

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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SINKING OF THE SEACOR MARINE

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LB *ROBERT* NEAR LAKE CHARLES,

*

Accident No.: DCA23FM007

LOUISIANA, ON NOVEMBER 20, 2022

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Interview of: JOEY DELAUNE, AB/Crane Operator
Lift Boat *Robert*

via telephone

Thursday,
December 1, 2022

APPEARANCES:

BART BARNUM, Investigator
National Transportation Safety Board

CHARLES ARNOLD, Investigating Officer
United States Coast Guard

████████████████████ Chief Warrant Officer
United States Coast Guard

MICHAEL CENEC, Designated Person Ashore
Seacor Marine

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Seacor Marine

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I N T E R V I E W

(10:05 a.m.)

MR. ARNOLD: Good morning. My name is Charles Arnold. I'm a marine investigator with the United States Coast Guard. Today is Thursday, December 1st at 10:05 a.m.

We're conducting an interview with Mr. Joey Delaune for the lift boat *Robert* incident that occurred on or about November 20, 2022.

Mr. Delaune, I just want to let you know our investigations stemmed around finding the cause or causes of an incident. Trying to find a cause or causes of an incident and provide recommendations to prevent those incidents from reoccurring.

This is an unusual incident because no one was on the vessel at the time. However, we'd like to get a background of everyone you know, to, to lead up to the evacuation.

As mentioned before, we will be recording this incident -- this interview, and so we can understand best and recap what you're saying because what you're saying is important to us.

Everybody on the call besides you or besides -- if you're turn to talk to have your phones muted so we don't have any background noise.

INTERVIEW OF JOEY DELAUNE

BY MR. ARNOLD:

Q. Mr. Delaune, do you have any questions?

A. No sir.

1 Q. All right. So, first, let's talk about your background and
2 qualifications.

3 A. Okay. You want me to go ahead with it?

4 Q. Yeah. So, so, what is your position on the lift boat *Robert*?
5 Let's start there.

6 MR. ARNOLD: I'm sorry. I'm sorry. You're right. Let's do
7 a round and see who's on -- let you know who's on the phone.

8 Mr. Barnum.

9 MR. BARNUM: Yeah. Again, for the recording this is Bart
10 Barnum with the NTSB's office of marine safety. B-A-R-N-U-M,
11 Barnum. Thank you.

12 MR. CENEC: Michael Cenec. Seacor Marine, DPA.

13 MR. DEPAULA: And this is Tim DePaula of Murphy, Rogers.
14 Counsel for Seacor.

15 MR. [REDACTED] Chief Warrant Officer [REDACTED] [REDACTED] with the US
16 Coast Guard, Houma investigations.

17 MR. ARNOLD: And, just to let you know, Mr. Delaune,
18 Mr. [REDACTED] is here in the office with me.

19 MR. DELAUNE: Okay.

20 BY MR. ARNOLD:

21 Q. So, what is your position on the lift boat *Robert*?

22 A. My position, I am a AB crane operator. So, my day-to-day,
23 you know, whenever I get up in the morning, is basically, I get my
24 JSA's ready. Inspect all of my cranes and do whatever needs to be
25 done -- be it you know, boat operations, or platform operations.

1 Things like that. Whatever needs to be done, actually, you know,
2 we do it.

3 Q. What type of licenses do you hold?

4 A. I have a AB unlimited. I carry RFPNW. STCW. -- Things like
5 that. I got you know, my crane and my rigging, obviously. -- but
6 other than that, I don't have like, -- radar or you know, anything
7 like that.

8 Q. Are you certified to --

9 A. -- strictly AB crane.

10 Q. Okay. Are you certified to use all of the cranes on the lift
11 boat *Robert*?

12 A. Yes, sir. Every single one of them.

13 Q. How long have you been assigned to the *Robert*?

14 A. Who. I'm not real sure. I've been on there for quite a few
15 years now. I would say, at least, at least 4 or 5.

16 Q. And, how much time on the water do you have?

17 A. 13 years.

18 Q. Has all of that time been on lift boats?

19 A. Yes, sir.

20 Q. What was the lift boat before the *Robert*?

21 A. I was on the *Jill*, which is the sister ship to the *Robert*.

22 Q. *Jill*?

23 A. Yeah. The lift barge *Jill*.

24 Q. Okay. So, for this location here on South Marsh 137, how
25 long -- evacuated on November 18th -- how long had you been on

1 location?

2 A. Do you mean as a whole? Or, do you mean just for that hitch?

3 Q. All right. Well, let's first go that hitch.

4 A. Okay. For that hitch, started November 2nd, I believe.

5 Q. All right. And you were out there on a previous hitch?

6 A. Yes. Yes. We've been on that platform for, I would say, at
7 least since -- 8 weeks or so? Maybe, maybe longer?

8 Q. Okay. Were you out there when the *Robert* arrived on
9 location?

10 A. Yes.

11 Q. All right. So, let's talk about the last hitch when it
12 started November 2nd. Just run me through your daily work
13 operations. Well, first of all, do you work day shift or night
14 shift?

15 A. Work day shift.

16 Q. And that's -- what's the hours for that?

17 A. From 0600 to 1800.

18 Q. All right. So the time you got out there on November 2nd,
19 run me through your daily routine and some things that you did
20 while you were offshore.

21 A. Well, typically, we would, like I said, do anything that
22 needed to be done with the platform or help out in other areas of
23 the vessel, as far as, chipping, grinding, painting, doing
24 sanitary -- cleaning up and -- and we would you know, maintenance
25 our cranes. We have a bi-weekly crane maintenance. And then we

1 have a bi-weekly written report. Also, the, along with the
2 written report we have inspections on the binders and the chains
3 and everything that we have for -- equipment down. We make sure
4 we go through all of that. Make sure everything is there,
5 accounted for. And all in working condition.

6 Now, we did have weather come through a few days where we did
7 have to pull the walkway, or the float bridge, whatever you want
8 to call it. And set that down on deck and then jacked down.
9 Because working at that height the boat was you know, it was
10 swaying too much to be able to do any crane work. So, we had to
11 jack down and you know, wait on weather.

12 But, other than that, our day-to-day operations don't change
13 very much.

14 Q. Okay.

15 A. It's pretty repetitive. Only thing that really changes for
16 the most part, is what we do with the third party contractors on a
17 day-to-day basis.

18 Q. So, talk about your cranes. Were you utilizing every crane?
19 Just one crane?

20 A. It just depends on what we are doing that day. For the most
21 part, the 340, the starboard bow crane, we didn't use it very
22 much, at all. If any.

23 I remember the first day we got on board, I had to move the
24 grocery box from the port side, put it on starboard side so we can
25 do groceries.

1 Other than that, the 340 stayed in the rack and it was --
2 down for the most part. We -- 60B on the starboard stern when
3 weather is favorable. We would do a little bit of work with that
4 60B, whether it be bringing materials up to the wheelhouse. A lot
5 of personnel transfers from crew boat to the lift boat or vice
6 versa. And then, yeah, anything like that with the 60. The 10
7 ton on the port mid-ship we rarely use. The most, most of the
8 time you know, we use that whenever the -- was on board. We have
9 to get rigging off of a rack or something like that with that
10 little 10 ton. Maybe sometimes move equipment here and there.

11 But the primary was the 1100L on the port bow. Our big
12 crane. That's what we were using to service the platform and help
13 the contractors with anything that they needed with the P&A.

14 Q. Okay. And, some of that work -- well, everything was
15 discussed in the safety meetings, daily safety meetings?

16 A. Yes, sir. Anything our day-to-day operations, our safety
17 meeting -- and any kind of operations during the day was talked
18 about during that meeting. We would find out if we had a crew
19 boat coming, if we had personnel or if we had equipment to load or
20 back load from lift boat to crew boat or vice versa -- we would
21 find out at that meeting, that morning.

22 And then our day-to-day operations as far as the P&A on the
23 well, as well.

24 Q. So that 1100L, does it have a wind gauge on it?

25 A. Yes, sir.

1 Q. I know you mentioned earlier, so, can you explain to me -- I
2 don't know much about cranes, and as I'm asking you the questions,
3 explain it to me like I don't know anything. Because in this
4 particular -- I don't know much about it.

5 So, the difference between stopping work because of swaying
6 and wind. Was the issues for stopping work and jacking down, was
7 it due to the swaying or was it due to the wind?

8 A. Well, it just depends. See, we have a threshold. Seacor,
9 and our policy, it's pretty much up to the crane operator to
10 determine whether the wind is strong enough to continue operation.
11 So it's up to our discretion.

12 But, on the lift boat, we have to go by the more stricter
13 policy, which was the third party contractor, I believe the
14 company's name was Supreme Drill Services. And their threshold
15 was 30 miles an hour.

16 So when the wind was blowing 30 miles and steady 30 mile an
17 hour, we would have to shut down for that. But we wouldn't have
18 to jack down.

19 Now, when it comes to working in a platform, and the boat is
20 swaying, enough for us to stop work. That's when I would call. I
21 can work pretty well in the wind, but whenever it comes to the
22 sway of the boat, that's when you've got to kind of take notice of
23 the blocks, how much they weigh, you know, the big block, 13,000
24 pounds, the small block which ain't too bad, it's only a few
25 hundred pounds.

1 But, with as high as we were in the air, -- legs, and
2 stretched out as much as we were with the crane, whenever you
3 stretch out there real far, you know, and you're going down
4 enough, the blocks get to moving pretty good because the sway of
5 the boat -- the blocks mimic that. So, any way the boat is
6 swaying, that's where the block's going to go. So, you would have
7 to -- once it got to a point where you know, you couldn't do it
8 anymore, you just couldn't. So, the safest thing was to stop
9 operations, put the crane in the rack, and just wait for the
10 swaying to subside.

11 Q. And that would, that would be at the decision of the crane
12 operator.

13 A. Yeah.

14 Q. Now, with the swaying, is -- when you stop operations, is
15 that considered under the SMS, stop work authority?

16 A. Yes.

17 Q. So, y'all would have to go through the stop work authority.
18 Explain that process to me.

19 A. So the crane stop work authority. If I was to say that it
20 was too rough, whether it be the wind, the swaying, we would have
21 to stop operations until either the winds subsided or the swaying
22 of the boat was good to go over to. Where we could continue.

23 You know, it would have to be where I felt comfortable enough
24 to be able to get in that crane and be able to control it well
25 enough to be able to do the work on deck.

1 That's pretty much it in a nutshell. I mean, there would be
2 no more operation.

3 Q. Okay.

4 A. Until -- and then once we did start operations, something
5 like, we would all, you know, get together talk about it, you
6 know, try it out. And if the weather got worse again, then we
7 would stop again.

8 Q. If the weather got bad, or if the swaying got bad? Yeah, if
9 the weather got bad or the swaying.

10 A. If the weather gets bad, the boat's going to feel everything.

11 Q. Okay.

12 A. So, whether it be the winds, or the seas. If the wind's
13 pushing on the boat, you've got the seas, whether it be 5 foot, 2
14 foot, 3 foot, it don't matter. The boat is always going to move.
15 It's very rarely where you get a day where it's really, really,
16 really, calm and the boat's just still.

17 Q. All right.

18 A. You know, especially in the winter season, where in the
19 winter season, the boat's moving in a 5 foot sea, the current, the
20 wind, the seas, all of that takes an affect whenever you're
21 running a crane on board a lift boat.

22 Q. Understood. Do you log any of the operations in any type of
23 logbook.

24 A. Yes.

25 Q. So, there's a separate crane log?

1 A. Yes.

2 Q. Is it one log for each specific crane?

3 A. Yes. Well, no. There's one log in each crane. There's one
4 book for each crane, so you don't get them mixed up. You have one
5 book inside the cab for each crane.

6 Q. And does that include your pre-use inspection, things like
7 that?

8 A. Pre-use inspection we do on the helm. Which is, we do that
9 in the wheelhouse.

10 Q. Okay. So, for the time you were out there from November 2nd,
11 approximately how many times did you -- I guess I'm trying to --
12 did you stop mostly due to wind, or did you stop mostly due to
13 swaying?

14 A. The sway of the vessel.

15 Q. And because of swaying of the vessel different from wind, you
16 had to move the gangway and jack down.

17 A. In some instances, yes.

18 Q. Right. Whereas if it's just wind --

19 A. Wind wasn't, it wasn't every time.

20 Q. Got you.

21 A. Whenever we would sway bad enough to be able to you know,
22 have to stop, back the cranes. We wouldn't jack down every single
23 time.

24 Q. Right. Tell me about the point -- do you remember the time
25 or the date when you first were aware that y'all were

1 considering -- I say y'all, when you were notified of bad weather
2 coming in and potential evacuation?

3 A. I would say for me, it was probably around that Monday or so.

4 Q. Can you tell me your duties at that point, once you get the
5 word? Or, if you did anything different?

6 A. Well, once we got the word that we were going to be
7 evacuating, everything changed. As far as job scope.

8 So, at that point, my job wasn't to P&A the well on the
9 platform. My job was to start securing the boat for evacuation.
10 So, we worked with the third party contractors to put some stuff
11 on the platform, just to get stuff off of the deck of the boat.
12 Make it easier for us to be able to place equipment, tying things
13 down and get it secure enough so we can leave.

14 Q. Was there any discussion about taking some of the equipment
15 that was on the boat and place it on the platform because of the
16 weather, or vice versa? Anything on the platform to the boat? Or
17 any of that type of discussion?

18 A. Oh, yeah. Yeah. We discussed that and then, like I said, we
19 put equipment on the platform just to get out of our way and so we
20 can -- because we have so much equipment that we have on the boat
21 that we had to get rid of some stuff to be able to move stuff
22 around to be able to bind it down.

23 Q. Understood. And you maintained the shift work, the 06 to
24 1800?

25 A. Yeah. Well, not only that, but yeah, and to move an extra as

1 well. You know, so whenever it came to the day before we
2 evacuated, I believe it was a, was that Friday. So Thursday, we
3 got with the contractors and that's whenever we started you know,
4 getting everything ready and moved around. And, when everybody
5 was gone, third party, we all got together and we worked over to
6 be able to bind everything down and get it secure so we can leave
7 the next day. And even the next morning we were still getting
8 things put in place so we could leave.

9 Q. Is that kind of a checking and double check? Making sure
10 everything's --

11 A. Yeah.

12 Q. -- done?

13 A. Making sure dotting i's, crossing t's.

14 Q. So as the crane operator, where there any issues discussed in
15 any safety meetings while on location about the -- any safety
16 concerns about the, using the crane with the boat as high as it
17 was? Any safety concerns at all?

18 A. No. I mean this is our job, this is what we do. So, we do
19 everything that we can as safely as we possibly can. So, at no
20 times did we feel that anybody was in danger as far as crane
21 operations or, you know, the boat was too high in the air to be
22 able to conduct the operations if we felt like that.

23 I mean, it was because of the swaying of a block and we just
24 had to wait on weather to be able to do our job.

25 Q. Okay. That's all I have right now. I'll pass off to

1 Mr. [REDACTED] here. He's got a couple of questions he wants to
2 run by you.

3 BY MR. [REDACTED]

4 Q. Hello sir. You mentioned that a couple of times we had to
5 move the gang -- the walkway, when we're lifting the boat up and
6 down?

7 A. Uh-huh.

8 Q. Is that something that you physically had to do? Or we
9 meaning the crew?

10 A. Well, I mean, being an operator, I'm in the crane hooking up
11 to it and putting it down on deck.

12 Q. Okay.

13 A. You know, the third party contractor is the ones that are out
14 there rigging. And, well, rigging up to it so I could pick it up
15 and move it and put it down wherever we need to put it.

16 Q. All right. Do you recall, on, when you first arrived that
17 was November 2nd, right?

18 A. Yes.

19 Q. When you first got there, do you recall the distance from the
20 lift boat to the platform?

21 A. Yeah.

22 Q. And it -- I'm not -- it doesn't have to be exact. Just a
23 rough estimate.

24 A. Well, I'd say at the closest point, the platform from the
25 front of the boat, I would say somewhere in the ballpark of 10 to

1 15 feet.

2 Q. Okay. What about -- oh, go ahead.

3 A. And that's not at the highest point of the platform, I guess.

4 I guess it would be a little bit closer.

5 Q. Okay. With the --

6 A. We weren't able to reach the top part of the platform.

7 Q. Yes. With the walkway, about how big of a distance was there
8 on a gap between the vessel and the platform then? In that area?

9 A. I don't know what you mean.

10 Q. Is that the 10 to 15 feet on -- that you guys to cross on the
11 walkway?

12 A. No. The walkway itself, I think it was about 30 feet.

13 Q. The 30 feet distance from the vessel to the platform using
14 the walkway area? Is that accurate?

15 A. Negative. Negative. Okay, so, the walkway was on top of the
16 main structure of the platform -- level.

17 Q. Okay.

18 A. And the walkway was from the platform to the vessel, to the
19 lift barge *Robert*. Okay? But it was in about, I would say 15
20 feet or so --

21 Q. Okay.

22 A. -- and it was on top of a, a little -- a platform that had a
23 staircase that went to it.

24 Q. Okay. So, it was a, almost like a permanent fixture, and
25 then you guys would do the walkway to fit into there.

1 A. Right.

2 Q. All right. Understood. Now, between November 2nd and the
3 18th, whether you noticed it from being in the crane, or whether
4 you noticed it walking the -- on the walkway or whatever, did you
5 ever notice the distance change? Whether increase or decrease --

6 A. No.

7 Q. -- showing that the vessel moved?

8 A. No.

9 Q. Okay. So, with all -- you mentioned that the vessel was
10 always doing a little bit of movement, whether it's 3 foot or --

11 A. Right.

12 Q. -- or heavy seas the way you guys were --

13 A. Right.

14 Q. -- experiences. The vessel was always --

15 A. The boat itself didn't shift.

16 Q. Okay.

17 A. Didn't move. Now, the sway of the vessel, you would be able
18 to notice the difference between the sway of the vessel and then
19 if the vessel shifted.

20 Q. Okay.

21 A. It's be a drastic difference.

22 Q. And during this time, the vessel never shifted, it just
23 swayed and returned to place?

24 A. Just swayed. Nothing out of the ordinary. Like I said, been
25 doing this for 13 years, just on scope, and the vessels always

1 flip.

2 Q. Okay. That's everything I had, thank you.

3 MR. ARNOLD: So, I got -- something came to mind real quick,
4 Mr. Delaune.

5 BY MR. ARNOLD:

6 Q. But, running the cranes. How long have you had your crane
7 certification? I don't think I asked that.

8 A. Oh, man. As long as I've been on lift boats.

9 Q. Okay.

10 A. It was shortly after I was hired. The first time I was
11 Montco, and then I was Montco ever since and then Seacor bought
12 out Montco, so. I've been on lift boats 13 years now, and so.

13 Q. Understood. So, y'all were elevated at the top, or to the
14 top of the platform. The platform has 2 decks, right? Do you
15 remember how the platform looked? Meaning, meaning that it had 2
16 decks.

17 So, if y'all were at the top, and you had some swaying, was
18 there any discussion -- or was it even possible, I guess it's 2
19 questions, of jacking down the boat to the well deck and using the
20 crane from there? To kind of minimize the swaying?

21 A. We wouldn't have been able to do the job.

22 Q. Okay. And the crane on the platform --

23 A. If we were to jack down that far, the crane wouldn't have
24 been -- we were close enough to the platform to where we couldn't
25 swing the crane around. The crane boom then would've touched the

1 top deck.

2 Q. Got you.

3 A. Of the platform.

4 Q. And the platform crane, that was -- was that working at all?

5 A. No. Negative.

6 Q. And, this crane 2, from the lift boat *Robert* were y'all using
7 that to pull casing? And stuff as well from the, the well work
8 they were doing?

9 A. We never pulled casing.

10 Q. Did y'all use it for any type of well work, as well?

11 A. Yes. I mean, we put -- as the operations that we were doing
12 was mill. There was no inoperation.

13 Q. Okay.

14 A. So, we would put drill pipe down the hole. And once we got
15 to the certain depth, they would put the mill onto the drill pipe
16 and section mill. And then once they got a section, we would put
17 a pump joint onto the drill pipe, and continue on milling.

18 Q. Okay. By milling you mean drilling through? Or going down
19 hole?

20 A. Yes. With the mill, there's a drill bit on the end of the
21 drill pipe.

22 Q. Okay.

23 A. And, once you got down to a certain depth, I mean, that's all
24 it is, its milled. It's one big drill it looks like.

25 Once you got down to the certain depth, they were drilling

1 out concrete.

2 Q. Got you. Okay. Those are the last 2 questions I had to come
3 to mind.

4 MR. ARNOLD: Mr. Barnum, do you have any questions?

5 MR. BARNUM: Yes, sir.

6 BY MR. BARNUM:

7 Q. Thank you, Mr. Delaune. A couple of questions here.

8 The -- You said you'd worked for Montco before Seacor. When
9 you worked for Montco were you on the *Robert* as well? Or was that
10 the *Jill*?

11 A. Yes. I was on the *Robert* for a hitch or 2 before I went to
12 the *Jill*. But, I mean, not long enough to say anything about it.
13 It was just a hitch or 2.

14 Before the *Jill* I actually came out.

15 Q. Okay. So, I understood the *Jill* is the sister vessel,
16 correct? 335'?

17 A. Yeah.

18 Q. Okay. And you were on the *Robert* before the *Jill* with
19 Montco, had you operated in similar conditions as the *Robert* was
20 on the day of the casualty?

21 A. I've operated in those conditions on every lift boat I've
22 ever been on.

23 Q. How many hitches --

24 (Crosstalk)

25 A. Sir?

1 Q. There's 217 foot water depth in the 25, 28 foot penetration.
2 That deep of water, had the lift boat *Robert* when you were on
3 it --

4 A. The only 2 boats that can achieve that is the *Robert* and the
5 *Jill*.

6 Q. Okay. And had you been in those same situations before?

7 A. Yes.

8 Q. Okay. When it was Montco or Seacor?

9 A. Both.

10 Q. Okay. And, how about weather? Did you experience weather?
11 Significant weather like this event?

12 A. Yes.

13 Q. Okay. And, you know, 20 foot waves, high wind --

14 A. Never have I been on a vessel with 20 foot waves. 26 foot
15 waves, whatever, like that. Now, 12? Maybe 15. But the general
16 idea is you don't want to be on a vessel with 20, 25 foot waves.
17 You just don't.

18 Q. Okay. Obviously, certainly they've been forecasted before.
19 You must have liberated and seeked refuge on those vessels before?

20 A. Yeah.

21 Q. Okay. Company, structure-wise, were there any differences
22 when Seacor bought out Montco? In your job, your capacity, did
23 you notice anything safety-wise, or, what kind of changes were
24 made when the ownership changed?

25 A. If anything, safety-wise, or anything like that, I mean,

1 things got better.

2 Q. Okay. Any particular way you can say?

3 A. No. Well, I mean as far as full on structure -- you know,
4 talking about structure, the safety aspect and everything has
5 always kind of been the general same. You know, you always want
6 to go out there and do the best job possible in the safest manner
7 you possibly can.

8 You know, Montco was operated like that. So does Seacor.

9 But the structure of the company has changed, I felt like,
10 being as big as Seacor is that, there was more, more structure to
11 the company. More, it's hard to I guess, describe, but -- it just
12 felt like there was more there, you know. Because Montco was a
13 small, small, company compared to Seacor. They got they're stuff
14 together you know, a little bit better than what Montco did.

15 Q. Understand. Yeah. All right.

16 Shifting gears a little bit. So, my understanding, you were
17 on the crew that initially jacked the vessel down, the platform.
18 And there's been a couple of different locations that they
19 attempted to jacked down. Would you consider -- was that like,
20 was that normal? When you come to a platform to have to do it 2
21 or 3 times, or, usually get it on the first try?

22 A. No. It's difficult.

23 Q. In what way?

24 A. You have to, you really have to assess the bottom. You
25 really have to take into account everything that's around you.

1 What is down there? You have to actually, you have to really know
2 before you jack up into the location.

3 So, if it takes 2, 3, 4, 5, 10 tries, it don't matter.

4 Q. Okay.

5 A. The --

6 Q. I've never been on a lift boat, especially in operations,
7 definitely not operations, so thank you for that.

8 So, taking the week before the casualty, when they were
9 starting to talk about weather and evacuations and whatnot. The
10 safety meetings -- was there any talk about, you know, not wanting
11 to liberate because there had been some challenges in finding the,
12 a suitable place to work and a suitable bottom to jack up on?

13 A. Say it again for me?

14 Q. I'm just curious, was there any talk about, when there was
15 time to evacuate -- I know before you said that usually the lift
16 boat will just liberate and seek safe refuge.

17 In this instance that obviously didn't happen. So I was
18 wondering if there was talk about you know, not wanting to do
19 that, to liberate the legs, because there had been difficulty
20 finding suitable bottom and suitable location where the vessel
21 could work the platform?

22 A. No. I mean, there was no talk of like, suitable locations to
23 find refuge in, is that what you're getting at?

24 Q. No, no. I'm just curious if anybody said, well, you know, we
25 don't want to you know, we don't want to lose our spot here on the

1 bottom because this is a good spot and if we liberate --

2 A. No.

3 Q. -- go seek refuge, we're going to have to you know, find a
4 new spot, do this all over again.

5 A. No, no, no. See, the thing is, whenever you stick a lift
6 boat, the pads in the mud --

7 Q. Yeah?

8 A. -- those pads, especially on the *Robert* and *Jill*, they're so
9 big that we would go directly, straight back to our spot. There
10 would be no -- there's big pad indentions in the mud that is down
11 there. So we would get Fugro, or whoever, to star fix us, and we
12 would get that location and run the pads down, and we would find
13 those same exact pads depression.

14 Q. So it's already like, a foundation there for you.
15 Understood, thank you for that.

16 A. Yeah. The foundation's already there.

17 Q. Yep. Good. Okay.

18 When was the job scheduled to be done? Was that information
19 passed down in your safety meetings, or --

20 A. Brother, you asking the wrong one. I have no clue.

21 Q. Yeah. No. It's just I didn't know if -- you know, we want
22 to get this done in a week, we get a -- if the client was giving
23 the Seacor folks on there any pressure to stick around because
24 they wanted to get the job done.

25 A. No. No. Not that I know of.

1 Q. Okay. All right. That's the only questions I had for you
2 sir. Appreciate your time again, thank you.

3 A. No problem.

4 MR. ARNOLD: Mr. Tim, do you have any questions?

5 MR. DEPAULA: No, sir. I do not. Thank you.

6 MR. ARNOLD: Mr. Delaune, is there anything that comes to
7 mind that -- about this incident or the -- I say the incident but
8 the evacuation period, the weather, that comes to mind that we
9 haven't asked you today that you'd like to bring up?

10 MR. DELAUNE: No, sir.

11 MR. ARNOLD: All right. Is there anything that, in this
12 case, that you would have done differently as far as operations?

13 MR. DELAUNE: No, sir.

14 MR. ARNOLD: Is there any recommendations, or any suggestions
15 that you would have for Seacor, contractors, or the Coast Guard
16 about this incident? I'm sorry, about the weather issue and the
17 response?

18 MR. DELAUNE: No. Unless you could change the weather
19 report, we can get a closer look, you know, like a -- instead of a
20 7 day forecast, giving us a month in advance.

21 MR. BARNUM: I bet.

22 MR. ARNOLD: Unfortunately --

23 MR. DELAUNE: I don't think that's within your power.

24 MR. ARNOLD: I think the weather is above all of our pay
25 grades at this point.

1 MR. DELAUNE: Yeah.

2 MR. ARNOLD: Thank you very much. Appreciate your time.

3 That's all the questions I have, unless anyone else -- Mr. Barnum
4 has an alibi. We'll go ahead and close this interview.

5 It's at 9:48 a.m. And again, Mr. Delaune, thank you for your
6 time. We're glad that everyone got off safely.

7 MR. DELAUNE: Thank you.

8 MR. ARNOLD: And, be safe continuing your work offshore.

9 MR. DELAUNE: Yes, sir. Thank you.

10 MR. ARNOLD: All right. Signing off.

11 (Whereupon, at 9:48 a.m., the interview was concluded.)
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CERTIFICATE

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

IN THE MATTER OF: SINKING OF THE SEACOR MARINE
 LB ROBERT NEAR LAKE CHARLES,
 LOUISIANA, ON NOVEMBER 20, 2022
 Interview of Joey Delaune

ACCIDENT NO.: DCA23FM007

PLACE: via telephone

DATE: December 1, 2022

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.



Angela Allen
Transcriber