checklist is our
17 notes, that's our checklist. Also, on the same ISM SMC or DOC
18 audit we do have a check list which comes together with the work
19 order, which is maybe 20, 30 items checklist. But our checklist
20 is really the ISM code to verify each section, do they comply? I
21 mean, it's a sampling method most likely. You know what I mean.
22 It is -- then we see, we see looking at the company what to put
23 more attention to, where the weaknesses are, and then this is how
24 it goes.

25 Q. So my -- in the -- I've never seen a checklist in the ISM

1 code in actual. Some sections of different code sections actually
2 have checklists.

3 A. Yes.

4 Q. Okay.

5 A. Well, we don't have, we don't really have the checklist for
6 going through the audit. We have a ISM code -- let's say one of
7 the ISM code check items mention designated person ashore. Then
8 it says (indiscernible) this and that. So we talk when we are on
9 the vessels, let's say, do you know who DPA is? Are you familiar
10 with his job? Show me an organizational chart that he is
11 connected to the upper management. If you have a, let's say, a
12 problem, would you go straight to DPA? Would you go to chain of
13 command? Who going to in DPA? There's a lot of questions to ask.
14 They are not really written. I never really see them written
15 anywhere what it is.

16 Q. Okay. That's what I wanted to get to. I've just never seen
17 a checklist.

18 A. Except the work order. The work order has a checklist, which
19 generally attaches the ISM code, but not in the small -- the devil
20 is in the details.

21 Q. So you -- was a little bit further down, but I think I'm
22 going to ask it now. As part of the Document of Compliance audit,
23 okay, do you also have a vessel visit as part of that?

24 A. No. No. Vessel Document of Compliance is a company audit,
25 and then, which touches all the vessels, but the real vessel audit

1 is done on the vessel. Because you can't really see the vessel
2 if, you know, judge the vessel if you're not there. You've got to
3 be there.

4 Q. So did the *Seacor Power* have a vessel DOC type --

5 A. SMC. SMC.

6 Q. Safety Management, okay.

7 A. They do have SMC. They do it twice in the five years. You
8 have a renewal, intermediate, and the renewal, initial only one
9 time during lifetime of the vessel only if it's (indiscernible)
10 more than six months, which is not the case at this time far as I
11 know. Yes. So somebody has to come on the vessel, see how Safety
12 Management System is implemented on the vessel itself, which
13 includes all these other items from the ISM code. Just more
14 attuned up to the vessel.

15 Q. So did you look at the vessel audit? Let me -- I'm
16 presupposing that there was an audit but --

17 A. Last year in June.

18 Q. Last year in June. Okay. Do you --

19 A. I didn't do it.

20 Q. Do you look at that before you do your --

21 A. What we do, what we usually do, we pull the PSIX report,
22 Coast Guard P6 report, and then we see if anything really sticks
23 out so we can maybe address that during the DOC company, the DOC
24 audit. I'm sorry. We didn't really see anything at that time
25 which -- any flags. And we also randomly check, you know. It's

1 simply if we check every vessel, it will be -- it will take
2 forever, especially in a bigger company like say (indiscernible)
3 they have 250 vessels. That would last forever. But we didn't
4 really see anything. I didn't read the -- that particular report
5 that report at that point didn't make no difference for me for
6 that vessel or any other vessel. It's just one of the vessels.

7 Q. Would we -- I'll ask you, but would we be able to get a copy
8 of the Safety Management Certificate report for --

9 A. For the vessel?

10 Q. For the vessel.

11 A. I think that -- was there a problem with us giving them that?

12 MR. WHITE: Well --

13 MR. SHARPE: He's talking for the vessel.

14 BY MR. KUCHARSKI:

15 Q. I'm asking. I'm asking.

16 A. I'm sorry.

17 Q. I'll make an official request. I'd like to have that, a copy
18 of the -- I think it's probably a public -- it may not be a public
19 document.

20 A. If company allows, I have no problem. There's no problem.

21 Q. Okay. We'll make an official request for that as part of the
22 record. So you bought up something called sampling.

23 A. Yes.

24 Q. Can you describe what that technique is?

25 A. Sampling is -- you just, I mean, this is basics of the ISM

1 code. You can -- you check as much as you can. You have a time
2 window, which is regulated by certain things, and that's
3 (indiscernible). Talking about the vessels, right?

4 A. No, just your audit.

5 MR. WHITE: Yeah, the company audit.

6 MR. SHARPE: We check. We check everything what -- we touch
7 every item of the ISM code. We didn't check every ship, every
8 vessel. That's not a -- that's (indiscernible). You sample 6, 7
9 ships for maintenance, 6, 7 -- it just depends. And I think the
10 list on that it's in the (indiscernible) notes and my notes which
11 vessel we check. We particular attention pay to the maintenance
12 always because maintenance is one of the biggest parts of the
13 dangers and troubles and everything else.

14 Q. So how do you choose what to sample?

15 A. We have a -- once we pull the PSIX report for every vessel,
16 we take a better look in it which one looks like we have a little
17 more findings from the Coast Guard side. Then this is the one we
18 put a little more attention to.

19 Q. But I'm talking about for the company itself, not vessel
20 audit.

21 A. I mean, company --

22 Q. How do you choose -- I'm sorry. Can I interrupt?

23 A. Yeah, absolutely.

24 Q. I just want to now -- we'll -- we may ask for whoever audited
25 the vessel last time under the Safety Management Certificate but

1 --

2 A. Yeah, yeah.

3 Q. -- now we're just talking about the Document of Compliance.

4 A. Yes.

5 Q. So as far as sampling goes, okay, for the DOC, how do you
6 choose within the categories, how do you choose whatever it is to
7 sample?

8 A. First thing what we do when we started doing the audit, this
9 kind of determines some kind of direction the audit is going
10 (indiscernible). We do how the internal audit of the company did.
11 How do they think they performed? And then we see the findings,
12 see if they have any. We see how they address it. We see that
13 what ship it is. If it's a ship repeat all the time over, then we
14 put a little more attention to that. Also, we check the
15 management review of the company itself. We see what's there.
16 What do we see there? What the management think? How certain
17 things are not addressed or they are not addressed good enough or
18 maybe they're addressed perfectly. It all depends. And then
19 after that, we go to the vessels internal audits, and vessel
20 master management review, which means somebody from the company
21 comes to the vessel, do their internal audit, like somebody from
22 outside, and then also we look at the master management review to
23 see what captain, what captain sees on the vessel itself. That's
24 something we will scrutinize, and we'll see what's there. It
25 depends on the vessel, the vessel and company and company.

1 Q. Okay.

2 A. This is how we evaluate, and this is -- each thing he has
3 rules, the auditor to --

4 Q. Okay.

5 A. -- it's not written sample this is what you do and that.
6 You know what I mean.

7 Q. Does the audit include compliance or do you check for other
8 regulatory besides SOLIS (ph.), other -- that they comply with
9 other regulations?

10 A. We check. Part of the audit is sampling part is also where
11 we look at it. We have notation, if, let's say information from
12 our website, if any vessel certificates are expired. So we would
13 react on that right away. Also, yes, some thing which apply to
14 the company has to be addressed by the company, if we find it,
15 we'll probably note that there's a nonconformity of the vessel
16 expires or something's not written there or some new regulation is
17 not followed, the company didn't know that's coming or they miss
18 it, we will definitely address that, and we would write it up,
19 probably.

20 Q. So regulatory requirements --

21 A. Yes. Absolutely.

22 Q. -- let's say there are C.F.R. requirements or Coast Guard
23 requirements, whatever, you would also --

24 A. Absolutely. We would know, we would -- I got to tell this.
25 We would know if any of the vessel's certificate expires. That

1 certificate, it's a guarantee that vessel complies with that,
2 whatever the certificate is.

3 Q. How about any OSHA or BESI type?

4 A. Only if it's a part of the Safety Management System addressed
5 to the different ways. But, originally, that's just something
6 which, you know, what we are there to do is to see that the
7 company does whatever they do by their approved Safety Management
8 System. Say what you do; do what you say. Stuff like that.

9 Q. Back to the -- so the vessels are considered part of the
10 company's Safety Management System?

11 A. Absolutely. They all have to comply with it.

12 Q. And compliance for the vessels is a separate SMC?

13 A. Separate audit. That's right. It's a separate certificate.
14 Company has a DOC, right. DOC covers that the company certified
15 to audit -- to run all the vessels. And then each vessel
16 individually has the paper, which means if the company loses the
17 DOC, none of the vessels operationable anymore. They don't
18 comply. And vice-versa, it's okay. The vessel lose certificate
19 because didn't comply the other vessel is still fine. They can
20 trade, do whatever they do, whatever they do.

21 Q. Do you know if the ABS approved Operations Manual is
22 considered part of the Safety Management System?

23 A. Somewhere it's probably noted in the Safety Management System
24 that that has to be followed. I didn't see that, but that -- it
25 would make sense. And I know it probably is.

1 Q. I can share that the Operations Manual is silent as far as
2 any reference that I can see to the Safety Management System.

3 A. But from the manual to the safety to the --

4 Q. Yeah, yeah.

5 A. -- manual.

6 Q. But I didn't think to check that the other way around, and
7 see if it's --

8 A. I would assume, assume, whatever the good expression is, that
9 if somebody if the vessel management system says -- talking about
10 the safety operations that thing has to be included somewhere,
11 somehow. That's why they give it to them. This is your, this is
12 your paper.

13 Q. Again, this is sort of transparent. I mean, I've looked at
14 the Safety Management System. I've looked at the Operations
15 Manual. I have a lot of questions stability related that I don't
16 see in the Safety Management System, okay, but I see it in the
17 Operations Manual.

18 A. Can I say something?

19 Q. Sure.

20 A. The thing is like this. One of the ISM Coast Guard's
21 compliance for the mandatory rules and regulations, 1.2.2.3
22 chapter, that covers all that. So (indiscernible) if you have
23 this and that, that's all pile up right there.

24 Q. Right. But I'll take a look. And, like I said, I didn't see
25 it. I've actually downloaded it, and have it if -- but it makes,

1 it makes no sense to have you look at it. And so this would
2 probably -- so the only way you check to see if the vessel
3 complies is through the SM -- Safety Management Certificate.

4 A. Through SM --

5 Q. Right.

6 A. Because you come to the vessel. You see how the vessel look.
7 You see how the maintenance look. You see -- you can see with
8 your own eyes. That's the only way. The only, the final good
9 way.

10 Q. So looking at the actual audit report here, I actually have a
11 copy which --

12 MR. KUCHARSKI: Got it?

13 UNIDENTIFIED SPEAKER: Yeah. I have it front and back. So I
14 think it's five pages, right?

15 MR. KUCHARSKI: Do you have it there?

16 Okay.

17 BY MR. KUCHARSKI:

18 Q. I saw the -- it looks like it's on page 4. It talks about
19 the Robert, for Robert, comma, *Seacor Hawk* and *Jill*.

20 A. Yes. Robert (indiscernible) sampling of job reports for
21 (indiscernible) self-elevating unit, right? Because, remember,
22 this company has two types of -- one is liftboat. The other is
23 self-elevating unit. This one, *Seacor Power*, happened to be self-
24 elevating unit. It's much bigger.

25 Q. So are those three separate vessels or --

1 A. Yes. This is the one he sample. I didn't --

2 Q. Robert?

3 A. Robert.

4 Q. *Seacor Hawk*.

5 A. *Seacor Hawk* and *LB Jill*. That's the real name. It's *LB*
6 *Jill*.

7 Q. *LB Jill*.

8 A. *Liftboat Jill*.

9 Q. So those were some of the records you examined that were sent
10 in from those boats to the company?

11 A. No. These are some of the records we verified during the DOC
12 audit. We ask the manager of the vessels (indiscernible),
13 everybody who was there to show us on the screen the status of
14 everything what they got when --

15 Q. Okay. Right. So it's -- you're in the office --

16 A. That's right.

17 Q. -- and you're verifying --

18 A. That's exactly --

19 Q. -- these items. And I'll come to specific questions about
20 them, but you had mentioned earlier about certain vessels. So
21 it's the records from those vessels that you're viewing in the
22 office?

23 (Simultaneous comments.)

24 MR. KUCHARSKI: Okay. Okay. As far as general regulations,
25 I'm going to just stop real quick there.

1 Captain? And is it [REDACTED]

2 MR. [REDACTED] Yeah. [REDACTED]

3 MR. KUCHARSKI: Do you have any questions?

4 BY MR. [REDACTED]

5 Q. Regarding the specific liftboat plans -- sorry -- this is

6 [REDACTED] [REDACTED] Regarding those specific liftboat plans, you

7 receive a copy in the office, and are those recorded in any --

8 A. What do you mean? When you say plans, which kind of plans?

9 Q. Like job reports, including pre-spotting, daily reports, pre-
10 load, voyage --

11 A. No. No. We don't receive that in office. In the case we
12 got to do the streamline audit. This wasn't a streamline. This
13 was a normal classic audit. We can do a streamline audit at that
14 point we would ask the client to provide us all these papers in
15 advance so we got to show up to the time of the audit being in the
16 office. Didn't ask for it because the client didn't ask for a
17 streamline audit. So we didn't do it. We just came there. Check
18 everything, and that was it.

19 Q. Okay. So you're just laying eyes on the plan and --

20 A. That's right. We just come there. We go through the
21 process. We take a look at their internal audit to see what they
22 find, and then we see what we can find, and then we evaluate at
23 the end how it is. We didn't do that. Now, we have remote
24 audits, you know, that everything will be done just remotely,
25 which this most probably could be done remotely that time, but if

1 the client don't ask is -- it's always better to do it in person.

2 MR. [REDACTED] Right.

3 MR. KUCHARSKI: This is Mike Kucharski. I have some more
4 specific questions to those.

5 BY MR. KUCHARSKI:

6 Q. So the *Seacor Power* and the company itself, *Seacor*, let's
7 just talk about *Seacor*. How many times have you audited this
8 company?

9 A. I was there in the last three, four years all the time
10 because it's located in Morgan City. That's our area. We, as an
11 ABS, have ruled that the same guy cannot be lead auditor twice in
12 a row, which was follow, because I was there twice before, and
13 then this time was a Kyle -- it's legal -- this time was a Kyle.
14 He was legal attorney, and I was just an auditor.

15 Q. And that's Kyle Rome (ph.).

16 A. Kyle Rome. That's right. I'm sorry. Kyle Rome. And he's
17 the gentleman, also, who will do the SMC on the *Seacor Power*
18 (indiscernible).

19 Q. What other types of companies have you audited for the DOC
20 renew?

21 A. Offshore companies. Well, actually, I can't say I sail on
22 every company. This area here is most likely is all OSBs. And
23 then they have a couple companies here, who have some special
24 purposes here, but it's very few. Everything is OSB from the
25 biggest company down the bayou to the smallest ones. They all run

1 some kind of voyage. (Indiscernible) also they have tug companies
2 (indiscernible) but mostly it's companies that use ISM code to
3 comply with the (indiscernible). So it's almost the same thing,
4 just smaller ship and smaller company.

5 Q. How long does this audit last?

6 A. Audit it's specified by the ABS. It actually depends how
7 many people can effectively be -- not be -- how many, how many --
8 I forgot the expression for that. How many effective personnel is
9 in the company. So if you have more than eight person, supposed
10 to be two days, which is one auditor two days or it can be two
11 auditors one day man-hours. And then so it's all, you know, it
12 all depends. Now, reconsider also that this company was ISM
13 audited just before we came in. That took, like, four, five days,
14 I think. So we always talk to these people, and then we also do
15 the stuff we originally been doing. But that's one day with two
16 auditors is more than enough.

17 Q. So this is one, this is one day --

18 A. Maybe two auditors. But the reason for that was also that
19 this company, particular company, has a lot of vessels, which are
20 laid up, which are not active. The vessels which are laid up,
21 they don't have to comply with the ISM code because they are not
22 active vessels. So we don't even look at these vessels. We don't
23 even bother. So we check the status of the vessels, which ones
24 are laid up officially, and then -- means they don't operate.
25 There's nothing to check there. There is no history.

1 Q. Okay. But I thought it was -- depends on the number of
2 people at the company or no?

3 A. Yes, yes, yes. But what I'm going to tell you is that also
4 the number of the people in the company, also number of the
5 vessels. If you have 250 vessels like some of the biggest
6 companies on the bayou, you going to spend more time. Of course,
7 you're going to have personnel too, more port engineers, ship
8 managers, ship coordinators. You try to touch each one of them.
9 This company did have a lot of vessels, which are laid up. So
10 maybe -- and also, also one other thing, which is here that this
11 company has two branch offices. One is in Netherlands, and the
12 other one is Abu Dhabi, I think. These vessels, these branch
13 offices were audited before we even come to the DOC main audit
14 because their report tell us that that part is already done. So
15 we don't have to bother. We just going straight to the main
16 office. And then whatever that main office covers, that's subject
17 to audit. Only if something is left over from the other branch
18 offices that maybe we can address it later, but that wasn't the
19 case.

20 Q. Who did you actually -- do you remember who was interviewed
21 on this audit? Is there a list?

22 A. On this audit, yes. There is internal list. I don't have it
23 with me, but we are obligated to beginning of the audit to see who
24 is there, what position anybody holds. They have to sign a paper
25 that they were there. And then we have a, I think, about 14, 15

1 people, which are audited remotely because they were in some other
2 parts of the country. And, also, we have same amount, I would
3 say, of the people, who are audited physically, who are sitting
4 with us in the conference room. That's all noted in the interview
5 list.

6 Q. In the interview list.

7 A. That's right. We have opening -- who are -- some people on
8 opening, some people are on interview, some people on the closing,
9 some people are not.

10 Q. Would we be able to learn who you actually interviewed?

11 A. If the --

12 Q. I'll ask officially for those who --

13 (Simultaneous comments.)

14 A. Yeah, that's --

15 Q. -- and their positions. Does it note their positions?
16 There's a sense to -- there's a reason I'm asking for this.

17 A. Absolutely, yes.

18 Q. And when you performed this audit or you were a member, the
19 two of you --

20 A. Of the team.

21 Q. Of the team. Do you split up, and audit people individually
22 to --

23 A. It all depends how good, how good communications the company
24 has established. This all the personnel (indiscernible) I have to
25 say because the guy, Michael Cenac, he's very, he's very in

1 detail, and he was very -- he had everything prepared. People
2 were waiting on the screen. We have 10, 11 people in the room,
3 and then we just pick up when we want, talk about anything,
4 anything what we think we should talk about.

5 Q. So instead of going off to individual people --

6 A. I did --

7 Q. -- you had everybody in the room?

8 A. That's exactly right. But I did branch off because we didn't
9 want to do all the audits together all the time. So I branch off,
10 and that says in the notes too that I was -- I went to interview
11 the human resources. I went to the crew credentials
12 (indiscernible) merchant marine documents, medicals, to see that
13 that's valid. Look around into something maybe was -- that they
14 don't have a current version or current certificate paper or
15 current something, which I didn't find anything because the guy
16 really did a good job. I have to say that.

17 MR. KUCHARSKI: I'm going to hold there for just a quick
18 second to see if there are any follow-up questions before I get
19 into some detail.

20 BY MR. KUCHARSKI:

21 Q. Okay. So looking at the report here on page 3, I believe, it
22 is, where it says -- the paragraph that starts off with
23 interviews, review of records, FOM Fleet Operations Manual. Do
24 you see that paragraph?

25 A. That's what program you're reading?

1 Q. It's --

2 A. Page 2 of page 3, page --

3 Q. I think it's page 3. It's page 3 of mine. It starts off,
4 interviews, comma, review of records, comma, FOM.

5 A. Okay. Okay, I got it. Yes.

6 Q. That's it?

7 A. Yes.

8 Q. Okay. So what are FOM Fleet Operations Manual revisions?

9 A. FOM, Fleet Operation Manual revisions. We take a look at it,
10 but we always look at it, let's say, one of the -- because one of
11 the parts of the ISM code is documentation. That's Chapter 11,
12 which means that the obsolete documents not supposed to use, which
13 can affect any kind of rule changes, any kind of updates on the
14 Safety Management System. We can compare that to the current
15 version, which is uses the one -- I'm sorry -- the version which
16 has to be used is the current one, not some -- and also the
17 company has to have a procedure for removal of the obsolete
18 document so they aren't going to stay in circulation. So this
19 refers, we check do it have any revisions, which the revisions
20 are. I mean, what is the revision? Organizational Chart. We see
21 what changed. This company did have a lot of change maybe a
22 couple years ago. A lot of people -- was lot of movement of the
23 people around. So we make sure that the DPA is there noted.
24 Because you'd be surprised how many times we see the DPA it's not
25 on the chart itself. And if he have a connection to the upper

1 management, that it strictly shows on the chart itself. Also
2 established policies are effective and continue to target safe
3 vessel --

4 Q. But, specifically, the Fleet Operations Manual.

5 A. Yeah.

6 Q. So what is that?

7 A. That's a part of -- that's part of the Safety Management
8 System. Sometimes some smaller company they have one book Safety
9 Management System, that's it. This company is pretty big, and
10 they refer to all kind of different manuals. This is one of them.

11 Q. The next paragraph down talks about towards the tail end it
12 says NTVRB and other vessel-specific manuals.

13 A. Okay.

14 Q. So what vessel-specific manuals are you looking at?

15 A. Well, each vessel has some manuals. Let's say the liftboat
16 is not going to have the same things listed as OSC. Liftboat is
17 lift. And also self-elevating units is going to -- something
18 different because they are much bigger. It's a different
19 operation. Might be a different requirement for something. Also
20 SOPET (ph.) that goes by the vessel. The pollution plan, they
21 have to be approved. So we take a look at it. They have to have
22 a certain (indiscernible) and exercise in the case pollution.
23 They have to have a record of that. But that's most likely
24 verified some of these thing on the vessel, more likely, I would
25 say.

1 Q. Okay. To see if they exist on the vessel?

2 A. But they exist for sure. There's no question about it. To
3 see just sometime they miss the drills. Sometimes they miss
4 something, and then we will -- that would rise the flag. We would
5 probably write it up.

6 Q. So just so I'm understanding what this is saying. Is it just
7 the vessel-specific manuals that they are onboard --

8 A. Yes.

9 Q. -- or do you actually --

10 A. The only --

11 Q. -- or do you actually look at items in the vessel-specific
12 manual?

13 A. We don't.

14 Q. No. They don't. Okay.

15 A. That's something they would do during the SMC audit, if
16 necessary. I know they do have to have SOPET and all this other
17 stuff because they just have to have it. It's just the rule.

18 Q. So, now, on the next page, the first full paragraph that
19 starts with company --

20 A. Company.

21 Q. -- is process -- you see process?

22 A. Yes, yes, yes.

23 Q. So let's go down to the second from the last sentence.

24 Actually, if you go to the third from the last, the very last
25 letter says A, and then --

1 A. Okay. A sampling --

2 (Simultaneous comments.)

3 Q. -- job reports --

4 A. -- of the job reports --

5 Q. Okay.

6 A. So this is something -- this is the sampling we just
7 mentioned. So we sample this thing, and we see, show me, let's
8 say the -- because I say it's all about show it to me, prove it to
9 me. We also ask to show me this pre-spotting, the other reports,
10 three-year-old voyage plans. Do you have that? So some of these
11 things, most of these things are -- we check on the vessel. But
12 sometimes the company has such a good connections, they can just
13 show us right there, which we will double-check on the vessel
14 anyway because that is a part of the (indiscernible).

15 Q. So these job reports --

16 A. Yeah.

17 Q. -- is that something that is kept there at the office?

18 A. If they have access, you know, some of -- these -- some of
19 the companies has a -- the program it's live. So whatever the
20 vessel put in, you can read when you come ashore. So he can type
21 in anything, any vessel, and he can show any report, field or not
22 field or wrong field or whatever, and he can see where the vessel
23 stands. Did they did it? They didn't do it? How good was done?
24 That's will be part of their internal audit once they audit the
25 vessel.

1 Q. Okay. So this --

2 A. Still has to come to the vessel.

3 Q. So this is really critical. I -- let me finish.

4 A. Yes.

5 Q. Not some companies, Seacor. I need to understand Seacor
6 specifically. Okay. Is the job reports, do they physically have
7 them there that you're looking at? Is it on a computer? Is it --

8 A. It's on the computer.

9 Q. -- coming -- let me just finish. Sometimes, like you said, I
10 mean --

11 A. Sorry.

12 Q. -- I've worked for big shipping companies or for a major
13 cruise line where we had almost 50 ships. I could physically look
14 at some documents on that vessel. I could physically look at it,
15 go into their computer. Okay? They had a link, a secure link. I
16 need to be clear on this. Is it you're looking at a computer that
17 they have the documents there on their computer or is it you're
18 looking on the vessel's computer somehow?

19 A. Everything comes to the common server. When company, when
20 vessel fills certain report or maintenance is done or it's not
21 done, they fill it. They fill the form, and then it goes back to
22 the main server. The guy in the company can pull that form. It's
23 (indiscernible). It's all -- so you can -- I mean, most of the
24 things, see, this company particularly was in the process of
25 switching from SAM to HELM. SAM was an old maintenance program,

1 but the HELM is newer.

2 Q. Okay. Yeah. I want to concentrate --

3 A. Yes.

4 Q. Okay. Job reports for the sea liftboat. Okay. Examine --
5 these job reports include pre-spotting, daily reports, pre-load,
6 voyage plan, jacking procedures, stability, and customer
7 requirements. Okay. So am I understanding that was this just for
8 the audit that they got these there or do they physically have
9 those there at the company?

10 A. No. They didn't have physically there. I think Kyle asked
11 them to provide them there to the screen, and that's what they
12 did.

13 Q. Okay. So --

14 A. We could ask any vessel like that. We just happened to be
15 these three.

16 Q. Right. So is there any requirement for them to make sure
17 that the vessel is completing these voyage plans or stability
18 forms? There is a requirement for them to make sure that it is?

19 A. It's already their Safety Management System. The vessel has
20 to comply with this, this and this. And then on their internal
21 audit, they should catch if something doesn't comply. And then if
22 they don't catch, we sampling after that, but then we see did they
23 did a good sampling or not.

24 Q. Okay. But is it just through their internal audit or is
25 there any other requirement for these forms, the voyage plans,

1 somebody at the company to check the voyage plans? Is that a
2 requirement?

3 A. I mean, they have to have a -- I believe they don't have the
4 Safety Management System (indiscernible) I can answer correctly,
5 but that's something the vessel has to have. Now, I would say in
6 this case, they can check that through the Internet connection.
7 In any other case, with some older companies, you actually have to
8 have a hard copy sent to you or something, if that's what they
9 want. But they have to show you that. That would be a
10 (indiscernible) that's what companies do.

11 Q. So as we're sitting here, do you know when you did this
12 sampling or checking their operations if they were looking at
13 voyage plans or they were looking at stability on a -- on some
14 kind of -- somebody at the office was looking at this?

15 A. Well, I'm not -- I don't know. If the company, if somebody
16 in the company was looking, I really don't know. I know only what
17 it says here that we look at it, and this is what it shows. I
18 mean, if you -- I didn't write -- listen. I didn't really write
19 this report. Kyle wrote this report. So I'm just going to go by
20 him.

21 Q. Okay. So we may need to ask Kyle these specific questions.

22 A. Yeah.

23 Q. Okay.

24 MR. WHITE: Just to -- I'm caught up on the what
25 -- when you used did they physically look at it. I think your

1 question is whether or not the company can access the job reports
2 for a particular vessel as a matter of course or a matter of
3 routine. Is that your question?

4 MR. KUCHARSKI: No. And that's Jerry White was just talking.

5 MR. WHITE: Yeah. I'm sorry.

6 MR. KUCHARSKI: No, that's -- no.

7 BY MR. KUCHARSKI:

8 Q. They have access, but do they actually --

9 A. Check it.

10 Q. -- check it as a matter of routine somewhere along the line?

11 A. I would tell you like this.

12 Q. I'm sorry. Let me -- I'm sorry to interrupt.

13 A. Okay.

14 Q. Outside of auditing, internal audit, which I believe, I
15 assume, is once a year; is that correct?

16 A. That's correct. For the company. I'm not sure.

17 Q. Okay.

18 MR. WHITE: Are you asking him whether ABS checks it or
19 whether the company checks it.

20 MR. SHARPE: No, the company.

21 BY MR. KUCHARSKI:

22 Q. Whether under ABS's auditing procedures, if they check to see
23 if the company is looking at these on a regular basis?

24 A. We check that when we come on the vessel, and we randomly
25 sample it once we come to the company, do the DOC audit.

1 Q. Okay. And when you look at these voyage plans, are you -- do
2 you dig -- I know you're an engineer, but I'm not trying to be
3 discourteous. Don't -- you're a lot smarter than I am, I'm sure.
4 Probably voyage plans are so simple for you to look at. But how
5 -- but do you just say, okay, they got a voyage plan or, okay,
6 they got a stability? Do they --

7 A. Not like that.

8 Q. Okay.

9 A. What we check, what I do when I check, let's say, the voyage
10 plan, I go to the Safety Management System, see what their Safety
11 Management System requires to be included in the voyage plan, and
12 part of that is loading, pre-loading. These part of the
13 (indiscernible) conditions. Got to have a current weather report
14 for the point -- from Point A to Point B wherever you go. At that
15 point, when you see that everything is solid, then you can say
16 that's a good voyage plan. If something is missing, which I find
17 many, many times from many different companies, we write it up.
18 It's not according to chapter this and that Safety Management
19 System, processes, procedures, whatever applies. Yes.

20 Q. So I may put you on the spot on this so you know in the
21 voyage plans you talk about weather. Is it --

22 A. You have to --

23 (Simultaneous comments.)

24 A. -- there's no doubt about it.

25 Q. Is it -- does the ISM code specifically say in a voyage plan

1 there --

2 A. No.

3 Q. -- has to be weather?

4 A. No.

5 Q. Does it say --

6 A. No.

7 Q. Does it say -- let me finish, please. Does it say something
8 like in a voyage plan that hazards along the route have to be
9 identified? Does it say something like that in ISM?

10 A. Not in ISM code, but almost every company which have a Safety
11 Management System that would have to be inside. I mean, how you
12 can plan a voyage if you don't know where you're going, what are
13 you doing, what is the weather? I mean, you can't do anything
14 without it.

15 MR. KUCHARSKI: I'm just going to stop there for that
16 particular section. I think it's important enough to ask if you
17 have any follow-on questions on that?

18 No. Okay.

19 BY MR. KUCHARSKI:

20 Q. Two or three paragraphs down, sort of split up. It starts
21 with Q-H-S-E, safety, but then there's like a space, a line, a
22 blank line, I guess, is part of the same paragraph. So, okay, you
23 see that?

24 A. Yes.

25 Q. And it says distribution of fleet notices.

- 1 A. Yes.
- 2 Q. Okay.
- 3 A. You want to explain that?
- 4 Q. Please.
- 5 A. Okay. It's very important to the company to have a -- they
6 call it -- they have a lot of names for the same thing. They have
7 a safety alert, safety flash, safety this, safety that. Right.
8 So then we want to make sure, let's say that the vessel received
9 that, and also that whatever notice they have that they receive it
10 to all the fleet or whatever applies. Let's say the usual thing
11 is before the summer starts everybody says drink a lot of water,
12 this, that. So this is the (indiscernible). Or if something
13 happened on some other vessel is good for the fleet to know what
14 happened so it's not going to happen again.
- 15 Q. Okay. So that would be the fleet notices?
- 16 A. That's exactly right. Or let's say they have some kind of
17 accident in the past or whatever so which was caused by this or
18 that, and then they can address it so it's not going to happen
19 again. Because that's section of ISM code to prevent
20 reoccurrence.
- 21 Q. And further down in that same paragraph, I think, it's the
22 last sentence, it says reporting policies and oversight of --
- 23 A. Branch offices.
- 24 Q. -- branch offices.
- 25 A. Yes.

1 Q. Okay. And what is that?

2 A. That means that this company has two branch offices. One in
3 Abu Dhabi. But they're all -- these two branch offices answer
4 back to the main office. So they have to have a communication
5 established between themselves with anything, you know, any safety
6 alerts or anything. Anything what's related to the company or
7 business or safety -- whatever applies to it. They have to have a
8 good communication, which they do.

9 Q. Going back to -- so the voyage plan you mentioned.

10 A. Yes.

11 Q. Have you checked to see that -- what's in the voyage plan?

12 A. (Indiscernible).

13 Q. How about stability? What do you check on that?

14 A. It's probably there too somewhere. It has to be -- I didn't
15 really particularly see this voyage plan, to be honest with you.
16 But I would say that part of the voyage plan is always how many
17 -- how much pounds you got, how much fuel you have, what's -- how
18 is the balance? If you have any distributed through the banks.
19 Do we have any free service effect? Do we have any extra load on
20 the deck. It all has to be written there because that might
21 change the situations in certain different weather conditions,
22 which might, might show up to be crucial.

23 Q. But my question is, okay, the detail you just -- let's start
24 with the voyage plan. Did you look at any of the voyage plans --

25 A. No.

1 Q. -- from these vessels?

2 A. No.

3 Q. That would be Kyle?

4 A. That's right.

5 Q. Okay. And the same thing with the stability forms. Would
6 that also be Kyle?

7 A. Yes. We don't -- he said stability and customer
8 requirements. I don't know what was shown to him on the screen.
9 Maybe I was there. I just don't remember, to be honest with you.
10 I wouldn't, you know, I can't tell you for sure. If I say, I
11 might speculate. I don't want to do that. So part -- all
12 everything that he wrote here -- stability and customer
13 requirements, that might be all covered by the voyage plan, if you
14 ask me. And then jacking procedure is a procedure which is --
15 applies to every separate type of the liftboat for self-elevating
16 unit. I don't know the details of that. That's written somewhere
17 in that (indiscernible) operation manual. I know generic. I
18 don't know specific --

19 Q. Well, that's -- so I guess John's not here. He's your
20 coordinator.

21 A. Yes.

22 Q. We will ask. I will want to interview Kyle to find out
23 exactly what -- to what depth he looked at these. You explain
24 what you generally do, and you look to see the elements are there,
25 the requirements in the voyage plan, and the stability. I'd like

1 to understand if they looked at the stability calculation for all
2 these vessels or what they did.

3 A. I'm going to tell you he -- the stability confirmation,
4 stability, I'm not sure what he said his stability. Jacking
5 procedure, I know that he wrote that. Stability, I don't know why
6 would we look at -- stability might be a note of their stability
7 of the -- their voyage plan. It might be some question which
8 asks. I don't recall really. I can't be specific.

9 Q. All right.

10 A. If I tell you, I would lie.

11 Q. All right.

12 A. Or I would speculate, and I don't want to do that.

13 Q. Correct. Yeah. I -- so I think we'll have to understand
14 what that means when he writes that the job reports include pre-
15 spotting. So it says a sampling of job reports for those vessels,
16 which include those. So how does -- the sampling, you're just,
17 again, in sum they just look at something, and say, okay, job
18 report, here it is, and it has these things in there or does it --
19 they actually, you mentioned that when you look at a voyage plan
20 you look at the -- see that the elements are there. So that's
21 what I need to understand.

22 A. The main thing will be here to verify (indiscernible) the
23 main thing will be to check what the Safety Management System
24 (indiscernible). Because that's a huge Safety Management System.
25 I mean, we don't read through. When we see something, and then we

1 go to that particular direction, but I can't tell you more about
2 this because I really am not sure. I really am not.

3 MR. KUCHARSKI: Okay. I think I'm finished with my
4 questions. Do we have any follow-on questions, Captain?

5 BY CPT PHILLIPS:

6 Q. Did you -- Tracy Phillips. During your audit, did you notice
7 anything unusual related to Seacor Safety Management System?

8 A. I think personally I think it's a very good Safety Management
9 System. Personally also, I think when Michael Cenac took over the
10 company he did enormous fantastic job. Because previous guy was
11 an old gentleman who was kind of retired. Michael really bring it
12 up to the level. I think their system is one of the best around.
13 That's my opinion. Regardless of what happened. But the system
14 itself they put a lot of, lot of money into it to have a HELM
15 program, which is one of the best program maintenance around. And
16 you can place everything to the HELM. It's not just maintenance.
17 It's documents (indiscernible) meetings, immunizations forms,
18 anything you want. So I didn't really see anything about the
19 *Seacor Power* sticking out. I wish -- what I know now, I wish I
20 (indiscernible). So very sorry.

21 Q. Yeah. And so at the company level, everything seems very
22 effective and good?

23 A. Yes. Very effective.

24 Q. Do you get the sense that it is also effective at the vessel
25 level?

1 A. No, I have to tell you I didn't go on a Seacor vessel and do
2 audits for awhile now. The vessel I did check the OSC. I wasn't
3 on a liftboat for awhile. Liftboat were kind of a little
4 troublesome vessels because they usually belong to the Superior,
5 which is company before. And then Superior took over the Falcon.
6 Falcon took over the vessel. Then Seacor took over the Falcon,
7 and then Falcon went out, and the Seacor took over. So it was lot
8 of change there. I didn't really see anything which sticks out on
9 the vessel. For me the only thing to evaluate (indiscernible).
10 Everything else, this is just papers and pen. So that's what I
11 like to do. I like to come on the vessel, and then I see myself
12 (indiscernible) years old my experience, but I have to see how the
13 thing looks. What really is there? And then I'll ask questions.
14 That's, you know, that's the best way to do it. Paper-wise, we
15 didn't see anything wrong anywhere. Otherwise we will write it
16 up, I mean, as we did many, many times for many other companies
17 and vessels.

18 CPT PHILIPS: Yes. Good. Thank you.

19 MR. SHARPE: You're welcome very much.

20 UNIDENTIFIED SPEAKER: No questions.

21 Got to have some question.

22 Answered all my questions. Thank you.

23 MR. KUCHARSKI: So it's -- we'll call it 2:45. The interview
24 has ended. Thank you.

25 (Whereupon, the interview was concluded.)

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 Deniz Sharpe

ACCIDENT NO.: DCA21MM024

PLACE: Terrebone Parish Emergency Operations
 Center, Houma, LA

DATE: April 21, 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

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

AUDITOR SHARPE DENIZ

TAKEN ON

APRIL 21, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
5	5	BORN IN YUGOSLAVIA	CROATIA
5	9	YUGOSLAVIA	DUBOVARINA
6	13	MIDDLE CROATIA	METACROATIA
17	8	SOLAS	SOLAS
23	15	POWERS	POWERS (NUMEROUS PLACES)

If, to the best of your knowledge, no corrections are needed kindly circle the below statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED.

Initials

Deniz Sharpe

Printed Name of Person providing the above information



Signature of Person providing the above information

26 MAY 2021

Date



Office of Marine Safety
Transcript Errata

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

ABS AUDITOR DENIZ SHARPE

TAKEN ON

APRIL 21, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	SUGGESTED CORRECTED WORDING	NTSB REPLY
5	5	Born in Yugoslavia	Croatia	DISAGREE – transcript is true to recording and what was spoken.
5	9	Yugolenia	JUGOLINIJA	AGREE
6	18	Middle Center	METACENTER	AGREE
17	8	SOLIS	SOLAS	AGREE
23	15	ROME	ROAN (numerous places)	AGREE – all references to (Kyle) Rome should be ROAN