

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, *

Accident No.: DCA21MM024

LOUISIANA, ON APRIL 13, 2021 *

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Interview of: YVETTE LEDET

Wife of Captain David Ledet

New Orleans, Louisiana

Wednesday,
June 9, 2021

APPEARANCES:

MICHAEL KUCHARSKI, Investigator
National Transportation Safety Board

DEREK FRECKLETON
National Transportation Safety Board

CAPTAIN TRACEY PHILLIPS, Chair
U.S. Coast Guard, Marine Board of Investigations

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U.S. Coast Guard, Marine Board of Investigations

LIEUTENANT ██████████, Legal Advisor
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U.S. Coast Guard

MICHAEL CENAC, Designated Person Ashore
Seacor Marine

HUGH LAMBERT, Personal Representative to Yvette Ledet
The Lambert Firm

JOHN PRESTON
American Bureau of Shipping

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I N T E R V I E W

(10:00 a.m. CDT)

1
2
3 MR. KUCHARSKI: Okay. Good morning, everyone. This is Mike
4 Kucharski from the NTSB, and we are here at the law offices of the
5 Lambert Law Firm in New Orleans, Louisiana to conduct a live
6 interview of Mrs. Yvette Ledet in relation to the loss of the
7 *Seacor Power*, or the accident that occurred on the *Seacor Power* on
8 the 13th of April of this year.

9 Today is the 9th of June, and the time is approximately 10
10 Central Daylight Time.

11 And Mrs. Ledet, before -- may I call you Yvette?

12 MS. LEDET: Yes, please.

13 MR. KUCHARSKI: Okay. And you are aware that we are
14 recording this?

15 MS. LEDET: Yes.

16 MR. KUCHARSKI: We spoke. You will be able to look at the
17 transcript. You will have a copy of the transcript.

18 MS. LEDET: Yes.

19 MR. KUCHARSKI: Okay. And before I go around the room and
20 then on the phone to introduce everyone, for the record, if you
21 will, I'd just like to express the NTSB's and my and the
22 investigative team, our condolences for your loss, and for your
23 family and what you're going through.

24 MS. LEDET: Thank you.

25 MR. KUCHARSKI: Our hearts are with you, and we appreciate

1 your taking the time to be here with us to maybe shed some light
2 or help us in developing probable cause in this accident.

3 So, as you know, I'm Mike Kucharski with the NTSB. I'm also
4 the Operations Group Chairman for this accident.

5 As I mentioned, we have parties to this accident, and the way
6 we're structured, the parties, they're the ones that have
7 information: *Seacor*, the National Weather Service, American
8 Bureau of Shipping. They all help us with bits and pieces to try
9 to put this together, and, of course, the Coast Guard is always
10 party to our investigation.

11 So this information will be shared with all -- the transcript
12 will, and the transcript will also go what's called the public
13 docket. Everyone will be able to see this as a document, if you
14 will, electronically. That will probably not go out, the docket,
15 until right around the time -- or maybe the same day the report
16 comes out. Usually, our target is within 18 months to publish our
17 report. It could be sooner, but at 18 months, it could be later,
18 depending on what develops, but about 18 months is what we look
19 at. It's possible that some information -- there'll be an earlier
20 release if there's a lot of information that we think needs to be
21 out there on the docket, but, usually, it's not until about that
22 time.

23 MS. LEDET: Okay.

24 MR. KUCHARSKI: So -- and if you have any -- during this
25 interview, if anything is uncertain that I'm saying, I'm not

1 trying to be tricky or anything. I'm human. So ask to repeat it,
2 or what I meant, or --

3 MS. LEDET: Okay.

4 MR. KUCHARSKI: -- type of thing. It's not to hide the ball.
5 It's to try to get information that'll help us all. And if you
6 need to take a break anytime, you can. My flight doesn't leave
7 till 6 p.m. so I'm -- we can --

8 MS. LEDET: Let's hope that we'll be done by then, or way
9 before.

10 MR. KUCHARSKI: So, to my left, please. Captain?

11 CAPT. PHILLIPS: Good morning. Tracey Phillips,
12 P-H-I-L-L-I-P-S. I'm the Chair of the Coast Guard's Marine Board
13 of Investigation.

14 MR. CENAC: Michael Cenac. Seacor Marine. Designated Person
15 Ashore. C-E-N-A-C.

16 LT. [REDACTED]: Lieutenant [REDACTED], [REDACTED]. I'm the legal
17 advisor to the Coast Guard investigation.

18 MR. LAMBERT: And my name is Hugh, nickname Skip, Lambert.
19 And I represent Mrs. Ledet and the estate of Captain Ledet.

20 MR. KUCHARSKI: And you're her -- for our investigations, you
21 are her personal representative, correct?

22 MR. LAMBERT: Absolutely.

23 MR. KUCHARSKI: Right. Okay. Sorry, would you also -- I
24 think Michael Cenac will be okay, and Tracey Phillips, but would
25 you spell your name for the record?

1 MR. LAMBERT: Sure. It's Hugh, H-U-G-H, nickname Skip,
2 S-K-I-P, last name Lambert, L-A-M-B-E-R-T.

3 MR. KUCHARSKI: Thank you.

4 MR. LAMBERT: And this just, for the record, is the Lambert
5 Firm, and it is 701 Magazine Street in New Orleans, and that's
6 where we're all sitting right now, having this interview.

7 MR. KUCHARSKI: Did I misstate? It's not the Lambert Law
8 Firm, it's the Lambert Firm?

9 MR. LAMBERT: It's the Lambert Firm.

10 MR. KUCHARSKI: Okay. I'll take that off of there. Thank
11 you.

12 MR. LAMBERT: You're welcome.

13 MR. KUCHARSKI: And Ms. [REDACTED], would you spell your name? I
14 don't know if you -- yeah.

15 LT. [REDACTED]: First name is [REDACTED], [REDACTED]. Last name [REDACTED],
16 [REDACTED].

17 MR. KUCHARSKI: Great. Thank you. So Mrs. Yvette --

18 CAPT. PHILLIPS: Do we need to get the people on --

19 MR. KUCHARSKI: Oh, I'm sorry. On the phone. Oh great,
20 thank you. Yes, on the phone.

21 Derek, would you introduce --

22 MR. FRECKLETON: Yes. My name is Derek Freckleton. That's
23 D-E-R-E-K, last name Freckleton, F-R-E-C-K-L-E-T-O-N. I'm with
24 the National Transportation Safety Board, Transportation Disaster
25 Assistance Division.

1 MR. KUCHARSKI: Okay. Thank you.

2 John Preston?

3 MR. PRESTON: Yes. My name is John Preston with the American
4 Bureau of Shipping, J-O-H-N P-R-E-S-T-O-N.

5 MR. KUCHARSKI: Anthony?

6 MR. [REDACTED] Hello. [REDACTED] [REDACTED] last name [REDACTED]
7 Coast Guard Marine Investigator.

8 MR. KUCHARSKI: And [REDACTED]

9 MR. [REDACTED] Hi. Good morning. My name is [REDACTED] [REDACTED]
10 Last name spelled [REDACTED] I'm also a member of the Coast
11 Guard's Marine Board of Investigations.

12 MR. KUCHARSKI: Okay. Thank you, gents. And thank you
13 again, Captain, for reminding me.

14 INTERVIEW OF YVETTE LEDET

15 BY MR. KUCHARSKI:

16 Q. So Yvette, tell us a little bit about yourself. Yeah.

17 A. Like?

18 Q. Well -- are you retired? Are you -- what you --

19 A. I guess if you call it retired. I was a pharmacy technician.
20 I worked in a pharmacy for 17 years -- 15 of those, technician. I
21 just -- we moved and so I stopped working at that particular time
22 to help out with family -- newborn grandchild. So I had not
23 returned back to work. So just stay at home, and help out with
24 the kiddos.

25 Q. Okay. And so did you have any seagoing or maritime

1 experience at all?

2 A. No.

3 Q. Okay. So with -- can I call your husband David? Is that
4 okay? Or would you prefer Dave?

5 A. That's fine.

6 Q. Okay. Can you describe your relationship with David? Did he
7 confide in you, that type of thing? Did he --

8 A. Yes. He talked about work. He talked about the people he
9 worked with. Like his job, things he liked about his job. And he
10 -- I don't know. I'm not sure what to say. Like examples of
11 something else, maybe that you --

12 Q. No. Did you feel he told you everything? Was it that type
13 of a relationship?

14 A. Well, I don't think he told me everything, because I know at
15 times there was things, maybe, he preferred that I didn't know for
16 my own well-being. Dangerous situations he may have been in --
17 and he did discuss some, but I know that he did not discuss all.
18 Because he discussed those things more with his coworkers, maybe,
19 or friends. And some of it possibly leaked out to me that I would
20 kind of find out. So that type of thing.

21 Q. And those coworkers or friends that he talked about some of
22 these things. Do you recollect any of those -- who those people
23 were?

24 A. I'm sure he spoke among those he worked with on a regular
25 basis, because they had in common, maybe, the dangers. And some

1 of them were friends that were also coworkers of his. So yes,
2 that I knew personally.

3 Q. It would be helpful somewhere down the line if you could --
4 names of any of those people that you know.

5 A. Well, one I can tell you specifically is Robert Boughamer.

6 Q. B-O-W?

7 A. No. B-O-U-G-H-A-M-E-R.

8 Q. Okay. I'm glad I asked you for that spelling.

9 A. He was a coworker of David's for many years, and also a
10 family friend. They confided in each other a lot.

11 Q. And you say he was a coworker. Was he another captain that
12 --

13 A. When he worked with David, I think he worked in the capacity
14 of mate. He is now a captain, but he was mate from what I recall
15 whenever he worked with David. Or maybe even worked his way up to
16 mate.

17 Q. And he's still working -- he's still in the industry?

18 A. Yes.

19 Q. Is he working for *Seacor* now, do you know?

20 A. No.

21 Q. I think you maybe already answered this (indiscernible). And
22 Skip has helped with putting together records that we looked at.
23 Or screenshots of telephone -- the home phone, I think it is.

24 A. Right.

25 Q. With -- it says, Ledet, David, and time at 4:02 in the

1 morning. My question is -- actually, I have a question not to
2 deal with the cell phone, or a phone call. Did he actually talk
3 to you right before he left the house?

4 A. Yes.

5 Q. He did.

6 A. Um-hmm.

7 Q. Okay. Was this fairly normal that he did this when he joined
8 the vessel? When he went back to work did he usually wake you --
9 I think they were early mornings, usually.

10 A. Well I would set his alarm, and I would get up with him and
11 see that he got off to work. Our usual goodbyes.

12 Q. So that was a regular occurrence that when he went back to
13 work --

14 A. Yes.

15 Q. Yes. Okay. Did he often call before he left port?

16 A. Yes.

17 Q. From the records here that you showed me -- these photographs
18 -- he did call you on the accident date?

19 A. Yes, he did.

20 Q. Was that a fairly common practice to do that when he --

21 A. Yes.

22 Q. Yes. Okay.

23 A. He called me when he got to the office because I always ask
24 him to call me when he got there. Because I knew once he was with
25 coworkers, I felt better that he was with somebody else knowing

1 that if something were to happen, he had backup. Because he was
2 close with a lot of his coworkers that were regular coworkers of
3 his.

4 Q. Okay. When he left that day, that particular day, was there
5 anything that he was worried about or concerned about on that day?
6 Just when he left the house?

7 A. Not that I'm aware of. He just -- it was a regular day. Him
8 heading out to work.

9 Q. Okay. Back to David, now. He's obviously not here, but we
10 can ask questions. But it would be very helpful if you could tell
11 us about his seagoing life -- when did he start going to sea?
12 Were you married at the time? Or were you --

13 A. Well actually, he started as a boy, at 13 years old. He
14 would go out with his dad. They used to own -- his father owned a
15 shrimping boat and that's what he would do. Since the age of 13,
16 he would go off with his dad offshore and stay for days or
17 possibly a week or two at a time. So his offshore life started
18 very young. And his dad was a very hard worker, so David was
19 expected to work like a man at age 13. And he did.

20 Q. Was that out of Port Fourchon, or that area? Was that in the
21 same area that he --

22 A. They -- I know later on, they used to trawl sometimes toward
23 Texas. So I'm not sure at that time what area -- if it was off of
24 Randal (ph.) or Texas, or wherever. But offshore somewhere with
25 his dad.

1 Q. So when you two married, he was going to sea at the time?

2 A. Yes. He was still trawling with his dad.

3 Q. When did he make that switch, then? From shrimping to --

4 A. That would've been -- I don't know exactly, but I would say
5 the early 80s, perhaps. I'm not sure, exactly. I just remember
6 at one particular point, I know that he was working offshore
7 because I was pregnant with our second child and she was born in
8 1982. So it was prior to that. So if I had to guess, I'd say
9 about 1980. Not sure, exactly. That's a long way back to think
10 of.

11 Q. That's when he made the switch from shrimping to --

12 A. Right. Well he worked with his dad on a boat with his dad.
13 And then his dad bought a second boat that David ran on his own
14 with his own crew. And I don't know, I just -- I don't recall
15 what years those would have been. And then he went on to offshore
16 boats, and then eventually on with barges.

17 Q. So offshore -- but he went on offshore boats in the OS --
18 Offshore Supply Vessels, that type of vessel?

19 A. Yes.

20 Q. Okay. Did he enjoy going to sea?

21 A. Yes, he did, because he liked what he did. He didn't really
22 like the fact of leaving home and leaving family at home. So we
23 even commented about that. For somebody who didn't want to leave
24 home, what a profession to be in. But that's what he did.

25 Q. Did you ever go with him on the boat at all?

1 A. No. On the trawl boat -- I'm trying to think. I think we
2 may have gone out one time, but it was just maybe for a day trip.
3 But never when he worked for a company. I went on the boats, but
4 not out to sea, or anything. At a dock. Only at a dock.

5 Q. Did you ever set foot on the *Seacor Power*?

6 A. I don't think so. We did go on a lift barge and I don't
7 remember if it was the *Seacor* or not because when David was hired
8 approximately 24 years ago, *Power Offshore*, and then the companies
9 were bought out -- *Power*. So the names changed over the years.
10 We did go on a vessel once and get a tour, but I don't know what
11 vessel it was. I don't remember. I do know it was prior to 2003.

12 Q. Okay. Did his outlook on sailing and going to sea, did that
13 change through the years? Especially towards these last few
14 years, did his outlook change?

15 A. Yes. And the reason it changed is because the industry
16 changed so much. More and more being put on the crews. Even
17 something he had discussed with his own dad years earlier, trying
18 to make his dad understand the industry is not the same as when
19 his dad was in it. And it just kept getting worse and worse.

20 Q. Was he ever involved in an accident or rescue at sea?

21 A. Yes.

22 Q. When was that? Can you --

23 A. In 1989 there was the lift barge, *Avco 5*, that capsized. And
24 the company he was working for was hired to go out and -- whatever
25 the job entailed, I'm not sure, but he was actually involved in

1 that. Recovering bodies.

2 Q. And you said that was 1989, about?

3 A. The capsizing, I believe, was in 1989.

4 MR. KUCHARSKI: I'm going to stop for a minute and see if any
5 of my colleagues either in the room or on the phone have any
6 questions?

7 BY CAPT. PHILLIPS:

8 Q. What year did you get married?

9 A. 1977.

10 Q. Okay. Thanks. And you said -- oh, thank you. Tracey
11 Phillips. And you said that David talked about work. How much
12 would you say he talked about it? Was it every time he came back,
13 he would spend an hour telling you about it? Or was it just a
14 five minute quick summary? Give us a sense of how much.

15 A. Bits and pieces on his time off. He wouldn't sit for an hour
16 and then talk about his work. But he would just mention things as
17 he was on his days off.

18 Q. Okay.

19 A. Just conversation.

20 CAPT. PHILLIPS: Yeah. Thanks. That's all for me.

21 MR. KUCHARSKI: On the telephone? Do we have any follow-up
22 questions?

23 BY MR. [REDACTED]

24 Q. Hey, Ms. Ledet. It's [REDACTED] [REDACTED] with the Coast Guard.

25 Excuse me. Couple of questions. Robert Boughamer -- does he have

1 a nickname?

2 A. T-Bob.

3 Q. T-Bob. Is he a junior or a senior, do you know?

4 A. He's a junior.

5 Q. Okay. I thought so. How long did he work
6 with -- he and Captain David work together, do you know?

7 A. Oh. I don't really know. I know he was young when he
8 started with David. I am not sure what year that would have been.
9 But he worked with him for a good while.

10 Q. Possibly a number of years they worked together?

11 A. Oh goodness. I really couldn't tell you. I really don't
12 know, but they worked together for years. And like I said, were
13 also friends. So even when they didn't work together, they still
14 kept in touch with each other.

15 Q. Right. So they stayed close even till just recently. Up to
16 before his passing, right?

17 A. Yes. Well, we kind of lost touch with him because he kind of
18 moved away. But -- so maybe a year or so that we might not have
19 had contact with him. But prior to that we did keep in touch.

20 Q. Okay. Yeah. I'm a captain as well, and I've sailed with T-
21 Bob, so I'm familiar with him. That's why I wanted to bring that
22 up. That's all I've got. Thank you, ma'am.

23 A. Okay. Thank you.

24 MR. KUCHARSKI: Okay. And I don't know if I actually
25 mentioned this -- this is Mike Kucharski again, but you're aware

1 that we're recording this?

2 MS. LEDET: Yes.

3 MR. KUCHARSKI: Okay.

4 BY MR. KUCHARSKI:

5 Q. So, Yvette, the *Seacor* and *Seacor Power* -- how did he view
6 working for *Seacor*?

7 A. How did he view working for *Seacor*? I mean, it was his work.
8 I don't know. I mean, he did express how things in the industry
9 were changing. I don't know. I don't know how to elaborate on
10 that.

11 Q. Did he -- you mentioned -- this is Mike Kucharski again --
12 you mentioned that he worked with a number of different companies,
13 that the names had changed?

14 A. Right.

15 Q. How did he compare *Seacor* to some of the other companies that
16 he had worked for? Liftboat companies?

17 A. Well in the beginning when he worked for
18 *Seacor* -- I mean, it was probably no different than other
19 companies that he had worked for. I mean, I know way back when,
20 when it was *Power Offshore*, I know he spoke highly of them because
21 of the people, how the company was run. Now *Seacor*, like I said,
22 he never really said anything against *Seacor* at the beginning.
23 And I mean, I don't know that he particularly would be against
24 *Seacor* now, but the industry. So whether it was *Seacor* or the
25 industry, I don't know. He just said, things were not the same

1 anymore.

2 Q. So then his view of *Seacor* didn't change, but it was the
3 industry that -- his view of the industry that changed?

4 A. Well that's what I'm saying. I don't know if it was
5 specifically if it would've been *Seacor*, and or, the industry.

6 Q. Understood. Did he ever feel pressure at work?

7 A. Absolutely.

8 Q. Can you describe what kind of pressure it was?

9 A. It could've been pressure on his days off, called to come in.
10 Last minute crew changes, trying to be arranged that were just
11 about impossible to happen. A lot of hurry up and get it done,
12 let's hurry up and get it done, type of thing.

13 Q. And the hurry up and get it done, was that something that was
14 said to him, or that he perceived? Does that make sense?

15 A. No, I think it's -- I don't think it was just his thoughts.
16 It was what it was. It wasn't just with him, it was with the
17 crews. Always a lot to do. Hurry up, hurry up.

18 Q. Did he ever express any safety concerns to you?

19 A. As of recent, or at all, ever?

20 Q. Just limited to *Seacor*, and the *Seacor Power*.

21 A. I don't know. I can't think of specifically anything that he
22 would've mentioned. I mean, there's always safety issues every
23 time you head on that boat or head out to work. But as far as
24 anything specific, I can't say that I could recall that at this
25 time.

1 Q. Did he detect any change in the vessel physically? Anything
2 that he noticed?

3 A. He didn't express anything to me.

4 Q. Okay. And how about on the actual voyage? Did he feel any
5 pressures, or was he worried about anything for that particular
6 voyage? You had spoken to him on the phone.

7 A. He didn't express anything specifically, but he was feeling -
8 - I don't even know what the word that I could explain. It wasn't
9 -- I don't know how to explain it. Perhaps pressured to, as
10 usual, always hurry up, get it done, type thing. I know he was --
11 trying to think of the word. Trying to choose my words carefully.
12 I don't know. Maybe uneasy about heading out because he stated
13 that he could have just walked off.

14 So he didn't specify anything particular, but that to me
15 tells me that something was going on. I can't tell you what. He
16 didn't specify anything. But he wouldn't have just said, I
17 could've just walked off, if everything was going great. So I --
18 that's all I know about that.

19 Q. And when was that conversation?

20 A. That was when he called -- I believe that was the call right
21 before 2 o'clock.

22 Q. This is -- so I have a --

23 A. 1:51, I think, his -- yeah. 1:51.

24 Q. Is that correct?

25 A. Yes.

1 Q. I held up the screenshot of the -- this is your home phone.

2 A. Yes.

3 MR. KUCHARSKI: Which has the time of 1:51 on April 13th, and
4 identifies Ledet, David as where the phone call came from. So
5 this phone call was after this weather forecast that you -- that
6 was presented to me.

7 MR. LAMBERT: You mean timewise.

8 MR. KUCHARSKI: Timewise, yeah.

9 MR. LAMBERT: Yeah. But so the record is clear, that weather
10 report came from an expert that you've hired. It does weather
11 reporting investigations. There's no indication that Captain
12 Ledet ever saw that weather report.

13 MR. KUCHARSKI: Understood. That was Skip Lambert speaking.

14 MR. LAMBERT: Correct.

15 MR. KUCHARSKI: Correct. Sorry, for the court reporter, so
16 they get it right.

17 MR. LAMBERT: No, no. That --

18 MR. KUCHARSKI: But this here, that you presented to all of
19 us a copy of --

20 MR. LAMBERT: Yes.

21 MR. KUCHARSKI: Okay. Was from the national -- was KLIX --

22 MR. LAMBERT: Yeah. I believe KLIX is the identifier for the
23 airport in Baton Rouge.

24 MR. KUCHARSKI: Okay.

25 MR. LAMBERT: And the other part of the designation at the

1 top is the National Weather Service.

2 MR. KUCHARSKI: Right. Okay.

3 MR. LAMBERT: And we can also note that in the plea file by
4 *Seacor* there's no mention of that report. Only a mention of the
5 morning weather report, which is all that, we believe, Captain
6 Ledet had.

7 MR. KUCHARSKI: Okay. I'll ask you to -- your hearings
8 are --

9 MR. LAMBERT: No, no. I understand. Just, what you said.
10 This that she -- she's never seen this until I showed it to her
11 today.

12 MR. KUCHARSKI: I see. Okay. That clarifies it.

13 BY MR. KUCHARSKI:

14 Q. So his phone call was at 1:51 p.m. Did he mention anything
15 about weather? His concern about weather?

16 A. Not in that phone call. The phone call prior, we spoke about
17 weather.

18 Q. And the phone call prior, according to what I see here, is
19 10:15 a.m.?

20 A. Yes.

21 Q. Does that sound right?

22 A. Yes.

23 Q. And what did he say about weather on that phone call?

24 A. Well he asked me how the weather was, and I told him the
25 weather was bad where I was, in Thibodaux. And he said it wasn't

1 at Fourchon.

2 MR. KUCHARSKI: I'm sort of going to hold right here. I
3 think this may be a time where there may be some questions. I
4 have more on this line, but I think maybe it's enough that I'd
5 like to stop and see if there are any follow-up questions from
6 around the room.

7 CAPT. PHILLIPS: This is Tracey Phillips. So you're going to
8 continue on the line of questioning about the phone calls?

9 MR. KUCHARSKI: Probably not about this phone call. No.
10 About phone calls.

11 CAPT. PHILLIPS: Okay. Could you just -- I see three phone
12 calls on the pictures of the phone.

13 MS. LEDET: Yes.

14 CAPT. PHILLIPS: Could you just kind of walk us down each
15 conversation and tell us what you remember about each
16 conversation?

17 MS. LEDET: Sure. The first phone call here at 4:02 was
18 David calling me that he had made it to the office. Just as he
19 normally would. I always asked him to call me.

20 MR. KUCHARSKI: In the office, where?

21 MS. LEDET: In Houma. At the *Seacor* office in Houma. That's
22 where they pick up a van or truck to head down to Fourchon. And
23 just asked him if his crew was there, and he would say, yes, I saw
24 such-and-such or -- I don't recall what names he told me on that
25 particular date.

1 Then at 10:15, he called and -- I don't remember too much
2 about the conversations, but I know he asked about the weather.
3 And I told him the weather was bad in Thibodaux. And he said that
4 it was not at Fourchon.

5 And then at 1:51, he called to let me know that they were
6 heading out. And that I do recall because he said, I could've
7 just walked off, but I'm trying to make a better life for us, and
8 that he would call me the next day. But he reminded me that it
9 would be from a different phone because he turned his phone off
10 once they went offshore, and they would have a company phone that
11 he would call me.

12 CAPT. PHILLIPS: Do you want to take a break?

13 UNIDENTIFIED SPEAKER: We'd like to --

14 MS. LEDET: I'm fine.

15 CAPT. PHILLIPS: Thank you.

16 BY CAPT. PHILLIPS:

17 Q. Do you remember about how long each phone call was?

18 A. They were all pretty brief. I couldn't tell you how many
19 minutes, but they were pretty short. Because the first one -- I
20 guess he had arrived at the office and he saw his crewmembers were
21 there, and they needed to load up and head out.

22 And then the second one -- I don't recall that being very
23 long either.

24 The third one probably was the longest one, but it was just
25 for a few minutes. I mean, he had -- he was at work, so it wasn't

1 going to be a lengthy conversation. He was just basically
2 touching base with me before they lost phone contact. Until the
3 following day.

4 Q. Yeah. Okay. Thank you. Thinking back to the night before,
5 do you remember what time he went to bed?

6 A. If I had to guess, I'd guess maybe around 8 or
7 9 o'clock?

8 Q. Okay. Is that pretty typical on a night before he goes out?

9 A. Yes.

10 Q. Okay. And do you remember what time he set his alarm for?

11 A. I set the alarm for him. I don't remember. It was 3:00-ish,
12 so anywhere from 3:00 to 3:30. No it couldn't -- it would've had
13 to have been before that. I'm not sure. Just from looking at
14 from when he called me -- I really don't remember. I'd say maybe
15 approximately 3:00 if I had to just guess. I don't really recall.
16 And I'm the one who set it, but I just -- I don't recall that
17 specifically and exactly.

18 CAPT. PHILLIPS: That's okay. I was just looking for
19 general. Thank you. That's all for now.

20 MR. KUCHARSKI: Anyone on the telephone? Participants that
21 would like to ask a question?

22 UNIDENTIFIED SPEAKER: (Indiscernible). Go ahead.

23 MR. [REDACTED] Oh, I am sorry. This is [REDACTED] [REDACTED]

24 BY MR. [REDACTED]

25 Q. Ms. Ledet, you said that Captain Dave said in his 1:51

1 conversation that he could've just walked off.

2 Did he give you any indication what would've given him
3 that -- what he meant by that? What caused him to have that type
4 of attitude? Was it the concern of weather? Was it something --
5 pressure from either the company or the client? Or something
6 happened -- and event happened on the vessel that he -- just kind
7 of got him upset, or something like that? Did he give any
8 indication what would've given him that attitude, if you will,
9 please?

10 A. He didn't specifically say, but -- I mean, I'm just guessing
11 the pressure of the hurry up and get it done.

12 Q. Okay.

13 A. We've got to head out and -- he didn't specifically say those
14 words, but this was not uncommon.

15 Q. So it's not uncommon that he -- so that means he had that
16 attitude or expressed that type of frustration in the past when he
17 talked to you about work and stuff like that, is what you're
18 saying.

19 A. At times, yes. Because so much was put on these men to try
20 to hurry up, get things done. I mean, I know I keep saying that,
21 but I don't know how else to express that. Just a lot put on
22 them. A lot of responsibility put on them. And to try to get it
23 done quickly and -- because time is money.

24 Q. Right. So his concern or his frustration that day and
25 saying, well I could've walked off today, was not unlike any other

1 conversations you've had with him in the past. He's probably said
2 that, or has he said that a few other times is what you're saying,
3 and what I'm understanding.

4 A. Actually, no, because he may have had those feelings, but he
5 did not express it. So I would guess this time it was a little
6 bit more frustration and a little bit more pressure. I don't
7 know. I mean, it's not something he regularly said, I could've
8 walked off. Otherwise, I would imagine he wouldn't still be doing
9 the job he's doing. He would've just walked off, but...

10 MR. [REDACTED] Right. Okay. That's all I've got. Thank you,
11 then.

12 MR. KUCHARSKI: Anyone else on the phone? John or [REDACTED]?

13 BY MR. FRECKLETON:

14 Q. Yeah. I've got a quick question. This is Derek Freckleton
15 with the NTSB TDA. You had mentioned when you were talking about
16 some of the pressures -- crew changes -- did you know, or did he
17 mention if there was any crew changes on the day of the accident?

18 A. If there were any crew changes?

19 Q. Yeah.

20 A. Well, they had their crew change on that day.

21 Q. Okay. And then the other questions that I had -- again,
22 relating to these pressures at work and everything. Did he ever
23 express to you that he might -- if he felt comfortable if he had
24 to push back despite some of those pressures? If he had some
25 specific concerns? Did you feel like he had the ability to push

1 back on any of those pressures at all?

2 A. I'm not sure I'm understanding what you're asking.

3 Q. Do you think he felt like he could express any concerns that
4 he had despite the pressures that he might have been feeling?

5 A. In other words, if he could say no?

6 Q. Right.

7 A. He said no many a times, I'm sure.

8 MR. FRECKLETON: Okay. Those were the only questions I had.

9 MR. KUCHARSKI: Yvette, did he feel -- this is Mike
10 Kucharski.

11 BY MR. KUCHARSKI:

12 Q. Did he feel he received adequate support from *Seacor*?

13 A. I'm not sure of how you mean that.

14 Q. He had his day-to-day job to do on there. Did the company
15 support him in his day-to-day job?

16 A. I would say so. Yes.

17 Q. And the *Seacor Power* specifically, did he have any concerns
18 about the vessel?

19 A. I could not say that specifically. I really don't know.
20 Those are things I'm sure he would've more likely spoken about
21 with his coworkers.

22 Q. Did he say anything about the vessel after the legs were
23 latent on the vessel?

24 A. I'm not aware of that.

25 MR. KUCHARSKI: Follow-up questions for the *Seacor Power* or

1 Seacor specifically?

2 BY CAPT. PHILLIPS:

3 Q. This is Tracey Phillips. Did David ever tell you about a
4 situation where he told the company, no, I'm not going to leave
5 the dock right now, I'm going to wait for whatever reason?

6 A. I don't know that I can specifically say that he would've
7 told me that, but he was one that -- and I mean, you can hear and
8 see, and people have spoke about knowing he wasn't one to take
9 chances. He didn't do it at work, and he didn't even do it at
10 home. If we were out boating, if weather looked iffy, we
11 cancelled all plans.

12 Q. Really?

13 A. Yes, absolutely. So there's no way that he would've -- if he
14 didn't do it with us, he wasn't going to do it with his crew on a
15 big vessel to head offshore. He was very cautious.

16 Q. Yeah. Good to know. What kind of boat do you have --
17 personal boat?

18 A. That's a terrible question to ask me.

19 Q. Can you just describe it a little bit for us?

20 A. I don't even know how big it is or whatever, but I mean, we
21 would go on it with our family. We'd head out to Ship Island in
22 Mississippi. And again, on occasion we had plans and we were
23 heading out, and things looked too rough, or the weather wasn't
24 right, and then we'd turn back.

25 Q. Yeah. Was it the kind of boat you could put on a trailer and

1 tow behind the car?

2 A. Yes.

3 Q. Okay. Was it all open, or did it have some kind of covering?

4 A. It was open, but he got a top made, like a tent made, so that
5 we'd be protected in the sun. Us and the grandkids.

6 Q. Was it the kind of boat that had a windshield on it, and you
7 would walk through the windshield?

8 A. No, it had a windshield, and then the seating was right
9 behind. But it was nothing to walk through. I mean, it wasn't a
10 huge boat, but something big enough that we'd be safe enough to
11 head out the distance that we were going to. To Ship Island,
12 which is one of the places that we like to go.

13 Q. Who would you say was his closest friend?

14 A. His closest friend especially as of recent is -- his name is
15 Jerry. You need last name?

16 Q. Yes, please.

17 A. Cheramie. C-H-E-R-A-M-I-E. Who he also worked with for
18 years. Jerry was a cook onboard, even when he worked years ago.
19 He's retired as of now. And they've been really close because
20 Jerry lost his wife in August. So we've been trying to take him
21 in with us and do things so that he can maybe kind of move on and
22 have a little normalcy in his life. So they've
23 become -- they've been very close for years but even closer as of
24 recent.

25 CAPT. PHILLIPS: Okay. Thank you. That's it for now.

1 MR. KUCHARSKI: On the phone, any questions? Okay.

2 BY MR. KUCHARSKI:

3 Q. Yvette, did David describe his relationships with any of the
4 crew of the *Seacor Power*?

5 A. He was pretty close with a few of them that were regular
6 workers with him. They shared a lot because they spend so much
7 time together. And some of them had a lot in common with either
8 the upbringing, work ethic -- those type things.

9 Q. Some of those that were on, like the chief engineer,
10 Encalade, does that ring a bell?

11 A. Encalade? Darren Encalade? Yes. He was one of them. His
12 wife and I speak, and we both have said -- only meeting maybe a
13 handful of times in person -- how many things we have in common
14 and how many things we know about each other because of the things
15 our husbands would share with each other.

16 So it was a close bond. It was like a brotherhood. They
17 were family. An extended family.

18 Q. And the first mate, Bryan Mires?

19 A. Bryan? Personally, I've never met Bryan. I've heard David
20 speak of him, but I don't really know much about him.

21 Q. And how about the -- his relationship -- they had an extra
22 mate on board. I think he had said captain before -- Jim Gracien.
23 Does --

24 A. Yes. Well Jim -- David knew him as a captain, it was my
25 understanding, and I really don't know if that's a fact or not.

1 He was just maybe on as an extra, as an AB. I don't know that for
2 sure but I thought I heard someone say that.

3 Q. Did he --

4 A. David's worked with him in the past. So I don't recall
5 meeting him, either. But David has spoken of him also.

6 Q. Did David express any particular feelings with having Jim
7 Gracien on board as a mate?

8 A. No, because I wasn't even aware of it as they were heading
9 out. But I mean, that's happened before -- that they've had more
10 than one "captain" on board.

11 Q. Was that any problem for David, having more than one captain.

12 A. Absolutely not.

13 Q. Did he also -- what was his relationship between he and Scott
14 Timmons, the other captain that he --

15 A. I really don't know. I've heard David speak of Scott, also.
16 He's another one that I don't recall ever meeting. So I don't
17 have -- I don't even have anything particular, just that David has
18 mentioned him.

19 Q. And how about those in the office? Did he mention any of
20 those that he had any kind of a relationship?

21 A. As of recent I know Joey Ruiz. They had mutual respect for
22 each other. David had spoken to him because Joey recently lost
23 his brother, and I know that was discussion between them.

24 Q. I'm going to hold there -- this is Mike Kucharski -- going
25 to hold there with specific relationships with any of the crew or

1 office personnel. Are there any questions in the room? How about
2 on the telephone? Okay.

3 The next I'd like to ask you about, Yvette, is record
4 keeping. Did he keep any records relating to his employment at
5 Seacor?

6 A. At home?

7 Q. Yes.

8 A. Specifically like -- I'm not sure what you're referring to.

9 Q. Any types of forms or logbook pages. Anything that you can
10 recollect. Did he have a folder or any kind of a dossier?

11 A. He had folder but I think that was his
12 personal -- obviously, his license and certificates from training
13 and those type things.

14 Q. So you never saw any log pages, logbook pages, copies, or any
15 stability forms, or anything like that? How about evaluations?

16 A. No.

17 Q. Did --

18 A. Excuse me.

19 Q. Do you need to take a break?

20 A. No, I'm fine.

21 Q. Did -- how about evaluations? Did he ever discuss them with
22 you? Do you know if he got evaluations from the company?

23 A. Oh, evaluations. I'm sorry. I thought you were saying
24 something else.

25 I haven't heard him speak about evaluations in a long time.

1 His or that of others.

2 Q. And how about a diary? Did he keep any kind of a diary?

3 A. No.

4 Q. So there were no records that you're aware of that he kept,
5 besides his personal records like you said -- his trainings and
6 licenses and things like that. You're not aware of anything that
7 he's actually --

8 A. No, I'm not aware of anything in addition to his own personal
9 documents.

10 MR. KUCHARSKI: We'll around the room, ask on anything on
11 records. Nope. Anyone on the phone? Okay.

12 I'm going to open it up now to see if there are any questions
13 from around the room that topically I haven't covered -- anything
14 that you would like to ask. How about on the phone? John or
15 Anthony or [REDACTED]

16 Yvette, is there anything you would like to add?

17 MS. LEDET: I can't think of anything at this time.

18 MR. KUCHARSKI: Okay. And do you have any questions for me?

19 MS. LEDET: I can't think of anything at present.

20 MR. KUCHARSKI: Of course, you can reach out to Derek
21 Freckleton if there's any information --

22 MS. LEDET: Okay.

23 MR. KUCHARSKI: -- or any updates, any questions for him.
24 He's a TDA.

25 MS. LEDET: All right.

1 MR. KUCHARSKI: And of course, you can reach out to me if you
2 have any -- you think of anything that would be helpful.

3 MS. LEDET: Okay. (Indiscernible).

4 MR. KUCHARSKI: You see any records or you see anything like
5 that, that would be helpful. If he kept anything.

6 MS. LEDET: Okay. Like I said, I don't think that he had
7 anything like that. And I haven't gone through any of his things,
8 so I wouldn't know. I just know that he kept a folder of -- with
9 his personal things.

10 MR. KUCHARSKI: Okay. Well if you discover anything that --
11 we would appreciate that.

12 MS. LEDET: Okay.

13 MR. KUCHARSKI: Okay. If there are no further questions --

14 MR. LAMBERT: I just want -- maybe you could do it. I would
15 like to identify the -- for her to identify --

16 MR. KUCHARSKI: And you are Skip Lambert.

17 MR. LAMBERT: I am, last time I checked.

18 MR. KUCHARSKI: Well I need that, yeah. For the --

19 MR. LAMBERT: I would like for her to identify how she
20 received the document that I provided you before we started from
21 the rescue diver, that's all.

22 BY MR. KUCHARSKI:

23 Q. Okay. Mrs. Lambert, would you -- I'm sorry. I knew I was
24 going to do that one --

25 A. No, that's wrong.

1 Q. Yeah. Would you like to identify this document from the
2 rescue diver?

3 A. Sure.

4 Q. Okay. You tell us what it is.

5 A. It is a document -- I actually received a phone call. Should
6 I say who I --

7 MR. LAMBERI: Sure.

8 MS. LEDET: Not this person, but who actually called me.

9 MR. KUCHARSKI: Let me go off the record for a second.

10 (Off the record)

11 (On the record)

12 MR. KUCHARSKI: Okay, the time is 11:10, and we're back on
13 the record.

14 BY MR. KUCHARSKI:

15 Q. Mrs. Yvette, you would like to clarify this letter you got
16 from the rescue diver, is that correct?

17 A. Yes.

18 Q. Okay. Please do so.

19 A. I received a phone call from Jeray Jambon Jarreau. She's
20 actually an attorney. She was not acting as an attorney, just
21 someone handed her this letter and she was trying to get in touch
22 with me to make sure that I would receive it. So that's how I got
23 the document.

24 Q. Okay. So this is the --

25 A. Should I describe what it is?

1 Q. Sure.

2 A. It's a letter written by a diver who works for Bristow. And
3 I hadn't reviewed it again. But anyway, he just
4 felt -- he was on site, and he just felt that he needed to write
5 this letter and inform me about it.

6 And he gave it to someone -- I don't recall the first
7 person's name -- and she reached out to Jeray Jarreau. And Jeray
8 contacted me saying that she thought this would be something that
9 I would want to see. So she sent someone out to deliver it to me.
10 And that's how I got possession of this.

11 Q. Okay. And is there anything else in particular you'd like to
12 tell us about this letter?

13 A. I don't think so. Like I said, I hadn't read it in a while,
14 but it was just important to the person who wrote it. It was
15 important that he feel that I get this letter.

16 MR. KUCHARSKI: Okay. Any follow-up questions? On the
17 phone?

18 Well again, Yvette, thank you very much for taking the time
19 to help us try to piece some things together. Some pieces. And
20 again, if there's anything that you feel that would be important
21 to us, please contact me.

22 MS. LEDET: Okay.

23 MR. KUCHARSKI: And if you need any information from us, or
24 any support, TDA Derek is available.

25 MS. LEDET: Okay. All right, thank you.

1 MR. LAMBERT: Thank you.

2 MR. KUCHARSKI: Yeah. And the time is 11:13, and this
3 interview has concluded.

4 (Whereupon, at 11:13 a.m. CDT, 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 Yvette Ledet

ACCIDENT NO.: DCA21MM024

PLACE: New Orleans, Louisiana

DATE: June 9, 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.

 SS

Tahura Turabi
Transcriber

TABLE OF SUGGESED CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

MRS. YVETTE LEDET

TAKEN ON


JUNE 9, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	SUGGESTED CORRECTIONS TO WORDING
12	24	Randal	Grand Isle
13	16	with barge	lift barge

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

Yvette Ledet
Printed Name of Person providing the above information


Signature of Person providing the above information

7/23/21
Date



Office of Marine Safety
Transcript Errata

Matter: *Seacor Power*
Ref Nbr: DCA21MM024

TABLE OF SUGGESED CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR
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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	SUGGESTED CORRECTIONS TO WORDING	NTSB Reply to Suggested Corrections
12	24	Randal	Grand Isle	AGREE
13	16	with barges	lift barge	AGREE

Proposed Transcript Errata Ledet,NTSB reply