

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,

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Accident No.: DCA23FM007

LOUISIANA, ON NOVEMBER 20, 2022

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Interview of: BURNELL DOMINIQUE, Captain
Lift Boat *Robert*

Marine Safety Unit
Houma, Louisiana

Wednesday,
November 30, 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

PETER TOMPKINS, ESQ., Outside Counsel
Seacor Marine

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I N T E R V I E W

(8:28 a.m.)

MR. ARNOLD: Good morning. Today is November 30, 2022, Wednesday at 8:28 CST. This is the interview with Mr. Burnell Dominique, Master of the lift boat *Robert*. Conducting investigation into the incident that occurred on or about November 20, 2022 at South Marsh 137.

My name is Charles Arnold. I'm a civilian investigator, marine investigator with the Coast Guard. I'll be leading the interviews today.

We'll go around the room and do a, give you a list of everybody that's in the room.

MR. TOMPKINS: So, yeah, I'm Peter Tompkins. I'm outside counsel for Seacor Marine.

MR. BARNUM: Morning. Bart Barnum, office of marine safety, NTSB.

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

MR. DOMINIQUE: Burnell Dominique, Master, lift boat *Robert*.

MR. ARNOLD: And again, as we discussed before I started the recording, Oh. I'm sorry.

CWO [REDACTED] Chief Warrant Officer [REDACTED] [REDACTED] I'm here to assist.

MR. ARNOLD: As mentioned before the interview started, before we started recording, we're going to record the interview just so we understand what you're saying and we don't misquote you

1 or anything like that with the answers that you give to us.

2 MR. DOMINIQUE: Yes.

3 MR. ARNOLD: All right. So, way we're going to start out
4 here is I'm going to ask you a couple of questions, get your
5 answers. Like your honest answer, if you know, you know, if you
6 don't know, you don't know. Don't have to assume or anything like
7 that. Just give us your best -- your answer on what you have.

8 I'll start off with some questions, Mr. Bart here, will
9 follow up with his questions as well. Then, that's the route that
10 we'll go. Mr. [REDACTED] if he has anything that comes up through
11 the questioning, we'll go that right. Okay?

12 MR. DOMINIQUE: Yes, sir.

13 MR. ARNOLD: Any questions for us before we start?

14 MR. DOMINIQUE: No, sir.

15 MR. ARNOLD: All right.

16 INTERVIEW OF BURNELL DOMINIQUE

17 BY MR. ARNOLD:

18 Q. So, let's start off, again. We're here to talk about you and
19 what you know. So, what's your background?

20 A. Twenty years lift boat captain and two years OSV.

21 Q. Twenty years licensed captain?

22 A. It's about since 2004 licensed captain.

23 Q. 2004?

24 A. Deck department before that.

25 Q. How much on, with Seacor?

1 A. Seacor, I was in the transition. I did a year, about a year
2 and four months, something like that. No, two years, I'm sorry.

3 Q. You've been at Seacor for two years now?

4 A. I'm a MontCo. I come from MontCo.

5 Q. Okay.

6 A. They transitioned to Seacor and I was part of the transition
7 and parted ways and I just returned back, about four months.

8 Q. So, that was a company structure thing, where MontCo was
9 taken over by Seacor?

10 A. Yes.

11 Q. Was all your time on the lift boat *Robert*?

12 A. And the *Jill*. And the lift boat *Jill*.

13 Q. *Jill*?

14 A. Yes. With MontCo and Seacor.

15 Q. MontCo is out of Lafayette?

16 A. No. Cut Off.

17 Q. Cut Off.

18 A. Was.

19 Q. Yeah, was.

20 And so all your times on lift boat. Any different size lift
21 boats?

22 A. Started on 62 class and worked all the way up to 335.

23 Q. That's pretty much the biggest one out there, right?

24 A. Yes, sir.

25 Q. And what current licenses do you have?

1 A. I have a 1600 ton, 3000 master. I have a 2000, 3000 master
2 restricted to lift boats, OSV. And I have unlimited mate's
3 license restricted to lift boats.

4 Q. So been doing this for a while.

5 A. Yes, sir.

6 Q. All right. So, I guess we'll start off with this operation
7 here. At South Marsh 137. How long were you out there on
8 location at South Marsh. I say you, how long was the lift boat
9 out there on location?

10 A. Since October 3rd.

11 Q. October 3rd. How long were you out there, on location?

12 A. I have to go back and look at a calendar, I'm not sure.

13 Q. Were you out there since -- the whole time? Did you leave
14 and come back?

15 A. No. Only on time off.

16 Q. Time off. Came back. Were you out there on October 3rd?

17 A. Yes. I put the boat on location.

18 Q. Oh. So you were the captain on location. Okay. And then
19 you left and came back and you were on location.

20 A. Yeah. I want to say this was two weeks into my hitch.

21 Q. Two weeks when you -- that everybody was taken off?

22 A. Yes.

23 Q. Okay. What's the normal crew makeup -- the lift boat crew?
24 What's the normal crew makeup for the lift boat *Robert*?

25 A. Twenty. Twenty to Twenty-two.

1 Q. And that's just Seacor personnel?

2 A. No. That's catering staff and maintenance guys and then
3 Seacor personnel.

4 Q. Okay. And then on this particular operation you had a de-
5 commissioning crew on there as well?

6 A. Yes, sir.

7 Q. How many people?

8 A. I'd have to look at my POB.

9 Q. Okay.

10 A. Forty-two.

11 Q. So that's the POB for the -- it says the 30th.

12 A. It automatically changes.

13 Q. Okay.

14 A. Whenever you open the file, it's going to automatically
15 change.

16 Q. Automatically change. Okay.

17 MR. BARNUM: I'm sorry. Is the 42 total all in? Or 42 de-
18 commissioning people?

19 A. No, 42 personnel total. You had 21 Seacor Marine, which we
20 consider in our contract. That's contracted to us. From Mako
21 (ph.) and OSSA and contract personnel is 21. We haven't --

22 Q. So, let's start out and as far as I understand, that y'all
23 left the location on the 18th. Which would be the Friday, the
24 Friday before I'd say the incident occurred. Does that sound
25 correct to you?

1 A. Non-essential personnel. Yes, sir.

2 Q. Yeah. So, let's go back a couple of days before that.

3 What type of operation were y'all doing?

4 A. It was fixing some bubbling wells. Doing some milling work.

5 Q. And your point of contact, or your go-to with the crew for
6 the operations, who would that be?

7 A. Company rep.

8 Q. Do you remember his name?

9 A. We had a couple of them. Jerry Sumrall. Nathan Shumaker
10 (ph.) and Heath. I can't think of his last name.

11 Q. And he was, those that you mentioned, they were on location
12 with you.

13 A. At a point in the job, yes.

14 Q. So, the operation that y'all were doing -- well they were
15 doing, working on some bubbling wells, y'all were assisting that
16 procedure, right?

17 A. Yes.

18 Q. Operations were 12 hours? 24 hours?

19 A. Twenty-four.

20 Q. Twenty-four hours.

21 You said a couple of days before the 18th, around the 15th or
22 the 16th. When did y'all start getting bad weather reports?

23 A. It started around Monday. We seen it coming.

24 Q. Can you -- Okay. I guess we have a timeline from Monday to
25 Friday when y'all left. Can you run me through what happened?

1 What you did through that time, Monday through Friday?

2 A. I talked with Paul Fremin, my operations manager. Him and I
3 discussed the weather, the incoming weather coming. He was
4 watching buoy weather, I was watching StormGeo, watching the data
5 as it came through, along with watching the local news.

6 We started discussing that the boat was, it was above, way
7 above our allowed operations. That's per our operations manual.
8 We reviewed that together and we looked at our deckload, we looked
9 at our depth of water, we looked at the height of the seas, and we
10 said it's -- you know, we monitored it all the way up until the
11 Wednesday, and I said, when we got the weather reports and
12 everything, I said, hey it's time to make the call, man.

13 Q. Okay. So when you say monitor the seas, it's current seas,
14 or the potential?

15 A. Forecasted seas.

16 Q. Forecasted seas. What was the weather like on location when
17 you were there?

18 A. It's wintertime so it gets rough. You know, some days get
19 bad, some days are good. That's the best way I could explain it.

20 Q. So, you saying y'all working off the operations manual. When
21 you decide to pull the trigger I guess you'd say, what happens
22 then?

23 A. So, once I, once we deemed it unsafe, I told Paul it's time
24 to start calling whoever you got to call and let them know, at
25 that point. It's time. We need to go. And then whatever he did

1 from there, I'm -- I don't even want to say I'm sure he'd tell you
2 yesterday.

3 Q. Okay. Was there any concern or did you have any
4 communication with the Apache crew about the operation that was
5 going on at the time? Or, was there any -- did you tell them,
6 hey -- did you talk to them about the report, weather report?

7 A. I mean, we talked daily. We talk all day, everyday. And I
8 just said, look, they got some bad weather coming this weekend.
9 That's about to the extent. You know, it's up to my office to let
10 their management know, you know, that we got some bad weather
11 coming and we need to look at options.

12 Q. Okay. So, who or what determines the options? As far as
13 leaving location.

14 A. So, Seacor does, and Apache guys get together and then I'm
15 ultimate authority. Whenever I see it's not being done, then I'll
16 have to go to next step.

17 Q. For safety purposes, so you're the ultimate work authority on
18 location?

19 A. I'm the Master of the vessel.

20 Q. Master of the vessel.

21 A. The ultimate work authority is the company rep.

22 Q. Okay. So, you decided, okay, you all making arrangements to
23 go. So, the next step is to do what as far as the vessel?

24 A. To secure it. We try to get some stuff off of the boat
25 whenever we seen it was time. Due to weather we was jacked down.

1 We had to jack back up in order to be able to get some equipment
2 off of the boat. We was able to get a few lifts. Apache had
3 already started sending the helicopters, so I didn't have much
4 options. So we got everything that was stacked put down. After
5 everybody departed, I had my essential people onboard. We running
6 chains through pad-eyes and everywhere could. Put chain binders
7 on it to -- we removed all items from outboard of the legs to
8 inboard, just to prevent if anything would slide into a riser, a
9 leg riser or something like that and would hit another vessel.

10 So then we got everything secured as much as we could. We
11 watertight -- we did our watertight integrity throughout the
12 night. Verifying everything was dogged down. And then, when it
13 was our turn to go in we made one last pass, basically, we emptied
14 garbage and verify no other personnel was onboard. Made sure all
15 the doors were dogged, and the last thing dogged was the
16 helicopter door.

17 Q. So, is this a check list that y'all go by for emergency
18 evacuation plan?

19 A. No, sir.

20 Q. Or something? Or it's just doing your checks?

21 A. Doing your checks. Basically, prepare the vessel to sail,
22 and this is what we would do to sail.

23 Q. And moving stuff off, did you move stuff off to another
24 vessel, move it off to the platform?

25 A. To the platform.

1 Q. So, the only pictures that I have is -- well, this one here
2 is one of the -- so, when y'all brought it on to the vessel, y'all
3 would jack up. This two decks here, I would call the bottom part
4 maybe the well deck, because there's some wells here. The top
5 part would be in the production deck.

6 A. Yeah.

7 Q. It's open space. It's got some trees, maybe. Which are
8 would y'all jack up to to conduct work?

9 A. The top.

10 Q. The top part?

11 A. Yeah.

12 Q. And then, when weather would come, y'all would jack - and
13 y'all would move over by a crosswalk?

14 A. Yes. Gangway.

15 Q. The gangway?

16 A. Yes, sir.

17 Q. And so, when weather would come, how would y'all jack down?
18 I mean, would you jack down to this deck here, or would you jack
19 down below the platform?

20 A. We jack down -- any time you jack down for weather, you jack
21 down right above waves.

22 Q. Right above the waves?

23 A. Yes.

24 Q. And what's the reason for that?

25 A. To be as stable as possible.

1 Q. So, when y'all, you said you got some equipment off, y'all
2 were jacked up to the top here, which would say the production
3 deck, and y'all were using your crane? The heavy crane over here?
4 And then just moving the stuff over and then keeping everything on
5 location.

6 A. Right.

7 Q. Was there -- any concern about what job they were doing? Or
8 was able to shut in whatever they were doing to get off?

9 A. Everything was already shut in due to the weather that was
10 experiencing at the time.

11 Q. While y'all were there, were there any issues with the
12 seafloor?

13 A. We, we had settling on the stern throughout the month that we
14 was there, which is normal during weather.

15 Q. And to correct that would be just adjust?

16 A. Yes.

17 Q. Let's see, so we got to the planning to get off.

18 When y'all got the non-essential personnel off, everybody was
19 taken off by helicopter?

20 A. Yes.

21 Q. And then, the next day, you said that there was essential
22 personnel, which is the ship's crew?

23 A. COI crew.

24 Q. COI crew.

25 A. Right. Not the 20.

1 Q. COI crew. And what is the COI crew?

2 A. Seven.

3 Q. Seven.

4 A. Yes.

5 Q. All right. So, you 7 were taken off the next day. What was
6 the decision to take everybody off?

7 A. The vessel being outside the operation parameters.

8 Q. Operational parameters meaning?

9 A. As per provided operations manual.

10 Q. Okay. Was there any t-times, or consideration of jacking
11 down and coming back in before the weather?

12 A. Absolutely.

13 Q. Or, or to a more secure location?

14 A. Absolutely there was. And there was no weather window that
15 we could find in order to get the boat jacked down, legs pulled
16 and travel, without getting hit again with weather.

17 Q. I guess a new question for that is, if you're pulling up
18 legs, how long does it take usually to liberate legs from the
19 ground?

20 A. There's no way it's - to that, to be honest with you. I
21 normally tell people 12 plus or minus. Twelve hours, plus or
22 minus. I could go in an hour, I could go in 24, I could go 3
23 days, it all depends.

24 Q. Depends on how, how much you're in there.

25 A. Exactly.

1 Q. And when I say in there, which how much you're in the mud.

2 A. Penetration.

3 Q. I found one of these documents in here. Is this something
4 you fill out?

5 A. Yeah.

6 Q. Severe weather planning?

7 A. Yes, sir.

8 Q. What does this entail? Is this something you have to do, or
9 is this something that you do daily?

10 A. No. This is done when we get on location. And we do another
11 one when we see storms coming. You know, if hurricane's
12 approaching, time to update. That's basically how that works.
13 So I'll have dated it, due to this storm, this evacuation.

14 Q. I didn't see the weather reports. What was the weather
15 prediction?

16 A. We seen, at some points, we seen up to 26 foot. I think, I
17 want to say when we left, we were seeing 19 to 20s. Max wave. A
18 consistent 10 to 12.

19 Q. Was this the most severe weather that y'all had while y'all
20 were out there?

21 A. Most definitely.

22 Q. I mean at that location.

23 A. Yes. Most definitely.

24 Q. And that was from StormGeo and you said the other one was?

25 A. StormGeo, Buoyweather and WeatherOps. And watching the local

1 news. Obviously the local news did not give me wave heights. It
2 gave me the visual.

3 Q. Now, during the operation, were y'all the only vessel out
4 there for this operation?

5 A. We was working with a OSV. OSV and a crew boat.

6 Q. Were they out there at the time?

7 A. No.

8 Q. What was the conditions for them, did y'all advise them, hey,
9 don't come back out? Stay put?

10 A. I'm not sure. I'm not responsible for them.

11 Q. That's operations?

12 A. Yes.

13 Q. Okay. Your responsibility is the --

14 A. That's Apache.

15 Q. Okay. Okay. So you're responsibility, it's not Seacor for
16 that.

17 A. Correct.

18 Q. So, y'all were there for -- since October 3rd you mentioned.
19 So, I guess let's go back from the weather to the first time y'all
20 got out there. How did the jack up go? What's the planning for
21 going out to a platform location?

22 A. We receive a bottom scan that identifies can holes. It
23 identifies pipelines. Any trash on the bottom that they could've
24 seen. We have Fugro on board. I receive from Paul the planned
25 proposed set up.

1 This is the map without this. I receive this, for the
2 proposal. It could be here. It could be here. You see this was
3 a -- this was a proposal that we refused. Then we was here,
4 naturally.

5 Q. So, this is the -- and what I'm pointing at is the outline
6 that the vessel is positioned. You said that was refused?

7 A. I'm sorry. That's south, I'm sorry. This is north. Yeah.
8 They had a couple other -- we have a file onboard that there's a
9 couple of other options that were sent to me.

10 Q. Okay.

11 A. And this was the best one that we came up with.

12 Q. How did the jack up go when y'all went out there? I say how
13 did it go? When y'all got out to location, was there any concern
14 about the -- other than pipelines -- about the bottom? The
15 seafloor?

16 A. Obviously there's can holes. So we needed to make sure that
17 we was away as per our operation procedure.

18 Q. What's a can hole?

19 A. A can hole's left by a can rig.

20 Q. So, I guess I should've prefaced this before. I'm going to
21 ask you questions, like I don't know anything. So, I'm just --
22 and I don't know anything -- so, I want you to explain it to me
23 like, I don't know offshore operations. I don't know lift boats.

24 A. Right.

25 Q. So, it may be like, a can holes -- So, that's why I'm asking

1 you these type of questions.

2 A. No problem.

3 Q. I should've prefaced that before. So, a can hole is a
4 previous hole --

5 A. Left by a can rig.

6 Q. -- from a rig that went out there to do well work --

7 A. Yes.

8 Q. -- beforehand. Okay. So, when y'all started, when y'all got
9 out there to location, you said you reviewed this and y'all set up
10 in what area?

11 A. The south side of the platform.

12 Q. South side of the platform?

13 A. Yes, sir.

14 Q. And y'all started jacking up.

15 A. Yeah. Yes.

16 Q. Did everything go okay on the jack up?

17 A. We jacked up and started pre-loading.

18 Q. And, when you jack up, is there any procedure that you
19 follow? To jack up? Is there a checklist? Make sure pre-load's
20 done?

21 A. There's a pre-spotting checklist that we complete. And site
22 history, all that stuff that we complete. And then, basically
23 it's we get the boat where it needs to be. Everybody agrees. We
24 start jacking up. It normally takes us about a hour to get above
25 the water. And we sit down and pre-load.

1 Q. On this particular case, what's the total lift of the *Robert*
2 jack up?

3 A. Total lift?

4 Q. So you're in -- how much can the *Robert* lift up?

5 A. It depends on the depth of the water.

6 Q. So, in this case you're in 217 feet of water?

7 A. Right.

8 Q. So, what's your lift --

9 A. It depends on penetration.

10 Q. -- in order to get off --

11 A. It depends on penetration. How much leg I have left.

12 Q. And do you know your penetration on this jack down?

13 A. Yes.

14 Q. What was your penetration?

15 A. Twenty-eight foot on the starboard leg. Twenty-three foot on
16 the port. Twenty-six foot on the stern.

17 Q. And then, at that point, you just start moving up to the
18 production of the well deck?

19 A. No, no. We sit down. Our operations manual says 3 hours.
20 This particular location, we did 13 hours. We held water. We
21 can't jack up to that top work deck until after we get below of
22 our variable load. Which is dumping the water off that we
23 previously took on.

24 Q. When you initially jacked up, were there any stability issues?

25

1 A. Settling as we came up with the legs. That's how we got to
2 the penetration.

3 Q. Okay. And that's how you move the legs to different heights
4 and stabilize yourself?

5 A. Yes.

6 Q. Did you -- was the first location a good location? Did you
7 have to move around? Was the initial site the site that y'all
8 picked was the site that was here?

9 A. No. No. We went on to location, I don't remember the dates,
10 I'd have to have my logbook in front of me.

11 Q. Oh, yeah.

12 A. We went onto location. I can just tell you a summary of what
13 we did. We jacked up, we pre-loaded on the east side of the
14 platform. A storm, a hurricane was coming. We evacuated. We
15 went north.

16 We finished pre-load, we jacked up, seen how the far the
17 crane could reach, put the crane back in the rack, jacked down and
18 ran into West Cameron 102 due to a hurricane, and I can't remember
19 the name of it. Apologize.

20 While we was there, we discussed options for this location,
21 wind we was going to get. And we had determined we was going to
22 get side ways on the east side, so that was agreed on by all
23 parties. We was able to position the boat with all the parameters
24 we was able to.

25 We got there, when we jacked up the boat slid forward so I

1 called it off. I said, hey, we can't do it right here, we slid
2 too forward. But we was within 16 foot of another can hole so we
3 jacked back down and backed up and we determined the south side
4 was the best.

5 So, we came in, we positioned the boat as per the operation
6 manual and the SMS. And jacked up there.

7 Q. And that's where you did your pre-load?

8 A. Yes.

9 Q. And everything was fine at that point.

10 A. Correct.

11 Q. So between the first one and the last time was a couple of
12 days? A day?

13 A. I can't tell you. Not at that --

14 Q. So, and, the area that y'all jacked up, I know you said that
15 you were there, that you left and you came back. That's the same
16 location --

17 A. Same.

18 Q. -- from when you left?

19 A. Same platform, different spot on the platform.

20 Q. Okay. No, I mean, when y'all finally jacked up and you were
21 able to do your pre-load, and you said you picked a spot -- when
22 you left, but came back, it was the same spot?

23 A. No.

24 Q. No. Then moved again when you left?

25 A. Oh. When I departed --

1 Q. When you left Tom off?

2 A. -- the boat hadn't moved in over a month.

3 Q. You said Furgo was on the ship. What is the purpose of
4 Furgo? Frugo.

5 A. Frugo, yes. They there with Starlink. With Starlink.
6 STARFIX on board. That gives us our position. It shows the boat
7 live as we move around the platform. And once we get in our
8 final -- we take two scans. We take a scan at 150 feet. We see
9 the proposed set, make sure it's all clear of trash, debris, any
10 unknown can holes, any unknown pipelines that wasn't documented on
11 the bottom scan. Once we get that, we shift the vessel into final
12 location, they drop another scan. We confirm that this is where
13 we want it to be, and then we put the legs in.

14 Q. Did y'all shoot a scan at both locations?

15 A. I have scans all over this thing.

16 Q. And they provide you with the scan of what they see? You can
17 see what they see, right?

18 A. Correct. So once they do the scan, he comes up, I'll look at
19 the scan, which is in here, and I'll start, naturally, asking
20 questions, and saying, hey, I need this here. I want certain
21 information on it and everything.

22 Q. Make sure there's no anomalies down there --

23 A. Correct.

24 Q. -- am I going to put on something?

25 A. Correct.

1 Q. Okay. See on this one here, I was looking at this morning.
2 On the operations area, what is the multiple, possible rig
3 depressions? Is that --

4 A. That's your can holes.

5 Q. -- it's the can holes?

6 A. Yes.

7 Q. They had several wells on that platform.

8 A. Yes. yes.

9 Q. We got up on the jack up. Y'all were there for a couple of
10 weeks. Go back to the weather portion. I don't know if I asked
11 this already, but, what was the determination of taking everybody
12 off and then, or, just leaving crew, the essential on location?

13 A. -- again, due to the parameters in the operation manual, the
14 vessel can't handle the forecasted weather.

15 Q. And then, did y'all leave anything on the vessel when you
16 leave?

17 A. Yes. We dealt with the naval architect, and he gave us a
18 suggestion of leaving our the windward side, the weather side of
19 ship's service generator on. And, secure the port side of the
20 engine room, you know, the lee side.

21 Q. The AIS, does that work with the generator running --

22 A. Yes.

23 Q. -- without the generator running, or do you need that to --
24 the generator to work that type of --

25 A. It's on a 12 volt backup.

1 Q. Is there anything in particular in the wheelhouse that you
2 need on, all times, when nobody's there?

3 A. I left GPS' on. AIS on. That was set to not under command.
4 I left nav lights on. Not under command lights. Along with all
5 GPS' and DP system and my tracking system, and all of them
6 computers remained on so it was easy when we got back.

7 Q. Okay. Now, y'all had lights. Did the platform have lights?

8 A. No.

9 Q. No.

10 A. It was a dead platform.

11 Q. That's why y'all were out there, doing decommission -- well,
12 they were out there doing decommissioning work --

13 A. Yes, sir.

14 Q. -- on the platform. When y'all left, there any -- did you go
15 home? Did they put you in place said we're going to come back in
16 a timeframe?

17 A. They put me on a OSV in Morgan City. And we was planning to
18 return back the Tuesday. That was our scheduled flight.

19 Q. So ya'll just stayed on. I say y'all --

20 A. OSV.

21 Q. -- you on the OSV. Okay. And when did you get wind of
22 something happened?

23 A. 1:30 Sunday.

24 Q. In the afternoon?

25 A. Yes, sir.

1 Q. You -- by radio call, or --

2 A. No. By all kind of people calling me. Mike Cenec being one
3 of them.

4 Q. And of course, your response was I'm not even out there?

5 A. Well, I said -- my response was thank God nobody was onboard.

6 MR. ARNOLD: I don't think I have anything else. Mr. Bart,
7 do you have anything to add?

8 MR. BARNUM: I do have some questions for you, Captain. Do
9 you need a break? We've been going a while, a water or anything?

10 MR. DOMINIQUE: Can I use the restroom, please?

11 MR. BARNUM: Yeah. We'll pause the recording, it's 9:04.

12 (Off the record 9:04 a.m.)

13 (On the record 9:11 a.m.)

14 MR. BARNUM: All right. It's 9:11. This is Bart Barnum,
15 continuing interview of Captain Burnell Dominique.

16 BY MR. BARNUM:

17 Q. All right, sir. I'm going to jump around. I just have some
18 follow ups on Charles' question. Then I didn't really have too
19 many pre-planned questions, just a couple.

20 So, just before we came back on the recording, you were
21 explaining to us kind of the sequence of events and when the boat
22 arrived on location. You said in September you arrived. You
23 jacked up on the east side. It was a good location, but you
24 couldn't reach the working deck. And then you actually had to
25 liberate and run from a hurricane, is that correct?

1 A. Yeah. And I don't know the dates without my logbook.

2 Q. That's okay. You said when you were talking, that you had to
3 run to -- what was it --

4 A. West Cam 102.

5 Q. Yeah. Okay. West Cameron 102. How long did that take you?

6 A. I'd have to have my logbook. I don't recall the run time.

7 Q. Is there a requirement for you to know the time for you to
8 reach an area of safe refuge?

9 A. Oh. The plan was for us to go to a safe water depth.

10 Q. Yeah.

11 A. Which was 100 foot, for the storm. Apache called me up and
12 sent me to a platform so that we can work. That's why we went to
13 West Cam 102.

14 Q. Okay. I was just reading the terms and conditions of the COI
15 and it mentions the term, an area of safe refuge. And I just
16 didn't know if there's a clear definition on that? My
17 interpretation probably is different than yours.

18 A. That's going to be as per operations manual.

19 Q. Okay. So is that 50 feet? Water depth of 50 feet or so?

20 A. Yes. Well, whatever the water depth is in the manual.
21 Again, I have to have it in front of me to --

22 Q. Okay. And that took you -- 12 hours to get there? If
23 that's, if I read that correctly?

24 A. If you're on 24 hour.

25 Q. To transit to that area of safe refuge?

1 A. Again, I don't remember.

2 Q. How long did it take you to liberate prior to running from
3 the storm that time?

4 A. I don't know, man. Again, I'd have to have my logbook.

5 Q. Okay. And the time it would've taken you to liberate this
6 time, you predicted 12 plus or minus. Did you have a plan on
7 where to run from this weather?

8 A. No, sir. Because we never made it that far. The option
9 wasn't on the table for me to run.

10 Q. You mentioned earlier your weather window --

11 A. Yes.

12 Q. And you didn't have enough time in that weather window. What
13 was that -- what weather window would've you needed?

14 A. Three to fives. Three to 5 foot seas.

15 Q. Right. So, you didn't have that?

16 A. No. It would've been comfortable, you know, a whole day. A
17 whole day would've been ideal.

18 Q. Okay. So you would've needed a day to liberate and transit
19 to your safe refuge?

20 A. Absolutely.

21 Q. Okay. And you didn't see that in the weather forecast?

22 A. No.

23 Q. Okay. Thank you.

24 Just the one follow up on these images, these sonar images of
25 the bottom. When we were off recording, I was talking with

1 Mr. Cenec and he said that -- I wasn't aware of this -- after,
2 there was some initial scans in September that you guys were
3 utilizing for your jack up in October.

4 You're not the only one looking at these and analyzing these,
5 correct? Who else is making determination on, yeah, Captain, you
6 can lower your legs here?

7 A. Paul Fremin.

8 Q. So you option under him --

9 A. Yes, sir.

10 Q. Do you have any type of training? Or, is just your twenty
11 years experience looking at these? For me, I mean, I look at this
12 and I don't really know what I'm looking at --

13 A. My experience.

14 Q. Okay.

15 A. Along with Paul's.

16 Q. Yep. Does Apache also give it a blessing? Or, do they --
17 are they out of the loop?

18 A. Apache gives us the blessing of our position on the platform.

19 Q. Okay. So, yeah, you can go here, because this is where we
20 need you to work type of thing?

21 A. Correct. And obviously, if we close to a pipeline that can
22 require something like MOC from Apache.

23 Q. Could you explain that a little? I don't really know what
24 that MOC is.

25 A. Management of change. They have a rule inside of their

1 safety management system that we need to change for us to get
2 close to a pipeline, then they have to provide a MOC on their
3 behalf to allow us to get that close.

4 Q. Okay.

5 MR. CENEC: You want me to add to that a little bit?

6 MR. BARNUM: Yeah. please.

7 MR. CENEC: So, the extended part of it, he's spot on. The
8 extended part is, so, pipeline for example, per the risk
9 assessment side is we see it on here, right?

10 MR. BARNUM: Um-hmm.

11 MR. CENEC: We don't know if it's live. We don't know what's
12 going on with that pipeline so that's when you contact your
13 client. They would confirm it's either dead pipeline. They might
14 send one out. They might accept the risk that they don't know how
15 long you're there with the soil type, can holes. There's all
16 these variables that they'll do their own analysis to say, let's
17 move to another location or we're within 1 foot of our management
18 system. But, let's -- we can do it just because we're there for a
19 day. Very rare case. Normally, it's decommission the pipeline.
20 Shut it off. We don't have a risk they're pollution.

21 So, that's what he's meaning by an MOC, is to get all of the
22 stakeholders that it could affect involved to decide if -- the
23 procedures are written for a reason, so if you're going to go
24 against one, you need to understand why and what's the risk. And,
25 is that risk mitigated to an acceptable level.

1 Q. Is there any kind of like, permitting that you would be
2 required to fill out?

3 A. There's forms. There's management of change forms. Client
4 has their own, we have ours as well for situations like that. It
5 wasn't in this case, but, examples.

6 Q. Okay. Jumping around. Captain, you're talking about
7 you're -- the casualty jacking up sequence. Typically, in your
8 ops manual requires a 3 hour pre-load. You preloaded for thirteen
9 hours. Why the 10 hour extra?

10 A. Due to the fact that was being 25 foot from the can hole on
11 the port side.

12 Q. Is that something that your ops manual requires? Or, just in
13 your experience that you feel --

14 A. My experience.

15 Q. Thank you.

16 MS. O'BRIEN: Good morning. I don't want to interrupt.
17 Captain Loan O'Brien. I just wanted to see how this was going.

18 MR. BARNUM: All right, Captain. Thank you.

19 BY MR. BARNUM:

20 Q. Okay. I just jumped around here in my notes. Thank you, for
21 your patience, sir.

22 So, Captain, you were talking about earlier, your ops manual,
23 and that the forecasted weather that you were receiving from your
24 various sources was indicating that it was outside the parameters.
25 What specific parameters in the ops manual? Do you remember?

1 A. Yes. There's a graph in there that with the depth of water
2 that we're in, to include our penetration. That's 245. At that
3 point, we refer to the graph and the highest seas that we can
4 handle at that point was 15 foot seas. 70 knot winds and a 1 knot
5 current.

6 Q. Okay. So the seas that are exceeding. Because you said
7 earlier, 19 to 20 and leave maximum --

8 A. Correct.

9 Q. Thank you. The -- I guess I need a little clarification on
10 the whole penetration and max elevation. I think it was on this
11 one. So, this is your operations and area manager check sheet.
12 You said you fill this out before the --

13 A. They did.

14 Q. They do? Okay. So, is this, we're talking about total
15 elevation, 290 feet. Is that the total elevation from your pad to
16 the keel of your vessel?

17 A. To the top of the leg.

18 Q. To the top of leg. So that's the total length of the leg.

19 A. 335 foot's the total length. But we have, with the depth of
20 water we was in, it was the 290 was the total elevation of the
21 boat, right. At the end of the deck.

22 Q. Okay. So the 290 is from your bottom of your pad to the
23 underside of your keel on that day?

24 A. Yeah. 290. Yes. Yes.

25 Q. Okay. So that is going to take into account your water

1 depth, your penetration and your area?

2 A. Yes, sir.

3 Q. What is the maximum total elevation that that 335 can reach?

4 You said the leg is 335 foot. Can that total number be 335?

5 A. No. No, it can't.

6 Q. Okay.

7 A. You can have leg -- and all.

8 Q. Right. So what is the total elevation that that vessel can
9 sit?

10 A. I'm not sure.

11 Q. You don't know what the max limit is?

12 A. It changes every time, right. The end of the day. It
13 changes every different depth of water we go to. Every different
14 penetration we get. Every condition is different.

15 Q. Understood. But, still, you only have a 335 foot leg.

16 A. Correct.

17 Q. So, how far could you extend that leg, basically?

18 A. 290. It was set as max. I was in the yellow.

19 Q. So, this is the max that you're going to see?

20 A. Yes, sir.

21 Q. Thank you. I understood that.

22 All right. I just have a couple of questions here, Captain,
23 that I'd written down before the interview. So, I'm just going to
24 run through to see if you covered them. Please be patience if I
25 asked you again, I apologize if you've already answered them.

1 So we get that. So, I think you said after you -- the
2 casualty jack, October 3rd or whenever you started jacking,
3 approximate time. You said pre-load at 13 hours, and then once
4 you were set you didn't -- there wasn't -- did you have any issues
5 other than, I think you said, the starboard leg settled three feet
6 or so?

7 A. The aft leg.

8 Q. Aft leg.

9 A. Two feet, over the month.

10 Q. Two feet over the month. Is that typical?

11 A. Yes. It is typical.

12 Q. Was there any indications -- because the vessel did
13 eventually fall over to port. Was there any issues with your port
14 leg? Or was there any other concerns?

15 A. No. Real solid.

16 Q. Solid? You understand talking yesterday with your ops
17 manager, there was a can hole in that proximity of the port leg?

18 A. Yes.

19 Q. Is that correct?

20 A. Twenty-five foot.

21 Q. Twenty-five feet? And that's within the parameters in your
22 ops manual?

23 A. In my SMS.

24 Q. In your SMS. So, it sounds like you had several different
25 weather options available to you. I didn't hear you mention your

1 navtechs. On the -- did you have one of those? Was it working?

2 Did you reference it?

3 A. We have one. I never referenced it. I mean, other stuff's
4 way better.

5 Q. Sure. Understood. The Buoyweather. That is something you
6 said Paul was looking at in the office. Do you also have access
7 to the Buoyweather?

8 A. No.

9 Q. You don't?

10 A. He did.

11 Q. He did. Okay. Did he send you anything from Buoyweather?

12 A. He just told me the data that was there for our location.

13 Q. In my understanding, the StormGeo, is that client supplied?

14 A. Yes.

15 Q. And you were looking at the StormGeo? What were you looking
16 at?

17 A. I was looking at StormGeo until the Wednesday, and I was
18 getting WeatherOps.

19 Q. Okay. So tell me a little bit about that. Why did you all
20 of the sudden start Wednesday in getting that? Why not before?

21 A. That's when Seacor provided it.

22 Q. Do you know what made that change or why did they start
23 providing it on Wednesday of that week?

24 A. No, sir. I surely don't.

25 MR. BARNUM: Mr. Mike.

1 MR. CENEC: It's on the contract.

2 MR. BARNUM: Okay. So is that something that was --

3 MR. CENEC: It's been in the works for several months now.
4 Trial and error. We had always had different weather service
5 providers, but this would be one that does the push notifications
6 and the weather word notifications.

7 MR. BARNUM: Okay.

8 MR. CENEC: So it was just basically the contract was signed
9 so we started the roll out phase of it.

10 MR. BARNUM: Perfect.

11 MR. CENEC: And so Paul had, you know, put in the specific
12 request to get this one sooner than later when they started having
13 the concern with StormGeo reports. To have another layer of
14 weather reports to compare against.

15 MR. BARNUM: Okay. And how did you like, once, other said it
16 only like a couple days before you evacuated the vessel. How did
17 you like that WeatherOps? Did you see --

18 MR. CENEC: It works good. I've used it in the past.

19 MR. BARNUM: You have. Okay.

20 BY MR. BARNUM:

21 Q. How about prior -- understand you evacuated on the 18th. So,
22 prior to the weather coming through that area, was there anything
23 broadcasting on channel 16? From the Coast Guard, or --

24 A. No.

25 Q. -- about the severe weather in the area?

1 A. Not that I can -- it would've been done Saturday when the
2 weather hit.

3 Q. Do you, have you heard anybody talking about that was in the
4 area? If there was a crew boat or something?

5 A. No.

6 Q. You don't know. How about vessel operational issues other
7 than the jacking system? Was there anything onboard that having
8 any issues with? I know I was looking at your morning and
9 afternoon reports you guys supplied. There's your tank management
10 system, was that --

11 A. That hadn't worked since I've been back. I mean that's just
12 a pre-load levels in the tank so we can manage it instead of the
13 engineers have to go sound the tank for us.

14 Q. Okay. So you had manually sounded pre-loads?

15 A. Yeah.

16 Q. And then they said there was an issue with the VDR?

17 A. We had cameras on.

18 Q. Cameras. So, you're VDR, are you talking the voyage data
19 recorder? Or, are we talking like a DVR for CCTV?

20 A. It's video voyage data recorder -- it was re-installed and
21 everything. They had to run some wires to the Z drives.

22 Q. Do you know if it was operational?

23 A. Yes. Yes.

24 Q. Cameras. I know we talked to these gentlemen yesterday about
25 the cameras. What kind of camera system did you have onboard?

1 A. I'm not sure.

2 Q. Did -- record?

3 A. It records all the time.

4 Q. And where are the cameras situated?

5 A. All throughout the vessel. Engine room. The deck. Port,
6 starboard side. The bow. And they have -- and a unit's in the
7 electronics room.

8 Q. Going through this investigation, do you feel like having
9 access to the video would help in any way determine what caused
10 this?

11 A. Sure.

12 Q. Yeah. In what way?

13 A. It would tell you when it failed and how it failed. The
14 severity of the fault.

15 Q. Excuse me, I don't know. How could it tell us how it failed?

16 A. The footage would show you as it went over.

17 Q. Okay. But you wouldn't be able to tell if you had a punch
18 through, or, it shifted?

19 MR. TOMPKINS: You're shaking your head, you saying no? Just
20 for the recording.

21 MR. DOMINIQUE: Oh. No.

22 MR. TOMPKINS: Okay. Just making sure.

23 MR. DOMINIQUE: Sorry about that.

24 MR. BARNUM: We don't have a camera in here.

25 BY MR. BARNUM:

1 Q. The boat itself, I understand you've been back out there
2 since, in assisting in recovery -- can you tell or maybe Seacor
3 can tell. I forgot to ask this question. Has it moved at all? I
4 understand it fell over to port side, you were able to jack that
5 leg up and then it fell to starboard side. How about position-
6 wise? When you first went out there, had it moved position? Had
7 it slid in any way?

8 A. It's 19 foot off of it's original position. And I mentioned
9 that's an approximate measurement that I measured on the OARS
10 system that we have onboard for Frugo.

11 Q. Which way? To port?

12 A. To port.

13 Q. And what does that tell you? I mean, I don't know, like, you
14 were talking about sliding earlier into a can hole. Would that be
15 indicative of sliding into a can hole?

16 A. It could.

17 Q. It could.

18 A. I can't give you a definitive answer.

19 Q. And I don't want you to. I'm just trying to understand
20 myself. Having that can hole as you guys saw 25 feet away and now
21 having the vessel sliding 19 feet in that same direction.

22 A. Possibility.

23 Q. Possibility. Okay. So, the -- just written down here -- air
24 gap, you're air gap on the day of the casualty was, well, it says
25 here, working elevation 48 feet. Is that -- that's your working

1 deck load. That's not your air gap, right?

2 A. My air gap was left at 25 foot.

3 Q. So, like I was looking at the morning reports like, you had
4 on the 14th the air gap was 38 -- or, on the 16th I think -- it's
5 38 feet.

6 A. Yes.

7 Q. So, is that like your working height?

8 A. Yeah. That's measured with a rope.

9 Q. And then you lowered it to 25, cause that was better in the
10 weather?

11 A. That was what we determined based on the forecast. That was
12 the best height.

13 Q. Captain, I was looking through the ops manual, and it talks
14 about the current in the area. What was your current?

15 A. I don't know. I can't give you that.

16 Q. Okay. I think I just have -- I might have one more at the
17 end, but I think that's it for now, Captain. I will give it to
18 everybody else.

19 Oh, one final question, and this might be for Mr. Michael.

20 This is about the notification of the casualty. You got
21 notification -- did you say yesterday that the EPIRB notice went
22 off?

23 MR. CENEC: The Coast Guard, they called me, that was their
24 initial call was because the EPIRB was going off.

25 MR. BARNUM: Interesting. Where is your EPIRB mounted?

1 MR. CENEC: But, listen -- the same conversation he also said
2 they were doing a fly over. Search and rescue for distress calls
3 in the area. And so the lifeboat's out. So they were already out
4 there doing a fly over and told me the vessel was listing. So, to
5 me, how you made the same call into EPIRB when you're already out
6 there. So, I'm thinking it might have been --

7 MR. BARNUM: -- something like that?

8 MR. CENEC: I think that they saw the *Robert*, looked up their
9 EPIRB registration to see where to call.

10 MR. BARNUM: Okay.

11 MR. CENEC: I think that the gentleman on the phone
12 misinterpreted or read his line wrong when he was making the
13 notification.

14 MR. BARNUM: Thank you.

15 MR. CENEC: That's my -- that's only an assumption. I don't
16 know, but, based on the facts what we know now, they were already
17 out there in a helicopter so they told us we were listing.

18 MR. BARNUM: Yeah.

19 MR. CENEC: So, that's how we got the notification.

20 MR. BARNUM: Yeah. Okay. And you've, and Captain --

21 MR. DOMINIQUE: I put my eyes on the EPIRB and still has --

22 MR. BARNUM: All right. Thank you, sir. I will have a
23 couple follow ups, that's it for now.

24 MR. DOMINIQUE: Yes, sir.

25 BY CWO [REDACTED]

1 Q. Your description on everything so far has been thorough.
2 Thank you. It's limited the additional questions I've got to ask.

3 With all the time you've had at sea, how often do you
4 experience weather this bad on a lift boat?

5 Because this was 19 foot swells? That's pretty crazy.

6 A. It happens in the winter time.

7 Q. Regularly for winter?

8 A. Yes. That's regular.

9 Q. Now when the vessel's being jacked up or jacked down, is that
10 considered as vessel operations? Or does vessel operations start
11 after you're settled in place?

12 A. Can you clarify that a little bit?

13 Q. Yeah.

14 A. Vessel operations meaning the job?

15 Q. In, when you started talking about the parameters of the
16 vessel and when it's operating and when you have to call. You
17 mentioned that it was outside the parameters. That being outside
18 of the parameters during vessel operations, right?

19 A. Yes.

20 Q. So, is jacking up and -- if the waves were 12 feet outside
21 the parameters of the vessel operating, you could still jack up
22 and jack down, right?

23 A. Yes.

24 Q. For the safety of the vessel?

25 A. Right.

1 Q. And you mentioned that before you guys evacuated the lift
2 boat, you jacked it up to the, based on the height of the waves at
3 the time. Was that based on forecasted waves, or current?

4 A. Forecasted.

5 Q. Forecasted. And the forecasted waves, do you recall when
6 that worst timeframe would've been?

7 A. Saturday evening.

8 Q. It would've been Saturday. So, you jacked it up based on
9 Saturday's forecast?

10 A. Yes.

11 Q. And you mentioned that it was at 290?

12 A. When it was working it was. I don't remember the counters --

13 Q. Okay.

14 A. -- when I left.

15 Q. Do you recall if it was at the max that could've been up?

16 A. I couldn't go no more.

17 Q. When, and way back in the beginning of Mr. Arnold's
18 questions, he asked you about the crew swaps. When you do crew
19 swaps, twenty to twenty-two crew roughly, on an average -- how do
20 you guys do the crew swaps? Is it everybody all at once? Is it
21 in intervals?

22 A. Me and the bridge officers, we all change at the same time.
23 Along with my engineers. We're on a set schedule. The deck crew
24 and all that, they work over, obviously, to make some extra money,
25 or they may need them.

1 Q. All right. So it's not the entire crew at one time?

2 A. Usually. The potential's there to be done. Yes.

3 Q. Thank you. Now, with the times that you've worked lift
4 boats, how often have you personally been part of evacuating a
5 lift boat where it's completely unmanned? It doesn't have to be
6 like, oh, four. Less than five.

7 A. Not that I can even recall.

8 Q. So, just this one time?

9 A. Yes.

10 Q. Okay. And, overall, I know it was based on the parameters
11 operating and everything and the decision was made. But, in the
12 big, final, decision, who made that decision to leave the lift
13 boat in place and evacuate rather than -- I know you couldn't jack
14 down the lift boat because of the sea state and take it with you.
15 But who made that decision to go ahead and let's just evacuate for
16 safety of the crew and everybody?

17 A. Me and my operations managed the call.

18 Q. It was kind of a joint decision between the both of you?

19 A. Right.

20 Q. Like I said, you've been very thorough and --

21 A. Thanks.

22 Q. All the other questions I had are already done, so, that's
23 all I have for now.

24 MR. ARNOLD: Peter, do you have anything?

25 MR. TOMPKINS: No.

1 MR. ARNOLD: So, I've just got three follow ups.

2 BY MR. ARNOLD:

3 Q. So, you mentioned about jacking up and jacking down. I think
4 when Mr. Bart was asking you a question, you said while you were
5 jacking up you were in the yellow. Is there a gauge on there
6 showing you where to stop, where to -- what your level is, or
7 where your extent, green, yellow, red?

8 A. No. There isn't. I send a deckhand up on the leg -- watches
9 my right. When it gets to the pinion, we stop. You know, when
10 the leg's even with the top of the cup, which is the grease cup.
11 I stop. That's it.

12 Q. And he radios you --

13 A. Yes.

14 Q. -- you're at that point. So, when you say yellow, you mean
15 that you call from the --

16 A. Tip of the leg. We say the yellow, that's just a terminology
17 we use for the tip of the leg.

18 Q. Okay. Got you.

19 A. Because it's yellow.

20 Q. So, while y'all were out there, any alarms go off for
21 listing? Any issues between -- and I'm getting to the weather
22 side, between the week before y'all left, any alarms? Any issues
23 that you're aware of that went off between this timeframe, as the
24 weather was coming in?

25 A. No. No. I mean, when we swing during bad weather, that tilt

1 alarm would be triggered. We go, you know, you reset it and it
2 goes off. But, as far as anything that I settled? No.

3 Q. And when the alarm goes off, what's the response to that,
4 besides, you said turning it off?

5 A. You go and you look at the level. You make sure you're still
6 level. It's going off for a reason. Even though if it's every
7 five minutes.

8 Q. So, this is probably the one time, the only time that I
9 match, for your opinion? Or, even if you know would be good.
10 What do you think happened?

11 A. No idea. I don't even want to open myself up to that because
12 I don't know.

13 Q. In your experience, and you know, you're going to continue
14 working. Is there anything that you would've done different in
15 the process?

16 A. No. I followed everything to the t. I feel like it.

17 Q. Do you have any recommendations for Seacor, or any
18 recommendations for Coast Guard that you can think of to better --
19 the job out there, doing the type operations?

20 A. No, sir. Everything was done as we should have.

21 MR. ARNOLD: Does anybody else have any other questions?

22 MR. BARNUM: Just real quick. And this is more of a
23 formality.

24 BY MR. BARNUM:

25 Q. Building up on what Mr. Arnold was saying in regards to your

1 opinion and all the other stuff.

2 First of all, everybody gets to sleep tonight, at home. And,
3 everybody was safe. So, we're not questioning any decisions that
4 were made. Your decisions to evacuate, that could have been
5 reason as we all know with Seacor, it could've have been -- things
6 could've happened a lot worse.

7 So, with everything being -- hindsight being 20/20 and you
8 looking back, he did ask you about your opinion and everything,
9 but, is there anything that we did not address today that you
10 think should be brought up or looked at that could've been a cause
11 or factor? Or, something that, you know what, maybe it wasn't a
12 cause or factor, but it's something that needs improvement. Or,
13 anything that we just didn't address that you feel would be
14 important for --

15 A. Oh. No, sir. You know, I think everything was covered very
16 well.

17 Q. Okay. Thank you.

18 CWO [REDACTED] I just have one more thing, Captain.

19 BY CWO [REDACTED]

20 Q. I think it's the same question in a different way. I'm just
21 trying to understand you know, your operations and parameters.

22 So, I think you indicated earlier that bad weather in this
23 area happens in the winter, it's common, it's typical. And then
24 you also said you were maxed out with your legs.

25 Do you feel that, I guess what I'm getting at, is there

1 anything that you feel like, do you wish you would've had more leg
2 where you could've done something? Or, did you feel comfortable
3 knowing that weather occurs like this, frequently in the winter,
4 knowing that it would take you a day to liberate and transit to
5 safe refuge. Given the fact that you were maxed out on your legs?

6 A. More leg would just open me up for deeper water at the end of
7 the day. That's I mean, that's why the legs are as long as they
8 are.

9 Q. Do you feel like anything could change? I mean, you didn't
10 have a weather window. In September you had a weather window when
11 you ran from this hurricane.

12 A. Yeah.

13 Q. So, you know what happens. It's just, you know --

14 A. It wasn't --

15 Q. It wasn't that.

16 A. Right.

17 Q. And, do you feel like this could happen again, or is this a
18 one-off?

19 A. Well, there's a little bit, that chance is there.

20 Q. Even though you've never had to evacuate a lift boat in your
21 career before?

22 A. The chance has always been there.

23 Q. Yeah. Okay. All right. That is all I have. Thank you very
24 much. I appreciate it, Captain.

25 A. Any time.

1 MR. ARNOLD: Thanks, Captain. Appreciate it. It's
2 9:42 a.m., and we'll close out this interview.

3 (Whereupon, at 9:42 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 Captain Burnell Dominique

ACCIDENT NO.: DCA23FM007

PLACE: Houma, Louisiana

DATE: November 30, 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