

UNITED STATES OF [REDACTED]

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: JAMES ENDRES, Chief Engineer
Seacor Power

Houma, LA

Thursday,
April 22, 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
[REDACTED] Bureau of Shipping (ABS)

[REDACTED] [REDACTED] Member
U.S. Coast Guard Marine Board of Investigation

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

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

LT [REDACTED] [REDACTED] Recorder
U.S. Coast Guard Marine Board of Investigation

[REDACTED] [REDACTED] Member
U.S. Coast Guard Marine Board of Investigation

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I N T E R V I E W

(12:35 p.m.)

1
2
3 MR. KUCHARSKI: Good afternoon. My name is Mike Kucharski.
4 I am the group chairman for operations for the National
5 Transportation and Safety Board relating to the accident that
6 happened, the capsizing of the Seacor Power on the 13th of April.

7 Today is the 22nd of April 2021. And it's approximately
8 12:35 Central Daylight Time and we are here in the Terrebonne
9 Parrish Emergency Operations Center in Terrebonne Parrish in
10 Houma, Louisiana.

11 And I'd like to go around the room at this time and ask all
12 of you to identify yourselves in the room, and first off, this
13 interview is of James Endres and Mr. Endres, is it okay if we
14 record this interview?

15 MR. ENDRES: Yes, it is.

16 MR. KUCHARSKI: Okay. And I would like to -- actually I do
17 have another bookkeeping thing. We can offer you any
18 confidentiality, okay, in this interview. The interview will
19 become public. Okay.

20 MR. ENDRES: Okay.

21 MR. KUCHARSKI: As we discussed earlier you will have a
22 chance to review it first, you will --

23 MR. ENDRES: Right.

24 MR. KUCHARSKI: -- errata to see if there are any mistakes,
25 and if there's something that's clearly wrong, I won't change --

1 allow you to change it, but if you want to clarify what you said,
2 that's fine.

3 MR. ENDRES: Okay.

4 MR. KUCHARSKI: And that'll be part of the public record
5 also.

6 MR. ENDRES: Understood.

7 MR. KUCHARSKI: Okay. Any questions before we -- the other
8 thing to as a matter of bookkeeping please when we go around the
9 room to ask questions, please identify yourselves. Mr. Endres,
10 they'll probably know your voice, the court reporter will once we
11 get going on this --

12 MR. ENDRES: Right.

13 MR. KUCHARSKI: -- but I'll ask the others to please do that.
14 Okay. We'll start with you, please.

15 MR. ENDRES: James Endres, chief engineer of the Seacor
16 Power.

17 MR. KUCHARSKI: Could you spell your name please?

18 MR. ENDRES: J-A-M-E-S, E-N-D-R-E-S.

19 MR. KUCHARSKI: Okay. And Mr. Endres, I'm sorry to do this
20 quickly. You say chief engineer, you were off duty at the time?

21 MR. ENDRES: Off duty.

22 MR. KUCHARSKI: Right. Okay. Captain?

23 CAPT PHILLIPS: I'm Tracy Phillips, I'm the chair of the
24 Coast Guard's Marine Board of Investigation.

25 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

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

2 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard Marine Investigator.

3 MR. MUISE: Marcel Muise, I'm the NTSB Survival factors
4 chairman.

5 MR. CENAC: Michael Cenac Seacor Marine.

6 MR. PRESTON: John Preston, [REDACTED] Bureau of Shipping.

7 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

8 MR. HEMPHILL: Gary Hemphill, the representative of Mr.
9 Endres.

10 MR. KUCHARSKI: Personal representative?

11 MR. HEMPHILL: Personal representative, thank you.

12 MR. KUCHARSKI: Thank you.

13 THE INTERVIEW OF JAMES ENDRES

14 BY MR. KUCHARSKI:

15 Q. Okay, Mr. Endres, I'd like to just -- I like to start off
16 with you telling us a little bit about yourself, but --

17 A. Okay.

18 Q. -- your maritime background.

19 A. I started in '99. Started as an OS. Worked on lift boats
20 the whole time. I've got -- I received my chief engineer's
21 license in 2007.

22 Q. Okay. And the license you actually hold?

23 A. Chief Engineer Limited.

24 Q. Limited. Okay.

25 A. Yes, sir.

1 Q. And do those also have STCW endorsements with it to go into
2 those?

3 A. They do, yes, sir.

4 Q. You do, okay. And could you describe some of the schooling
5 you have had?

6 A. Advanced firefighting, a meet's program, ERM, medical care
7 provider, medical care person in charge, of course, all the
8 schooling for the FTWCW, the BST, the personal survival at sea
9 class, water survival.

10 Q. Did you say ERM or BRM?

11 A. ERM, engine room management.

12 Q. Okay. Which is?

13 A. Engine room management. Thank you. That's the only ones I
14 can think of right now.

15 Q. Okay. And how about your maritime employment --

16 A. Okay.

17 Q. -- from just maritime, the companies you worked for.

18 A. Incipient Fire training, you talking about the school
19 training?

20 Q. No, the actual companies that you worked for --

21 A. Oh.

22 Q. -- in your maritime career, just give us a -- yeah.

23 A. I started with Global Industries. They were bought out by
24 Hercules. I went with the buyout. From Hercules I went to
25 Superior. Stayed with Superior all the way through Seacor.

1 Q. And those positions was it all as chief engineer?

2 A. No, I started at OS came up through -- I got my AB first,
3 then I received my QMED document. Then it was a -- then I
4 actually received my mate's license. I was going to go above
5 deck, got my mate's license then I decided to get the engineer's
6 license. I didn't do the DD -- I went straight to the chief. And
7 then I actually went back and tested for my master's. So, I
8 actually have a dual license.

9 Q. Great. Great. And did you sail? You mentioned OS and AB,
10 did you sail in those positions?

11 A. Yes.

12 Q. You did?

13 A. When I first started.

14 Q. And you got your master's license but never sailed as master?

15 A. Never sailed as master.

16 Q. And approximately, we get an idea of your experience --

17 A. Okay.

18 Q. -- the depth or your experience. How long have you sailed as
19 chief?

20 A. Since '07.

21 Q. Since '07. Okay. So, you got your license then and you
22 sailed immediately after --

23 A. (Indiscernible) Yes, sir.

24 Q. And then as chief of the Seacor Power, okay, how long were
25 you chief engineer on the Seacor Power?

1 A. Since 2017.

2 Q. Okay.

3 A. Towards the end of 2017.

4 Q. And I think it was the Dixie Endeavor before that?

5 A. It was.

6 Q. Were you chief -- no, you were not.

7 A. No, sir.

8 Q. Okay. Have you -- did you serve at any other positions on
9 the Power besides chief engineer?

10 A. No, sir.

11 Q. Has the structure of the crew changed since you first started
12 sailing on the Power?

13 A. Yes.

14 Q. It has. The structure -- how they -- so, numbers or the
15 different type of positions?

16 A. No, sir. Just the names.

17 Q. Just the names.

18 A. Crewmembers.

19 Q. So, they haven't added a position, taken away a position,
20 anything during that time?

21 A. No.

22 Q. Okay. Can you tell us what your rotation is on and off the
23 vessel?

24 A. It's 14 and 14.

25 Q. Fourteen on, 14 off?

- 1 A. Fourteen off.
- 2 Q. And those would be days?
- 3 A. Days.
- 4 Q. Sorry. I worked some of the tugboats and --
- 5 A. No. I understand. I understand.
- 6 Q. And could you tell us where you were in the rotation when the
7 accident happened? So, had you been on vacation for two weeks, I
8 mean a day or two or what?
- 9 A. No. I had just recently got off the boat. About eight hours
10 prior.
- 11 Q. Eight prior to what?
- 12 A. To the accident.
- 13 Q. To the accident?
- 14 A. Yes, sir.
- 15 Q. Not sailing from the dock, but the actual accident time?
- 16 A. Well, from the time the left -- we crew changed on Tuesday
17 morning. I left the boat approximately around 7:30 that morning.
- 18 Q. Yeah, so that's about eight, yeah?
- 19 A. About eight hours.
- 20 Q. Okay. And did you do a hand over with the chief?
- 21 A. Yes, sir.
- 22 Q. Did you keep any of those notes yourself or a copy?
- 23 A. (Nonverbal response.)
- 24 Q. No. How are you salaried? Do you have a straight salary?
25 Do you have overtime?

1 A. Day rate.

2 Q. Day rate?

3 A. No overtime.

4 Q. Okay. Is there any bonus associated with your salary?

5 A. No, sir.

6 Q. And before I get into some specifics -- actually.

7 MR. KUCHARSKI: Let me stop the and go around the room and
8 see if there are any specific questions on Chief Ender's
9 background or --?

10 UNIDENTIFIED SPEAKER: This is related to your question about
11 the turnover rate, the chief -- are you going to ask more
12 questions about that?

13 MR. KUCHARSKI: No.

14 BY UNIDENTIFIED SPEAKER:

15 Q. What did you talk about with the chief?

16 A. We actually did only a week on because we were crew changing
17 early for the holidays. We usually do that once a year switch
18 over. I always go over what happened within that week, any kind
19 of repairs, any kind of outstanding repairs, preventive
20 maintenance that's still outstanding. We talked about -- they
21 were getting ready to load four jobs. So, we talked about the
22 scope of that total what I had left to do. Basically, the vessel
23 was ready to sail. So, there wasn't really much on that. That's
24 about it.

25 Q. Okay. Sorry, you said you had an early crew change because

1 of the holidays?

2 A. Yes, sir.

3 Q. What holiday?

4 A. We do it for Thanksgiving, Christmas, and New Year's. We
5 switch the rotation. We do that every year.

6 Q. Oh, okay. Is this like a make-up switch?

7 A. Right. Yeah, I was -- I was still due to be on. I was only
8 -- we only completed the first week of our hitch. So, we ended up
9 going in early so they can actually switch the hitches around,
10 rotate the hitches around.

11 Q. I see. Okay. So, how many days had you been -- or how many,
12 how many days had the other team been off or how many days had you
13 been on?

14 A. They were off for seven and I was on for seven.

15 Q. Okay. So, it was about half those period?

16 A. Correct.

17 Q. Okay. I got you. Okay. all right. Do you remember, did
18 you talk at all about the status of the (indiscernible) tanks,
19 anything like that?

20 A. Yes, we did. We talked about the steering compartment that I
21 had recently pumped them out. I pumped them out twice. My crew
22 may have pumped them out while we came into port, which that is a
23 normal thing they take from the packing. That's normal. Meant
24 that I hit them one more time during the weekend before I got off.
25 I also told him that we took some water on on the starboard side

1 and I checked the tanks to make sure they were still water dry and
2 that was it on that.

3 Q. Okay. So, the steering compartment how much water does it
4 take in normally?

5 A. On an average of what time as far as an hour or --?

6 Q. Well, okay, 24 hours.

7 A. Yeah, it'd probably get about a quarter way if you fill it
8 up, which is probably 500 gallons.

9 Q. Okay. Let me talk about the steering compartment. I'm
10 sorry. I'm getting off on a tangent here. The steering
11 compartment itself is it a separate compartment?

12 A. Yes. Yes, sir. It's in the hull. It's actually , I guess
13 you would classify it as a tank, but it's a steering compartment.
14 That's where the steering gear is located.

15 Q. Okay. And how far did you say it gets filled up over a 24-
16 hour period?

17 A. About a quarter of the ways.

18 Q. Okay. And how tall is the space?

19 A. I'm not sure, exact.

20 Q. Are there deck plates in there?

21 A. Yes.

22 Q. Do they get above the deck plates?

23 A. (indiscernible).

24 Q. Okay. All right. And what do you use to pump it out, is it
25 installed?

- 1 A. It's installed, a ballast pump.
- 2 Q. Ballast pump?
- 3 A. Yeah.
- 4 Q. Okay. All right. Are there bilge alarms in that space?
- 5 A. There are.
- 6 MR. KUCHARSKI: Okay. We are going to do a whole --
- 7 UNIDENTIFIED SPEAKER: Okay.
- 8 Q. UNIDENTIFIED SPEAKER: And you said you briefed him about
- 9 taking water over the starboard side. Explain exactly what
- 10 happened with that.
- 11 A. We just ran into some bad weather coming in and we were
- 12 getting hit from the starboard side and we had more water than we
- 13 normally do that covers up the hatches. And I wanted to make sure
- 14 before I turned it over that I actually opened up a few hatches
- 15 that I knew that had water over them to make sure they were still
- 16 sealed and there was not water in the tanks.
- 17 Q. Okay. Sorry, when did you come in?
- 18 A. We came in Saturday, which I believe that was the 14th.
- 19 Q. Okay. So, the Saturday prior to the Tuesday?
- 20 A. Correct.
- 21 Q. Okay. And you had, you said you had heavy weather coming in?
- 22 A. Some weather, not heavy, heavy weather but we had some.
- 23 Q. Enough to have water wash over the -- and when you say over
- 24 the deck you're talking about the main deck?
- 25 A. Yes.

- 1 Q. The working deck?
- 2 A. Right.
- 3 Q. Okay.
- 4 A. Which is normal when we have moderate seas.
- 5 Q. Okay. And what would you consider moderate seas?
- 6 A. Three to fours.
- 7 Q. Three to four. So, normal to have water come over the deck?
- 8 A. Yes.
- 9 Q. Okay. And what hatches are there that got covered up or
10 would have?
- 11 A. Right. It's normally the L, it was on the starboard side, so
12 it was -- see, it was the L tank and the M tank. They are right
13 on the outside.
- 14 Q. And they were those ballast tanks?
- 15 A. One is a preload tank. One is a ballast tank.
- 16 Q. Okay. Can you explain to me what a preload tank is?
- 17 A. A preload tank is something that we actually use when we
18 preload the vessel. We actually put sea water in it. Ballast
19 tanks we hardly ever put any water in unless we are ballasting.
- 20 Q. Okay. What do you mean by preload though?
- 21 A. Preload is something that we do when we get to location to
22 drive the pads into the mud. We put on water to take on weight
23 and we hold it for a certain number of hours --
- 24 Q. Okay.
- 25 A. -- to drop to make sure it's stable.

1 Q. Yeah. And you said you checked those tanks to make sure that
2 they hadn't taken in any water.

3 A. Correct.

4 Q. What kind of openings do they have?

5 A. It's just your standard 24-inch hatch cover with the T-bar
6 handle, swing.

7 Q. Okay. All right. And one opening per tank?

8 A. One opening.

9 Q. Okay. And, again, you said you checked those tanks. Have
10 you had an instance previously where you did take water and those
11 tanks took in water?

12 A. No.

13 Q. Okay.

14 A. I just do that too feel safe. It's just what I do.

15 Q. Okay. And there was no water in there?

16 A. (Nonverbal response.)

17 Q. Okay.

18 A. I always check the tanks when I come on my hitch. I just
19 didn't do it that time. I didn't check all of them because we
20 were crew changing early.

21 Q. Okay. All right. All right. Thanks.

22 BY UNIDENTIFIED SPEAKER:

23 Q. Morning, Chief.

24 A. Morning.

25 Q. (Indiscernible).

1 A. Yeah.

2 Q. You said you had a limited license, engineer's license, can
3 you explain what that means?

4 A. It's up to 4000 horsepower.

5 Q. Do you know is it normal for lift boat, most lift boat have
6 chief engineers license, they require chief engineers on board?

7 A. It's normal. Nowadays it is. Before it wasn't. The bigger
8 the boats are coming out now they have to require, before no. You
9 could run them with a DVU.

10 Q. Is there any tonnage or horsepower limitations to
11 differentiate between what boats require engineer's license or
12 which ones don't typically that you're aware of?

13 A. No. I'm not aware.

14 MR. PRESTON: Chief, I'm --

15 MR. KUCHARSKI: John.

16 MR. PRESTON: Oh, John Preston, ABS. Thank you.

17 BY MR. PRESTON:

18 Q. On your turnover --

19 A. Uh-huh.

20 Q. -- you mentioned that you talked about any repairs that are
21 open. Was there any equipment that was currently out of service
22 for maintenance?

23 A. No.

24 Q. All the equipment was active and operating at the time?

25 A. That's correct.

1 Q. Okay. Thank you.

2 MR. EHLERS: Sorry, I do have a follow up. This is Drew
3 Ehlers, with the NTSB.

4 BY MR. EHLERS:

5 Q. Again, on the water over the starboard side.

6 A. Okay.

7 Q. It may seem like a silly question but is it you took water
8 over the starboard side. Number one, did you see the water come
9 over the side?

10 A. Yes.

11 Q. Where were you at when that happened?

12 A. I had just got on tour and I was doing my checks.

13 Q. Okay.

14 A. Running still.

15 Q. What do you mean by on tour?

16 A. I had just woke up.

17 Q. Okay.

18 A. Yeah, just came on at 6:00 o'clock. I have a QMED that
19 actually works the night shift.

20 Q. I see. Okay. And was it typical to take water over the
21 starboard side or does that just happen to be where the seas were
22 coming from?

23 A. That just happened to be where the seas were coming from.

24 Q. Okay. All right.

25 A. It's not a constant water. It's when the waves come in and

1 splash up come over.

2 Q. Sure. Understood.

3 MR. KUCHARSKI: Chief, this is Mike Kucharski again.

4 BY MR. KUCHARSKI:

5 Q. On a day-to-day basis, your average day, could you walk us
6 through what you mentioned QMED and your watch and what you stand?
7 Could you walk us through your average day?

8 A. Yeah. I come on tour at 06:00. The first thing I do is my
9 engine room checks. I check everything from the prior night, make
10 sure everything is good. I go back and look at anything that I
11 told my QMED to do. I over check to see him.

12 I sit down and finish any kind of outstanding paperwork that
13 I didn't do the day before, requisitions, order stuff. I get with
14 the master to see if he has anything planned. And then I go about
15 my day as far as my preventive maintenance and servicing what
16 equipment I need to service.

17 Q. And you mentioned that you have a QMED that's -- so, are you
18 on a six on six off type of rotation?

19 A. It's a 12. He comes on at 18:00.

20 Q. 18:00, so you go from 06:00 to 18:00, and he goes from 18:00
21 to 06:00?

22 A. Yeah, it's 06:00 to whenever I decide to quit. I usually
23 stay a little longer to train him because it's hard to do that
24 when he's working nights.

25 Q. So, is this considered a manned engine room?

- 1 A. It is.
- 2 Q. It is. So, where would the -- you typically be during that
3 manned engine room?
- 4 A. My office is in the MCC room.
- 5 Q. Okay. And do you while you're on watch --
- 6 A. Uh-huh.
- 7 Q. -- for lack of a better word, do you ever leave the engine
8 room?
- 9 A. Oh, sure. Yeah. I come up to the galley. I'll come visit
10 the captain upstairs.
- 11 Q. Okay.
- 12 A. But I mostly, I spend most of my time down there.
- 13 Q. Okay. So, if there were any, anything going on on deck that
14 needed your presence you would leave the engine room?
- 15 A. Yes, sir.
- 16 Q. All right. It's a fairly enough boat where you can get back
17 to the engine room in a hurry if you had to?
- 18 A. Yeah, you could assume that, yeah.
- 19 Q. Do you have any alarms, an alarm system in there that warns
20 you of something if you were outside of the engine room?
- 21 A. Yes.
- 22 Q. And where is that alarm system -- what is it for and what --
23 where does it go to?
- 24 A. The alarm panel is actually in the MCC room. They have I
25 guess sirens on both ports and starboard engine room that sound

1 out and they basically covers all of your engine function alarms
2 to bilge alarms to, you know, your consumable tank's alarms and
3 machinery alarms. Your bow thruster, anything like that.

4 Q. Do you have like a little -- is it a pager system where you
5 clip something on it also --

6 A. Yes, sir. It's just a siren. When the alarm panel indicates
7 an alarm it just sirens through the port and starboard engine room
8 and it's loud. You can hear it.

9 Q. And are there speakers, exterior speakers?

10 A. No, sir. No speakers outside.

11 Q. So, if the --

12 A. Well, there's speakers outside but none of the one -- they
13 are not tied into that alarm system.

14 Q. Okay. so, if the doors are closed to the engine room --

15 A. You can still hear it.

16 Q. You can still hear it on deck?

17 A. You can still hear and it -- there is an alarm panel in the
18 wheelhouse that beeps too, and it's pretty loud. So, you can
19 hear it in the cabins.

20 Q. So, you can hear those same alarms that you would hear you
21 said the MTC?

22 A. MCC.

23 Q. MCC, which is what?

24 A. They call it a maintenance control, I don't know what the
25 other C stand for and that's what it was called when I came on

- 1 there.
- 2 Q. Okay.
- 3 A. I call it a maintenance control room.
- 4 Q. Okay. But is that, is there one I each engine room?
- 5 A. No, sir. It's in the middle. You got your -- you got that,
- 6 the MCC room in the middle, then your port starboard. Engine room
- 7 is on the sides.
- 8 Q. So, can you go from that MCC room into each engine room?
- 9 A. I can.
- 10 Q. You can.
- 11 A. Yep.
- 12 Q. Okay. And so, you hear there's these loud sirens --
- 13 A. Uh-huh.
- 14 Q. -- speaker system down in there whatever, you said you could
- 15 hear --
- 16 A. Right.
- 17 Q. -- and it also goes off on the bridge for everything the
- 18 exact same?
- 19 A. Same (indiscernible) the exact same.
- 20 Q. Okay. So, the bilge alarm system?
- 21 A. Uh-huh.
- 22 Q. I know I'm breaking my own, my own talking about the bilge
- 23 alarm. So, they will go off in the engine room and they will also
- 24 go off on the bridge?
- 25 A. That's correct.

- 1 Q. Great. Did you also as chief engineer perform work on deck?
- 2 A. Absolutely.
- 3 Q. Give us an idea just a --
- 4 A. Cranes.
- 5 Q. -- I'll ask you some specifics --
- 6 A. Cranes, I was responsible for the crane maintenance, and
- 7 engines. We had an engine up there. We had generators. They ran
- 8 off their own generator. So, that was -- and we had two per each.
- 9 One on each leg, so that was a handful in itself.
- 10 Q. A generator for each leg?
- 11 A. A generator for each leg.
- 12 Q. Okay.
- 13 A. An engine for each crank, each leg.
- 14 Q. Okay. Great. Those are some detail questions we'll be
- 15 getting into that.
- 16 A. Yeah. Anything with the hydraulics, anything that was in my
- 17 scope that could physically do, I was responsible for.
- 18 Q. Was there any equipment that worked off of a Power take off
- 19 to EPTO, any one of the main propulsion units?
- 20 A. Not the propulsion. No.
- 21 Q. Okay. Any other work on deck? So, you worked on cranes?
- 22 A. Uh-huh. Welding. I did welding.
- 23 Q. Welding?
- 24 A. Yeah.
- 25 Q. What did you weld?

1 A. Handrails, piping, had a hole, you know, if piping had holes
2 in them. It's an old boat. So, you know, you get them every now
3 and then. And then we do our maintenance on the deck hatches and
4 stuff and on scovers (ph.) around the sides. We have our
5 submersible pumps. We have two big eight-inch submersible pumps
6 on the stern we have the maintenance them.

7 Q. What were the submersible pumps used for?

8 A. To take on water and provide fire water while we are jacked
9 up.

10 Q. Interesting. I never thought about that. Okay.

11 MR. KUCHARSKI: Any questions about day-to-day operations
12 before I ask some specific questions about that.

13 MR. PRESTON: John Preston with ABS.

14 BY MR. PRESTON:

15 Q. I have one about the crew change. You said, was this 100
16 percent crew change or a 50 percent crew change?

17 A. As far as -- I'm not understanding you.

18 Q. When you got off the morning of the 13th, did everybody get
19 off --

20 A. Yes.

21 Q. -- and a completely new crew came on?

22 A. Well, no, not everybody got off.

23 Q. The marine crew?

24 A. No. We had one guy that -- two guys that stayed.

25 Q. Okay.

1 A. They worked on -- they were staying for they had to do six
2 weeks to get back on our hitch.

3 Q. Okay. And what two positions were those?

4 A. That was a crane operator and cook.

5 Q. Okay. But everybody else their first day on board would have
6 been the 13th?

7 A. Correct.

8 Q. Okay. Thank you.

9 BY MR. KUCHARSKI:

10 Q. So, Captain Scott, who we will interview a little bit later,
11 he came -- he got off --

12 A. He got off.

13 Q. -- when you got off. Okay. So, he got off just prior to,
14 okay.

15 Sorry, that was Mike Kucharski speaking.

16 So, specific operations, okay, and I'd like to just, I call
17 it, lay a foundation here so other questions we'll ask you about
18 relationships so to speak on the boat.

19 So, besides Seacor as the operator or the vessel, was there
20 also a charter's representative that was onboard the vessel?

21 A. Not when I was there. No. They had not arrived yet.

22 Q. Okay. But while you were on your previous, while you were
23 out at sea --

24 A. Yes. Yes, sir.

25 Q. -- there was a charter's representative?

1 A. Right.

2 Q. Okay. Is that fairly typical to have a charter's
3 representative aboard?

4 A. Every time.

5 Q. Every time. Okay. That was my next question. Have you ever
6 -- you have had a lot of experience --

7 A. I know. If we are jacked up on a platform, we always have a
8 representative of the company, correct.

9 Q. Okay. Did you ever see the terms or conditions of the
10 agreement, the charter party it's called, between Seacor and the
11 charterer?

12 A. Not the terms and conditions. No, sir.

13 Q. Okay. Did you ever sail -- this is sort of rhetorical, I
14 think I know the answer now? But I have to ask you this. Did you
15 ever sail the vessel, onboard the vessel while performing work for
16 Talos Energy?

17 A. Yes.

18 Q. Okay.

19 MR. KUCHARSKI: I'll ask, for the group, I'll ask more
20 specific questions about relationships. I just want to lay that
21 in case I ask questions back and forth relating to operations.

22 BY MR. KUCHARSKI:

23 Q. So, what methods do you communicate with the company, this is
24 the Seacor? While you're out and operating out at sea, I'll call
25 it in the Gulf.

1 A. Okay. As far as me communicating with my managers Seacor?

2 Q. Yes. Yes.

3 A. Okay. I have my dock supervisor operations manual, manager
4 that I go to. I have his direct line, Paul Fremin and Tommy
5 Sonyae (ph.). I call them -- it's -- I don't give them updates
6 per se, but we -- the master does daily reports and I actually
7 type in, we have a share folder on the computer, everything that
8 I'm doing, everything. So, he actually can see that. He puts
9 that into his daily reports and that goes to the operations
10 manager.

11 The only time I can communicate is when we are having a
12 repair or something and I need parts or there's something that I
13 can't fix, and I need help or --

14 Q. So, that's great information. Thank you. So, that -- so,
15 I'm clear, do you also have a phone on there that you can talk to
16 personnel ashore?

17 A. Yes. Yes.

18 Q. Do you use that also?

19 A. I do.

20 Q. Is it like a cell phone type?

21 A. Yeah, it is. I usually use my own cell phone. But it's
22 because the communication is not real good and it breaks up a lot.
23 So, I usually use my own cell phone.

24 Q. Is that an iridium phone? Yours?

25 A. Mine, no.

1 Q. Okay. And then so, would you say the primary is -- so
2 primary way of communicating with the office is by uploading
3 information on to a computer and then the captain sends it?

4 A. The primary is email.

5 Q. Email, okay.

6 A. Uh-huh. Yeah.

7 Q. Did you keep an engine logbook?

8 A. I did.

9 Q. How was that kept? Was it paper?

10 A. It was kept both ways, a logbook an actual handwritten
11 journal and then on -- we put it -- I had an engine log on the
12 computer program and I would print it out and store it in a filing
13 cabinet.

14 Q. Okay. And the electronic --

15 A. It was on there too.

16 Q. That was on there too did --

17 A. It was three ways.

18 Q. The three ways.

19 A. Right.

20 Q. Did you -- was that electronic logbook sent to shore?

21 A. No, sir. Now, they did start a program called Helm on the
22 Seacor Power about -- we've been into it for about two months now
23 and all that was sent to shore.

24 Q. What did you use before Helm?

25 A. It was just basically what handwritten logbook, an engineer's

1 log on a computer, saved it and then printed a copy.

2 Q. Okay. Just out of curiosity have you ever heard of AMOS?

3 A. I've hear of it.

4 Q. Okay.

5 A. I'm not familiar with it though.

6 Q. Okay. Can you tell us at what speed or rate however you want
7 to give it to us, the legs operated at? So, in other words, was
8 it feet per minute or something like that if you're jacking up or
9 coming down; could you tell us?

10 A. I mean I'm not real sure exact.

11 Q. Okay. So, how were the legs actually powered?

12 A. By PTO.

13 Q. I'm sorry?

14 A. By PTO. Power takeoff.

15 Q. Okay. The legs were PTO --

16 A. Driven by three hydraulic pumps.

17 Q. Three hydraulic pumps and what powered the hydraulic pumps?

18 A. The main engine.

19 Q. The main engine did?

20 A. Correct.

21 Q. Okay. So, main engine powered the hydraulic pumps, so there
22 was a PTO coming off the main engine to the hydraulic pump?

23 A. On the front side, correct.

24 Q. Okay. On the front side. So, the PTO works the hydraulic
25 pumps. The hydraulic pumps operate the legs.

- 1 A. Legs right. You have one per engine.
- 2 Q. So, were the -- so, was there a hydraulic motor out on deck
3 then?
- 4 A. You have hydraulic motors on each gear box on the leg towers.
- 5 Q. On the leg towers.
- 6 A. Yes.
- 7 Q. Okay. I see it now.
- 8 A. You had five -- well, you had ten -- five -- ten gear boxes
9 per leg. Five one each side.
- 10 Q. Were these multistage pumps?
- 11 A. Multistage pumps.
- 12 Q. They were. I think I have this question for you maybe later,
13 but I'll ask it now. When you're operating the legs --
- 14 A. Uh-huh.
- 15 Q. -- okay, you're deploying, you're putting them down and
16 whatever depth of water, they're not down there yet, does that
17 take away from any power to the engines?
- 18 A. (Nonverbal response.)
- 19 Q. It does.
- 20 A. Yes.
- 21 Q. Okay. So, you get full operating RPM
- 22 A. Full operation, correct. Now, the deeper you get your legs
23 in, of course, you're going to have drag so --
- 24 Q. Right.
- 25 A. -- know as far as engine.

1 Q. Do you know if a pre-departure conference was held? Before
2 you leave port, do you do that normally?

3 A. Yes. I don't know. I'm not privy to that.

4 Q. Okay. I'm confused.

5 A. The master always confirms with the office before he leaves
6 port.

7 Q. Okay. But do you have a conference among --

8 A. Crew?

9 Q. -- the crew?

10 A. Yes, sir.

11 Q. Okay. Okay. And are you part of that conference?

12 A. I am.

13 Q. Okay. So, how else normally attends that?

14 A. We run a small crew so it's me, the master. During the
15 daytime it would be me, the master and the two ABs, usually they
16 are the ones that are going to be holding wheel watch. And then
17 at night when the second crew comes in, we do it again and hold it
18 with the mate and the two AB and the QMED.

19 Q. So, you have a conference --

20 A. A little get-together, a safety meeting or something in the
21 wheelhouse.

22 Q. Safety meeting.

23 A. Yes, sir.

24 Q. But it's - but as far as departure goes before the vessel
25 actually leaves, would there be -- so they would have that

1 conference before the vessel leaves, do you discuss things amongst
2 yourselves?

3 A. Yeah. I mean I guess we -- yeah, I'd like to say yeah.

4 Q. How about the first mate, is he part of that conference too?

5 A. Sometimes, sometimes not. It depends on if he's already
6 sleeping.

7 Q. Okay. So, are you always up coming in to and leaving port?

8 A. I am.

9 Q. You are. Okay. Are you always up when the legs are being
10 deployed?

11 A. I am.

12 Q. Either bringing them down, jacking them up or ---

13 A. Yeah.

14 Q. Okay. So, you'll have some kind of a safety meeting and it
15 would be the people that are awake?

16 A. At the time.

17 Q. At the time.

18 A. And then we do the safety meeting again for the people that
19 were actually sleeping if they were sleeping. Now, this is just -
20 - I can only speak on my crew's behest. How we normally operate.

21 Q. Right. Right. So, leaving port would you ever seen the
22 night captain at one of those meetings?

23 A. We don't have a night captain, we have a mate. We only have
24 one master.

25 Q. Right. Right. Well, we have a position that's called night

1 captain. So, I'm wondering.

2 A. Right. Yeah.

3 Q. Okay. So, the -- so to your knowledge, it would be just the
4 people that up and awake that would attend that meeting.

5 A. that is correct.

6 Q. Sometimes the first mate is there --

7 A. Sometimes he's not.

8 Q. -- sometimes he or she is not?

9 A. It depends on when we are going to leave the dock. Sometimes
10 it's early in the morning. Sometimes it's in the middle of the
11 daytime. Sometimes it's at night or in the evening.

12 Q. When you attend those meetings leaving the dock, do you
13 always discuss the weather with the captain?

14 A. Yes.

15 Q. Okay. Does anyone from the company, by radio or physically
16 there or phone, participate in those meetings?

17 A. (indiscernible)

18 Q. And just to be clear you said you were always up or at the
19 engine room at departure?

20 A. Correct.

21 Q. Was that your policy or was that a company policy?

22 A. That's company policy. Same thing goes for master.

23 Q. Were there any other times that you're required to be up?

24 A. Taking on fuel.

25 Q. Taking on fuel. And the leg, you said you're always up for

1 the leg deployment, jacking up or coming down?

2 A. Jacking (indiscernible) there is.

3 Q. Was that a requirement?

4 A. It's a company requirement.

5 MR. KUCHARSKI: I'll hold there for a bit. I have some more
6 questions.

7 MR. EHLERS: Drew Ehlers, NTSB.

8 BY MR. EHLERS:

9 Q. On the pre-underway meeting --

10 A. Okay.

11 Q. -- did that follow a standard checklist, a standard process?

12 A. Yes, sir. We have a predeparture checklist.

13 Q. Okay. And where did that checklist come from?

14 A. It's a registered Seacor document, an official Seacor
15 document.

16 Q. Okay. All right. And you used that each time?

17 A. Yes, sir.

18 Q. Okay. You mentioned the helm system, can you describe that a
19 little bit more?

20 A. For my department it was your daily soundings and your
21 engineer -- it was basically like a maintenance program. They
22 gave you daily checks to do, weekly checks, monthly checks, yearly
23 checks and then you would actually have your certain, like your
24 emergency generator test, your battery checks. You would actually
25 go in there and you pass or fail. If there was a fail, then it

1 would open up another screen and you could type your information
2 in what you needed. And it automatically went to shoreside to the
3 operations manager he's seen it.

4 You put your daily soundings in there, your engine hours and
5 all that stuff went to shore as soon as you submitted it.

6 Q. Okay. So, you mentioned sounding. So, the actual values of
7 each of your soundings they would take?

8 A. Correct.

9 Q. What were you sounding daily?

10 A. I sounded, every day I sounded (indiscernible) of water and
11 fuel.

12 Q. Those are the tank --

13 A. (indiscernible) I reached them every day.

14 Q. Okay. No other tanks were sounded?

15 A. Not every day.

16 Q. You said not every day. Are there other tanks that you did
17 sound --

18 A. Yes, sir. (indiscernible) when I know I used it.

19 Q. Okay. All right. And then that was uploaded on an automated
20 basis to the shoreside?

21 A. Correct. Then I did one once a week on the waste oil type.

22 Q. Okay. All right. I'm sorry. I'm going to jump all around
23 here so, you got to bear with me. You mentioned for at least
24 voice communications your primary was your cell phone. Was that -
25 - do you have good cell phone coverage out there?

- 1 A. I mean I had to buy some stuff to make it happen, but yeah.
- 2 Q. What did you buy?
- 3 A. I switched to AT&T and bought a signal booster.
- 4 Q. Oh, really.
- 5 A. Yeah.
- 6 Q. Okay. Describe the signal booster to me? Is it something
- 7 that claps to your phone or how --
- 8 A. No. No. it's actually a -- it's like an antenna that I
- 9 mounted on top of the wheelhouse and I actually had to run the
- 10 wire all the way down through the wire trays and they actually
- 11 have a modem that I had mounted in the MCC room. And it doesn't
- 12 create a signal. It just makes -- if it can grab a signal, it
- 13 makes I stronger.
- 14 So, if I can grab one bar, I can get three to four bars.
- 15 Q. I see.
- 16 A. And I had that in the MCC room.
- 17 Q. How far out could you go and still have --
- 18 A. I haven't tested it. But I mean I just recently did that.
- 19 Q. I see. Okay.
- 20 A. I know I had signal where we were at last, which was Eugene
- 21 Island I believe 123.
- 22 Q. Eugene Island 123. Okay.
- 23 A. About 60 miles offshore.
- 24 Q. Okay. You mentioned that the legs were -- has hydraulic
- 25 pumps --

1 A. Uh-huh.

2 Q. -- the pumps were powered by PTO off the main engines
3 (indiscernible). So, was, how were those PTOs arranged? In other
4 words, did one PTO take the port leg and the other the starboard
5 and the aft leg, how did -- or did they both, could they be
6 interchanged?

7 A. No. They actually work together.

8 Q. They work together.

9 A. They work together.

10 Q. So, if you -- so they both provided pressure?

11 A. Correct.

12 Q. If you lost one of your mains --

13 A. Uh-huh.

14 Q. -- did they still provide enough pressure to control the
15 legs?

16 A. Yes, sir.

17 Q. Okay.

18 A. It would be slightly slower but, yes, you could still deploy
19 the legs.

20 Q. It would be slower?

21 A. Yes, sir.

22 Q. Okay. All right.

23 MR. EHLERS: Mike, you're going to have to correct me if I'm
24 going where I'm not --

25 MR. KUCHARSKI: I have some follow-on on that but go ahead.

1 So far, it's operations.

2 MR. EHLERS: Okay.

3 BY MR. EHLERS:

4 Q. So, deploying legs where were those controlled from?

5 A. From the wheelhouse.

6 Q. From the wheelhouse?

7 A. Correct.

8 Q. And was it the master only that controlled that, was it the
9 mate -- how -- who controlled the legs?

10 A. The master or the mate could control.

11 Q. Okay.

12 A. Knew how to control them. Yes.

13 Q. And do the legs go down and tell me again if I should ask
14 others of this question, top sider this question. But do the legs
15 go down at the same time in a controlled manner or how does that
16 work?

17 A. Well, no, because you actually have joy sticks that you can
18 control each individual leg. So, it would be off how whoever is
19 running the legs down how they, how they ran them down.

20 Q. Okay.

21 A. They have actual row stick that you can control all the legs.

22 Q. My next question.

23 A. Or you can do it individually. It's however whoever is going
24 to control the legs.

25 Q. So, with the sink row stick -- I'm just going to repeat what

- 1 you said --
- 2 A. Right.
- 3 Q. -- just to make sure I understand. With the sink row stick
- 4 you can have them going down --
- 5 A. At the same time.
- 6 Q. -- at the same time --
- 7 A. Same speed.
- 8 Q. -- and then you can individually use the sticks to --
- 9 A. Adjust.
- 10 Q. -- adjust.
- 11 A. Correct.
- 12 Q. Okay. All right. And do you know did they use the sink row
- 13 stick to get down to the bottom and then adjust or how --
- 14 A. Most of the times.
- 15 Q. Okay.
- 16 A. It's the fastest way, instead of having to hold it.
- 17 Q. Sure. Sure. Okay. I think that's all I have for now.
- 18 Thanks.
- 19 A. You're welcome.
- 20 MR. KUCHARSKI: Somebody else? Go.
- 21 MR. [REDACTED] [REDACTED] [REDACTED] with the correct. I'm sorry you?
- 22 CAPT PHILLIPS: Go ahead. You go first.
- 23 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast Guard.
- 24 BY MR. [REDACTED]
- 25 Q. Chief, you said it's you and a QMED in rotation?

1 A. Correct.

2 Q. And the engine room is pretty much (indiscernible) engine
3 room.

4 A. Correct.

5 Q. Pretty much, I mean coming out to do other maintenances and
6 stuff like that?

7 A. Yes.

8 Q. So, you all two in a rotation of 12-hour watch?

9 A. Correct.

10 Q. You also said that you're up anytime there is jacking systems
11 deployed up, down, getting underway, whatever, as well as anytime
12 of (indiscernible) of fuel, anything else like that?

13 A. Correct.

14 Q. Even if it's during morning hours or off watch hours or
15 anything like that?

16 A. I do.

17 Q. Are you all maintaining any type of hours of rest along
18 (indiscernible)

19 A. Yes.

20 Q. Okay. And you said that was like was company policy?

21 A. It was company policy.

22 Q. For an engineer to be up when those actions were taken at
23 least?

24 A. Yes. I know it is for sure on the bunker. I'm pretty sure
25 it is on the jacking of the legs.

1 Q. Okay.

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

3 CAPT PHILLIPS: Two follow up questions. You talked about
4 the --

5 MR. KUCHARSKI: Name please.

6 CAPT PHILLIPS: This is Tracy Phillips.

7 BY CAPT PHILLIPS:

8 Q. You talked about the computer that you were keeping your
9 electronic logs.

10 A. Okay.

11 Q. Where is that computer?

12 A. In the MCC room?

13 Q. It's in the exit?

14 A. Yes, ma'am.

15 Q. Okay. Thank you. And then PTOs?

16 A. Uh-huh.

17 Q. Were those both all -- you said there's three?

18 A. Three pumps on each engine so it would be a total of six.

19 Q. On each engine?

20 A. Yes, ma'am.

21 CAPT PHILLIPS: Thank you.

22 MR. [REDACTED] This is [REDACTED] [REDACTED]

23 BY MR. [REDACTED]

24 Q. Just wanted to ask about that tone (ph.) system that you guys
25 were messing with for about what two months you said or trying

1 out?

2 A. Yeah, two to three months.

3 Q. What is that designed to do?

4 A. It's a way to -- for the office to actually get the real time
5 engine hours logs in inspections.

6 Q. Now, is that based off of the equipment or is that based off
7 of data you put into computers?

8 A. Data I put into computers.

9 Q. Okay. Was that still in some testing stages or was it up and
10 running and --

11 A. It was up and running but it was still trying to work the
12 bugs out of it. It wasn't (indiscernible) they didn't have it all
13 the way vessel specific yet. So, everything we had onboard it
14 still had a lot of stuff that we didn't have, and we were just
15 checking A.

16 Q. What were a couple of those things that weren't being
17 transmitted, to your knowledge?

18 A. Like DPE functions or anything like that.

19 Q. Okay. Thank you.

20 MR. PRESTON: John Preston, ABS.

21 BY MR. PRESTON:

22 Q. Chief, could you please describe briefly the process that
23 you, the steps that you had to take once the captain advised that
24 you were going to jack the legs? What individual items you would
25 have to do to get to that stage.

1 A. He would do everything as far as the engines usually are
2 already running. He can gauge the PTOs from up in the wheelhouse.
3 When he would start jacking, I would come up on the main deck. I
4 do my walk around the leg towers and make sure I don't have any
5 hoses leaking or anything like that. And then I would go back and
6 do engine room checks.

7 Q. Okay. Excellent. Thank you. And then you noted that the
8 logbook that you stored on the computer. You said it was a shared
9 file. That's if the computer is not connected to -- is it
10 connected to anything else?

11 A. It is connected to the -- to the mate's computer and to the
12 master's computer.

13 Q. Okay. So, it is a computer system internal to the vessel?

14 A. Right.

15 Q. Not connected to any other outside computers?

16 A. Yes, sir.

17 Q. Okay. And then when you are in the moderate weather like
18 what you hit coming in --

19 A. Uh-huh.

20 Q. -- at that time are you normally in the MCC or are you --

21 A. I am.

22 Q. Okay. All right. And then the signal booster --

23 A. Uh-huh.

24 Q. -- that you installed do you remember what month that was
25 when you put that in a couple hitches ago or --?

- 1 A. Yeah, maybe February, end of January.
- 2 Q. Maybe February, okay. All right.
- 3 A. Probably January, yeah, January.
- 4 Q. Thank you.
- 5 A. Uh-huh.
- 6 MR. EHLERS: Sorry, follow up to Mr. Preston. This is Drew
- 7 Ehlers from the NTSB.
- 8 BY MR. EHLERS:
- 9 Q. You mentioned that your computer was linked to the mate's
- 10 computer; is that correct?
- 11 A. And to the masters.
- 12 Q. And to the master's computer?
- 13 A. Correct.
- 14 Q. Do you know was there a server that all these computers were
- 15 hooked into?
- 16 A. I don't know for sure.
- 17 Q. Okay. I don't know if I would know either.
- 18 A. No. I set it up with the home group basically like how you
- 19 would do through your router at your home.
- 20 Q. Oh, okay, so you set it up?
- 21 A. Yeah.
- 22 Q. I see, I see through the router. Okay.
- 23 A. Through the router, yeah.
- 24 Q. So, likely not a server.
- 25 A. Yeah. Probably not.

1 Q. All right. Thank you.

2 MR. [REDACTED] Hi, [REDACTED] [REDACTED]

3 BY MR. [REDACTED]

4 Q. Just one additional question to my questions earlier.

5 A. Yes.

6 Q. Do you know how often that the data is backed up to
7 shoreside?

8 A. I don't.

9 Q. Thank you.

10 MR. KUCHARSKI: Mike Kucharski.

11 BY MR. KUCHARSKI:

12 Q. So, just a little bit clarification. We can probably get
13 more information on it, but the helm, planned maintenance with the
14 helm system.

15 A. Yes.

16 Q. Continuing. Did you ever attend abandon ship drills?

17 A. Yes.

18 Q. Do you know who is required to attend?

19 A. Everybody on the vessel.

20 Q. Including the contractor?

21 A. Yes.

22 Q. Did you ever, while you've been on that boat --

23 A. Uh-huh.

24 Q. -- did you ever hold the drill before you left port?

25 A. Before I left port?

1 Q. Before the vessel left port.

2 A. (indiscernible).

3 Q. Did you ever attend an abandon ship drills that they held
4 before the vessel left port?

5 A. Yes.

6 Q. Did that happen often?

7 A. No.

8 Q. Okay. Were any persons excused from the drill?

9 A. No.

10 UNIDENTIFIED SPEAKER: Got to let me speak on that if I can.

11 As far as excused he would sometimes put a man down and run a
12 scenario that way. But not excused.

13 MR. KUCHARSKI: What do you mean by --

14 UNIDENTIFIED SPEAKER: Like he would tell somebody like
15 you're dead, you go set down somewhere and now you see how the
16 crew reacts when everybody is not accounted for.

17 MR. KUCHARSKI: Great. Thank you.

18 MR. CENAC: On the --

19 MR. KUCHARSKI: Please identify yourself.

20 MR. CENAC: Michael Cenac, Seacor.

21 BY MR. CENAC:

22 Q. On the drills you mentioned specifically departed port. On a
23 lift boat most of the crew changes are not actually in port, are
24 they?

25 A. No.

1 Q. Where would the crew changes take place?

2 A. Offshore.

3 Q. Offshore. Thank you, sir.

4 MR. KUCHARSKI: Did you -- this is Mike Kucharski,
5 continuing.

6 BY MR. KUCHARSKI:

7 Q. Did you complete a voyage abstract for each voyage?

8 A. Abstract, meaning I'm not understanding.

9 Q. Kept all the information. How much lube is used, fuel you
10 used --

11 A. Yes.

12 Q. - put RPMs on the engine --

13 A. Yes.

14 Q. -- you know, the basic engine information things that --

15 A. Yes. I do.

16 Q. Was that completed for each voyage?

17 A. Yeah, it was. I kept the running log when we were running
18 every three hours.

19 Q. Did the abstract or that information at any time go into the
20 office?

21 A. No.

22 Q. No?

23 A. No.

24 Q. Okay. Any forms that you completed, that you remember that
25 you sent to shore, was anything sent to shore besides helm?

1 A. Well, we -- before the helm we had weekly, biweekly, they
2 called it a biweekly inspection, which was a Seacor driven
3 inspection program and then we had the SIP report, which was
4 actually a two-week inspection program and that would -- that was
5 actually an inspection program on the vessel. You completed it
6 and then you would send it ashore.

7 Q. How did you send it ashore? Was it a disc or paper?

8 A. It would be by email.

9 Q. Email?

10 A. Email, yes, and then once they got the help, they did away
11 with the SIP program, and the biweekly.

12 Q. And you said the SIP program was an inspection program?

13 A. It was an inspection program of the vessel. It was to be
14 done within your two weeks of your hitch. And the biweekly
15 inspection program was actually an in-house program, wasn't
16 monitored by anything, outside sources or anything and it was just
17 a weekly, you know, what -- if you need a -- for the cooler if you
18 needed a new thermometer, you put that on there. Something small.
19 Anything major would go on the SIP report.

20 Q. Okay. So, Mike Kucharski again. So, ordering things did
21 that go on the SIP report or --

22 A. That depends on what you would order. Yes, sir.

23 Q. Did you have any other way besides SIP to order things?

24 A. No. We have a requisition program.

25 Q. Requisition?

1 A. Yes, sir.

2 Q. That was sent to shore by --

3 A. By the master.

4 Q. And by what mode?

5 A. Email.

6 Q. Email, okay.

7 MR. KUCHARSKI: Let's stop there. I know it's just one or
8 two questions I asked, but anything about record keeping or items
9 that went ashore? Please.

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

11 BY MR. [REDACTED]

12 Q. Did you ever do tanks (indiscernible) with Charter right
13 before you left port?

14 A. Yes. Yeah, we had to do it.

15 Q. Did you do it with Talos this time before you left?

16 A. I did.

17 Q. Okay.

18 A. I want to say it was my relief that actually did it. He
19 brought the boat out.

20 Q. Okay. Thank you.

21 MR. PRESTON: John Preston, ABS.

22 BY MR. PRESTON:

23 Q. Email is the primary mod of communication, how did you
24 connect to do the email?

25 A. The captain had the email. So, I dropped everything in my

1 shared folder, and he would grab it and email it from his
2 computer.

3 Q. Okay. So, there was one, at least one computer that was
4 connected somehow?

5 A. Right. It, well, yes. At the time, his computer was the
6 only computer that was connected to the email server in the house.
7 When they installed the helm computer, they actually updated all
8 the computers on the boat. I got a new computer and they actually
9 connected mine and the mate's computer to the email server. So, I
10 was able to send emails at that time.

11 Q. Okay. Is that a cell connection, I guess?

12 A. No, not a cell. IT would be a -- we had an antenna or
13 satellite system onboard.

14 Q. Okay.

15 A. Carrying that package.

16 Q. You could send the email basically at any time?

17 A. I could. Yes.

18 Q. Thank you. The soundings that [REDACTED] asked you about with the
19 charter --

20 A. Uh-huh.

21 Q. -- were those soundings, the records of those soundings were
22 those given to the charterer?

23 A. They are given to the charter and I do believe, I'm no sure,
24 but they are sent ashore by the master. You got to do an on
25 charter and an off charter.

1 CAPT PHILLIPS: Tracy Phillips.

2 BY CAPT PHILLIPS:

3 Q. I think you said you were sounding the (indiscernible) tank
4 and fuel on a database --

5 A. Out of the water.

6 Q. (indiscernible) do you remember what the levels were?

7 A. Which time?

8 Q. The last time you sounded.

9 A. Which would be -- yeah, we talked off on (indiscernible) that
10 night. I had roughly 36,000 gallons of fuel. All the water it
11 would probably be -- it's roughly 26,000.

12 Q. And are those split up in different tanks?

13 A. They are.

14 Q. So, all the potable water tanks were full?

15 A. All the water, yes. We have about two potable water tanks
16 port starboard.

17 Q. And 36 gallons of fuel --

18 A. Thirty-six thousand gallons of fuel.

19 Q. Thirty-six thousand gallons of fuel --

20 MR. KUCHARSKI: Please speak up a little bit.

21 MR. ENDRES: I'm sorry.

22 MR. KUCHARSKI: That's okay.

23 BY CAPT PHILLIPS:

24 Q. Would that have been pretty full on fuel, halfway?

25 A. It's over 75 percent.

1 Q. Over 75 percent?

2 A. Yes, ma'am.

3 Q. Again, equally divided between two tanks?

4 A. It is. I had just topped off the day tanks. Again, they
5 were trying to get ready to go on a voyage. So, I wanted to make
6 sure everything was ready to go for them. The day tanks were
7 pretty much topped off or where we topped them off at
8 (indiscernible).

9 Q. Thank you.

10 MR. KUCHARSKI: I'll have a little bit more specific
11 questions about soundings. I let it go there but related to
12 stability but that's okay. That's okay.

13 BY MR. KUCHARSKI:

14 Q. So, actually, yeah, this is my very next question. Were you
15 involved in the overall stability of the vessel?

16 A. I did it.

17 Q. And how -- what was your involvement in the overall stability
18 of the vessel?

19 A. You want me to walk you through actually how we do it?

20 Q. Please, please, please, please.

21 A. As the crane operators are loading equipment on the deck, you
22 have a guy on the deck. He measures port, starboard about an aft
23 where the piece of equipment is placed. He writes all that down.
24 When they are finished, they hand it over to me. I have a program
25 that I type it all in. Type all the equipment that he, with all

1 his measurements I type in my consumables, people onboard and that
2 gets us good for the voyage. It lets me know if we're good to
3 sail or not.

4 I send that to the master. He looks over it. Makes sure
5 everything is fine. If he's good with it, we set sail. Now, I do
6 another one when we get to location for pre-load. You actually
7 put your weight in there. It's actually measured in the -- I got
8 a few of them. It's either long tons or gallon. I think this one
9 is gallons. I put gallons in there and it tells me if I'm
10 overweight per leg or if I'm underweight. But they have a target
11 number. The number is 982 long tons per leg that you try to hit.

12 On the Seacor Power it's pretty much the same thing all the
13 time as far as the preload, it never, hardly ever changes. So,
14 you don't actually have to add more water. Send that to the
15 captain. He tells me if it's good or not and I can start taking
16 on water.

17 Q. When you say it's good or not is that for preload you're
18 talking about specifically?

19 A. For both.

20 Q. For both?

21 A. For both.

22 Q. Okay.

23 A. It's his approval first.

24 Q. So, under what conditions, non-preload, why would you take on
25 water, and what type of water would you take on?

- 1 A. It would be ballast. We hardly ever did that.
- 2 Q. Okay. So, by ballast, would you be doing that before you
3 left the dock --
- 4 A. Yes, sir.
- 5 Q. You would?
- 6 A. Yes, sir.
- 7 Q. Did you ever take on ballast at sea or out in the Gulf?
- 8 A. Not on that vessel.
- 9 Q. So, back to some of the questions on the strappings or
10 soundings of the tanks. Did you -- when you did that stability
11 calculation --
- 12 A. Okay.
- 13 Q. -- and did you do -- let me be clear on this disability
14 calculation. Was that out of the operations manual where you got
15 that?
- 16 A. It was built from the operations manual.
- 17 Q. So, did you build your own spreadsheet --
- 18 A. No.
- 19 Q. -- for that?
- 20 A. No.
- 21 Q. Who built it?
- 22 A. I have no idea. It was on there when I got there. I just
23 started using whatever was there that they had been using.
- 24 Q. Okay. So, you're not aware if it was somebody's program that
25 they put on there --

- 1 A. (indiscernible).
- 2 Q. Okay. When you opened this up what was the form, was it a
3 spreadsheet?
- 4 A. It was a spreadsheet, it was an excel spreadsheet.
- 5 Q. Excel spreadsheet. Okay.
- 6 A. Had six pages in it.
- 7 Q. Okay. And along with some of the other questions
8 predeparture --
- 9 A. Uh-huh.
- 10 Q. -- you calculated that stability?
- 11 A. Right.
- 12 Q. Was every tank sounded, every tank?
- 13 A. Every tank that had consumables in it, yes.
- 14 Q. Did you -- tell us how -- what was the sounding system on
15 there?
- 16 A. We had sight glasses. Everything had a glass.
- 17 Q. Sight glasses.
- 18 A. Everything had a glass on it so you can actually see it.
- 19 Q. And these sight glasses were located where?
- 20 A. The engine room.
- 21 Q. In the engine room?
- 22 A. Correct.
- 23 Q. So, they were sort of tubes --
- 24 A. Tubes, yeah.
- 25 Q. -- that went up, they were calibrated if you will that you

- 1 could look at?
- 2 A. Correct.
- 3 Q. Okay. So, you looked at these sight glasses --
- 4 A. Uh-huh.
- 5 Q. -- to get your soundings and which, if you can, best of your
- 6 knowledge --
- 7 A. Okay.
- 8 Q. -- which tanks had the actual sight glasses?
- 9 A. All the fuel tanks. All the water tanks, lube oil and waste
- 10 oil tanks.
- 11 Q. What did you do --
- 12 A. Hydraulic tanks.
- 13 Q. Hydraulic tanks. Okay. What did you do with gray water on
- 14 the boat?
- 15 A. It went over the side.
- 16 Q. Went over the side?
- 17 A. Yes, sir.
- 18 Q. Okay. but how about while you were operating in and out of
- 19 port --
- 20 A. Now, you talking about gray water or black water?
- 21 Q. Grey.
- 22 A. Grey shallow water?
- 23 Q. Yes.
- 24 A. It went over side.
- 25 Q. Went over the side?

- 1 A. Yeah, we didn't keep it.
- 2 Q. And black water you had a separate tank for that?
- 3 A. Well, we had an MSD unit.
- 4 Q. MSD.
- 5 A. Yeah.
- 6 Q. Okay. Which is green sanitation?
- 7 A. Correct. Red Fox, yeah.
- 8 Q. Okay. So, each one of those soundings of those tanks are
- 9 there any other areas on the boat --
- 10 A. Uh-huh.
- 11 Q. -- water areas that don't have the sight glasses?
- 12 A. No.
- 13 Q. So, steering compartment you said that was in a tank or
- 14 something like that?
- 15 A. It was. It was accessed by a manhole.
- 16 Q. Did it actually have a sight glass in there?
- 17 A. No.
- 18 Q. No.
- 19 A. It just has a bilge alarm.
- 20 Q. Bilge alarm.
- 21 A. You actually got to open the manhole cover to see what's in
- 22 there.
- 23 Q. Okay. Pre-sailing when you did your stability calculation
- 24 you put it on that form?
- 25 A. Correct.

1 Q. And you had the soundings of all the tanks and you're not
2 aware of any areas -- did they have any voids on there that had no
3 soundings in them?

4 A. No.

5 Q. Everything had a tank associated with it?

6 A. Everything had a tank.

7 MR. KUCHARSKI: I'm going to stop there for soundings and see
8 if there are anything related to soundings or stability.

9 MR. EHLERS: This is Drew Ehlers, NTSB again.

10 BY MR. EHLERS:

11 Q. So, you mentioned that you're loading on equipment --

12 A. Uh-huh.

13 Q. -- somebody is marking on -- space on deck where it goes and
14 that goes into your excel spreadsheet.

15 A. Uh-huh.

16 Q. A couple things. Where did you get the weight of that
17 equipment from?

18 A. From the crane operator when he was picking it up.

19 Q. From the crane operator. Okay. So, he had --

20 A. He relays down to the guy how much it weighs.

21 Q. Okay. So, he had a way to measure the weight from the crane?

22 A. Each crane has a system on it that actually calibrates the
23 weight when he picks it up.

24 Q. Okay. And the position on deck was that like, was all the
25 weight considered at the center of where that piece of equipment

1 was on deck?

2 A. Yes. It is.

3 Q. Okay. All right. That's all I have, thank you.

4 MR. [REDACTED] This is [REDACTED] [REDACTED] I have a follow up
5 on that one.

6 BY MR. [REDACTED]

7 Q. So, when you typically loaded equipment was the lift boat
8 floating or jacked --

9 A. It was jacked up, yes.

10 Q. So, how would you make sure that the lift boat didn't have a
11 list when you put it back in the water?

12 A. Well, I mean the program would tell you that. But we pretty
13 much, we've done it so many times we knew where to put what piece
14 of equipment where.

15 Q. So, you just kind of eyeballed it and --

16 A. Yeah. We knew where to put it but then you would -- when you
17 would put it in the program it would let you know.

18 Q. Okay.

19 A. It would let you know your trim.

20 Q. Was there a maximum amount of trim that it would allow per
21 (indiscernible).

22 A. There was.

23 Q. There was. Do you recall what that was?

24 A. I don't. Not at the moment.

25 Q. Then following up on the void question. Like the four-peak

1 void, for instance, how would you know if there was water in
2 there?

3 A. It has a bilge alarm.

4 Q. Has a bilge alarm?

5 A. Yes.

6 Q. Does it have a sounding tube?

7 A. No -- yes, on deck. I'm sorry.

8 Q. It has a sounding tube on deck?

9 A. Yes.

10 Q. And has a manhole cover too. So, most of the voids they are
11 not accessible from the engine room through --

12 A. That is correct.

13 Q. -- through --

14 A. You got to get on deck, yeah.

15 Q. And then for the steering room is that, is it one space?

16 A. It's two but they are connected.

17 Q. They're connected?

18 A. There's two openings port starboard but they are connected.

19 Q. Okay.

20 A. You can walk in.

21 Q. And is there a tank in the middle of them?

22 A. No. (indiscernible).

23 Q. Okay.

24 MR. EHLERS: Sorry. Drew Ehlers, I have a follow up on his
25 follow up.

1 BY MR. EHLERS:

2 Q. So, you loaded on the equipment. You put it in your excel
3 spreadsheet --

4 A. Uh-huh.

5 Q. -- it spit numbers for trim and such. And then you jack
6 down. Did you ever have an instance where what was on the spread
7 sheet was different than what you experienced once you were
8 floating?

9 A. No, sir.

10 Q. So, you feel it was accurate?

11 A. Yes, sir.

12 Q. Okay.

13 UNIDENTIFIED SPEAKER: Don't want to jump the gun, cargo
14 securing question.

15 MR. KUCHARSKI: What's that?

16 UNIDENTIFIED SPEAKER: Cargo securing question does that
17 matter.

18 MR. [REDACTED] Oh, chief -- oh, I'm sorry, [REDACTED] [REDACTED] Coast
19 Guard.

20 BY MR. [REDACTED]

21 Q. You said the stability program you had on board was there
22 before so it's -- you didn't design it --

23 A. No.

24 Q. -- it was there before.

25 A. No.

1 Q. Do you know if it was classed or proofed or not?

2 A. I do not know.

3 Q. Okay. Also, going back in relations to the accuracy. You're
4 familiar with stability calculations in the operations manual?

5 A. I am.

6 Q. Is there something in there like a template of a load out,
7 sample load out --

8 A. There is.

9 Q. -- that you can test your accuracy of the --

10 A. Yes, sir. There is.

11 Q. Did you do it or did the captain do it?

12 A. I did not do it.

13 Q. Okay.

14 A. I think the captain did it.

15 MR. [REDACTED] I think that's it.

16 MR. PRESTON: All right. John Preston from ABS.

17 MR. ENDRES:

18 BY MR. PRESTON:

19 Q. Chief did -- what kind of output did the software give you,
20 did it give you an VCG or KG or --

21 A. It gave you both.

22 Q. It gave you both.

23 A. Yeah. VCG, LCG, your free service effect. It gave you
24 everything.

25 Q. Okay. So, did it give you an indication like a green or read

1 as to whether the unit was within a --

2 A. It did.

3 Q. Okay. Also, you said or I heard that the -- you took the
4 center of the, whatever the box was, as the center of mass.

5 A. Right.

6 Q. How about the vertical center of gravity?

7 A. The program told you to cut it in half.

8 Q. The height of the --

9 A. The height of it.

10 Q. The height of because analysis?

11 A. Correct.

12 Q. So, okay, the center of a cube?

13 A. Yes, it's three foot high we did 125.

14 Q. Okay. So, the VCU?

15 A. Correct.

16 Q. All right. Have you ever experienced any issues with water
17 in the legs or anything else like that that didn't -- one of the
18 drafts didn't match up with the program?

19 A. No, sir.

20 Q. No?

21 A. No.

22 Q. All right. Thank you.

23 MR. KUCHARSKI: This is Mike Kucharski.

24 BY MR. KUCHARSKI:

25 Q. Point of clarification for the court reporter because she

1 didn't hear these things she may not be, he or she may not be sure
2 of. VCG, could you tell us what that is please?

3 A. Vertical center of gravity.

4 Q. Vertical center of gravity. And you said LCG.

5 A. Yes.

6 Q. Tell us what that is?

7 A. Longitudinal center and then there's TCG, transvers.

8 Q. Transverse center of gravity?

9 A. Yes, sir.

10 Q. Thank you.

11 CAPT PHILLIPS: Tracy Phillips.

12 BY CAPT PHILLIPS:

13 Q. You talked a little bit about the voids that you would access
14 from out on deck.

15 A. Yes, ma'am.

16 Q. Can you tell me what kind of hatch covers those items?

17 A. Just standard 24-inch hatch covers with the T-bar screw tight
18 with the dial on the bottom of it.

19 Q. Okay. Thank you. And that was consistent all the way
20 around?

21 A. Yes, sir. Yes, ma'am.

22 MR. KUCHARSKI: This is Mike Kucharski.

23 BY MR. KUCHARSKI:

24 Q. It's a flush --

25 A. It's a flush --

1 Q. -- with a T-wrench that goes in it?

2 A. With a dog that grips it on the bottom when you screw it in.

3 Q. Right. So, the one T operates all the dogs from the bottom?

4 A. It's just one big dog.

5 Q. One big dog, okay.

6 BY MR. PRESTON:

7 Q. Point of clarification. Single bolt manhole?

8 A. Single bolt. Well, no, no, not a single bolt --

9 MR. KUCHARSKI: John Preston.

10 MR. PRESTON: Yeah, John Preston.

11 BY MR. PRESTON:

12 Q. It's not a single bolt manhole?

13 A. No, sir. It's a -- they call it a strong back on the back
14 side of the manhole cover and it is a bolt that actually screws
15 into a nut that's in the middle of the strong back and it -- the
16 strong back actually pulls tight against the bottom of the deck,
17 which secures the manhole.

18 MR. [REDACTED] [REDACTED] Coast Guard.

19 BY MR. [REDACTED]

20 Q. One quick question.

21 A. Uh-huh.

22 Q. Okay. You said it gives you the VCG the stability ---

23 A. Uh-huh.

24 Q. -- program. It also includes the draft markings on the
25 forward and aft draft, does it give you that as well, the

1 stability?

2 A. No, sir. It does not.

3 Q. Okay.

4 MR. EHLERS: Drew Ehlers, NTSB.

5 BY MR. EHLERS:

6 Q. Does it give you the trim?

7 A. It gives you the trim. You actually have to find main draft.

8 Q. Okay.

9 A. Yeah. You don't get that until you actually float.

10 MR. KUCHARSKI: Mike Kucharski.

11 BY MR. KUCHARSKI:

12 Q. So, did it give you a warning on the computer if the trim was
13 out of tolerance?

14 A. It did.

15 Q. Okay. The sounding tubes themselves, were those sand pipes
16 or were they actually flush --

17 A. They were flush.

18 Q. -- flush plug so you had to tee that open up and sound it.

19 MR. KUCHARSKI: Are you okay for taking a break? Does
20 anybody want to take a break?

21 UNIDENTIFIED SPEAKER:

22 BY MR. KUCHARSKI:

23 Q. Okay. The actual -- let's talk a little bit about the bilge
24 sensor again. You said there was an alarm that went off at the
25 engine room for the bilge sensor and it went off on the bridge

- 1 also?
- 2 A. Correct.
- 3 Q. Tell us about the sensors. What are they? Are they a float
- 4 or are they --
- 5 A. It's a float.
- 6 Q. It is?
- 7 A. Yes, sir.
- 8 Q. Mercury switch in a float?
- 9 A. Yes, sir.
- 10 Q. Okay. What spaces were they in?
- 11 A. All your machinery spaces, your steering room, valve
- 12 thruster, four peak, I think that's it.
- 13 Q. Okay. Tell me about the installation itself. Was it in like
- 14 a rose box or a --?
- 15 A. No, sir. It was just mounted flush against a bulkhead piece
- 16 of angle -- you know, the angle line are down.
- 17 Q. This may turn out to be very critical. Okay. So, did you
- 18 have one in each engine room?
- 19 A. I had two in each engine room.
- 20 Q. Were they on -- where were they located in the engine room?
- 21 A. One was forward and one was back, aft.
- 22 Q. Were they centerline of that space or were they off to one
- 23 side or the other?
- 24 A. Off to one side or the other.
- 25 Q. Tell me what side they were on in each space.

1 A. Okay. So, the port side would be on the inboard side of the
2 port engine room and then you would have one on the aft side of
3 the -- outboard side of the port engine room. And then the same
4 on the starboard side.

5 Q. Okay. So, they -- if I can ask this. So, they run opposite
6 corners; is that right?

7 A. Right.

8 Q. Of each engine space?

9 A. That is correct.

10 Q. So, inboard?

11 A. Outboard.

12 Q. Outboard. Inboard forward?

13 A. Outboard aft.

14 Q. Outboard aft?

15 A. Correct. And then you add one in the MCC room.

16 Q. Great.

17 MR. EHLERS: Drew Ehlers.

18 BY MR. EHLERS:

19 Q. Could I ask you to just draw on a very simple drawing --

20 A. Yes, sure.

21 Q. -- of where those bilge indicators are? So, right where
22 forward, and where aft is.

23 A. Yes.

24 Q. This is forward, right?

25 A. Yes. The MCC room is here. This is the MCC room.

1 Q. Okay. Thank you.

2 A. Uh-huh.

3 MR. KUCHARSKI: Mike Kucharski.

4 BY MR. KUCHARSKI:

5 Q. Please, thank you. thank you. Let's mark this up Exhibit 1,
6 to James Endres interview. Today's date 4/22/21. Chief, would
7 you just initial that for me please. And then we'll include this
8 as part of the record.

9 MR. ENDRES: Sign or initial?

10 MR. KUCHARSKI: Just initial is fine.

11 MR. KUCHARSKI: Thank you.

12 UNIDENTIFIED SPEAKER: Can we just say what that is since
13 he's marked it?

14 MR. KUCHARSKI: I thought I described it exhibit -- Oh,
15 Exhibit 1, I'm sorry. And your name is?

16 MR. HEMPHILL: Gary Hemphill, I'm sorry.

17 MR. KUCHARSKI: No, that's okay. So, this is the Exhibit 1
18 to your interview is the location of the sensor bilge alarm
19 sensors in the engine room, both engine rooms.

20 MR. ENDRES: Both engine rooms and MCC room.

21 MR. HEMPHILL: Thank you.

22 BY MR. KUCHARSKI:

23 Q. Chief, how often was this system tested?

24 A. I tested it once a hitch.

25 Q. Once a hitch, so, once every two-week hitch?

1 A. Every two weeks. Yes, sir.

2 MR. KUCHARSKI: Any more questions, to the group, on the
3 bilge system and the alarms before I move on to another topic?
4 Captain?

5 CAPT PHILLIPS: Tracy Phillips.

6 BY CAPT PHILLIPS:

7 Q. When was the last time you tested the system?

8 A. I don't think I did it on that, the last hitch that we that
9 we only did a week. So, it would be the prior hitch from there.

10 Q. Okay.

11 MR. KUCHARSKI: This is Mike Kucharski/

12 BY MR. KUCHARSKI:

13 Q. So, the previous hitch was seven days, right it was just
14 seven-day hitch?

15 A. Correct.

16 Q. So, you didn't test it there. It would have been backing it
17 up so, seven days for that hitch, 14 days off --

18 A. Correct.

19 Q. -- and then back from that. Okay.

20 BY CAPT PHILLIPS:

21 Q. And then they were all working at that time?

22 A. Yes, ma'am.

23 Q. Okay. And how often did you get bilge alarms?

24 A. I've never got a bilge alarm when I -- since I've been on
25 there.

1 Q. Okay. Thanks.

2 MR. KUCHARSKI: Mike Kucharski.

3 BY MR. KUCHARSKI:

4 Q. You have never had a bilge alarm while you have been --

5 A. I've never had a bilge alarm and I've never had problem with
6 a bilge alarm during the test.

7 MR. PRESTON: John Preston at ABS.

8 BY MR. PRESTON:

9 Q. Where was the bilge alarm set in the (indiscernible)
10 department to allow this much water in there before it went off?

11 A. I'm not sure. I can't --

12 Q. Oh, okay. But it was my understanding is if you have never
13 had a bilge alarm, they would set somewhere above this --

14 A. It was higher than what you would normally get in there.
15 They did that on purpose to where -- because it always leaked when
16 you were underway. So, it was actually purposely set higher than
17 what you normally get in there. Correct. But I'm not at -- I
18 don't know exactly where it was at.

19 Q. And if I understand right, it was normally pumped daily?

20 A. Underway, yes.

21 Q. Underway, yeah, yeah.

22 A. Yes, sir.

23 Q. While in the water?

24 A. Yes, sir. Because I, yeah, I just pumped it every -- all
25 the time.

- 1 Q. Thank you.
- 2 MR. KUCHARSKI: Mike Kucharski.
- 3 BY MR. KUCHARSKI:
- 4 Q. In the engine room, how far were they off of the deck?
- 5 A. I don't know exact.
- 6 Q. A foot, an inch, two inches?
- 7 A. Maybe a foot.
- 8 Q. Maybe a foot.
- 9 A. Twelve inches, yeah.
- 10 Q. Okay. And when you on this markup you gave us okay, were
- 11 they on a longitudinal, were they on a frame, were they on a
- 12 bulkhead, what were they on?
- 13 A. All of them longitudinal.
- 14 Q. On longitudinal?
- 15 A. Yes. Yes, sir.
- 16 Q. Okay. Chief --
- 17 A. Uh-huh.
- 18 Q. -- moving, shifting a little bit. How was the engine room
- 19 actually ventilated?
- 20 A. The port and starboard engine room had supplied exhaust fans.
- 21 The MCC room was not vented. It was conditioned air.
- 22 Q. It was what?
- 23 A. Conditioned air.
- 24 Q. Conditioned air -- air conditioning?
- 25 A. Yeah. It had to AC systems down there.

1 Q. And did you ever have to leave a door open because of the
2 heat in the engine room?

3 A. No, sir.

4 Q. Maybe tell us about accesses to the engine room, exterior
5 accesses.

6 A. There was just one port and starboard.

7 Q. One port and one starboard?

8 A. And starboard, correct.

9 Q. Watertight door?

10 A. Watertight door.

11 Q. Did that go to the main deck?

12 A. It did.

13 MR. KUCHARSKI: Any questions on watertight door access to
14 the engine room?

15 MR. EHLERS: Drew Ehlers. This is a ventilation question.

16 BY MR. EHLERS:

17 Q. Where were the inlets and outlets for the ventilation?

18 A. On the 01 level.

19 Q. 01 level upfront forward?

20 A. Forward of the cabin, 01 level.

21 Q. Okay. Was it integrated with the cabin or was it --

22 A. It was integrated with the cabin.

23 Q. All right. And what was the covering on the vents opening
24 (indiscernible)?

25 A. It was just your basic, your slot covered with your closed

1 with your watertight closure.

2 Q. Okay. Was that a manual closure?

3 A. It was a manual closure.

4 Q. I see. Okay. All right. Thanks.

5 BY MR. KUCHARSKI:

6 Q. And the closure itself, okay, he's going to wait. It's a
7 privilege of leading.

8 So, that closure itself, how did you make it? How was it --
9 were there dogs on it?

10 A. They were dogs with wing nuts on there.

11 Q. Do you recollect the size of them about and --

12 A. I don't. It was a 5/16th wing nut. So, I think that's a
13 quarter inch bolt.

14 Q. Okay. And were there four of them; were there six of them,
15 do you recollect? Were there many?

16 A. I don't know for sure.

17 Q. Have you ever in your time as chief engineer on there had to
18 close those?

19 A. Only during drills.

20 Q. Sir?

21 A. Only during drills.

22 Q. If you closed them --

23 A. Uh-huh.

24 Q. -- would you still be able to operate those engines?

25 A. Yes.

1 Q. And where would the engines get air from?

2 A. You can operate them -- I don't -- I'm not exactly -- they
3 wouldn't be able to get air. But you can only operate them for so
4 long I'm assuming.

5 Q. Would they be -- would those vents be exhaust vents intake or
6 both?

7 A. No, they are separate. They are supply vents and exhaust
8 vents. There's four vents total two per engine room.

9 Q. Four vents --

10 A. Total.

11 Q. -- two per engine room?

12 A. Right.

13 Q. One is exhaust.

14 A. One supply.

15 Q. One supply.

16 A. Correct.

17 Q. And are they all -- where are they on the house now?

18 A. On the four integrated with the cabin on the 01 level.

19 Q. Forward part of the house. All four of them are on the
20 forward part?

21 A. All four of them.

22 Q. Sorry, go ahead.

23 MR. [REDACTED] [REDACTED] [REDACTED] just a clarification question.

24 BY MR. [REDACTED]

25 Q. On the engine room doors --

- 1 A. Uh-huh.
- 2 Q. -- are they individual dogs or a single mechanism?
- 3 A. It's individual.
- 4 Q. Okay. Do you know -- remember how many per on the door?
- 5 A. Yeah, it would be -- seven. You have two on the bottom, two
6 on the top and two on the sides and middles.
- 7 Q. And about how high off the main deck does that door sit up?
- 8 A. I'm not sure. I think -- I don't know exact.
- 9 Q. That's it.
- 10 MR. EHLERS: Sorry, Drew Ehlers.
- 11 BY MR. EHLERS:
- 12 Q. Back to your ventilation openings. Estimate the size of each
13 of those openings.
- 14 A. Well, the exhausts were a little larger than the supply. The
15 exhaust was a rectangle shape, probably four feet.
- 16 Q. Four feet on each side?
- 17 A. Four feet tall and maybe rectangle shape, four feet tall,
18 four-and-a-half feet tall, possibly maybe two-and-a-half three
19 feet wide and then the supply fans were smaller. They were square
20 maybe two-and-a-half by two-and-a-half. Well, now, it would be
21 longer than that, three by three.
- 22 Q. Okay. Thanks.
- 23 A. And that's just an estimation.
- 24 Q. Understood. Won't hold you to it.
- 25 A. Yeah.

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

2 BY MR. [REDACTED]

3 Q. So, these supply and exhaust vents were powered by fans, they
4 wasn't just straight regular vents?

5 A. Correct.

6 Q. Ventilation intake and exhaust?

7 A. Correct.

8 MR. [REDACTED] [REDACTED] [REDACTED]

9 BY MR. [REDACTED]

10 Q. How far off centerline were these vents?

11 A. I'm not sure.

12 Q. If you had to estimate.

13 A. Estimate the exhaust were further. They were on the outside
14 of the forward cabin. Supply fans would be probably maybe, I
15 don't know, two feet. And the exhaust fans maybe three feet.

16 Q. Okay.

17 A. (indiscernible) four or five feet for the exhaust fans.

18 Q. Thank you.

19 MR. KUCHARSKI: This is Mike Kucharski.

20 BY MR. KUCHARSKI:

21 Q. In your time as chief on there did you ever take any water in
22 through those exhaust fans?

23 A. No.

24 MR. PRESTON: John Preston, ABS.

25 MR. ENDRES: Uh-huh.

1 BY MR. PRESTON:

2 Q. Chief, did -- you said that those -- you closed those doors
3 during drills. How were those doors accessed to close them?

4 A. You actually had to walk up the stairs to the 01 level and
5 you can get to them that way.

6 Q. So, you could access them from the 01 level platforms?

7 A. From the main deck to the 01 level -- yes, yes, sir, yeah.

8 Q. Okay.

9 MR. KUCHARSKI: Mike Kucharski, starting again.

10 BY MR. KUCHARSKI:

11 Q. The ballast order itself, who controlled the ballasting?

12 A. Well, we didn't do much ballasting. So, I mean when we too,
13 when we took on ballast, I had to do it from the engine room.

14 Q. But you were the one who actually --

15 A. I did it.

16 Q. -- turned on the pump or --

17 A. Sure.

18 Q. Was there one ballast pump?

19 A. It was two.

20 Q. Two. So, they didn't control it from the bridge? You went
21 to the engine room?

22 A. There's no control from the bridge.

23 Q. No control from the bridge.

24 A. For ballasting, no.

25 Q. Were there any requirements that you are aware of as to

1 keeping the tanks full or empty?

2 A. Which tanks?

3 Q. Any of the tanks?

4 A. No. Not that I'm aware of. Well, I mean the hydraulic tank
5 we always kept it 95 percent and that's just for the, for the
6 pumps. (indiscernible).

7 Q. But there wasn't anything in the stability manual that said
8 to keep it in?

9 A. No, sir.

10 Q. Okay. And this, so, the pre-departure soundings you didn't
11 give them to the captain or the mate, you ran them through the
12 computer and then showed them the stability; is that correct?

13 A. Showed it to him and he signed off on it.

14 Q. Okay. And you showed it to the captain?

15 A. Yeah, he would be the one to sign all that's in the -- or
16 whatever he did with it I don't --I'm not sure.

17 MR. KUCHARSKI: I'm going to shift off of ballast and
18 stability related items.

19 MR. EHLERS: Sorry, Drew Ehlers.

20 BY MR. EHLERS:

21 Q. Mike asked you about the ballast, pumping ballast.

22 A. Yeah.

23 Q. What about the preload tanks?

24 A. Preload.

25 Q. What about those? Who, where were those controlled from?

1 A. Well, you had one control the port side was controlled from
2 the engine room, the MCC room. The starboard side you actually
3 had to walk up to the third level and it -- the switch for that
4 was in the emergency generator room.

5 Q. Okay. But as the engineer were you in charge of controlling
6 that?

7 A. I was.

8 Q. Okay. All right.

9 MR. KUCHARSKI: Mike Kucharski.

10 BY MR. KUCHARSKI:

11 Q. Before I forget this one, what was the greatest list you ever
12 saw on that vessel?

13 A. I can't remember. We normally travel with a, trim a pretty
14 good size trim but it's within the vessel's spec so -- but as far
15 as a list I don't know.

16 Q. Did you have a clinometer in the engine room?

17 A. No, sir. Only in the wheelhouse.

18 Q. Well, since you mentioned that. Is it electronic or is it a
19 bubble type?

20 A. It's a bubble type.

21 Q. Bubble type. Okay. It's liquid filled it has a bubble in
22 it. Yeah.

23 MR. EHLERS: Sorry, Mike, unless this is going to cross into
24 another one -- this is Drew Ehlers, again.

25 BY MR. EHLERS:

- 1 Q. So, you said you travel with a trim. Why?
- 2 A. Because of the Heli-port way.
- 3 Q. Okay.
- 4 A. The vessel has a Heliport. So --
- 5 Q. Right. So, but I mean explain that. Sorry.
- 6 A. It would always run with a slight trim.
- 7 Q. I see. So, that was its natural state?
- 8 A. That was its natural state.
- 9 Q. I see.
- 10 A. Correct.
- 11 Q. So, you didn't ballast to get the bow down --
- 12 A. No.
- 13 Q. -- you just kept it where it sort of naturally --
- 14 A. Correct.
- 15 Q. -- sat because of the weight of the Heliport?
- 16 A. That's correct.
- 17 Q. Got it. Okay. Thanks.
- 18 MR. KUCHARSKI: So, this is Mike Kucharski.
- 19 BY MR. KUCHARSKI:
- 20 Q. So, how did it naturally trim by the head or by the stern?
- 21 A. By the stern.
- 22 Q. By the stern, okay.
- 23 MR. MUISE: This is Marcel Muise.
- 24 BY MR. MUISE:
- 25 Q. You mentioned the inclinometer --

- 1 A. Uh-huh.
- 2 Q. -- the bubble type. There is an electronic tilt alarm
3 though; is that right?
- 4 A. Yes. There is.
- 5 Q. Is that in the engine room as well?
- 6 A. No, sir. It's not. It's on the bridge.
- 7 Q. Is that turned off when you're underway?
- 8 A. It is.
- 9 Q. It is, okay.
- 10 A. Yes, sir.
- 11 Q. Does it ring throughout the house?
- 12 A. Yes, it does.
- 13 Q. That's all, thanks.
- 14 MR. KUCHARSKI: Okay. Shifting off -- we can always come
15 back. If you think of something jot it down.
- 16 Mike Kucharski again, continuing.
- 17 BY MR. KUCHARSKI:
- 18 Q. Did you ever use the cargo securing manual?
- 19 A. No. I did not.
- 20 Q. Did you or your q -- you said QMED, is that a qualified
21 member of the engine department?
- 22 A. It is.
- 23 Q. How many QMEDs did you have on board?
- 24 A. Just one.
- 25 Q. And did you or your QMED ever secure cargo on deck?

- 1 A. No. We did not.
- 2 Q. Do you know if there were flush deck breach-based sockets
3 they're called to secure --
- 4 A. The peck and hails?
- 5 Q. No, it's like -- it's in the cargo securing manual but it's
6 like a recessed or flushed mounted to the deck cruciform where
7 they can --
- 8 A. Where you can remove it and turn it in.
- 9 Q. No, you can secure things into that.
- 10 A. No, sir. Just in the Heliport.
- 11 Q. Just in the Heliport?
- 12 A. Correct.
- 13 Q. Okay.
- 14 MR. PRESTON: Clarification from John, John Preston ABS.
- 15 BY MR. PRESTON:
- 16 Q. Could you please describe on a peck and hail?
- 17 A. Peck and Hail is what I was describing was the deck sockets
18 that are actually removable. You can actually take the cover off
19 and it's an anchor point to where you can push it in and lock it
20 in place to where you can have something to chain something down
21 to.
- 22 Q. And if I understood you right, the vessel has those?
- 23 A. Yes.
- 24 Q. On the main deck?
- 25 A. Yes, sir.

1 MR. EHLERS: This is Drew Ehlers.

2 BY MR. EHLERS:

3 Q. To continue clarifying that and is that what used to secure
4 cargo when it was on deck?

5 A. It was.

6 MR. KUCHARSKI: Okay.

7 BY MR. KUCHARSKI:

8 Q. Were there also D-rings, this is Mike Kucharski, D-rings on
9 deck?

10 A. There was.

11 Q. Did you ever make any repairs to those?

12 A. No. I have not.

13 Q. Did you oversee all repairs to deck equipment?

14 A. I did.

15 Q. And can you describe some of that process besides you did
16 some work yourself or your QMED did?

17 A. Normally me. You talking about on electronics?

18 Q. Electronics, welding, things like that --

19 A. Uh-huh.

20 Q. -- you did repairs yourself?

21 A. I did.

22 Q. Was there ever shoreside involvement to any of those repairs?

23 A. Yes. It depended on what type of repair it would be. If it
24 was beyond my scope, then the chair --

25 Q. And who did you interface for that?

1 A. It would always be a third party, the shipyard that we're
2 going to that would be decided on shore.

3 Q. Was there a report engineer or somebody that you or some kind
4 of a superintendent that --

5 A. A superintendent.

6 Q. Okay. That was the vessel superintendent?

7 A. Right.

8 Q. And who was that person?

9 A. Tommy Sonyea and Paul Fremin.

10 Q. Okay. Were they different, did one take over for another or
11 were they both --

12 A. I'm not sure how it -- yeah, I'm not sure.

13 Q. Okay. Did you have any problems with the deck or engine
14 equipment?

15 A. With the deck or engine equipment.

16 Q. Yeah. Any of the equipment that you -- that seemed that you
17 had to stay after a lot?

18 A. No. I mean -- you're not talking about a point in time,
19 right? Or just anytime?

20 Q. Right. Just in general, yes.

21 A. Generally, no, not a steady (indiscernible).

22 Q. If there was something that took more work on than others?

23 A. Sure. I mean it's -- no, not more work than others. But,
24 yeah, I mean you had things that broke down. It's a 20-year-old
25 vessel. So, --

1 MR. KUCHARSKI: Let's stop there on equipment on deck or
2 engine room repairs.

3 (No response.)

4 MR. KUCHARSKI: Okay.

5 BY MR. KUCHARSKI:

6 Q. How were the cranes secured?

7 A. It had a crane rest that they would secure it that way.

8 Q. A crane rest, like a cradle or something it sat in?

9 A. A cradle. Correct.

10 Q. Were there any straps, any kind of strapping arrangement
11 anyway --

12 A. No straps.

13 Q. So, it just sat in the cradle?

14 A. Locked with a brake inside that the crane operator would
15 engage.

16 Q. A brake that the crane operator -- what -- do you recollect --
17 - I can probably get the specifics.

18 A. Yeah.

19 Q. Manufacturer, but do you remember what that brake was?

20 A. It's basically a manual brake that actually that coincides
21 with the gears around the leg that the crane travels with. It
22 just locks it in place so it can't swing while it's in the rest.

23 Q. Okay. And how about the boom itself, the crane boom?

24 A. It would just shut the hydraulics down.

25 Q. Just shut the hydraulics down?

1 A. Yes.

2 Q. Did you ever feel there wasn't enough time to complete
3 preparations for getting underway?

4 A. No.

5 Q. The emergency power supply and distribution system of the
6 vessel --

7 A. Yeah.

8 Q. -- what provided the power?

9 A. We had an emergency generator.

10 Q. Where was that located?

11 A. On the third level stern.

12 Q. So, the 03 level?

13 A. Yes, sir.

14 Q. Okay. And where was the emergency switchboard?

15 A. It was also in the same room.

16 Q. In that same room. Okay. Were there -- can you tell us what
17 equipment was on that emergency switchboard?

18 A. The way they had it was basically everything in the starboard
19 side. So, you had your critical equipment. You had air
20 compressor, ballast pump, bilge pump, fire pump, submergible pump,
21 steering.

22 Q. Steering, sorry to interrupt you. So, starboard steering?

23 A. Starboard -- well, the steering system is in the starboard --
24 I shouldn't have said it like this. Both -- all the steering
25 pumps are actually in the starboard engine room. So, but -- yeah,

1 you would have steering pump number 2, would be the emergency
2 steering pump.

3 Q. How many steering pumps were there?

4 A. There was two units with two pumps per unit, two motors per
5 unit. So, four.

6 Q. And the two units one was for the starboard 2?

7 A. No. You only use one at a time.

8 Q. Oh, I see. So, the steering pump powered all four rudders,
9 of you will?

10 A. Correct.

11 Q. Okay. And the -- use one unit at a time but the starboard
12 one was on emergency power?

13 A. Emergency, correct.

14 Q. When did you alternate use of those pumps?

15 A. I didn't.

16 Q. Leaving port did you have one that was on or did one that
17 wasn't?

18 A. I didn't have a specific one for anything.

19 Q. So, how did you know --how did you alternate those pumps,
20 use of the pumps?

21 A. I just did it by time. Just -- I just did it by basically
22 time. When I felt like it needed to be switched over, I would
23 tell them I'm phoning for the master to use the unit 1 or unit 2.

24 Q. I see.

25 A. And he would just switch over.

- 1 Q. Okay.
- 2 A. We did it pretty regularly. So, there was not time set or
3 hours kept on them or anything like that.
- 4 Q. Okay. And so, steering --
- 5 A. Uh-huh.
- 6 Q. -- fire pump --
- 7 A. Uh-huh. Air compressor.
- 8 Q. Compressor.
- 9 A. Yeah, submersible pump.
- 10 Q. Submersible pump.
- 11 A. Bilge and ballast.
- 12 Q. Bilge and ballast pump?
- 13 A. Correct.
- 14 Q. How about bridge equipment?
- 15 A. You had bridge equipment, correct.
- 16 Q. Do you know what bridge equipment was on the emergency
17 switchboard?
- 18 A. I want to say the GMDSS, and --
- 19 Q. Radar, any one of the radars?
- 20 A. I think one of the radars. Yeah, one of the radars and then
21 also the fast rescue craft DAVIT (ph.) was on there.
- 22 Q. Was that an electric DAVIT?
- 23 A. It was an electric DAVIT. Electrical or hydraulic was an
24 accumulator.
- 25 Q. Were there any, any part of the emergency power system if you

1 will, distribution --

2 A. Uh-huh.

3 Q. -- that charged batteries, and what batteries were -- so,
4 what I'm trying to understand. Did any of the e-lights on that
5 boat --

6 A. Uh-huh.

7 Q. -- okay, emergency lights --

8 A. right.

9 Q. Were any of them battery powered where they were charged,
10 kept charged so if you --

11 A. Well, yeah, the florescent lights actually had a backup, an
12 emergency ballast inside, installed in them, the e-lights did.
13 So, when you would lose power some of them would still stay on and
14 until the ballast ran out of power and they would -- then it would
15 go off. But you did have e-lights through the vessel that was on
16 the emergency circuit.

17 Q. Right. But some of them also you say the ballast --

18 A. They hand ballasts installed in them, correct.

19 Q. So, it takes I forget what the time is --

20 A. Yeah.

21 Q. -- but it takes some time for the emergency generator to come
22 online --

23 A. Thirty seconds.

24 Q. Thirty seconds.

25 A. Right.

1 Q. Okay. During that time before that would any of the
2 emergency lights operate it before?

3 A. The ones that had the preinstalled ballast in them, would
4 stay on. They'd be slight dimmer. They wouldn't be full, as
5 bright but they would still be on.

6 MR. PRESTON: Point of clarification?

7 MR. KUCHARSKI: Not yet.

8 BY MR. KUCHARSKI:

9 Q. Excuse me. Let me just -- where -- do you remember which
10 ones those were?

11 A. I don't. They had them throughout the cabin and the engine
12 room.

13 MR. KUCHARSKI: Please.

14 MR. PRESTON: Point of clarification. John Preston ABS.

15 MR. ENDRES: Uh-huh.

16 BY MR. PRESTON:

17 Q. When you say the emergency lights had a ballast, what I'm
18 hearing is these actually have an internal battery --

19 A. Correct.

20 Q. -- that powers the light --

21 A. Correct.

22 Q. --when there's, when there's no --

23 A. When there's not supplied power to them.

24 Q. When there's no supply power?

25 A. Correct.

1 Q. Okay. Thank you.

2 MR. KUCHARSKI: Okay. I am finished with the operation
3 section. I propose a quick break. Time is, what time is it,
4 2:14, 14:14. Is five minutes enough for everyone?

5 (Off the record from 2:14 p.m. to .)

6 MR. KUCHARSKI: The time is now about 14:25. We are
7 continuing the interview of Chief engineer James Endres.

8 MR. ENDRES: Endres.

9 MR. KUCHARSKI: Endres.

10 MR. ENDRES: Uh-huh.

11 BY MR. KUCHARSKI:

12 Q. So, Chief, tell us about the safety culture at the company.
13 How would you rate that? You have worked with different
14 companies, yes?

15 A. Yeah, not too many but a few. Correct. It's definitely
16 been, I mean they have been the best out of the few that I've
17 worked for.

18 Q. Were safety meetings held aboard the vessel?

19 A. Every morning.

20 Q. I'm sorry.

21 A. Every morning.

22 Q. Every morning. Did you also have a shipboard safety meeting
23 where people attended?

24 A. Correct.

25 Q. And how often did that happen?

1 A. Once a day. Well, actually twice a day. It would be one for
2 each hitch.

3 Q. And everyone on the boat attended it?

4 A. For the hitch on TOUR, not everybody.

5 Q. Okay. Were there any safety meetings where everybody
6 attended?

7 A. We had maybe one or two per hitch.

8 Q. One or two?

9 A. It would usually be like a Sunday or so when we are going
10 over weekly occurrences from the office or training or anything
11 like that.

12 Q. And were -- was it vessel personnel?

13 A. Just vessel personnel for that.

14 Q. So, not contractors?

15 A. No, sir.

16 Q. How did you handle safety concerns while underway, okay?

17 A. Okay.

18 Q. And specifically, to the charterer's operations?

19 A. Okay.

20 Q. So, you're traveling back and forth different things, but
21 when you get out there, how did you handle those?

22 A. I didn't deal with too many of them as far as in my
23 department with the third party. That would be the master usually
24 handled those.

25 Q. The master handled those?

1 A. Yes.

2 Q. Okay. Did you have any specific problems with safety related
3 equipment aboard?

4 A. During any period or just --

5 Q. Yes.

6 A. Sure, you always have problems.

7 Q. You did.

8 A. You always have problems with safety equipment depending on
9 like on grinders and guards and stuff like that.

10 Q. Okay.

11 A. But as far as any kind of like life saving devices rarely.
12 You have a battery go out in one of the ring buoys, the lineup of
13 ring buoys you'd have a batter go out or something. We'd have to
14 change that but that would be it.

15 Q. For any of the safety equipment did you have to involve the
16 company personnel?

17 A. I didn't, personally, no.

18 Q. Who handled that?

19 A. The master.

20 Q. The master.

21 A. Yes, sir.

22 Q. Maybe it's a question for him but maybe you would know. I'll
23 ask you anyways. What did the first mate do on there?

24 A. The first mate actually did the safety inspections.

25 Q. Okay. Okay. So, the master is ultimately responsible for

- 1 everything on the boat, right?
- 2 A. Right.
- 3 Q. Okay. But the first mate --
- 4 A. Took care of the safety inspection.
- 5 Q. Safety inspections?
- 6 A. Yes, sir. He inspected the safety equipment and the
- 7 navigational equipment.
- 8 Q. The first mate?
- 9 A. The first mate.
- 10 Q. Did you ever exercise your stop work authority?
- 11 A. At any point in time?
- 12 Q. Any part of time, yeah.
- 13 A. Oh, I'm sure I have.
- 14 Q. How about before getting underway, saying we can't leave?
- 15 A. No. I mean not a stop work authority. Maybe some time
- 16 something happened or something and we had to fix it before we
- 17 left but it wasn't because of -- we were going to be underway
- 18 regardless, so I had to stop work. No.
- 19 Q. So, nothing, not operation that you --
- 20 A. No. No.
- 21 Q. Did you use the operations manual for the vessel?
- 22 A. I did.
- 23 Q. And can you tell us in generalities what particular sections
- 24 you used?
- 25 A. Oh, Lord. I'm not too sure.

1 Q. Oh, Mike Kucharski, stability?

2 A. Stability. Well, and the operations manual but I never went
3 to the operations manual for the stability. I had my own
4 stability book and program. I actually created a book, so I
5 didn't have to grab the operations manual.

6 I would go for vessel characteristics as far as, you know,
7 and this was all at the first when I first got on the vessel, you
8 know, to find out where the deck load would be, the, you know, the
9 jack and the unloads per pinion, per gear box, stuff like that.

10 Q. And that's in the operations manual?

11 A. That's all in the operations manual.

12 Q. And what about -- is there a section that you are aware of in
13 there for limitations of the vessel in operating?

14 A. There is. I don't remember which section number it is, but
15 there is.

16 Q. Did you ever look at that section?

17 A. I did at first.

18 Q. At first?

19 A. When I first was getting familiar with the vessel, I did.

20 MR. KUCHARSKI: I'm going to stop there the safety related
21 questions see if there are any around the room.

22 MR. PRESTON: John Preston ABS.

23 BY MR. PRESTON:

24 Q. The Ops manual that you used, where was it kept?

25 A. In the master's (indiscernible)

1 Q. Okay. Did it have any kind of date on it or any
2 identification?

3 A. It did.

4 Q. Do you happen to remember what it was or how it was stamped
5 or --

6 A. It was stamped by ABS and Coast Guard I'm quite sure of that,
7 and Seacor symbol and that's about it.

8 Q. Do you remember if it had a stamp on every page or only the
9 front page?

10 A. I'm not quite sure. I want to say every page.

11 MR. CENAC: Michael Cenac, Seacor.

12 BY MR. CENAC:

13 Q. Point of clarification you mentioned you had a copy of
14 stability in your room.

15 A. Uh-huh.

16 Q. It was a copy, a true copy of --

17 A. Of them. Of the Ops, I just made a copy of the Ops pages and
18 put it in a binder, so I didn't have to keep going to the OPS
19 manual.

20 Q. Okay. Thank you.

21 BY MR. KUCHARSKI:

22 Q. The captain had the OPS manual?

23 A. He had them all the time.

24 Q. Did he have it paper or electronic form?

25 A. He has it in both. Both.

- 1 Q. Both?
- 2 A. Both, yes, sir.
- 3 Q. So, you had a shared computer --
- 4 A. I never did access the electronic form.
- 5 Q. Okay.
- 6 CAPT PHILLIPS: Tracy Phillips.
- 7 BY CAPT PHILLIPS:
- 8 Q. So, you said you looked at the limitations in the OPS manual
- 9 when you first got onboard --
- 10 A. That's right.
- 11 Q. But now you feel comfortable with it on your own?
- 12 A. I've got a lot of them. But I know --
- 13 Q. What are some of the examples?
- 14 A. Running characteristics as far as conditions, what the vessel
- 15 is allowed to run in, maximum depth capacity, and maximum jacking
- 16 loads per leg.
- 17 Q. What are the conditions limitations??
- 18 A. Running is five-foot seas and seventy mile an hour -- seventy
- 19 mile an hour winds -- seventy knot winds.
- 20 Q. Okay.
- 21 A. That's running.
- 22 Q. And how much jacked up --
- 23 A. Well, jacked up that varies. I'm not sure about that.
- 24 Q. All right. Thank you.
- 25 MR. PRESTON: John Preston ABS.

1 BY MR. PRESTON:

2 Q. Do you remember the leg length that was in the OPS manual?

3 A. It's 265.

4 Q. That's what was in the OPS manual, to the best of your --

5 A. To the best of my ability, yes.

6 Q. Okay. Thank you.

7 A. Yes, sir.

8 MR. KUCHARSKI: Okay. Mike Kucharski, moving into a new
9 section.

10 BY MR. KUCHARSKI:

11 Q. I think I may have asked you this but on voyage, on departing
12 from port, but did you generally discuss weather related matters
13 with vessel personnel?

14 A. Not generally (indiscernible).

15 Q. Not generally?

16 A. No. (indiscernible).

17 A. Yes.

18 MR. KUCHARSKI: I thought I said that. But this is Mike
19 Kucharski. Do you have safety questions you want to ask?

20 UNIDENTIFIED SPEAKER: I have a couple yes, do you mind.
21 Okay. I'm just curious, chief, where was your room?

22 MR. KUCHARSKI: And you're Marcel Muise.

23 MR. MUISE: I am Marcel Muise, NTSB.

24 MR. ENDRES: My room was on the third level diagonal from the
25 captain's room.

1 BY MR. MUISE:

2 Q. And did you share that room with somebody?

3 A. I did. When we was on a job, I had to share it with my QMED.

4 Q. But only when you were on a job?

5 A. Only when you were on a job.

6 Q. Okay. Where was the second captain?

7 A. We didn't supply a second captain. We had a master and a
8 first mate.

9 Q. How about the night captain?

10 A. The mate was on nights, so he --.

11 Q. Okay. So, where was his room?

12 A. It was on the port side at the end of the hallway aft.

13 Q. Aft. Okay. And the crane operators?

14 A. Crane operators stayed on the 02 level. They had their own
15 personal room and they shared rooms the day, the night
16 (indiscernible) or they share rooms.

17 Q. Okay. If you had the get out of your room in a hurry which
18 way would you go, let's say for (indiscernible) or something like
19 that.

20 A. The window.

21 Q. The window. How would you get that window in?

22 A. It's says to push here. I'd push it out.

23 Q. All right. Are all the decks the same?

24 A. No.

25 Q. So, the lower decks were they have to -- could they get

1 through a window?

2 A. They could. They'd have to break the window.

3 Q. Break the window, okay.

4 A. Right.

5 Q. On the third deck where you were --

6 A. Uh-huh.

7 Q. Is there a walkway outside that window?

8 A. It's a deck level, the third deck level.

9 Q. Okay.

10 A. Not a walkway but --

11 Q. The decks below that if it went through the window where
12 would they be?

13 A. Each, well, the 02 level has a walkway. The 01 level does
14 not.

15 Q. It does not.

16 A. Does not

17 Q. Okay. How about from your -- the MCC room how would you get
18 out?

19 A. There's only one way. Well, there's two ways. You can go
20 through the port or the starboard engine room through watertight
21 doors, through that il close off the starboard -- engine room.
22 They have a -- the wheel type quick action, watertight door. Then
23 you would have to go through the engine room, up the stairs out
24 the watertight door to the main deck.

25 Q. That watertight door on the main deck (indiscernible)?

- 1 A. (indiscernible) yeah, dogs.
- 2 Q. It's got dogs on it.
- 3 A. Yes, sir.
- 4 Q. Okay. Is there a life jacket between, somewhere between that
5 control station and outside?
- 6 A. There is some in the control station and some at the top of
7 the what we call -- what you called the fiddly room at the top of
8 the engine room entrance.
- 9 Q. Okay. Those are life jackets of --
- 10 A. Life jackets.
- 11 MR. MUISE: Thank you, Mike.
- 12 MR. KUCHARSKI: All right. I forgot. Thank you.
- 13 MR. EHLERS: Sorry, Mike.
- 14 BY MR. EHLERS:
- 15 Q. I have a question related to an earlier topic. So, Drew
16 Ehlers. You said that the MCC was air conditioned; is that
17 correct?
- 18 A. It is.
- 19 Q. Where was the AC unit?
- 20 A. It was located forward in the tool room.
- 21 Q. And what level was that?
- 22 A. At the bottom.
- 23 Q. In the hull.
- 24 A. In the hull, correct.
- 25 Q. I see. And then did that supply air to all the levels going

1 up in the house?

2 A. No. I was strictly for the MCC.

3 Q. I see.

4 A. It's totally closed off.

5 Q. Okay. So, there was no ducting from that AC that went
6 anywhere other than the MCC and the tool room?

7 A. That is correct.

8 Q. Okay.

9 MR. PRESTON: John Preston, ABS.

10 BY MR. PRESTON:

11 Q. The quick acting doors on the MCC room --

12 A. Right.

13 Q. -- do they have multiple dogs or were they singular?

14 A. They had multiple bars.

15 Q. How many?

16 A. About four.

17 Q. Four?

18 A. Yep, each corner. I'm sorry, no. It would be -- you'd have
19 one on the -- two corners on the top, two corners on the bottom
20 and then two on the sides. Yes, sir.

21 Q. Thank you, sir.

22 BY MR. KUCHARSKI:

23 Q. Did you have any concerns about weather, seas or anything
24 like that, weather related?

25 A. When?

- 1 Q. On that particular boat --
- 2 A. Like running during --
- 3 Q. Yeah, a certain direction or a certain --
- 4 A. No. I didn't.
- 5 Q. No special concerns about weather related or seas related?
- 6 A. No.
- 7 Q. And I think you already said, correct me if I'm wrong, did
8 you discuss weather with any shoreside personnel from Seacor or
9 the charterer?
- 10 A. (Indiscernible.)
- 11 MR. KUCHARSKI: Move through weather now.
- 12 UNIDENTIFIED SPEAKER: I'll wait for you to go through
13 weather.
- 14 MR. KUCHARSKI: Okay.
- 15 BY MR. KUCHARSKI:
- 16 Q. How did the lift boat handle overall, just if you could
17 describe it when it was underway?
- 18 A. It was (indiscernible).
- 19 Q. It was what?
- 20 A. With me being down in the MCC room most of the time, you
21 hardly ever felt it.
- 22 Q. The -- to deploy the legs --
- 23 A. Uh-huh.
- 24 Q. -- were the thrusters used also?
- 25 A. Yeah, we had one valve thruster center four --

- 1 Q. Was it a tunnel type thruster?
- 2 A. (indiscernible) Correct.
- 3 Q. And what powered that?
- 4 A. It had its own power on it. It was -- electro-hydraulic.
- 5 Q. Electro-hydraulic?
- 6 A. Yes.
- 7 Q. Okay. And that was powered from the main --
- 8 A. From the pilot house.
- 9 Q. Okay. But the power source was?
- 10 A. Main switch board.
- 11 Q. Main switch board, okay, that wasn't on the emergency
- 12 switchboard?
- 13 A. No.
- 14 Q. Okay. And it was a tunnel thruster?
- 15 A. Tunnel thruster.
- 16 Q. And do they generally use that when deploying legs?
- 17 A. Yes. All the time.
- 18 Q. All the time.
- 19 A. Yes. In port and deploying legs.
- 20 Q. And how would you turn that on?
- 21 A. Well, you have to parallel the generator, so you have to
- 22 bring up the other generator. Once I got that going and
- 23 everything is good, I turn the circuit breaker, I close the
- 24 circuit breaker and then I give him control to the wheelhouse and
- 25 tell him he the thing is good to go. And he would operate it from

1 there. And when he was finished with it, he would let me know. I
2 would do just the opposite. Take control of it. Shut the
3 breakers down. And take one of the generators offline.

4 Q. Okay. So, following up on that. So, normal operation
5 underway, one generator is on?

6 A. Correct.

7 Q. Okay. You mentioned paralleling. So, you had to use the
8 thruster --

9 A. Yep.

10 Q. -- you had to bring another generator online?

11 A. That's correct.

12 Q. It's a diesel generator, correct?

13 A. Yes.

14 Q. All right. Parallel them?

15 A. Uh-huh.

16 Q. Okay. Then throw a breaker?

17 A. Now, throw a breaker.

18 Q. And then they would be able to operate it from the
19 wheelhouse, is that close?

20 A. Correct. Correct. After I give them control. I still had
21 control. I can take control from them.

22 Q. Right. Right. So, you can --

23 A. I can't control it. But I can actually take control of it.

24 Q. I got it. Okay. So, you couldn't --

25 A. I can turn it on and off. I just can't move the thruster.

1 Q. Right. Right. I got it. Okay. So, there's no way to
2 operate that thruster without having the extra generator on.

3 A. They did that in case I needed to shut it down in an
4 emergency. I could take it off and call the house and then kill
5 it.

6 Q. And had you ever -- well, you were chief on there. Did they
7 ever deploy the legs without having the thruster on?

8 A. No.

9 Q. And so, walk me through if you had, they said, we are going
10 to deploy the leg, you would physically have to go to the engine
11 room?

12 A. I would have to go to the engine room to start the engine.

13 Q. Start the extra generator?

14 A. The generator, correct.

15 Q. The power supply to the generator --

16 A. That is correct.

17 Q. -- which was a diesel?

18 A. Diesel.

19 Q. And are the controls, so you parallel down in the engine
20 room?

21 A. The MCC room.

22 Q. The MCC room?

23 A. Yes.

24 Q. And then where is this switch to --

25 A. It's on the panel in the MCC room.

- 1 Q. In the MCC room
- 2 A. Yeah, everything is on the panel.
- 3 Q. So, do you have to physically leave that engine room for any
4 reason during that?
- 5 A. Only to start the generator.
- 6 Q. Where is the generator located?
- 7 A. In the port or starboard engine which ever one you bring it
8 on.
- 9 Q. Okay. So, you have to leave the MCC room to go to bring the
10 generator up?
- 11 A. Correct.
- 12 Q. But you don't have to --
- 13 A. Leave the actual engine room.
- 14 Q. Right, right, right, right. Okay. Okay.
- 15 MR. HEMPHILL: [REDACTED] [REDACTED] with the Coast Guard.
- 16 BY MR. [REDACTED]
- 17 Q. So, I'm understanding just for clarification of what I'm
18 understanding. You have a port and starboard primary generators
19 for electricity --
- 20 A. Right.
- 21 Q. -- and you know consumables, whatever, just to run the --
- 22 A. Right.
- 23 Q. to run the ship.
- 24 A. Right.
- 25 Q. And then -- so you run them in rotation?

1 A. I run them, yeah, I usually run mine every five days.

2 Q. And before swapping over to the next gen?

3 A. We have a synchro (ph.) switch. You synchro them to where
4 you don't even lose power.

5 Q. Okay.

6 A. You do all that from the MCC room. The only time you have to
7 leave the MCC room just to start the generator. You can't start
8 them from the ECC room.

9 MR. KUCHARSKI: This is Mike Kucharski.

10 BY MR. KUCHARSKI:

11 Q. So, you had one generator in each engine room?

12 A. Uh-huh. Yes, sir.

13 Q. Okay. Thank you. How long did it take you to get that
14 second generator on the line paralleled to where you could then
15 put it on to the thruster?

16 A. Like an emergency situation or normal?

17 Q. Let's do emergency. Normal and then emergency.

18 A. Normal I -- usually five minutes because after I parallel
19 them, I let them even out before I actually throw a big load on
20 them, but I could probably get it on in two minutes.

21 Q. In an emergency you could do it in two minutes?

22 A. Two minutes, yeah, as long I don't have any problems with
23 starting that engine or anything.

24 Q. So, back to sort of weather related -- probably should have
25 been weather but what was the -- what were the worse conditions

1 you have been in on a lift boat, weather conditions?

2 A. Traveling or jacked up?

3 Q. Start with traveling.

4 A. Ever?

5 Q. Ever?

6 A. Six-to-eight-foot seas?

7 Q. Six to eight foot. Okay. How about on this particular boat?

8 A. No. Five-foot seas.

9 Q. Okay.

10 MR. KUCHARSKI: Next topic.

11 MR. EHLERS: I have a related question.

12 MR. KUCHARSKI: Sure.

13 MR. EHLERS: Drew Ehlers, NTSB.

14 BY MR. EHLERS:

15 Q. So, when you're in those five-foot seas and --

16 A. That's just an estimation on --

17 Q. Yeah, yeah. The more question is when you're at the worst
18 weather you were ever at --

19 A. All right.

20 Q. -- on the Seacor Power -

21 A. Okay.

22 Q. All right. And as the vessel is lowering, I think what I
23 want you to answer from is the perspective of when you're in your
24 state room not down in the MCC room.

25 A. Okay.

1 Q. How did it roll? Did it roll quickly, or did it roll kind of
2 really slow?

3 A. Kind of slow.

4 Q. Kind of slow. And when it was at the edge of a roll did it
5 kind of hang there or did it --

6 A. It would hang there a little bit.

7 Q. It would hang there. Okay. It wouldn't just pop back?

8 A. No.

9 Q. Okay. Thanks.

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

11 MR. ENDRES: Uh-huh.

12 BY MR. [REDACTED]

13 Q. Would it roll like side to side, like a normal boat or --

14 A. No, side to side.

15 Q. Would it kind of rock back and forth?

16 A. No.

17 Q. And would it surge at all when you were like leap forward on
18 its on at all?

19 A. It didn't really go that fast to leap forward.

20 Q. Okay. Yeah, I'm just trying to get a picture of the motions.

21 A. Yeah, no, no.

22 Q. Okay. Thanks.

23 A. If we got three knots, we were doing something.

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

25 BY MR. [REDACTED]

1 Q. You said that trip down you all observed some level of --
2 lots of water on the deck and stuff like, you checked the
3 hatches, the tanks --

4 A. Uh-huh.

5 Q. -- for water and stuff like that. Was that a common thing
6 to do for weather, check hatches?

7 A. It was for me. I always checked hatches when I came on. I
8 just -- I don't trust the other hitch. So, you could, you know,
9 easily pump water somewhere and open a wrong valve or not remember
10 to shut a valve and fill up a void that you don't know, and I just
11 don't -- I don't take it for granted. So, I --

12 Q. Okay. You said there was no water this time.

13 A. Yeah. In the hatches that I checked.

14 Q. That was (indiscernible) has there ever been any time, that
15 you can recall, that the hatches that they had any water in

16 A. We had some one time from a manhole cover that was -- not
17 that void. No. It was a different compartment. There was a
18 manhole cover that was damaged from a piece of equipment that was
19 on it. It was kind of bent in a little bit and it leaked. It
20 wasn't a whole lot of water, but we had water in it.

21 Q. Okay.

22 MR. PRESTON: John Preston, ABS.

23 BY MR. PRESTON:

24 Q. How much water would remain in the preloads after, after you
25 dumped the preloads?

1 A. I always dumped them and then I would strip them as far as --
2 until the pumps stopped running. So, I think the pickups of about
3 six inches off the bottom. So, about five inches maybe.

4 MR. EHLERS: Drew Ehlers, NTSB.

5 BY MR. EHLERS:

6 Q. When you be in heavy weather and take water over the deck --

7 A. Uh-huh.

8 Q. -- how much water would come over the deck, I mean --

9 A. It would just come over the pollution rail. It wouldn't come
10 over the firsthand rail. So, it would just come over the little
11 pollution rail and then wash over.

12 Q. Okay. Would it get to the cargo, anything like that?

13 A. Sometimes.

14 Q. Sometimes?

15 A. Yeah.

16 Q. Now, the galley I believe is on the main deck; is that
17 correct?

18 A. It was.

19 Q. And is that where you would eat when you would have meals?

20 A. Yes.

21 Q. Okay. Did they ever leave the door open to the galley when
22 the stove was running or anything like that?

23 A. Not while underway.

24 Q. Not while underway. Okay. Did the galley have its own
25 ventilation or any different ventilation than anywhere else?

1 A. Yeah. It had a -- over the stove it had a supply and exhaust
2 fan.

3 Q. Okay. Is that just a small sort of --

4 A. Yeah. The supply -- the exhaust fan was located on the 01
5 level. It was just your standard cooking supply vent driven by a
6 little motor and a belt. The supply fan was a motor that was
7 inside ceiling in the galley above the kitchen sink and it grabbed
8 air from the outside on the starboard side over the outside sink
9 on the main deck. So, that's where the air was (indiscernible).

10 Q. If water were to get in the galley --

11 A. Okay.

12 Q. -- do you have any idea where it would have come from?

13 A. Somebody opening the door.

14 Q. Okay. Like a door to the main deck?

15 A. Yes.

16 Q. Okay. And is it double doors down there?

17 A. It's -- you have a wooden door in between the watertight
18 door.

19 Q. Okay.

20 A. -- on the front side. Just a little wooden door.

21 Q. I see. And the wooden door is on the weather side or the
22 inside?

23 A. Inside.

24 Q. Okay. That makes sense. And then it's a weathertight or
25 watertight door?

- 1 A. Watertight.
- 2 Q. Watertight. Right there on the main deck?
- 3 A. The main deck, right.
- 4 Q. On the -- remind me again, is it on the front of the house or
5 on the side of the house?
- 6 A. The supply for the --
- 7 Q. The door that would lead to the galley?
- 8 A. Oh, it was on the side of the house.
- 9 Q. And which side?
- 10 A. They had one on each side.
- 11 Q. Oh, okay, thanks.
- 12 MR. PRESTON: Chief when you were --
- 13 MR. KUCHARSKI: John Preston.
- 14 MR. PRESTON: John Preston. Thank you, sir.
- 15 BY MR. PRESTON:
- 16 Q. When you were filling out the stability information, how did
17 you record the slack water in the preload tanks?
- 18 A. I do not record them.
- 19 Q. Okay. So, if it showed a zero or --
- 20 A. I showed it zero.
- 21 MR. [REDACTED] Coast Guard.
- 22 BY MR. [REDACTED]
- 23 Q. Back to the galley doors, sorry.
- 24 A. Uh-huh.
- 25 Q. So, would -- when people did checks of deck equipment and

1 securing and stuff like that, would they go out through the galley
2 doors or would they go out from another level?

3 A. They would -- both.

4 Q. Both. So, there was no, you know, policy that you had to go
5 out from higher levels or --?

6 A. No, sir.

7 Q. Okay. And then this, the galley supply vent you said was on
8 the main deck.

9 A. It was on the main deck.

10 Q. Could you estimate the size of that?

11 A. Maybe a -- a one by two-inch opening.

12 Q. Okay.

13 A. With a trunk on the top of the other cabin came down.

14 Q. Thank you.

15 BY MR. KUCHARSKI:

16 Q. Just quick regarding watertight doors. Did the captain ever
17 ask you if everything was button up, chief?

18 A. Yep, every time.

19 Q. Every time.

20 A. Yes.

21 Q. Every time?

22 A. We jacked out or underway.

23 Q. Or underway. Okay.

24 MR. KUCHARSKI: Okay. The last topic I have relationships.

25 BY MR. KUCHARSKI:

1 Q. Who is your direct report in the office?

2 A. My direct report is, as far as in what maintenance supplies
3 or --

4 Q. Operation of the engine room.

5 A. Operations would be Paul, Paul Fremin.

6 Q. Paul Fremin?

7 A. Uh-huh. Fremin, I think I'm saying that right.

8 UNIDENTIFIED SPEAKER: Freeman.

9 MR. ENDRES: Freeman.

10 MR. HEMPHILL: Excuse me. This is Gary Hemphill. I think
11 it's F-R-E-M-I-N.

12 MR. KUCHARSKI: Freeman.

13 MR. HEMPHILL: Freeman.

14 BY MR. KUCHARSKI:

15 Q. And what did you discuss with him or what did you contact him
16 for?

17 A. We didn't discuss much. It wouldn't be often but any time I
18 needed parts or something or I had a problem with a piece of
19 equipment that needed attention that would be about the base of
20 it.

21 Q. Did you receive an annual evaluation?

22 A. We did.

23 Q. Who completed that evaluation?

24 A. The Coast Guard. You mean signed off on it?

25 Q. No, a company evaluation did any -- did you get an evaluation

1 annually from the company?

2 A. We had an internal audit. I don't know if that's what you're
3 talking about.

4 Q. No. Your performance, on your performance of evaluation?

5 A. Oh, an appraisal evaluation of me?

6 Q. Appraisal, sure, yes.

7 A. Yes, sir. I did. It would be by the master.

8 Q. Master did it.

9 A. Correct.

10 Q. Do you know if the company had a port engineer?

11 A. I don't think they labeled him as a port engineer,
12 superintendent.

13 Q. Who else at the company, Seacor now, did you interface with
14 from an operational standpoint?

15 A. Tommy Sonyae.

16 Q. And what particularly did you talk to him about?

17 A. His role with me was mainly what we were in for repairs, for
18 Coast Guard inspections.

19 Q. Okay. Repairs and Coast Guard inspections?

20 A. Yes.

21 Q. Okay. And you said that you did not interface generally with
22 the charterer's person aboard?

23 A. No. Not if I didn't have to.

24 Q. Did you know the company's representative for Talos, Dwayne
25 Lewis?

1 A. No. I did not.

2 Q. Were you ever pressured to leave port or perform an
3 operation?

4 A. No.

5 Q. Were you aware or are you aware of any other Seacor personnel
6 shipboard or shoreside that felt pressured to leave port or to
7 perform an operation?

8 A. I am not.

9 Q. And were you aware of any conditions that could cancel the
10 charter party?

11 A. No.

12 MR. KUCHARSKI: Around the room, questions from others?

13 MR. EHLERS: You're going to have to oblige me here, Mike and
14 James.

15 MR. ENDRES: Uh-huh.

16 MR. KUCHARSKI: Drew Ehlers.

17 BY MR. EHLERS:

18 Q. I'm going to ask -- Drew Ehlers, sorry. I'm going to ask
19 [REDACTED] here to bring up a picture. This image is from the Port
20 Fourchon as the Seacor Power was exiting port. It's actually a
21 still from a video camera.

22 A. Okay.

23 Q. All right. He's going to bring it up here and what I want
24 you to do is take a minute. It's going to be an uncomfortable
25 silence here. And I want you to go from stem to stern, top to

1 bottom and I want you to just look at it and tell me if you see
2 anything that doesn't look right. Like I said, it's going to be
3 an uncomfortable silence.

4 A. Yeah.

5 UNIDENTIFIED SPEAKER: For my notes this is Seacor Power
6 leaving the Fourchon?

7 MR. EHLERS: It is, on the day of the accident.

8 UNIDENTIFIED SPEAKER: All right. Thank you.

9 MR. KUCHARSKI: For the record, this is the Seacor Power
10 leaving Port Fourchon. We are looking at a still picture of the
11 port side of the vessel.

12 MR. ENDRES: I mean as far as stability standpoint that's
13 normal how it travels. I mean I'm guessing that's the AB line.
14 You have to forgive me. My sight is not good. But it looks where
15 it's supposed to be.

16 UNIDENTIFIED SPEAKER: I can bring it up a little bit if you
17 need it.

18 MR. ENDRES: Okay. Thank you. That's what that is. Yeah,
19 so it's clearly in a range where it should be. And got much deck
20 equipment anyways. Cranes look good.

21 MR. EHLERS: This is Drew Ehlers again.

22 BY MR. EHLERS:

23 Q. So, cargo stowage, that looks normal?

24 A. No.

25 Q. It does not look normal?

1 A. No. I usually, we usually chained the cargo down. I don't
2 see chains.

3 Q. Okay.

4 A. I mean I can't see them. I don't know if there is any or
5 not, but I can't see them in this picture.

6 MR. KUCHARSKI: So, this is Mike Kucharski.

7 BY MR. KUCHARSKI:

8 Q. When you say chains, we usually but not you, somebody on the
9 boat does?

10 A. Yes. It would be the deck hands.

11 Q. Okay.

12 A. The ABs, Yes, sir.

13 MR. EHLERS: And this is Drew Ehlers.

14 BY MR. EHLERS:

15 Q. Is it like a -- I can't remember the word we used to use, but
16 have like a ratchet system that you could --

17 A. We do. Yeah.

18 Q. Okay.

19 A. I see a watertight door open. It looks like anyways.

20 Q. And which one is that?

21 A. That one right there. That would be the engine room.

22 Q. Can you describe it as far as the water type door? Like
23 where it's at for the recording.

24 MR. KUCHARSKI: Where your pointer is at.

25 MR. ENDRES: Okay. So, it's a port side forward on the

1 house.

2 UNIDENTIFIED SPEAKER: So, it looks like --

3 UNIDENTIFIED SPEAKER: It appears to be --

4 UNIDENTIFIED SPEAKER: On the main deck.

5 UNIDENTIFIED SPEAKER: On the main deck, it appears to be in
6 this picture.

7 BY MR. EHLERS:

8 Q. Take your time.

9 A. It is open because the bottom of the watertight door doing
10 some chipping and bumping and that's the gray paint on the bottom
11 right there. Right there, that's the gray paint. So, that's the
12 inner side of the watertight door. Okay. And it's swung open.

13 Q. Open inward?

14 A. Open outward. Meaning you're looking at the inside of the
15 front of the watertight door.

16 Q. I see what you're saying.

17 A. Yeah. The little green thing you see in the middle, the
18 little square right there in the middle of the watertight door
19 that's telling you that you got a life jacket trust there, it's a
20 little life jacket symbol.

21 Q. Like a placard --

22 A. Right.

23 MR. KUCHARSKI: So, this is Mike Kucharski. The water -- the
24 opening for the watertight door is actually facing aft, correct?

25 A. Facing, starboard. It's facing -- yes, the opening for the

1 engine room is facing aft.

2 Q. The opening is facing aft. Right. So, that door is opening
3 inboard --

4 A. Inboard to --

5 Q. -- against the bulkhead?

6 A. Correct.

7 Q. Okay. I understand.

8 BY MR. EHLERS:

9 Q. Okay. Anything else from anywhere else on the vessel that
10 comes to your attention? Yeah, one more angle he can show. I'm
11 sorry to put you through this but this is important. This is very
12 helpful.

13 Okay. So, for the record, we are looking at a slightly
14 different angle it's a port forward view of the vessel, part of
15 the vessel, the stern of the vessel is outside of the frame of the
16 image.

17 A. Is this the same ton picture?

18 Q. It comes from the same video.

19 MR. KUCHARSKI: And the elevation, what would you guess the
20 elevation maybe 80 feet above the water we are looking at it, 60
21 to 80 feet?

22 MR. EHLERS: This is Drew Ehlers, don't know.

23 MR. ENDRES: I don't see nothing there, I mean besides the,
24 you know, just the page here the watertight door and no chains.

25 MR. EHLERS: All right. I appreciate that. Again, I

1 understand it's not easy to look at this stuff.

2 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast Guard if I would.

3 BY MR. [REDACTED]

4 Q. Where in this picture of the cargo -- I mean if it were
5 chained, where or how would the chain run or be located?

6 A. You would run them port to starboard.

7 Q. All the way across or are there --

8 A. All the way across.

9 Q. Okay. So, you were talking about the what do we call the --

10 A. Peck and Hails (ph.).

11 Q. Peck and Hails were would they be located?

12 A. They are located in various parts of the deck, the main deck.

13 Q. Okay.

14 A. It would be hard to see them right there.

15 Q. So, if this cargo would be secured down, fastened down with
16 chains, it would completely across the deck?

17 A. Completely across the deck.

18 Q. All right. Is there any other questions about these photos?

19 Thank you, that's all I have.

20 MR. KUCHARSKI: Around the room, are there any follow-on
21 questions?

22 CAPT PHILLIPS: This is kind of a final --

23 MR. KUCHARSKI: This is the final, yep.

24 CAPT PHILLIPS: Okay. Tracy Phillips.

25 MR. ENDRES: Okay.

1 BY CAPT PHILLIPS:

2 Q. What's your general impression of the overall condition of
3 the vessel?

4 A. You want me to rate it as a number or just good --

5 Q. Based on your experience how would you rate it?

6 A. Normal.

7 Q. If you made a request to get something fixed --

8 A. Uh-huh.

9 Q. -- or for spare parts, how did the company respond to those
10 requests?

11 A. In a timely manner.

12 Q. Okay. Did you have any problems that you noted in your
13 handover to the other chief engineer?

14 A. For that week?

15 Q. For that day/

16 A. Oh, for that, oh.

17 Q. On the 13th.

18 A. Yes. I basically just told him problems I don't think we had
19 any major problems. The compass light we repaired. We had some
20 grating on the crane that we had to replace. I think that was it.
21 Oh, and the crane, starboard side crane engine had some work done
22 on it. It had one of the little ports for the governor was
23 partially blocked, restricted some fuel in it, but that was -- we
24 had MSI come out and look at that and fix that. I think that was
25 one day, but that was it.

1 Q. Okay. The day prior when you were at the dock --

2 A. Uh-huh.

3 Q. -- did you ever have any trouble with the engines or have
4 trouble moving the boat?

5 A. No, not moving the boat. I was -- Okay. Yeah, the starboard
6 engine we couldn't hook the caterpillar ET to the starboard
7 engine. So, I had them come look at that. And he couldn't start
8 it at first. His program wouldn't hook up to it. Come to find
9 out about seven hours later we decided to go -- after we tore it
10 all apart, he couldn't figure out why it was doing that. We
11 decided to go look in the wheelhouse and the QMEN when he was
12 replacing the compass line had pushed down on emergency stop
13 button from up there. So, that was the problem in that. I told
14 him -- I think I might have mentioned that to my relief. I'm not
15 sure if I did or not because it really didn't bear on anything.

16 Q. So, when you left the boat, it was working?

17 A. Oh, yeah. No, it was working I mean MSI was there with us.
18 We practically tore it all down. He was actually jumping the
19 engine out making it start on its own. He was taking basically
20 the customer's alarm system away from it to try to verify if it
21 was with the engine or was it on the customer's side causing it
22 not to start. So, he took the customer's stuff away from it and
23 it would start. So, he knew nothing was wrong with the engine.
24 And then after a while he was like, well, let's go check the pilot
25 house. So, we went up there and we saw it soon as we looked at

1 it, you know, like the estop is pushed. So, that was with that.
2 I think that's it that I can remember.

3 Q. Okay. Thank you very much.

4 MR. PRESTON: John Preston with ABS.

5 BY MR. PRESTON:

6 Q. The computer system, was it periodically backed up to a
7 server somewhere or off the unit?

8 A. We backed it off to a hard drive that was onboard.

9 Q. Okay. A hard drive that was onboard.

10 A. Yes, sir.

11 Q. Okay. Were you on board when they did the -- the Coast Guard
12 and ABS inspections this year?

13 A. I was not.

14 Q. Okay. That's it. Thank you.

15 MR. KUCHARSKI: Chief, before we conclude, any thoughts about
16 why this happened?

17 MR. ENDRES: It's still too early for me to even think about
18 that.

19 MR. KUCHARSKI: Okay. If you think of anything, would you
20 contact us? It's been very helpful the things that you have told
21 us, really, really helpful. So, getting closer to piecing things
22 together, so if you think you could please.

23 Okay. No further questions. We'll call it 15:10, 3:10 we
24 have concluded the interview.

25 (Whereupon, at 3:10 the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

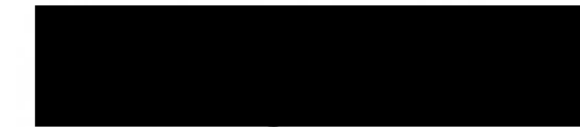
IN THE MATTER OF: CAPSIZING OF THE LIFTBOAT *SEACOR*
 POWER SOUTH OF PORT FOURCHON,
 LOUISIANA, ON APRIL 13, 2021
 Interview of James Endres,
 Chief Engineer

ACCIDENT NO.: DCA21MM024

PLACE: Via Microsoft Teams

DATE: April 22, 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

From: [B.I.A.P](#)
To: [Kucharski Michael](#)
Subject: Re: FW: Errata Request for Endres interview
Date: Monday, July 19, 2021 12:29:36 PM

[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.

Michael,

I had changes to the transcript but after I reviewed your last email it was noted that if it really didn't change the meaning of the sentence then it would not be taken into account. So there for I have nothing to change.

Regards,

James

On Mon, Jul 19, 2021, 11:23 AM Kucharski Michael [REDACTED] wrote:

Good Morning James:

Hope you had a pleasant weekend.

My apologies, but I will need to press forward with your transcript of interview and the attending opportunity for you to suggest errata to this transcript.

If I do not receive your proposed errata by this Friday, July 23rd, I will take it to mean you do not have proposed errata and I will post the interview without your suggested changes.

Much obliged for your efforts & very

Best Regards,

Mike

Capt. Michael J. Kucharski
Senior Marine Investigator
National Transportation Safety Board
Office of Marine Safety
490 L'Enfant Plaza, SW
Washington, DC 20594-2000

Tel: [REDACTED]

Fax: [REDACTED]

From: Kucharski Michael
Sent: Sunday, July 11, 2021 9:47 AM
To: B.I.A.P [REDACTED]
Subject: RE: FW: Errata Request for Endres interview

Good Morning James: Great. Kindly remember that I listen to the recording (numerous times) and grammatical errors will not be changed if you actually said it the way it was transcribed. If it doesn't change the meaning of the sentence, suggest you let it go. Otherwise, you might very well spend a lot of time on completing the errata.

Call if you have any questions.

Good weekend & very

Best Regards,

Mike

Capt. Michael J. Kucharski

Senior Marine Investigator

National Transportation Safety Board

Office of Marine Safety

490 L'Enfant Plaza, SW

Washington, DC 20594-2000

Tel: 202-314-6116

Fax: 240-752-6313

From: B.I.A.P <[REDACTED]>
Sent: Friday, July 9, 2021 7:27 PM
To: Kucharski Michael <michael.kucharski@ntsb.gov>
Subject: Re: FW: Errata Request for Endres interview

[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.

Yes sir I will have it completed and prepared to submit by the end of next week.

Regards,

James Endres