

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: COMMANDER [REDACTED] [REDACTED]
Seacor Power Accident

Via Microsoft Teams

Tuesday,
April 20, 2021



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: CDR [REDACTED] [REDACTED]
RECORDED ON APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
4	17	[REDACTED]	[REDACTED]
5	25	force	for us
8	1	DEA	D8
8	13	Ram 18	Ram XVIII
8	13	as	"s"
8	19	Ram 18	Ram XVIII
11	7	rigs	regs
11	10 & 18	Motor	MODU
11	20	MOU	OSV
11	21 & 24	Motor	MODU
16	6	UNIDENTIFIED SPEAKER	Andrew Ehlers
25	25	motor	MODU

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEED. _____
Initials

Marcel L. Muise
Marine Accident Investigator, NTSB

Printed Name of Person providing the above information

[Handwritten Signature]
[REDACTED]

Signature of Person providing the above information

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I N T E R V I E W

(10:00 a.m.)

1
2
3 MR. MUISE: This is Marcel Muise, Marine Investigator with
4 the National Transportation Safety Board. It is Tuesday, the 20th
5 of April in the afternoon. We are in Houma, Louisiana, or outside
6 of Houma, Louisiana, interviewing the Chief of the Prevention
7 Department from MSU Houma regarding the capsizing of the lift boat.
8 That's right, I'm looking at *Dixie Endeavor* -- the *Seacor Power*.

INTERVIEW OF COMMANDER [REDACTED] [REDACTED]

BY MR. MUISE:

10
11 Q. So Commander, if you would just introduce yourself for the
12 record, please? And spell your name?

13 A. Good morning, my name is Commander [REDACTED] [REDACTED],
14 Martin [REDACTED] spelled [REDACTED].

15 MR. MUISE: And let's go around the room too, again. Go
16 ahead.

17 MR. [REDACTED] [REDACTED] [REDACTED] I'm with the Coast Guard.

18 UNKNOWN SPEAKER: Spell your name.

19 MR. MUISE: Mr. [REDACTED]

20 MR. [REDACTED] Oh, I'm sorry, [REDACTED]

21 MR. MUISE: Okay. We have everybody's spelling already, so
22 that's good enough, I think. Except for yours, go ahead.

23 LT [REDACTED] Lieutenant [REDACTED] [REDACTED] Coast Guard legal
24 counsel here with Commander [REDACTED]

25 MR. MUISE: And can you spell your name?

1 LT [REDACTED] [REDACTED] .

2 MR. MUISE: Keep going.

3 MR. CENAC: Michael Cenac, Seacor Marine.

4 CAPT PHILLIPS: Tracy Phillips, I'm the Chair of the Marine
5 Board of Investigation.

6 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

7 MR. EHLERS: Drew Ehlers, NTSB.

8 MR. PRESTON: John Preston, ABS.

9 MR. KUCHARSKI: Mike Kucharski, NTSB.

10 LT [REDACTED] [REDACTED] [REDACTED] Marine Investigator with the Coast
11 Guard.

12 LCDR [REDACTED] [REDACTED] [REDACTED] Legal Advisor to the Marine Board of
13 Investigation for the Coast Guard.

14 BY MR. MUISE:

15 Q. And Commander, you -- once again, you agree to record this
16 interview?

17 A. Yes.

18 Q. Commander, can you tell us what it is you do, and how you got
19 to where you are now?

20 A. Sure. I am the Chief of the Prevention Department at the
21 Marine Safety Unit in Houma. So, I oversee the Inspections
22 Division which covers vessel inspections, the Marine
23 Investigations Division, and our Facilities and Waterways
24 Divisions at the Marine Safety Unit in Houma.

25 Q. Can you describe the MSU's AOR force?

1 A. Yes. So our MSU is kind of unique. We are a subunit of
2 Sector New Orleans, but we actually retained our own Captain of
3 the Port Officer in Charge Marine Inspection authority, even
4 though we are a subunit. So our AOR basically goes from mile
5 marker 20, the ICW, and extends all the way west to mile marker
6 one hundred and ninety of the Intracoastal Waterway. And then
7 also for 200 mile, so the offshore of the coast of Louisiana. So
8 we actually have two subunits under MSU Houma: Marine Safety Unit,
9 Morgan City, and the Marine Safety Detachment in Lafayette that
10 have their own respective AORs. Those AORs essentially end at the
11 coast lines so Marine Safety Unit Houma's AOR accompanies the
12 offshore portion in which the casualty that we're here for
13 occurred in.

14 Q. Okay. And the MSU is a subunit of the Prevention Department
15 in New Orleans, or directly to the Deputy --

16 A. Directly to the Sector Commander.

17 Q. Directly to the Sector Commander, okay. Can you describe the
18 inspected fleet that you're responsible for?

19 A. So our inspected fleet -- we have a multitude of types of
20 domestic vessels that we inspect. We also conduct Port State
21 Control Exams on Foreign Flag Vessels that enter our zone. We do
22 everything from offshore supply vessels, to towing vessels,
23 commercial fishing vessels. We have a wide variety, mainly geared
24 towards the offshore industry I'd say is where our inspections
25 load is mostly geared towards -- on the vessel side.

1 Q. Okay. And how would a vessel like the *Seacor Power* fit into
2 that inspection regime?

3 A. It falls into a class of vessels that we call the "floats"
4 (Ph.). We do have a substantial of -- number of them within the
5 zone that we do inspect. *Seacor Power* was last inspected by my
6 inspections division, and so we've actually issued the Certificate
7 of Inspection for the *Seacor Power*.

8 Q. Okay. And she's inspected under Subchapter L; is that
9 correct?

10 A. That's correct.

11 Q. Do you have any Subchapter I or T lift boats in your AOR?
12 Are there any left?

13 A. So lift boat multi-certification has only recently started
14 and it's for lift boats that are under 300 gross tons, so this
15 would not fall into that category. We are just -- I believe there
16 are two projects in the Marine Safety Detachment Lafayette for
17 multi-certification, but our lift boats our traditionally
18 inspected under Subchapter L.

19 Q. Okay. I'm familiar with a Commandant Memo, or a Policy Memo
20 from 2002, 702. Does that ring a bell?

21 A. It does, yeah.

22 Q. Is there any others that I -- that we should be aware of that
23 would --

24 A. Off the top of my head I can't -- I mean, there's policies
25 related to the inspections of lift boats that are captured in NVIC

1 or other DEA internal policy, but off the top off my head --

2 Q. Okay. That was my next question. Is there local policies or
3 district level policies that we should be familiar with?

4 A. There are some that pertain to leg inspection intervals. And
5 that's really the only ones that I can remember off the top of my
6 head.

7 Q. How about specifics of lifesaving, and things like egress and
8 life rafts, or anything to do with lifesaving.

9 A. That would be based on the vessels route.

10 Q. Okay. Can you --

11 A. And subject's route.

12 Q. Okay. The -- I'm familiar with one other incident recently,
13 the Ram 18 capsized. Is there any other significant -- small as,
14 significant, or serious incidents regarding lift boats that didn't
15 rise to the level of a marine -- major marine casualty that we
16 should look at when -- as a part of this investigation, as well.

17 A. Not since I've -- so I reported in the summer of two-thousand
18 and nineteen. So not since I've arrived here have there been
19 significant casualties to that level. The Ram 18 actually
20 occurred before I reported -- although we did oversee some aspects
21 of the potential salvage of that vessel. That's all we've had
22 involvement with -- at least that I've had involvement with.

23 Q. Okay. Is there common problems that your inspectors find on
24 -- specific to lift boats? Like, what is the -- in the top five
25 deficiency list, what would -- what are, for lift boats, what do

1 you -- what comes across your desk?

2 A. I don't necessarily review all the deficiencies associated
3 with them. That's not a part of my casework review process that I
4 have visibility on from the department head levels. So really
5 something that would be brought to my attention would be a pretty
6 serious issue regarding the lift boat to which I can't recall any
7 serious deficiencies. Most of the deficiencies we've issued for
8 lift boats have been in line with our other inspected fleet
9 related to common machinery issues, some documentation type
10 issues. I did review -- although I did not have oversight until
11 today, specifically for this vessel -- but I did review the
12 deficiencies that were issued at the last inspection.

13 Q. Okay.

14 A. And they are in line with what we typically see on the lift
15 boat inspections.

16 Q. Is there trends in the lift boat fleet for -- a new
17 technology or new service? Are they being used for different
18 things now? Especially with the economy the way it is.

19 A. Wind.

20 Q. Okay.

21 A. Yes, now that the definition of Subchapter L has been
22 determined to be -- include wind energy, we have seen a shift in
23 which we have received requests from operators to go to places
24 like the East Coast to conduct operations.

25 Q. How would they do that? What --

1 A. As long as it's under the auspices of their current COI that
2 they've been issued, as long as it's within their routes and
3 conditions they can make that transit and take those contracts on
4 the east coast. Specifically within District 1 and District 5 of
5 the Coast Guard.

6 Q. Does District 1 or District 5 have any -- are they
7 promulgating any additional guidance for lift boats going there?

8 A. I know there are discussions for that, and I know that our
9 District Office has been involved with this. I believe the Nation
10 Center for Expertise has also engaged in those discussions with
11 the district.

12 Q. Okay.

13 A. I have not talked directly with any OCMI's or Prevention
14 Department heads from either district regarding operations over
15 there. We have sent some correspondence from the Marine Safety
16 Center to them. So some of our vessels are being inspected on the
17 east coast.

18 Q. So is there a revision of L coming that's going to add wind
19 insulation vessels?

20 A. So if we were to leave that definition it would probably
21 United States Code that would have to be changed in order for that
22 to make its way down to Subchapter L.

23 Q. Okay. Are there -- are you aware of any major changes, or
24 significant changes to Subchapter L since it was introduced --
25 what, it's 25 years old now, right?

1 A. Correct. Well, I believe the most significant addition would
2 be what we refer to as El Grande, which would be for vessels under
3 Subchapter L that are over six-thousand ITC, so International
4 Tonnage.

5 Q. That's in there now, or that's on its way?

6 A. That's in there now.

7 Q. Okay. Is there any other proposed rigs in the pipeline that
8 you -- changes to the L that you might be aware of?

9 A. Not that I'm aware of for tracking.

10 Q. Okay. How does the Motor Code, or OSV Code come into play?

11 A. I don't believe either one of these would apply to lift
12 boats. We do have lift boats that engage in international voyages
13 but that's done as a cargo ship.

14 Q. Okay.

15 MR. PRESTON: And as a clarification, may I?

16 MR. MUISE: Please.

17 MR. PRESTON: This is John Preston. You're referring to the
18 IMO Motor Code?

19 MR. MUISE: Yes.

20 MR. PRESTON: And you said MOU Code?

21 MR. MUISE: The Motor Code and the -- I'm sorry, the OSV
22 Code.

23 MR. PRESTON: OSV Code --

24 MR. MUISE: And/or the Motor Code.

25 MR. PRESTON: Okay. I'm not familiar with the OSV Code, I

1 guess.

2 MR. MUISE: Okay.

3 BY MR. MUISE:

4 Q. I -- and that's -- is there anything else you can think of
5 that would help -- that we should know about that would help us
6 with -- investigate this kind of incident? We're going to talk to
7 your inspectors specifically about the *Seacor Power*, so --

8 A. Lift boats are something that's unique to this area. It's
9 unique within the Coast Guard. I know our inspectors go through
10 extensive training in the qualification process geared towards
11 lift boats. So personnel within my Inspections Division that have
12 offshore supply vessel qualification have received extensive
13 training, sign offs, and also questions during their board process
14 as to lift boat operations unique equipment that they have. We do
15 conduct extensive on-the-job training -- not just at this unit,
16 but at other subunits within our zone that have lift boats,
17 particularly Marine Safety Detachment Lafayette has a very large
18 lift boat fleet. And we consider that to be kind of our center of
19 expertise for when it comes to lift boat operations, so we send
20 our personnel there for training. We just recognize it's a very
21 unique platform, so we pay a lot of attention to them.

22 Q. Okay.

23 MR. MUISE: Go ahead, Drew, sorry.

24 BY MR. EHLERS:

25 Q. So kind of following-up on what you just said. First of all,

1 for an inspector, is a lift boat a separate qualification than
2 OSV?

3 A. It's something that I believe that some ports can defer --
4 the lift boat portion, just if they -- it's not a part of their
5 fleet. But for our OSV qualification at Marine Safety Unit Houma,
6 we do require the lift boat knowledge for --

7 Q. So it's part of the overall OSV --

8 A. Yes.

9 Q. -- qualification? And you mentioned very specific, in-depth
10 training -- I think you said on-the-job training. Can you give a
11 little bit more detail about that training that goes in for
12 inspectors -- for -- specific to lift boats?

13 A. Yes. So we have some yards in Houma -- or in some companies
14 that have lift boats that even if we're not conducting, say a
15 formal inspection, we'll reach out to those yards in pass just to
16 do on-the-job training just to go through one of their platforms,
17 not necessarily going through an inspection. It gives us the time
18 to be able to just spend an entire day going over what lift boats
19 are, what they do, and talking to the port captains, talking to
20 the captains, talking to the operators about the unique fleet.
21 And then if we have an opportunity -- as in, say, they're pulling
22 the legs, to do a test of the legs, we'll witness that, and go
23 watch and talk through what they do in that process.

24 Q. Okay. Actually leads into to my next question. Is part of
25 the inspection include a test of the legs deployment and

1 retraction? (verbatim)

2 A. Not specifically, no. We do test the equipment associated
3 with those, and then there are specified intervals that the legs
4 are pulled at for inspection, and that's noted on the vessel's
5 Certificate of Inspection; when they were pulled, and dates, and
6 when they're due again for this.

7 Q. Okay. The specific area -- the equipment associated, can you
8 go into a little bit more detail on that? What equipment
9 specifically?

10 A. So it's been a while since I've inspected them so I can't
11 speak specifically to the exact workings, which is the rack system
12 that lowers and raises the legs so at each, you know, base of the
13 leg -- the mechanical equipment associated with raising and
14 lowering the legs is inspected.

15 Q. Okay. Is there any time requirement for how fast the legs
16 can be deployed or retracted?

17 A. I don't know if that's specifically addressed in the lift
18 boat's operations manual. I know that operations manuals can be
19 very extensive in what they specify. I can't off the top of my
20 head, from my recollection, state in there, if it gives
21 specifically the rate at which how quickly a leg could deploy. It
22 would be specific to each vessel class for it to work.

23 MR. EHLERS: Okay. Thank you.

24 MR. MUISE: Mike, do you have anything?

25 BY MR. KUCHARSKI:

1 Q. Hello, Mike Kucharski, NTSB. Do you know if specifically if
2 the *Seacor Power* is enrolled in the Alternative Compliance
3 Program?

4 A. It's not.

5 Q. It's not? Okay.

6 A. That would've been noted on the Certificate of Inspection.
7 So I do sign with by direction authority Certificates of
8 Inspection for vessels in our fleet of responsibility. And I did
9 review the COI recently, and I reviewed it again before our
10 interview today, and it is not enrolled in the Alternate
11 Compliance Program.

12 MR. KUCHARSKI: Thank you.

13 MR. MUISE: Coast Guard?

14 BY CAPT TRACY PHILLIPS:

15 Q. Tracy Phillips. The inspectors that were involved in last
16 inspecting the *Seacor Power*, how long have they been in the unit?

17 A. So, Mr. [REDACTED] is transferring this summer. That would have
18 been a three-year-tour for him. And Mr. [REDACTED] arrived in 2000,
19 and this will be two years for him. He's still -- he is not OSV
20 qualified yet. He was a trainee. Mr. [REDACTED] was the lead qualified
21 inspector, and I would consider him to be one of the more senior
22 junior officer OSV inspectors.

23 Q. Okay. And did they come to the unit as qualified
24 individuals? Or did they come to the unit without previous
25 inspection experience?

1 A. Mr. [REDACTED] came as an apprentice for an inspector with no
2 previous experience, but he was a Merchant Marine Academy grad.
3 Which lead to some technical expertise that sometimes our officers
4 that are in apprentice statuses don't necessarily bring to the
5 table.

6 BY UNIDENTIFIED SPEAKER:

7 Q. I can ask a follow-up. I don't have experience with -- as a
8 Coast Guard inspector, so I'll have to ask some basic questions.
9 So when you conduct an inspection with a qualified inspector and
10 an apprentice, is the qualified inspector and the apprentice
11 always side-by-side, do -- are they -- or are they looking at
12 different things at the same time?

13 A. In this case, since it was the two of them, they would have
14 stayed together during the inspection. In cases where we might
15 have multiple OSV qualified individuals on the inspection there
16 would be an ability to split the team because then there is a
17 qualified and, what we refer to as a "break-in" conducting
18 portions of the exam, but the exam is supposed to be lead and
19 conducted by a qualified individual.

20 Q. So as an apprentice, you would not have been charged with
21 looking at something separately.

22 A. He might have been under the direction of Mr. [REDACTED] for
23 portions of the exam, so Mr. [REDACTED] would've been next to him,
24 observing him as he might've been asking for certain pieces to
25 exam, and certain pieces of equipment, run certain tests on

1 equipment, or review documentation. But, he would not have been
2 allowed, by himself, to be conducting portions of the exam without
3 the qualified there with him.

4 Q. Okay. How long does it typically take to do an inspection of
5 a lift boat?

6 A. A lift boat of -- this was one of the larger lift boats in
7 our fleet, so I would say a typical lift boat inspection -- so
8 this was an annual inspection -- I would say it would take
9 probably at least four hour to complete. And that was all
10 dependent on the condition of the equipment, how drills went, or
11 any other issues that might have been identified during the course
12 of the inspection that would have had to been worked through prior
13 to the end of it. So, there's kind of inspections that we have
14 that go clean, where there's no issues from start to finish.
15 There are some where we have issues that are rectified during the
16 course of the inspection that might lengthen it, or there are
17 deficiencies where we would have to come back for a visit
18 afterwards.

19 MR. MUISE: *Seacor?* Oh, I'm sorry.

20 CAPT PHILLIPS: Tracy Phillips again.

21 MR. MUISE: Go ahead.

22 BY CAPT PHILLIPS:

23 Q. For -- Mr. [REDACTED] is a qualified inspector, is that right?

24 A. Yes, Captain.

25 Q. What would -- how would you rate his level of lift boat

1 experience as compared to other inspectors in your shop?

2 A. To compare him to other junior officers in the shop -- our
3 more -- one of our more senior, yes. He's departing this summer,
4 so he's kind of at the top end of his experience as a Junior
5 Office, First Tour, Apprentice Marine Inspector. So I know he's
6 very familiar with lift boats as an inspection platform.

7 BY MR. EHLERS:

8 Q. Sorry, Drew Ehlers, again. How many inspectors do you have
9 in your shop?

10 A. I have 40 officers. I have six enlisted, and five civilian
11 inspectors.

12 Q. Okay. And of those, how many are qualified, and how many are
13 in an apprentice status? Do you have a -- or a rough number would
14 be fine.

15 A. That would have to be a follow-up for specifics, so -- and
16 then we -- our qualifications would -- are kind of dependent on
17 what level of their training they're in. So, for us, in the track
18 that we usually put people on, OSV is one of the last
19 qualifications that they would obtain prior to departing from the
20 unit for their future assignment. So, we -- it is a major
21 qualification in the eyes of the Coast Guard. So, it's something
22 that they would not work at attaining until more -- until later in
23 their tour.

24 Q. And how long -- when you say later in the tour, how long from
25 reporting more as an apprentice to OSV qualification is typical?

1 A. I would say a typical time frame would be probably two years
2 -- it would be pretty quick -- up to about 30 months. Because we
3 typically like to only give folks an OSV qual. with them having
4 about six months left at the unit so they're actually able to
5 apply that qualification prior to departing. So, the aim is to
6 not issue somebody a qualification on their way out the door, and
7 then send them to a port with real no -- with no real practical
8 experience and independently conducting inspections on that
9 platform.

10 Q. Can you give me a sense of how many inspections they would
11 have conducted as an apprentice before they get to that level? Is
12 there any time --

13 A. On just offshore supply vessels?

14 Q. Yeah.

15 A. Oh, I'd -- so when I review a qualification packet for
16 somebody that's passed their Board, they do provide a list of
17 vessels that they have inspected during their qualification
18 process. So, for OSVs -- we're a high volume OSV port, so I would
19 typically see at least 20 to 30 offshore supply vessels just on
20 that training record, which may not encompass all of the vessels
21 they have been on during the course of their training.

22 Q. How many of those would've been lift boats?

23 A. I would say maybe 25 percent or less.

24 MR. MUISE: Seacor? Do you have any questions?

25 MR. CENAC: Just an additional -- we can validate we've been

1 engaged by Coast Guard in the past -- MSU Houma to come on board
2 and conduct training for deputies and surveyors. So, that is
3 something that we participate in as a company.

4 MR. MUISE: Okay. Do you have any questions for the
5 Commander?

6 MR. CENAC: Not at this time. Thank you.

7 MR. MUISE: Again -- oh, sorry, Mike. Go ahead.

8 BY MR. KUCHARSKI:

9 Q. Mike Kucharski. Can you explain the interplay, or difference
10 between a hull inspection and a COI inspection?

11 A. So, the hull inspection is limited to the vessel hull. The
12 COI inspection wouldn't cover -- would cover all the vessels
13 equipment to include lifesaving, firefighting machinery, etcetera.

14 Q. Did -- do you need the hull inspection first to get the COI?

15 A. For initial COI -- well the hull inspection could run on a
16 different interval than the actual -- so the Certificate of
17 Inspection's issued for a five year period with annual inspections
18 occurring, and one periodic inspection either occurring during the
19 second or third inspection during that five year interval. And
20 then because a majority of our lift boats operate in salt water
21 versus fresh water service, their dry docking interval would be at
22 twice at five.

23 Q. So that hull inspection is twice?

24 A. It is to occur twice within a five period with no more than
25 three years.

1 Q. And the -- is it always a dry docking or can they just lift
2 and you do the inspection?

3 A. They can lift. Although, this could run concurrently with
4 something like a leg to pad inspection, which could be part of it.
5 It just depends on the interval. So, we note on the Certificate
6 of Inspection 'cause we realize a lot of these cannot be
7 necessarily in the alignment, so it's the inspectors -- during
8 their review before they go conduct the inspection look at all the
9 dates to see what's coming here for the vessel, and then conduct
10 whatever's applicable to that period.

11 Q. Mike Kucharski, again. And is the pad inspection a different
12 inspection?

13 A. That is. I believe it's a UT test of the well for the leg to
14 pad connection.

15 Q. And I notice some of the documents that had that UT in them.

16 A. Yes.

17 Q. Rating -- so is it -- is that part -- the pad inspection, is
18 that part of the hull inspection? Or is it a separate type of
19 inspection from the hull?

20 A. I'd have to take a look. I believe sometimes they're
21 staggered, and sometimes they're in alignment.

22 Q. And is that a two and five, or is that a --

23 A. I believe that it's every two-and-a half years for the leg to
24 pad.

25 Q. And is that for all the pads? Or is it just for --

1 A. They would be conducted at the same time.

2 Q. The same time? Thank you.

3 A. At least on the certificates that I've reviewed. They've all
4 showed the same dates. It just -- I believe it makes more
5 financial sense to pull all at one time rather than stagger them
6 and have to take the vessel out of service in order to do that.

7 MR. MUISE: John?

8 BY MR. PRESTON:

9 Q. John Preston, ABS. Are the legs part of the hull? Or are
10 they part of the COI?

11 A. They're treated as separate. If -- have you all had a chance
12 to review the Certificate of Inspection? So you'll notice on
13 there that it has the legs, and it has the various inspections on
14 there. So, it is -- they are kind of treated as separate.

15 Theoretically -- not in the case of this vessel, I'm just speaking
16 theoretically, you could have a case where they could do a leg
17 inspection, or pull legs or do something that's outside of the
18 normal interval. That would then start staggering dates, so
19 that's why it's really important for us and the COI to capture
20 when things were done and then future dates that they're required
21 after that.

22 MR. MUISE: Any other follow-ups, anybody?

23 BY MR. MUISE:

24 Q. Okay. My last question is -- and Mr. [REDACTED] will probably
25 shut me down, but if you had a wish list of what you would add to

1 Subchapter L, or, you know, what would you -- is there issues out
2 there that you think need to be corrected?

3 A. Well, I can speak -- so Subchapter L doesn't include just
4 lift boats, it's --

5 Q. Right. Right, so --

6 A. -- it's an offshore supply vessel --

7 Q. Let's limit it to lift boats, then.

8 A. I would say for Subchapter L, specifically for lift boats, I
9 see lift boats as a generally safe fleet. I've done a previous
10 tour in this zone at Marine Safe Unit, Morgan City from 2003 to
11 2007. I'd say that the quality of the lift boat fleet has
12 improved since the last time I was here. I believe they're a
13 professional fleet, and I can't really speak anything specifically
14 right now. I think that the Coast Guard is taking a very close
15 examination as this transitions to these vessels doing some more
16 wind work on the east coast. And I believe from a regulatory
17 perspective, not just that, but because it's a different operating
18 area. These vessels are traditionally operated in the Gulf of
19 Mexico, so they're used to operating on the different type of
20 seabed, maybe some different type of sea conditions. So, as the
21 transition goes to the east coast, I think the Coast Guard is very
22 focused and tuned into what the potential changes could be, and
23 whether or not that would have a regulatory impact down the road.

24 Q. Okay.

25 MR. KUCHARSKI: I do have a follow-up question.

1 BY MR. MUISE:

2 Q. Oh, actually one other follow-up I forgot. Mike mentioned
3 ACP -- is SIP still a thing? Are you familiar with that --

4 A. Not with Subchapter L.

5 MR. MUISE: Not with L, okay. Sorry, Mike, go ahead.

6 BY MR. KUCHARSKI:

7 Q. When you do your inspections, do you look at the operations
8 manual at all?

9 A. It depends on the inspection. So, the operations manual is
10 approved. Now in the case of the *Seacor Power*, they're operations
11 manual is over 300 pages long. So I -- a comprehensive review is
12 really not necessary during the inspection. That's reviewed by
13 ABS, that's reviewed by The Coast Guard, and it's approved. So
14 our inspectors -- some of that might be on some of that may be on
15 -- be beyond some of their technical knowledge regarding
16 stability, operating conditions, etcetera. So, the approval of
17 that operations manual is kind of taken as *prima fascia* that
18 what's in there is correct, and we're just there to verify that
19 those conditions are being met. But if there are some aspects to
20 the inspections -- say we're talking to the Master, and we don't
21 necessarily -- might be asking some questions of things that we'd
22 like to verify in the operations manual, they're available and our
23 inspectors to review them as part of the inspection process.

24 Q. Okay. And to follow along on that, you would verify that
25 some of the -- like you said it's 300 pages. Do they ever verify

1 if stability is being calculated on the boats?

2 A. As long as it's being done in accordance with the operations
3 manual. So, preloading -- all those kind of procedures that go
4 into jacking up and staying on station, those kind of conditions,
5 yes. But I mean there's a -- lift boats are very technical. And
6 so it's -- we trust when we look in those operations manuals that
7 those conditions in there are what they should be.

8 Q. But actually to see if they're calculating the -- if they're
9 any calculations made. Do you ever do that? You know not to
10 verify the actual calculations.

11 A. I don't believe that's something that would come up during
12 the course of, say, an annual inspection. But, it's what we would
13 call kind of clear grounds if we saw something that was, maybe
14 amiss, or some additional questions that we wanted to ask to kind
15 of expand into that area, if we wanted to. But, I -- since I've
16 been here at MSU, both of those specific issues have not been
17 brought to my attention during any type of expanded investigation.

18 MR. MUISE: Go ahead, John.

19 BY MR. PRESTON:

20 Q. Based on your experience with offshore units, do you think
21 that there is a need for the U.S. to have a mobile offshore unit
22 code or designation for a non-drilling offshore units that act or
23 are shaped like a drilling unit?

24 A. So this would be kind of incorporating lift boats into more
25 of like a motor code type of --

1 Q. Yeah, it could be --

2 A. -- type structure?

3 Q. Yeah.

4 A. I think they're operations are different. I would say that
5 something like a jack-up rig is on station for longer periods than
6 a lift boat is. So just the nature of operations, I don't know if
7 I would necessarily put them in the same category. I think
8 there's other considerations you'd have to make before considering
9 that type of consolidation.

10 MR. MUISE: Any other follow-ups? Okay. What time do you
11 have?

12 UNIDENTIFIED SPEAKER: 2:37.

13 MR. MUISE: It's 1437, Central Time, and we will conclude
14 this interview.

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CAPSIZING OF THE LIFTBOAT *SEACOR*
 POWER SOUTH OF PORT FOURCHON,
 LOUISIANA, ON APRIL 13, 2021
 Interview of Commander [REDACTED] [REDACTED]

ACCIDENT NO.: DCA21MM024

PLACE: Via Microsoft Teams

DATE: April 21, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

[REDACTED SIGNATURE]

Carolyn Hanna
Transcriber