

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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

Accident No.: DCA21MM024

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Interview of: HENRI JREIJ, Surveyor

MATTHEW BARRIE, Surveyor

Wednesday,
April 21, 2021

APPEARANCES:

MIKE KUCHARSKI, Chairman for the NTSB
Operations Group for the Seacor Power
Capsizing

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

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

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

HENRY JREIJ, ABS Inspector

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

JERRY WHITE, ESQ., Counsel for American Bureau of
Shipping

MATTHEW BARRIE, ABS Surveyor

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

LT ██████████ ██████████ Recorder
U.S. Coast Guard Marine Board of Investigation

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

I N D E X

ITEM

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Interview of Henry Jreij and Matthew Barrie:

By Mr. Kucharski

I N T E R V I E W

(12:16 p.m.)

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2
3 MR. KUCHARSKI: Good afternoon, everyone. My name is Mike
4 Kucharski. I am the group chairman for the NTSB of the operations
5 group for the Seacor Power capsizing.

6 Thank you for coming today. We are here at the Terrebonne
7 Parish Emergency Command Center in Houma and it is the 21st of
8 April, 12:16 Central Daylight time. And again, we are here to,
9 the NTSB to delve into what caused the -- develop probable cause
10 for the capsizing of the Seacor Power.

11 A couple of things that I would like to mention. First of
12 all is it okay if we record this interview?

13 UNIDENTIFIED SPEAKER: Yes.

14 UNIDENTIFIED SPEAKER: Sure.

15 MR. KUCHARSKI: Okay. And shortly I'll go around the room
16 and identify everyone or will ask them to identify themselves.

17 A couple of things. So, anything here right now that we -- I
18 interview you and your answers they are part of the public record.
19 Okay. We can offer no confidentiality.

20 UNIDENTIFIED SPEAKER: Okay

21 MR. KUCHARSKI: So, what happens is this transcript I
22 mentioned you will be able to review along with the company and
23 counsel, of course, and then develop an errata sheet if there are
24 any changes that need to be made and possibly a clarification.
25 Okay. But that will be made public. That will be on the public

1 docket.

2 Any questions?

3 UNIDENTIFIED SPEAKER: No, sir.

4 MR. KUCHARSKI: Okay. Well, we'll go around the room.

5 Everybody knows that I'm Mike Kucharski. The court reporter I
6 think know how to spell my name. And I'll start to my left if
7 that's okay.

8 MR. CENAC: Michael Cenac, Seacor Marine.

9 MR. PRESTON: John Preston, ABS.

10 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

11 MR. JREIJ: Henry Jreij, ABS Inspector.

12 MR. WHITE: Jerry White, outside counsel for the America
13 Bureau of Shipping. With the law firm Hill, Rifkin, LLP.

14 MR. BARRIE: Matthew Barrie, ABS surveyor.

15 MS. PHILLIPS: Traci Phillips, Chair of the Marine Board
16 Investigation for the Coast Guard.

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

18 MR. EHLERS: Drew Ehlers, investigator in charge, NTSB.

19 MR. [REDACTED] [REDACTED] [REDACTED] Marine investigator for the Coast
20 Guard.

21 MR. KUCHARSKI: Okay. Thank you. And a point of
22 clarification. Mr. White you are here, you said outside counsel.
23 But you are here as personal representative to the two surveyors;
24 is that correct?

25 MR. WHITE: That's correct.

1 MR. KUCHARSKI: One other thing, just a short matter of
2 bookkeeping for you two interviewees we call them, you two
3 surveyors, okay, I'll ask that when I ask a question if one of --
4 the two of you can't both answer at the same time, if you feel
5 comfortable with it just identify yourself, okay.

6 And the rest in the room know when we start to go around for
7 questions, I'll ask them, a lot of times they just ask a question
8 and they may not identify themselves, but for the -- to get it
9 clear for the record, you know, I may sort of remind you of that.
10 Okay?

11 UNIDENTIFIED SPEAKER: Sounds good.

12 UNIDENTIFIED SPEAKER: Not a problem.

13 MR. KUCHARSKI: Okay. Great.

14 So, to start off with then, please would you spell your name
15 for the record?

16 MR. JREIJ: H-E-N-R-I, J-R-E-I-J.

17 MR. KUCHARSKI: And, you, sir?

18 MR. BARRIE: Matthew Barrie, M-A-T-T-H-E-W, B-A-R-R-I-E.

19 MR. KUCHARSKI: Okay. Great. And is it Henri that you go
20 by?

21 MR. JREIJ: Works for me.

22 MR. KUCHARSKI: Is that okay, and Matthew or do you want --

23 MR. BARRIE: Matthew is fine.

24 MR. KUCHARSKI: Okay. Okay. I have a good memory. It's
25 just short. Henri, would you start off and tell us about your

1 background?

2 MR. JREIJ: Sure.

3 MR. KUCHARSKI: You know marine background especially.

4 MR. JREIJ: Okay. My name is Henri Jreij, like I said, or
5 Henri. I graduated from the University of Houston with mechanical
6 engineering undergrad. And then joined ABS right afterwards.

7 MR. KUCHARSKI: You went into ABS right after that?

8 MR. JREIJ: Yes.

9 MR. KUCHARSKI: Okay. And at your current position, how long
10 have you been a surveyor for ABS?

11 MR. JREIJ: Since 2018. I joined ABS through the Aspire
12 Program. So, at first, I wasn't a surveyor. I did a rotation and
13 then after that I became a surveyor.

14 MR. KUCHARSKI: Okay. So, was it 2018 that you became --

15 MR. JREIJ: 2018 I became a surveyor, 2017 I joined ABS.

16 MR. KUCHARSKI: All right. Okay. Great. Thank you.

17 Matt?

18 MR. BARRIE: And Matthew Barrie. I joined ABS in July of
19 2018, and I have been here for three years. And I went to LSU and
20 also studied mechanical engineering. And for my time at ABS, I've
21 worked at shipyard Newport News ship building as a mechanical
22 engineer. And then I came to ABS in 2018.

23 MR. KUCHARSKI: And were you, this is Mike Kucharski, were
24 you -- what year did you become a surveyor?

25 MR. BARRIE: In 2018.

1 MR. KUCHARSKI: In 2018. Okay. so, both of you became
2 surveyors in 2018; is that correct?

3 MR. JREIJ: Yes.

4 MR. BARRIE: Yeah.

5 MR. KUCHARSKI: Okay. Henri, how many lift boat surveys, can
6 you give us an idea since you became a surveyor, how many lift
7 boats have you surveyed?

8 MR. JREIJ: I don't have a rough estimate to be -- I mean in
9 Houma, Houma port office is one of our busiest offices in North
10 America and I see a boat every single day and sometimes more. So,
11 I can't really tell you since 2018. I've definitely done a couple
12 to say the least.

13 MR. KUCHARSKI: Okay. A couple being modest right?

14 MR. JREIJ: Yes.

15 MR. KUCHARSKI: So, would it be over 100 --

16 MR. JREIJ: Oh, absolutely not.

17 MR. KUCHARSKI: -- or would you think well over 100? Okay.
18 Henri -- oh, I'm sorry, Matt?

19 MR. BARRIE: I would say the same as what Henri did, you
20 know, a few here and there. But no over 100.

21 MR. KUCHARSKI: Okay. So, you've done a few of them and you
22 have done --

23 MR. BARRIE: Yes.

24 MR. KUCHARSKI: Okay. Okay.

25 MS. PHILLIPS: Mike, I'm sorry.

1 MR. KUCHARSKI: Sure, Captain.

2 MS. PHILLIPS: Can I just understand the answer to the
3 previous question?

4 MR. KUCHARSKI: Yep.

5 MS. PHILLIPS: This is Tracy Phillips. So, you said you were
6 over 100 or you weren't over 100?

7 MR. JREIJ: No, no, not over 100.

8 MR. KUCHARSKI: Oh, it's not over 100.

9 MR. JREIJ: No. I said a couple as in --

10 MR. KUCHARSKI: A couple.

11 MR. JREIJ: Yeah.

12 MR. KUCHARSKI: So, --

13 MR. JREIJ: Not over, definitely not even, nothing close.
14 Not even close.

15 MR. KUCHARSKI: Okay. Thank you. Not even close.

16 MS. PHILLIPS: Thank you very much.

17 MR. KUCHARSKI: Yep. So, one specific question I have about
18 a general regulation to see if there is on the lift boat. Do you
19 know if there is a minimum required speed that the legs must
20 operate at?

21 MR. JREIJ: Is that a question to any of us?

22 MR. KUCHARSKI: To either of one of you two.

23 MR. JREIJ: I'm not sure.

24 MR. KUCHARSKI: Okay.

25 MR. BARRIE: Okay. I wouldn't know.

1 MR. KUCHARSKI: Okay. The Seacor Power, specifically the
2 vessel, how many times have you inspected that vessel, or surveyed
3 that vessel?

4 MR. JREIJ: Henri. For that specific attendance or in
5 general?

6 MR. KUCHARSKI: In general.

7 MR. JREIJ: In general, I would say twice I think two
8 different times. One time maybe two years ago as a trainee. Just
9 with another experienced surveyor just watching. And the last
10 time I would say is that one in February or January -- no,
11 February sorry.

12 MR. KUCHARSKI: Of 2021?

13 MR. JREIJ: Of 2021. Yes.

14 MR. KUCHARSKI: Okay.

15 MR. BARRIE: Matthew Barrie. I've been on it three times.

16 MR. KUCHARSKI: Three times. So, in addition to this survey,
17 the annual survey in February of this year, right?

18 MR. JREIJ: Including that one. So, three total.

19 MR. KUCHARSKI: So, three of them. Would the other two were
20 those also annual surveys?

21 MR. JREIJ: They included annuals, yes.

22 MR. KUCHARSKI: Okay. Matt, were you also part of the
23 insert, the hall was inserted were you part of that survey, or no?

24 MR. BARRIE: No.

25 MR. KUCHARSKI: So, it was just the two annuals and then

1 maybe collateral survey involving the annuals?

2 MR. JREIJ: That's correct. This is Henry.

3 MR. KUCHARSKI: Henry.

4 MR. JREIJ: So, the insert was in our work order but none of
5 us did that. It was the third surveyor, John Stevens (ph.) who
6 did that. It was to call on a weekend and he was on-call if he
7 did it. We did the annuals on our own. But it was part of our
8 work order.

9 MR. KUCHARSKI: So, neither, let me start with you, Henry.
10 None of your surveys are post-casualty, previous surveys were
11 post-casualty?

12 MR. JREIJ: Can you explain that?

13 MR. KUCHARSKI: Where there was some kind, like the post --
14 the vessel had any kind of an accident where any plating or
15 anything had to be renewed -- none of your actual surveys were
16 related to some kind of an incident that occurred on the boat?

17 MR. JREIJ: Not that I'm aware of.

18 MR. KUCHARSKI: Okay.

19 MR. JREIJ: That was Henry.

20 MR. KUCHARSKI: Henry.

21 MR. BARRIE: Matt Barrie. Are you speaking just specifically
22 to the Seacor Power?

23 MR. KUCHARSKI: Just to the Power. Just to the Power.

24 MR. JREIJ: No.

25 MR. BARRIE: No.

1 MR. KUCHARSKI: Okay. And were either of you two the lead
2 surveyor or how does that work when you do the survey? Is someone
3 lead on that?

4 MR. BARRIE: I believe Henry was the project lead, but we
5 worked together on it.

6 MR. JREIJ: This is Henry. So, for our system someone has to
7 be a project lead and that was me, but during the survey it was
8 split evenly. I got the top side. He had the bottom side.

9 MR. KUCHARSKI: Okay. Henry, you said you did bottom side.

10 MR. JREIJ: No, I did top side.

11 MR. KUCHARSKI: And Matt you did the top?

12 MR. BARRIE: Bottom.

13 MR. KUCHARSKI: Bottom, bottom, okay. Henry top. Matt
14 bottom.

15 MR. BARRIE: By bottom I would say he means the engine room
16 not physically looking at the bottom of the boat.

17 MR. KUCHARSKI: Thank you for that clarification, Matt. So,
18 is there a hull inspection that's done at the same time that the
19 annual is?

20 MR. JREIJ: I can answer that, Henry.

21 MR. KUCHARSKI: Henry.

22 MR. JREIJ: Usually part of the -- part of the annuals we
23 don't do like an extensive all like inspection with like gauging
24 but for load line annual and for whole annual for lift boats we
25 would have them jack them up a little bit and I would go below and

1 check the bottom side and the rudders and the -- everything really
2 from I can see, which I did. So, there was an inspection to that
3 --

4 MR. KUCHARSKI: Okay.

5 MR. JREIJ: -- as in no gauging shots we don't know what the
6 condition of the seal. It was just a general visual inspection.

7 MR. KUCHARSKI: I have some questions about gauging further
8 on further on down but -- okay. So, you did I remember seeing
9 some pictures that you sent look like a small boat beneath the
10 vessel when it was in the lift condition.

11 MR. JREIJ: Yes, it was a rescue boat.

12 MR. KUCHARSKI: Okay. The hold there before I get into
13 specifics about the annual survey. Go around the room.

14 MR. PRESTON: You know I know I'm not supposed to add
15 something. But I think there's some point that needs to be
16 clarified on the annual whole survey and the dry-docking survey
17 that you may or may not be aware of. I can clarify the point, or
18 I can ask Mr. Preston to do that another time.

19 MR. KUCHARSKI: Yeah, maybe if you would have him go ahead
20 and clarify it.

21 MR. PRESTON: I could do that, okay.

22 MR. KUCHARSKI: Okay. Well, we can go off the record and
23 then talk about it and then have one of the two of them or someone
24 come on the record and do it. Would you like to do that now?

25 MR. PRESTON: You know, I'll do it briefly because I think

1 that would interrupt your -- you know you may need to go back to
2 that if that's something you want to do.

3 MR. KUCHARSKI: Okay. The time is 12:29 and we are going to
4 stop the recording.

5 (Off the record from 12:29 p.m. to 12:30 p.m.)

6 MR. KUCHARSKI: The time is 12:30 and we started recording
7 again and Mr. Preston, would you like to say something?

8 MR. PRESTON: Yes. This is John Preston with ABS.

9 So, the first point of clarification is that in this case the
10 survey in 2021 was an annual hull survey. And Henry --

11 MR. KUCHARSKI: Henry.

12 MR. PRESTON: -- Henry advised that it is a general visual
13 examination of the unit's hull. In this particular case because
14 this unit is a lift boat, they were able to examine the underwater
15 side of the unit's hull. This is not actually a requirement of
16 the survey, but they took the opportunity because it was available
17 to examine the underside of the unit's hull simply to make sure
18 they did a sufficient examination because it was available.

19 There is one other point that Matthew advised that he had
20 been on an annual survey on this unit earlier. Were there any
21 other surveys that were done at the same time as that, Matthew,
22 besides the annual survey?

23 MR. BARRIE: This is Matthew Barrie. Yes, intermediate hull
24 survey, I believe it was Number 3.

25 MR. PRESTON: Were you also involved in the dry-dock at that

1 time??

2 MR. BARRIE: Yes.

3 MR. KUCHARSKI: Okay. The dry-docking -- this is Mike
4 Kucharski, part of the intermediate hull survey?

5 MR. BARRIE: Correct.

6 MR. PRESTON: It is a separate survey, this is John Preston,
7 a separate survey done at the same time, basically, as the
8 intermediate survey.

9 MR. KUCHARSKI: Okay. Great. Thank you for that
10 clarification. Thank you.

11 So, at the annual, survey, this is Mike Kucharski starting
12 again, do you test the operation of the legs at all?

13 MR. BARRIE: Well, in jacking up the vessel to look at the,
14 underneath at the hull that was done.

15 MR. JREIJ: This is Henry. So, like he said, like John said,
16 it's not a requirement but at this instance we you got best by
17 jacking up the vessel. Again, it wasn't a significant jack up.
18 Just a little bit for me to go under it. But usually, we don't
19 really test the legs.

20 MR. KUCHARSKI: This is Mike Kucharski. As part of the
21 annual you don't generally test the operation legs?

22 MR. JREIJ: No, it's not required. We took an opportunity to
23 do that because it's available and it's just a good habit to look
24 under underside if it's available.

25 MR. KUCHARSKI: Do you know at any time if it's an ABS

1 requirement to test the operation of the legs, maybe not subject
2 to an annual?

3 MR. JREIJ: Henry. I'm not sure.

4 MR. BARRIE: Matt. I'm not sure.

5 MR. KUCHARSKI: Okay. This is Mike Kucharski again. Do you
6 check the stability documentation on board the vessel?

7 MR. BARRIE: Yes.

8 MR. KUCHARSKI: And what's --that's Matt.

9 MR. BARRIE: Matt, yeah.

10 MR. KUCHARSKI: And what specifically do you check?

11 MR. BARRIE: Matt. It's present.

12 MR. KUCHARSKI: And do you check to see if there are any
13 records of stability being calculated?

14 MR. BARRIE: I don't know.

15 MR. JREIJ: Yeah, this is Henry. I'm not really sure.

16 MR. KUCHARSKI: Okay. This is Mike Kucharski. Do you ever
17 on other surveys, do you ever look at the stability besides the
18 documentation itself? And by documentation what is it that you
19 actually looked at, let me clarify that two part. Let me ask that
20 question first.

21 What documentation do you actually cite?

22 MR. BARRIE: Trains Stability Booklet.

23 MR. JREIJ: This is Henry. So, are you looking for all
24 documentation?

25 MR. KUCHARSKI: Stability-wise. Just stability-wise.

1 MR. JREIJ: I mean, usually, when, when I get to load my
2 certificate then I would pull up the stability letter make sure
3 it's there and I would look up, you know, the operations manuals,
4 train stability law.

5 MR. KUCHARSKI: So, you cited the Operations Manual?

6 MR. JREIJ: I always make sure that it's there along with the
7 stability letter.

8 MR. KUCHARSKI: Okay. Okay. As part of your survey do you
9 check bilge alarms at all?

10 MR. BARRIE: This is Matt. Yes.

11 MR. KUCHARSKI: Okay. Matt, what specifically do you check
12 when you check the bilge alarms?

13 MR. BARRIE: This Matt. That the bilge alarm alert or alarm
14 when they are tripped.

15 MR. KUCHARSKI: Okay. And the alert, where do they alert on
16 that boat; do you remember?

17 MR. BARRIE: At the alarm panel.

18 MR. KUCHARSKI: And where is that?

19 MR. BARRIE: In the engine room.

20 MR. KUCHARSKI: Okay. Do you recollect, this is Mike
21 Kucharski? Do you recollect that there's any indication on the
22 bridge that the bilge alarms, that set off the bilge alarm?

23 MR. BARRIE: I don't know.

24 MR. KUCHARSKI: Okay. This is Mike Kucharski. Do you
25 physically aware if this is a bottom side or top side, do you go

1 down into the bilges and lift something, or I don't know if --

2 MR. JREIJ: Yes.

3 MR. KUCHARSKI: Matt, yes?

4 MR. BARRIE: (Nonverbal response.).

5 MR. KUCHARSKI: Okay. And do you recollect what type these
6 sensors were?

7 MR. BARRIE: I do not.

8 MR. KUCHARSKI: Do you recollect what compartments they are
9 actually in?

10 MR. BARRIE: The engine room, and that's all I can remember.

11 MR. KUCHARSKI: Would you -- do you save notes of your, from
12 your inspections, your surveys?

13 MR. BARRIE: I do.

14 MR. KUCHARSKI: Would you be able to check that and just tell
15 us where those are?

16 MR. BARRIE: That wouldn't be in my notes.

17 MR. KUCHARSKI: Okay. Do either of you gentlemen know why
18 the hull was inserted, that insert was put in?

19 MR. JREIJ: This is Henry. No, this was handled before our
20 attendance. So, I'm not sure what the communication was.

21 MR. BARRIE: Matt. Agree.

22 MR. KUCHARSKI: Okay. And I have some specific questions
23 actually when I get into the actual form here, but I noticed on
24 there there was a writeup on vents, the vents, okay. So, first
25 off could you describe the types, when I say types of vents are

1 some for tanks, are some for ventilation in the house? Could you
2 describe the basic types of vents that there were on that boat?

3 MR. BARRIE: Yes.

4 MR. KUCHARSKI: This is Matt.

5 MR. BARRIE: Matt, yeah. They have vents for tanks and then
6 they have vents for cooling the engine room as well as exhaust
7 from in the engine room, and vents for dryers, things like that.

8 MR. KUCHARSKI: So, this is Mike Kucharski. Do they have
9 vents for the galley, a vent for the galley too?

10 MR. BARRIE: This is Matt. I don't remember.

11 MR. KUCHARSKI: Do you have any record of, again, what vents
12 that you checked on board there?

13 MR. BARRIE: This is Matt. I do not.

14 MR. KUCHARSKI: Okay. And what do you check for when you
15 look at the vents?

16 MR. BARRIE: This is Matt. Depends on the type of vent, for
17 ball float vents, goose neck type vents I'll look at just the
18 general condition of them, look underneath them or the deck
19 connection to make sure there is no corrosion or any pin holes,
20 something of that nature that maybe the crew just missed.

21 MR. KUCHARSKI: And Matt, are these goose neck vents, where
22 would I find the goose neck vent on what kind of a --

23 MR. BARRIE: On a tank vent.

24 MR. KUCHARSKI: Is that what you would find it on a tank
25 vent; is that what it would be?

1 MR. BARRIE: Correct.

2 MR. KUCHARSKI: Yeah, okay. I need you to say that. Sorry.
3 So, there were goose neck vents on board there for the tanks?

4 MR. BARRIE: Yes.

5 MR. KUCHARSKI: And do you recollect what type they were,
6 were they a ball type or a half moon type or what they were?

7 MR. BARRIE: I believe there were a few ball type, but there
8 was also some regular just float. So, not necessarily goose neck.

9 MR. KUCHARSKI: And all those were operating properly?

10 MR. BARRIE: Yes.

11 MR. KUCHARSKI: Okay. The tank inspections did one of you
12 two primarily do the tank inspections?

13 MR. BARRIE: What do you mean?

14 MR. KUCHARSKI: Going down in -- did you go, physically go
15 inside the tanks?

16 MR. BARRIE: No, sir.

17 MR. KUCHARSKI: This is Matt, right?

18 MR. BARRIE: This is Matt. No, sir. Neither of us went into
19 the tanks.

20 MR. KUCHARSKI: Okay. As part of an annual are tanks not
21 inspected at all?

22 MR. JREIJ: This is Henry. As far as annual you only go
23 inside the tanks if they have bad coating conditions recorded in
24 our system. And in this case all conditions were good. And also,
25 if there's an open comment, I guess is any specific thing, then we

1 do have to go in. But there was no open comments and no bad
2 coating conditions for tanks. So, none of it was necessary.

3 MR. KUCHARSKI: Okay. So, how would -- this is Mike
4 Kucharski. How would comments get into the system for bad
5 coatings? Is it -- are tanks coated anywhere in the life to this
6 vessel or part of an inspection process?

7 MR. BARRIE: If they are coated -- if they are coded, yeah,
8 they can be coated from the start or somewhere along, but ABS
9 would have to be notified. We check the tanks during like
10 intermediates, like whenever dry dock and specials and if there is
11 any bad condition tank that they didn't fix at the time it would
12 be recorded in our system and if it's recorded on a Fed 4, then we
13 would have to go on every annual until fixed. And that's how it
14 goes.

15 MR. KUCHARSKI: This is Mike Kucharski. So, they would be
16 inspected at a mid or dry dock?

17 MR. JREIJ: Absolutely, yeah. This is Henry.

18 MR. KUCHARSKI: Okay. And then if there were notations in
19 the system then you may look at them on an annual?

20 MR. JREIJ: Correct.

21 MR. KUCHARSKI: Would that be a fair assessment?

22 MR. JREIJ: Correct.

23 MR. KUCHARSKI: Okay. The cranes, I look here at the annual
24 survey. Would you like a copy of it there?

25 MR. JREIJ: Yes, please.

1 MR. KUCHARSKI: Sure. I only made one. Should I take a
2 break and --

3 MR. BARRIE: We'll put it right here and see it.

4 MR. JREIJ: We could share.

5 MR. KUCHARSKI: So, I noticed on here that the certificates,
6 it says, you know, I see certificates and I see certificate status
7 and I see register of lifting appliances. It's the second one or
8 maybe third one down listed. Do you just cite the certificate or
9 is there something that you, further that you would do where it
10 says annual endorsement?

11 MR. BARRIE: Can you explain that like what do you mean?

12 MR. KUCHARSKI: Is this just a list of the certificates --
13 this is Mike Kucharski -- that are on there or do you actually
14 cite any of these certificates or do you actually perform any kind
15 of an inspection or survey of the lifting appliances?

16 MR. BARRIE: When you say cite, you mean --

17 MR. KUCHARSKI: Visually look at the lifting appliances.

18 MR. JREIJ: Okay. This is Henry. So, usually when you do a,
19 when you have an annual crane or any type of cover gear lifting
20 inspection, they have a list, which is the register of lifting
21 appliances of anything that is ABS certified as a lifting
22 appliance. And in this case when you finish, when you finish an
23 annual, annual cargo gear when you finish it you would issue a
24 brand-new annual inspection certificate that lasts a year. And
25 then you would also endorse the register of lifting appliance by

1 writing, manually handwriting the crane and that it was annually
2 endorsed and when.

3 MR. KUCHARSKI: Great. Thank you. Thank you. that's a
4 great explanation. So, then do you physically check the operation
5 of that crane in some way, shape, or form, they have two cranes on
6 there I believe?

7 MR. JREIJ: This is Henry. Are you talking about inspect --
8 during the inspection?

9 MR. KUCHARSKI: During the annual, yes.

10 MR. JREIJ: During the annual, yes, we do like an operation
11 inspection, just a general operation. We also check the
12 foundation of it, but these cranes are specially mounted on the
13 legs. So, we would end up checking kind of like around the legs
14 but just a general inspection. But, yes, there was an operational
15 test. We would just, you know, test other limits, which has ESOPS
16 and just operation with the crane operator.

17 MR. KUCHARSKI: As part of the inspection do you check the
18 cradles to the cranes? The cradles where they put the cranes
19 into, in the stowed position, the down position.

20 MR. JREIJ: You mean -- oh.

21 MR. KUCHARSKI: I can show you a picture -- well, or we can
22 look at this. That was a picture of the cranes, but it doesn't
23 actually show the cradles.

24 MR. JREIJ: You mean they are on here?

25 MR. KUCHARSKI: Yeah, I mean your photos actually show the

1 cradles on there that you submitted to us or as part of your --
2 so, I'm just wondering the --

3 MR. JREIJ: I would -- I'm not sure. I'm not sure. I don't
4 think so to be honest but I'm not sure.

5 MR. WHITE: So, just to be clear, and the reason I'm going
6 down this path is it's an open or transparent. Okay. There's a
7 requirement for these cranes in their operations manual to be
8 stowed and secured while underway. Okay. So, I need to
9 understand if you check at all the securing arrangements for that
10 crane?

11 MR. BARRIE: No. I don't remember.

12 MR. JREIJ: We don't. I haven't seen them secure or how they
13 secure them.

14 MR. WHITE: Okay. On an annual inspection. That was the
15 question.

16 MR. JREIJ: Well, during our inspection we haven't seen them.

17 MR. KUCHARSKI: That was Mr. White asking that question.
18 Okay. During an annual, right.

19 MR. JREIJ: Yes.

20 MR. KUCHARSKI: So, you just -- this is Mike Kucharski --
21 just to clear that up. You watch the operation of the cranes,
22 both cranes but --

23 MR. JREIJ: Yes.

24 MR. KUCHARSKI: (indiscernible). And you look at the
25 pedestals, you look at the foundation around it?

1 MR. JREIJ: Correct.

2 MR. KUCHARSKI: Okay. Do you check to see if the vessel has
3 the required operating manual aboard?

4 MR. JREIJ: This is Henry. Yeah, we do.

5 MR. KUCHARSKI: Okay. And do you also check to make sure
6 that's the latest version?

7 MR. JREIJ: We -- I visually check the stamp that's on it and
8 it's there and that's about it. If it's ABS stamped, then I'm
9 good.

10 MR. KUCHARSKI: In the ABS process, so I understand, do you
11 have like something that says what revision date or what the
12 letter, some kind of reference to make sure that that is the
13 latest one?

14 MR. JREIJ: This is Henry. I'm not really sure.

15 MR. KUCHARSKI: This is Mike Kucharski. Again, you know,
16 it's being transparent, the vessel has a few years on it, and I
17 don't know as we were here if there were other revisions or not,
18 if that's the original or if this was the latest one?

19 MR. BARRIE: This is Matt. I don't know.

20 MR. KUCHARSKI: Do you -- so you look to see -- this is Mike
21 Kucharski -- that there's an operation manual. Do you, besides
22 looking to see that they have it aboard, do you look at anything
23 inside there as far as operating limitations, or procedures, or
24 anything like that?

25 MR. BARRIE: No, sir. This is Matt.

1 MR. KUCHARSKI: Okay. The vessel has a float, sea state and
2 wind restrictions in the operations manual for the vessel. Do you
3 know where they came from these restrictions?

4 MR. JREIJ: No. This is Henry. No, sir.

5 MR. KUCHARSKI: Okay. We sort of knew that you wouldn't, but
6 we have to ask the question. Somewhere we will find out. Thank
7 you.

8 The Emergency power system on this ship, on this lift boat,
9 okay, can you give us a broad view of how that system works, what
10 it towers, the type, is it a generator, are there batteries, you
11 know, they type of thing? Okay. Give us a broad overview of the
12 system first and then I have some specific questions.

13 MR. JREIJ: As far as a broad overview it would power
14 essential services.

15 MR. KUCHARSKI: Okay. This is Mike Kucharski. And when you
16 say, it, what was it? What was the power source for the emergency
17 system?

18 MR. BARRIE: Emergency generator.

19 MR. KUCHARSKI: It was an emergency generator, okay. And did
20 it also have -- what did the emergency generator power? Let me
21 say that.

22 MR. BARRIE: Essential services.

23 MR. KUCHARSKI: And do you remember what any of those
24 essential services are?

25 MR. BARRIE: This is Matt. A fire pump.

1 MR. KUCHARSKI: Would emergency lighting be part of that?

2 MR. BARRIE: That's correct.

3 MR. KUCHARSKI: And I'll stop by the following question of
4 that before I forget. Did the emergency -- the emergency lights,
5 okay, I saw some notations that you had, I believe that you had in
6 the survey here. But the e-lights, the emergency lights do those
7 work directly off the emergency diesel generator switchboard --
8 oh, no, let me back maybe.

9 Does the emergency diesel generator have its own switchboard?

10 MR. JREIJ: Yes.

11 MR. KUCHARSKI: Okay. So, the lighting, emergency lighting
12 is that powered off of the emergency switchboard or do they have -
13 - does it power to batteries? I've seen in some installations
14 batteries that operate the actual lights, okay, not directly off
15 the emergency switchboard if that makes sense. The battery is
16 first and then if you lose the emergency diesel generator the
17 lights will stay on because they are powered by the battery first.

18 MR. BARRIE: Yes.

19 MR. KUCHARSKI: Do you recollect if that was the type of
20 system, they had on there?

21 MR. BARRIE: This is Matt. I don't remember.

22 MR. KUCHARSKI: Okay. The -- was radar part of the emergency
23 switchboard? Does the radar get powered?

24 MR. BARRIE: This is Matt. I don't remember.

25 MR. KUCHARSKI: So, when you check the emergency diesel on

1 here and the switchboard tell me what you actually check then to
2 see as being powered by it.

3 MR. BARRIE: The emergency lights, this is Matt, and we put a
4 load on it with the fire phone.

5 MR. KUCHARSKI: Okay. Do you know if the steering system on
6 that boat is powered off of the emergency switchboard?

7 MR. BARRIE: This is Matt. I don't remember.

8 MR. KUCHARSKI: So, besides the lights and the fire pump
9 those are the only things that you recollect is powered off the
10 emergency generator?

11 MR. BARRIE: This is Matt. Yes.

12 MR. KUCHARSKI: The watertight doors, did -- who checked the
13 watertight doors?

14 MR. BARRIE: This is Matt. I did.

15 MR. KUCHARSKI: Okay.

16 MR. JREIJ: This is Henry. We kind of both did at this point
17 because I was doing some as well towards the lay-up and just
18 something I check randomly. Sometimes I cross paths. We would
19 check the same stuff at the same time.

20 MR. KUCHARSKI: And this is Mike Kucharski. What do you
21 check on the watertight doors?

22 MR. BARRIE: This is Matt. Typically, if the DOGs will dog
23 down and work as they are intended and not be lose on the striker
24 plates and if the gas (ph.) and the condition of the gasket.

25 MR. KUCHARSKI: Okay. And how did you find the conditions of

1 the gaskets?

2 MR. BARRIE: This is Matt. They were in good condition.

3 MR. KUCHARSKI: Okay. Have you ever heard of the term soft
4 gasket?

5 MR. BARRIE: I have. This is Matt.

6 MR. KUCHARSKI: Okay. Were soft gaskets on board that
7 vessel?

8 MR. BARRIE: I don't remember.

9 MR. KUCHARSKI: I need to go back to the emergency, emergency
10 diesel generator only because you said that you knew the fire pump
11 and the lighting was on there. As far as the lights go, did you
12 go throughout the house to see if the e-lights all were on?

13 MR. JREIJ: This is Henry. Yes, so part of testing the e-
14 gen, we would do a that ship condition where, you know, we would
15 go on e-gen, I mean go walk around and test all the e-lights and
16 see which ones are powered on and aren't and make sure there's
17 enough lighting in case of an emergency for them to see while
18 doing whatever they need to do to escape or to fix the situation.

19 So, yes, we checked all the lights by walking around.

20 MR. KUCHARSKI: The emergency switchboard. Let's go back to
21 the emergency fire pump. So, I feel stupid here, sorry, asking
22 these questions but -- why did you choose that emergency fire
23 pump?

24 MR. JREIJ: This is Henry. So, we usually test the fire pump
25 and the emergency fire pump. The way we usually do it is that we

1 would have them test the fire pump at first, make sure the PSI is
2 good, the pressure is good. And then we would also test the
3 emergency fire pump on the main power and then make sure it's
4 good. And then when we go on emergency generator, we would also
5 test the emergency power pump to make sure it can work on e-gen.
6 And make sure the pressure is good. So --

7 MR. KUCHARSKI: So, there's no -- is there any other reason
8 that the emergency fire pump is used?

9 MR. JREIJ: Could you clarify.

10 MR. KUCHARSKI: In other words, let me back up. Yeah, I'll
11 clarify. How do you test load on the generator? What is the
12 requirement for the load on the emergency diesel generator then?
13 I mean a toaster; I hate to say a toaster. That simple but a
14 light bulb, one light bulb would be some kind of a load on the
15 load to my mind, simple.

16 MR. JREIJ: Correct.

17 MR. KUCHARSKI: I'm a deckie, sorry. But, you know, so when
18 you get further into what kind of a load do you put on the
19 emergency diesel generator or how much load?

20 MR. JREIJ: This is Henry. In terms of quantity, I'm not
21 sure. Like I said, the only do is dead ship recovery or dead ship
22 and then we test the lights and the e-pump, and the -- yeah, e-
23 pump.

24 MR. KUCHARSKI: Okay. So, the reason for the pump, so I'm
25 clear in my mind is because you need it for firefighting?

1 MR. JREIJ: Yes.

2 MR. KUCHARSKI: Would that emergency -- okay. So, they had a
3 separate emergency fire pump and a main fire pump on there; is
4 that correct?

5 MR. JREIJ: Correct.

6 UNIDENTIFIED SPEAKER: You just have to give firm response.

7 MR. BARRIE: Yes, this is Matt, yes.

8 MR. KUCHARSKI: Okay. Thank you. The -- do you check as
9 part of -- I see, the cargo ship safety equipment certificate,
10 cargo ship safety construction. Okay. So, and register of
11 lifting appliances, I'm sort of reading through these. Anywhere
12 in your inspection, and then I'm sorry, the last one is the cargo
13 gear annual certificate. Okay.

14 On any of those inspections, well, let me back up. Let me
15 back up.

16 Is there a cargo securing manual for this vessel?

17 MR. JREIJ: This is Henry. I can't remember.

18 MR. BARRIE: This is Matt. Yes.

19 MR. KUCHARSKI: Okay. And are there any fixed, what are
20 called, fixed lash point on that ship, on that boat?

21 MR. BARRIE: This is Matt. I don't remember.

22 MR. KUCHARSKI: Okay. So, you don't know if there are padise
23 (ph.) or anything there to secure --

24 MR. JREIJ: This is Henry. I don't remember.

25 MR. KUCHARSKI: How about on the deck itself, when you're

1 walking along on the deck do you see any cruciforms in the deck or
2 anything like that?

3 MR. JREIJ: This is Henry. I don't remember.

4 MR. KUCHARSKI: So, would it be a fair statement to say that
5 is part of the annual you don't look at any of the securing points
6 for cargo or the cranes or anything like that? I think you have
7 already said for the cranes, but you know, with the securing, but
8 the other parts but as a cargo securing manual so -- but you don't
9 look at anything as part of your annual survey for the fixed
10 lashing points on the boat?

11 MR. BARRIE: This is Matt. No.

12 MR. KUCHARSKI: Do you recollect on this, on this lift boat,
13 the deck, the main deck, the main deck, is there some kind of a
14 coating on that deck?

15 MR. BARRIE: This is Matt. Paint.

16 MR. KUCHARSKI: That I guess, yeah, would be considered --
17 yeah. They paint (indiscernible) Yeah. Are they painted?

18 UNIDENTIFIED SPEAKER: That's your answer.

19 MR. BARRIE: Yes.

20 MR. KUCHARSKI: Okay. All right. And do you recollect as
21 part of your inspection do you look at the coating on it, the
22 paint to see how the decks are?

23 MR. BARRIE: I don't remember. This is Matt.

24 MR. KUCHARSKI: Okay.

25 MR. PRESTON: This is John Preston, ABS. What exactly is

1 your question?

2 MR. KUCHARSKI: If they check the paint, the coating on the
3 deck.

4 MR. PRESTON: So, the question is do they check the condition
5 --

6 MR. KUCHARSKI: Yeah, to see, yeah to see what condition it
7 is. Is it his -- sorry. I think that's a class requirement that
8 there's got to be coating on the steal. So, let's get right to
9 the point. How would the -- if the decks are painted what was the
10 condition of the paint on the deck?

11 MR. JREIJ: This is Henry. So, we do check the general
12 condition of the deck. That's -- I mean it's just the bare
13 minimum.

14 MR. KUCHARSKI: The paint, the coating on the deck. That's
15 what I'm getting at.

16 MR. JREIJ: The general condition of the deck however it is
17 painted, not painted and we just check general condition of it.

18 MR. PRESTON: For an annual --

19 MR. KUCHARSKI: For an annual, yeah.

20 MR. JREIJ: For an annual. We walk around the deck and we'll
21 check it.

22 MR. KUCHARSKI: Do you recollect if it, if there was any
23 special coating on there, like a nonskid type?

24 MR. JREIJ: This is Henry. I don't remember.

25 MR. KUCHARSKI: Okay. Okay. I'm going to stop there. I may

1 have a copy more specific. Sorry, gents, if you need to take a
2 break at any time just tell us. We're not -- I don't think we are
3 too much longer at least with my questions. But go around the
4 room.

5 MR. EHLERS: Drew Ehlers, NTSB. I have some really basic
6 questions about your job. How long would this survey take on, at
7 the vessel?

8 MR. JREIJ: This is Henry. In general, or this time that we
9 attended. Are you asking me how long it took us or how long does
10 it usually take?

11 MR. EHLERS: Both.

12 MR. JREIJ: I can't really answer. Usually, it depends what
13 inspections there are and the condition of the lift boat.

14 MR. EHLERS: Okay.

15 MR. JREIJ: And for the time we attended, me and Matt
16 attended twice. Well, actually we attended one time together and
17 once later on I went to clear the deficiencies that we recorded in
18 the system and I think for that one time that we attended we were
19 there I'd say all day, about seven or eight hours.

20 MR. EHLERS: Okay. Would you say that it was -- your time on
21 board was unusually long or short or probably about right for that
22 type of vessel?

23 MR. JREIJ: This is Henry. I don't recall.

24 MR. BARRIE: This is Matt. I would say it was -- yeah.

25 MR. EHLERS: Well, let me ask it a different way. Was there

1 anything that kept you on that vessel longer than a normal survey
2 would require?

3 MR. JREIJ: This is Henry. Everything that we inspected, and
4 we had found was, I mean recorded and the crew at that time did
5 not show any resistance in fixing what was called. So, I wouldn't
6 say we were there for anything other than regular inspections.

7 MR. EHLERS: Okay. How many inspections would you say you
8 have done, annual inspections since you did that inspection?

9 MR. BARRIE: Matt. Since I've done that one. I couldn't
10 even put a real number on it. I would have to look at all my
11 reports in the system.

12 MR. EHLERS: Well, let me ask this. Are you on vessels every
13 day or is it one day on a vessel, the next day writing a report?

14 MR. BARRIE: It depends on what the scheduler gives me.
15 Every week is different.

16 MR. EHLERS: Okay. Henry, do you have any -- an answer?

17 MR. JREIJ: No, I would agree with Matt. Hundreds, if not
18 more. I mean every single day is one vessel at least and
19 sometimes more, and sometimes we do one vessel, and we write a
20 report. Sometimes we still go to the vessel and still write a
21 report the same day. There is no telling. It's a lot. Houma
22 gets I think our busiest port in the USA. So, we have a lot of
23 boats.

24 MR. EHLERS: So, you've -- so when you say you couldn't --
25 you can't state for sure what you have done since that, but would

1 you say it's in the tens, 100s of vessels you have been on board
2 since then?

3 MR. JREIJ: Since February?

4 MR. EHLERS: Yeah.

5 MR. JREIJ: Gees. There is no way I can tell you. I would
6 have to look in the system.

7 MR. EHLERS: Okay. All right.

8 MR. JREIJ: It's definitely more than ten.

9 MR. BARRIE: I definitely don't keep track of that, you know.

10 MR. JREIJ: A hundred percent more than ten.

11 MR. EHLERS: What I'm trying to get a sense of is, you know,
12 we've asked a lot of detailed questions about this vessel and
13 that's the only vessel you have seen in the last, you know, three
14 months, then, you know, I'd expect you to have very good memory.
15 If you have seen 500 vessels, be really tough. So, that's what
16 I'm trying to get a sense of. So, I mean are we talking -- can
17 you give me a ballpark of how many vessels you have been on board
18 since February. I mean we are not going to go --

19 MR. BARRIE: Since February since 40 something like that?

20 MR. JREIJ: This is Henry. I would say 30 to 40 is being --

21 MR. EHLERS: Okay. That's helpful. Okay. Thank you.

22 MR. [REDACTED] This is Andy [REDACTED] What do you guys do to
23 prepare for a survey? Like once you get scheduled for it.

24 MR. BARRIE: Typically, we'll open up the work order. This
25 is Matt Barrie. We'll open up a work order and we'll go look in

1 what they call verification points and then we'll be able to click
2 on each one and see how it is applicable and what ABS rule site to
3 look at.

4 MR. JREIJ: This is Henry. Depending on the type of
5 inspections and how many of them we usually also check for open
6 findings from previous surveys or just attend it as in the middle
7 of surveys that was notified to ABS. And we also check for
8 engineering comments. Make sure there's nothing to be closed or
9 to witness by a surveyor. And we would check the vessel status to
10 make sure, just to see the general view of what we are up against.

11 MR. [REDACTED] This is [REDACTED] [REDACTED] Just to clarify this
12 vessel is machinery classed in load line; is that correct?

13 MR. BARRIE: Yes. Matt Barrie. Yes.

14 MR. [REDACTED] Without going into extreme detail what does a
15 machinery classed vessel I guess annual inspection include as far
16 as categories of equipment and things like that? What does that
17 encompass?

18 MR. BARRIE: This is Matt Barrie. Typically, it's anything
19 from the oily water separator making sure that it operates and
20 functions and has been calibrated to checking the engines with an
21 OEM certified technician to running pumps, checking valves.

22 MR. [REDACTED] Anything outside of the engine space machinery
23 space, for the most part; any accessory equipment, rigged
24 equipment, deck equipment; anything like that?

25 MR. BARRIE: Just for -- This is Matt Barrie. Just for

1 machinery, you mean?

2 MR. [REDACTED] Just for the machinery portion of it being
3 classed for that.

4 MR. BARRIE: I don't really remember off the top of my head.

5 MR. [REDACTED] What about load line, what falls under that
6 category of inspection?

7 MR. BARRIE: This is Matt Barrie again. We would check
8 anything from overboard discharges, to vents, to watertight doors,
9 any sort of like louvers, and closures that would be a part of
10 subdivision and the stability of the vessel.

11 MR. JREIJ: This is Henry. Yes. So, basically, it's all
12 watertight integrity. Things that are on the ship, cable
13 penetrations, anything that shouldn't, shouldn't be letting water
14 in making sure that doesn't let water in if faced with whatever
15 water incident.

16 And we also check the film cell mark (ph.) to make sure that
17 it matches the certificate that we have, the load master ticket.

18 MR. [REDACTED] Okay. Is there any guidance or check lists that
19 you guys use for one of these types of inspections?

20 MR. PRESTON: For the survey?

21 MR. [REDACTED] Yes. For each type of survey --

22 MR. JREIJ: This is Henry. We use Freedom our system, our
23 internal system as the verification point like Matt said and those
24 are our, I guess, new check lists that we have, and we follow
25 those when we go on board.

1 MR. [REDACTED] Okay.

2 MR. KUCHARSKI: Please remember to identify yourselves we had
3 a whole bunch go one day.

4 MR. [REDACTED] Yeah.

5 MR. KUCHARSKI: Thank you.

6 MR. [REDACTED] Now, is there any point, is every annual survey
7 for say machinery for this particular vessel, is it going to be
8 the same each time or is there any period where you go more in-
9 depth or less in-depth on a particular period?

10 MR. JREIJ: This is Henry. Yeah, usually -- so for annuals
11 like we just did, it's a different requirement than for an
12 immediate and a different requirement for specials. So, depending
13 on the age of the vessel and what survey cycle they are in the
14 survey depth changes.

15 MR. [REDACTED] Okay. Thank you. but if it's an annual it
16 should be the same annual that the last annual was, there
17 shouldn't be anything omitted or changed from that check list?

18 MR. JREIJ: This is Henry. Unless they had some attendance
19 in the middle for ABS for something that they called out and then
20 left the outstanding or some comments on it that we have to
21 inspect in-depth more on the next annual, then it should be the
22 same as its last annual.

23 MR. [REDACTED] Do you remember anything standing out on this
24 vessel to look further into or maybe overlook because it's already
25 been done?

1 MR. BARRIE: This is Matt. Other than the findings we had,
2 no.

3 MR. JREIJ: This is Henry. I agree.

4 MR. [REDACTED] Thank you.

5 MR. [REDACTED] [REDACTED] Coast Guard. Just for
6 clarification you said -- Matt, you mentioned an OEM certificate a
7 technician. Could you elaborate and tell us what that means
8 please?

9 MR. BARRIE: This is Matt. OEM is official equipment
10 manufacturer.

11 MR. JREIJ: Original equipment manufacturer.

12 MR. BARRIE: Yeah, original equipment, I'm sorry, original
13 equipment manufacturer.

14 MR. [REDACTED] That's fine.

15 MS. PHILLIPS: Tracy Phillips. Does ABS have lift boats
16 specific requirements in the rules and regs?

17 MR. JREIJ: This is Henry. We have -- so, this lift boat is
18 part of the MODU rules, mobile offshore drilling units. So, the
19 annual hull on it to get certified in it you'd have to end at
20 different elevated or, you know, just MODU platforms. So, there's
21 that, there's MODU rules and there's also the lift boat guide that
22 we have for ABS.

23 MS. PHILLIPS: So, ABS has a specific (indiscernible) boat
24 guide?

25 MR. JREIJ: Yes. Yes.

1 MS. PHILLIPS: Thank you. What does your training involve
2 for lift boats; do you have any lift boat specific training during
3 your preparation for being a surveyor?

4 MR. JREIJ: This is Henry. Like I said, it's part of the
5 MODU so, we do get a MODU training or class that we have to attend
6 in person and then as well as actual physical attendance on MODU
7 notation, like notated platforms, class platforms. So, yeah, I
8 would say it's not specific to just lift boats. It's lift boats -
9 - lift boats are part of the notation.

10 MS. PHILLIPS: During an annual survey do you check with
11 draft marks when you approach the vessel or painted the vessel?

12 MR. JREIJ: This is Henry. Yes.

13 MS. PHILLIPS: Do you then compare those draft marks to
14 what's in the operating manual or that story letter; or anything
15 like that?

16 MR. JREIJ: This is Henry. No, we just check that they are
17 visible.

18 MS. PHILLIPS: Okay. Does an annual survey involve looking
19 for things that might have been modified on the hull of the vessel
20 and recording those?

21 MR. BARRIE: This is Matt. Yes.

22 MS. PHILLIPS: Did you note any modifications that look like
23 they were made (indiscernible)?

24 MR. BARRIE: This is Matt. No.

25 MS. PHILLIPS: And it sounds like you both have a lot of

1 experience on a lot of different vessels. I imagine you have an
2 internal scale of this boat is really that, this boat is really
3 good. What is your overall impression on if we are on your scale,
4 for Seacor Power?

5 MR. JREIJ: This is Henry. From our survey or attendance, I
6 thought the boat was in good condition and up to ABS rules and
7 standards.

8 MR. BARRIE: This is Matt. I agree.

9 MS. PHILLIPS: Thank you.

10 MR. PRESTON: I have a point of clarification. This unit
11 isn't frequently referred to as a lift boat. The class notation
12 for this unit the ABS class notation is self-elevating unit and
13 based on the class notation that is how the, the surveyors
14 determine what rule set applies. The self-elevating unit means
15 that the ABS mobile offshore drilling unit or MODU rules apply.

16 The vessel is described as a lift boat but that is not
17 actually the, what it is classed at. It's classed as a self-
18 elevating unit.

19 MR. KUCHARSKI: And that was John Preston speaking.

20 MR. PRESTON: My apologies, yes. John Preston, ABS.

21 MR. EHLERS: I have a question on your clarification. This
22 is Drew Ehlers. So, is there a separate class for a lift boat?

23 MR. PRESTON: This is John Preston with ABS. So, a vessel
24 that is built in accordance with the ABS lift boat guide, the
25 class notation will be A1 lift boat. And it follows that guide.

1 Because this unit is classed A1 self-elevating unit then it
2 is -- it follows under this separate mobile offshore drilling
3 unit, which ABS has since changed the name of that rule set to
4 Mobile Offshore Unit to better describe the units that are classed
5 using that rule set. And that encompasses medium sized self
6 (indiscernible) and anything larger than that.

7 MR. EHLERS: Thank you.

8 MR. KUCHARSKI: This is Mike Kucharski. Matt, so deck side,
9 I'm sort of following along with Lt. [REDACTED] there. Deck side do
10 you check anything on the bridge itself?

11 MR. BARRIE: Yes.

12 MR. KUCHARSKI: Could you tell us what you check?

13 MR. JREIJ: This is Henry. I don't know if this is Matt's
14 specific question, he said Matt.

15 MR. KUCHARSKI: I did because he said he was deck -- he was
16 topside, right.

17 MR. JREIJ: No, I'm top side.

18 MR. KUCHARSKI: Oh, you're topside. Oh, I'm sorry. I won't
19 get that right. We are going to have little labels there. We'll
20 put it on my fingers. Go ahead.

21 MR. JREIJ: Yes. So, we check all the bridge equipment.
22 Usually there's a certificate on board, not certificate. There's
23 a paper on board that lists all the equipment on the bridge and as
24 part of the safety equipment inspection I usually go with that
25 list and cross check the equipment to their, to the noted down

1 like serial number manufacturer as much as I could.

2 Some of them are like hidden and you can't even find those.
3 But if I can't then I would make sure, I would talk -- I would be
4 with the captain and I would make sure that he can show me that it
5 can operate properly, and I would also ask him if he's having any
6 issues with any of the equipment that I want to know about it.

7 MR. KUCHARSKI: This is Mike Kucharski. So, those, those
8 listed you check the operation of all those things?

9 MR. JREIJ: Yes, absolutely.

10 MR. KUCHARSKI: Okay. And where does steering fall. This is
11 Mike Kucharski again. Where does steering fall, is that deck
12 topside or is that bottom?

13 MR. BARRIE: Machinery, so what you have is bottom.

14 MR. KUCHARSKI: Okay. So, do you check the operation of the
15 steering system?

16 MR. BARRIE: This is Matt. Yes.

17 MR. KUCHARSKI: And what do you actually check? Could you
18 tell us what you do when you check their inspection?

19 MR. BARRIE: This is Matt. Typically, I will go in the
20 engine room and if I'm with, say Henry, I will call him up on the
21 sound powered phone. So, then I'll test the sound powered phone
22 at the same time. And then we will start on one of the steering
23 pumps, we'll part over, part over and look at the gauge, the
24 indicator and then we'll swap the steering pumps. Do it again.
25 He'll look at it (indiscernible).

1 MR. KUCHARSKI: Do you recollect, do you remember what kind
2 of a steering system? Was it a ram? Was it a vein? Do you
3 remember what it was?

4 MR. BARRIE: I don't remember. This is Matt.

5 MR. KUCHARSKI: There's an item on here of your survey
6 finding Number 469, and I'm guessing it's page 3. It's the PDF
7 page, but it relates to, this says this is to report that the
8 accommodation doors and all levels. Do you see that one there?

9 MR. BARRIE: Right. The fire doors.

10 MR. KUCHARSKI: Yep, leading into the stairway would not
11 completely close as they were designed.

12 MR. BARRIE: Correct.

13 MR. KUCHARSKI: So, we're talking about the fire doors, when
14 you say accommodation doors on all levels, are we talking about
15 stateroom doors, are we talking -- what kind of accommodation
16 doors are we talking about?

17 MR. JREIJ: This is Henry. So, there are fire doors,
18 automatic closing. Usually when you leave it open it's supposed
19 to close on its own and latch. And that was the issue with it, it
20 wasn't latching.

21 MR. KUCHARSKI: I see. And those, they are automatic. When
22 you say automatic, they come back, and the magnet holds it, and
23 they are released from the bridge or how does it work?

24 MR. JREIJ: No, no, no. Not from the bridge.

25 MR. KUCHARSKI: Okay.

1 MR. JREIJ: This isn't like a button. It's just automatic as
2 in it has a --

3 MR. BARRIE: Has a spring. This is Matt.

4 MR. JREIJ: Yeah, it has a spring.

5 MR. BARRIE: It's spring loaded.

6 MR. KUCHARSKI: Understood. Understood. Okay. And they
7 were then verified afterwards that they would close, what was the
8 problem there?

9 MR. JREIJ: This is Henry. So, like he said they are spring
10 loaded. The way it was supposed to work is that when someone
11 opens the door to leave or whatever, the second it leaves it it is
12 supposed to close on its own and latch. So, the issue was that
13 all these doors that we noted were not closing all the way and
14 some of them were not even latching.

15 MR. KUCHARSKI: Okay. Item Number, finding number 467 report
16 that throughout the vessel numerous solas (ph.) safety signs were
17 found to be faded and in need of replacement. Who -- is that
18 yours, Henry?

19 MR. JREIJ: Both of us.

20 MR. KUCHARSKI: Both of you, okay. If one of you gents would
21 kindly tell me what solas safety signs are we talking about.

22 MR. BARRIE: This is Matt. We are talking about like the
23 exit signs with the arrows, also some of the smoke detector signs,
24 you know, this is what it looks like, it's bad for talking about.
25 But it's got like a little smoke out. It's just various ones like

1 that.

2 MR. CENAC: Michael Cenac, Seacor. Are these exterior or
3 interior solas signs?

4 MR. BARRIE: This is Matt. They were both.

5 MR. KUCHARSKI: I'll have to go back. I have a question on
6 bridge equipment. Are the radios checked in any way on there?

7 MR. JREIJ: This is Henry. Yes, sir.

8 MR. KUCHARSKI: And which radios are checked?

9 MR. JREIJ: This is Henry. The two-way VHF telephones are
10 checked, the south power phone is checked. Any means of
11 communication they have on board is checked.

12 MR. KUCHARSKI: Okay. I think this is asked and answered,
13 but the -- so they are being checked while they are on the main
14 power, they are not -- there is no check on the emergency system
15 that these operate?

16 MR. JREIJ: This is Henry. Yes, sir. Sound powered phone
17 are just sound powered.

18 MR. KUCHARSKI: Okay. Sound powered but any external phones
19 that go to the outside, the VHF goes to the outside, yes?

20 MR. JREIJ: Right. The two-way VHF it goes --

21 MR. KUCHARSKI: Is that the only external, if I can say it
22 that form of communication that you check?

23 MR. JREIJ: This is Henry. I can't remember.

24 MR. KUCHARSKI: Would we somewhere along the line be able to
25 get a copy of what you actually -- not your notes, but this some

1 kind of a standard check list like, like I know Coast Guard has
2 them, does ABS have something like that. Standard what is, what
3 is checked in an annual inspection?

4 MR. JREIJ: This is-- yeah, go ahead.

5 MR. PRESTON: This is John Preston with ABS. They described
6 it earlier. It's -- there was -- previously there was as you
7 describe it, yes, no, check list. Right now, there is a series of
8 verification lists. These are items that are identified to be
9 associated with this type of unit and then as he pointed out if
10 you expand or if you click on the verification point it gives the
11 actual rule cites that are associated with that piece of
12 equipment.

13 So, when they did this survey, they have a list of these
14 items that are associated with this particular unit or this type
15 of unit and they -- as they are surveyed, they verify those items
16 are satisfactory and that -- that's the completion of the survey
17 that those items are satisfactory.

18 So, we can provide the verification points that are
19 associated with this unit.

20 MR. KUCHARSKI: That will be helpful, yes. Thank you. This
21 is Mike Kucharski. I'm not asking for the specific ones. I'd
22 just like to understand what they typically do.

23 MR. PRESTON: And all of these requirements are based on the
24 rule and on solas requirements that apply to this unit. They are
25 basically just condensed to provide the list of items.

1 MR. KUCHARSKI: So, there's a pen site -- This is Mike
2 Kucharski -- to the actual solas (ph.) requirement?

3 MR. PRESTON: Yes. I'm sure for the rule requirements. I
4 believe also for the solas requirements.

5 MR. JREIJ: This is Henry. So, when in our system when you
6 click on a certain verification point, kind of like a new window
7 opens up with all the details of it as well as the bottom of it
8 has a direct link to the rule section that pertains to that
9 certain verification point. Sometimes more than one link because
10 it's mentioned somewhere else, different places or whatever
11 notation it has it's mentioned somewhere else. So, we can
12 directly go to that rule which explains that verification point.

13 MR. KUCHARSKI: So, when you go out on your survey, this is
14 Mike Kucharski again, do you have some kind of an electronic
15 device, a notebook or something that you take with you that
16 actually lets you drop those drop-down menus, look at everything?

17 MR. JREIJ: This is Henry. Yes, we have our laptops.

18 MR. KUCHARSKI: You have a laptop. Okay.

19 UNIDENTIFIED SPEAKER: Could we take a two-minute break?

20 MR. KUCHARSKI: Sure. The time is now 1:26, 13:26 and we are
21 going to take a short break.

22 (Off the record from 1:26 p.m. to 1:30 p.m.)

23 MR. KUCHARSKI: And the time is now 1:30, 13:30. And we are
24 back on the record. And I think we had a question, point of
25 clarification on the fire doors, okay, that we talked about that

1 were not closing properly. Are those all-interior doors?

2 MR. BARRIE: This is Matt. Yes.

3 MR. KUCHARSKI: Okay. Go around the room one more time are
4 there any --?

5 MR. PRESTON: I have a point of clarification.

6 MR. KUCHARSKI: John Preston.

7 MR. PRESTON: This is John Preston with ABS.

8 When you do your surveys, could you please tell us who
9 operates all the equipment that you're looking at?

10 MR. JREIJ: This is Henry. The crew, whoever is responsible
11 for the equipment operates them. At the bridge it was the captain
12 with me. So, whoever he chooses to operate. ABS surveyors don't
13 change.

14 MR. KUCHARSKI: Mike Kucharski. I have a follow up then.
15 Was there any company shoreside representative onboard the boat
16 with you?

17 MR. BARRIE: This is Matt. From which company?

18 MR. KUCHARSKI: Seacor.

19 MR. BARRIE: This is Matt. Yes.

20 MR. KUCHARSKI: Do you remember the name of the person?

21 MR. BARRIE: Tommy Saunier, I think?

22 MR. KUCHARSKI: Did he tell what position he had at the
23 company?

24 MR. BARRIE: Not specifically. I would have just called him
25 an owner's representative.

1 MR. KUCHARSKI: Okay. Tommy --

2 MR. BARRIE: Saunier, S-A-U-N-I-E-R, I believe.

3 MR. KUCHARSKI: Go round the room.

4 MR. CENAC: Michael Cenac, Seacor. Was there any third-party
5 contractor personnel on board during the inspection, super
6 luminaries, vendors, anyone beside Seacor personnel and
7 yourselves?

8 MR. BARRIE: This is Matt. I believe the MSI, the OEM for
9 CAT was on there.

10 MR. CENAC: Okay. And was the vessel in the water or was she
11 elevated when you arrived?

12 MR. JREIJ: This is Henry. I can't remember off the top of
13 my head. I would want to check if there's pictures of that. I'm
14 not sure.

15 MR. CENAC: But during the survey she did elevate so you
16 could --

17 MR. JREIJ: Yes. Yes. This is Henry. I'm not sure if she
18 was a little elevated when we got there, and they elevated her
19 more or if she was complete in the water off the top of my head.
20 But I know we did elevate it during the survey.

21 MR. CENAC: Okay. Thank you, sir.

22 MR. KUCHARSKI: Around the room.

23 (Nonverbal response.)

24 MR. KUCHARSKI: Time is 13:33, 1:33 and the interview is
25 terminated. Thank you.

1 MR. JREIJ: Thank you.

2 MR. BARRIE: Thank you.

3 (Whereupon, at 1:33 p.m., 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 Henri Jreij and Matthew
 Barrie

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.



Letha J. Wheeler
Transcriber



Office of Marine Safety
Transcript Errata

NTSB REPLY TO BARRIE TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR
SURVEYORS JREIJ AND BARRIE

TAKEN ON

APRIL 21, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING	NTSB reply
16	22	Trains stability booklet	Trim and Stability Booklet	AGREE
21	12	Fed 4	Finding	DISAGREE, recording captures Jreij stating: "if recorded on a FED 4"
28	4	Fire phone	Fire pump	AGREE
44	23	We'll part over, part over	We'll do hard over, hard over	AGREE



Office of Marine Safety
Transcript Errata

NTSB REPLY TO JREIJ SUGGESTED CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR
SURVEYORS JREIJ AND BARRIE

TAKEN ON

APRIL 21, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	Suggested CORRECTED WORDING	NTSB RESPONSE
17	1	When I get to my load my certificate	When I get to my load line certificate	AGREE
17	4	Train Stability Law	Trim and stability booklet	AGREE
21	4	If they are coded	If they are coated	AGREE
22	19	Cover gear lifted	Cargo gear lifted	AGREE
23	15	You know, test other limits, which has ESOPS	You know, test all limit switches, E-stops	AGREE
38	16	We also check the fil cell mark	We also check the Plimsoll Mark	AGREE
38	17	The load maser ticket	The load line certificate	DISAGREE. Although what you propose makes sense, "load master ticket" is what was said.

From: [Kucharski Michael](#)
To: [John Preston](#)
Subject: RE: Transcript Review Barrie and Jreij SEACOR POWER
Date: Wednesday, June 2, 2021 4:31:00 PM
Attachments: [JREIJ Transcript Errata-NTSB reply.pdf](#)
[BARRIE Transcript Errata-NTSB reply.pdf](#)

Good Afternoon John:

Attached for your records are NTSB's responses to Mr. Barrie's and Mr. Jreij's transcripts of interview suggested errata.

Additionally, I agree with your below suggested comments/errata – I listened to the tape – it is Mr. White who is talking.

I will include a copy of this email with the transcript.

Many thanks, Mike

From: John Preston [REDACTED] >
Sent: Friday, May 21, 2021 11:16 AM
To: Kucharski Michael [REDACTED] >
Subject: FW: Transcript Review Barrie and Jreij SEACOR POWER

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Mike,

Attached is eratta.

Also noted the following:

Page 13 line 14 , 21 and 25 is Mr. White

John Preston
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