

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CAPSIZING OF THE LIFTBOAT *SEACOR*
POWER SOUTH OF PORT FOURCHON,
LOUISIANA, ON APRIL 13, 2021

Accident No.: DCA21MM024

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Interviews of: LTJG [REDACTED] [REDACTED] Apprentice Marine Inspector
Houma Office

LTJG [REDACTED] [REDACTED] Apprentice Marine Inspector
Houma Office

Tuesday,
April 20, 2021

APPEARANCES :

MIKE KUCHARSKI, Group Chairman for Operations
National Transportation Safety Board

██████ EHLERS, Investigator in Charge
National Transportation Safety Board

MARCEL MUISE, Marine Accident Investigator
National Transportation Safety Board

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

█████ ██████ Member
U.S. Coast Guard Marine Board of Investigation

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JOHN PRESTON, Chief Surveyor Offshore
American Bureau of Shipping (ABS)

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Chief Security Officer
Seacor Marine

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I N T E R V I E W

(3:01 p.m.)

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2
3 MR. KUCHARSKI: Welcome again, gents. And thanks for coming
4 down. Do you remind if we record this interview? Is that okay?

5 UNIDENTIFIED SPEAKER: Yes.

6 UNIDENTIFIED SPEAKER: Yes, sir.

7 MR. KUCHARSKI: Yeah, thanks. Yeah. Thanks. Sometimes you
8 nodding will not --

9 UNIDENTIFIED SPEAKER: Right.

10 MR. KUCHARSKI: So I'll ask you to affirmatively say so.
11 Okay. And so if there's any question that I ask you, if it's --
12 if I'm unclear or it sounds ambiguous, whatever it is, just ask
13 for clarification. Okay. All right. Today is the 20th of April
14 2021. It's 3:01 p.m., 1501 p.m., Central Daylight Time. We're
15 here in Houma in the Emergency Response, Terrebonne Parish,
16 Emergency Response Center. And we're gathered here today to -- as
17 part of the investigation of the capsizing of the *Seacor Power*.

18 And I'll go around the room now, and ask if you'll introduce
19 yourself. Okay, we'll start with you two fellows, okay. And then
20 please spell your name fully. Okay.

21 LTJG [REDACTED] I'm Lieutenant Junior Grade [REDACTED] [REDACTED] Spelled
22 [REDACTED]. I'm a marine inspector -- apprentice marine
23 inspector here at MSC Houma. I have been here now for almost
24 three years. I am currently -- got quals for small passenger

1 vessels, barges, offshore supply vessels, dry dock inspector. And
2 then I'm working almost on my -- done on my machinery inspector.
3 I'm a Direct Commission Officer. That's how I commissioned into
4 the Coast Guard. I graduated from U.S. Merchant Marine Academy
5 when I was a marine engineering grad and an engine cadet. Sailed
6 at sea for about 300 days. Got my third engineer's license. And
7 then I went straight in the Coast Guard. MSC Houma was my first
8 unit, and I was the lead inspector that day.

9 LTJG [REDACTED] My name is Lieutenant Junior Grade [REDACTED]
10 [REDACTED]. I have been at MSC Houma for
11 about a year and a half now, almost two years. Currently have
12 qualifications in small passenger vessel and barge, and taking my
13 offshore supply vessel board next week. I was a trainee at the
14 time when I went with Mr. [REDACTED] onboard the *Seacor Power*. I
15 graduated from the U.S. Coast Guard Academy in 2017, and sailed
16 onboard the Coast Guard Cutter *Vigilant* for two years as a deck
17 watch officer. And then this is my second tour in the Coast Guard
18 at MSC Houma as an apprentice marine inspector. And that's my
19 background.

20 MR. KUCHARSKI: Okay. I'll continue around the room to make
21 the introductions here.

22 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast Guard. Spelled
23 [REDACTED].

24 MR. KUCHARSKI: I think we're okay. I think maybe Lieutenant
25 [REDACTED] I think you're -- you've already given your name in

1 another. Go ahead just --

2 LT [REDACTED] Roger. Lieutenant [REDACTED] [REDACTED] legal
3 counsel for the Coast Guard here accompanying Lieutenant Junior
4 Grade [REDACTED] Lieutenant Junior Grade [REDACTED]

5 MR. CENAC: Michael Cenac, Seacor Marine.

6 CPT PHILLIPS: Tracy Phillips. I'm the Chair of the Marine
7 Board of Investigations.

8 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

9 MR. EHLERS: Drew Ehlers, NTSB.

10 MR. PRESTON: John Preston, ABS.

11 MR. MUISE: Marcel Muise, NTSB.

12 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard investigator.

13 MR. [REDACTED] [REDACTED] [REDACTED] legal advisor for the Marine Board of
14 Investigations.

15 MR. KUCHARSKI: Okay. Great. Thank you all.

16 INTERVIEWS OF [REDACTED] [REDACTED] AND [REDACTED] [REDACTED]

17 BY MR. KUCHARSKI:

18 Q. So the -- specifically, I'm going to concentrate on your COI
19 inspection, okay, of the power. But prior to that, some questions
20 came up in a previous interview of your CO. Tell us about your
21 backgrounds. Let me start first with you, Lieutenant [REDACTED] You
22 were lead on the inspection there, correct?

23 A. Yes, sir.

24 Q. Okay. And tell us -- to get your qualifications, how many
25 liftboats did you -- were you inspecting at the time or had you

1 inspected, about?

2 A. So lift boats are grouped together as offshore supply
3 vessels. So it's truly an offshore supply vessel qual. It's not
4 really a qual liftboat. But you -- I would say at least probably
5 over a dozen to two dozen, at least, prior to -- just liftboats.
6 And then even more so offshore supply vessels. You even have, I
7 believe, your own liftboat, liftboat sign-offs, I think. It's on
8 individual addendum. And so you cover specific items regarding
9 the liftboats, but it's grouped under offshore supply vessels. Do
10 you want me to elaborate?

11 Q. And then -- so that was just to get your qualifications.
12 After that how many more have you inspected? Just -- I know you
13 say OSVs, but we're really -- I'm sort of interested in liftboats.
14 That's what this accident is about.

15 A. So I've been qualified, I think, since last April around. So
16 almost about a year today, around close to a year. I would say
17 probably a dozen liftboats prior to that one.

18 Q. So combined between the two, the training and --

19 A. Yeah. And that's not including liftboats I've probably
20 inspected while I was training under barge and Ts is just a break
21 in the -- I was -- it could be even more so. I mean, maybe close
22 to 30 to 40.

23 Q. And did you have training in addition to just on-the-job
24 training where you're going along with other -- a qualified
25 inspector?

1 A. Absolutely. I mean, I think, I mean, that's just something
2 within -- if you're in the military, the Coast Guard, you show up
3 to your job, and you're trained heavily by the inspectors over
4 you, and you have a 180-page PQS is what we call it, Performance
5 Qualification Standard. And you have about six or seven rows per
6 sign-off for one page, and then you have the sign-off at the
7 bottom. So about 180 sign-offs, 7 rows for each. And that's just
8 for offshore supply vessel. There's separate PQS for small
9 passenger vessels, which you go through first; and separate PQS
10 for barge. And the Houma's policy is you're not even allowed to
11 start offshore supply vessels until you've done small passenger
12 vessels and barges. Because we consider offshore supply vessels a
13 higher -- you need more knowledge before you start offshore supply
14 vessels. So, yeah, within -- got to be at least between those
15 three PQSes, couple hundred sign-offs. And you have to prove your
16 knowledge and competency to that verification officer, is what we
17 call them. And then they'll sign it off, and you have to go
18 through those whole books. And for offshore supply vessels, you
19 have to do a ship ride as well where you go out to sea, and get
20 acclimated with an offshore crew for about a week or so.

21 You have to complete a machinery course. You have to
22 complete a marine -- a five-week marine inspector course at
23 Yorktown. We also go to Port State Control School, which is about
24 three weeks. You have to do, I believe, four check rides, which
25 is you before you get your qual they come onboard with you, and

1 they evaluate how you do the inspection. This is another
2 verification officer. And then we have -- and then you have a
3 final board where it's an oral board, and you're asked questions
4 by about three qualified inspectors, and you give your response.

5 So it's a pretty lengthy process, I would say, and it
6 requires all the -- a lot of the inspectors in training to really
7 -- makes you dive into the books, and study it, study at home, and
8 make sure you know all the regulations. And not only that, but
9 just gaining the experience too during all that time of inspecting
10 of vessels.

11 Q. Lieutenant [REDACTED] about how many yourself?

12 A. For OSV, so I came in a year after [REDACTED] In terms of what
13 boats I've done, I've probably done since I've been here anywhere
14 from 10 to 20.

15 Q. Okay.

16 A. That includes dry docks as well as what we would call top
17 sides, and that's really when we're doing COI or like we did for
18 this inspection.

19 Q. Okay. Great. Going into the actual activity summary report
20 for your COI inspection, which is the one missile activity ending
21 in 629.

22 A. Yep.

23 Q. Where it says that you were the team lead.

24 A. Yes, sir.

25 Q. Okay. Just want to make sure we're all on the same page. So

1 who was -- was there a company rep with you at the time?

2 A. Yes. With Seacor you mean?

3 Q. Yes.

4 A. Yes. David Cole, I believe, was onboard that day.

5 Q. Okay. And was -- there was the captain, chief engineer, the
6 crew. It was fully crewed at the time?

7 A. Right. Yes, sir. Yes, sir.

8 Q. Okay. When you -- before you went aboard, did you look at
9 the previous activity -- the activity report, or I guess the hull
10 exam? Did you look at that, review that?

11 A. Yeah. Before we do all our activities, we'll look at the
12 past year's activities, the past dry docks --

13 Q. Was there --

14 A. -- just to get a history.

15 Q. Was there anything off of that specifically that you saw on
16 there that caught your eye that you were looking at maybe a little
17 closer when you came onboard for the COI?

18 A. Honestly, sir, I can't remember. I can't --

19 LTJG ██████ You don't know? Do you remember?

20 LTJG ██████ I don't. I'd have to look at -- I'd have to
21 put my eyes on the activity again to remember. But as
22 Mr. ██████ said, we typically look at the last top side inspections
23 as well as any dry docks as well before we attend the vessel.

24 BY MR. KUCHARSKI: Okay. I think we may have to -- you may
25 have to identify yourselves.

1 UNIDENTIFIED SPEAKER: Okay.

2 MR. KUCHARSKI: Hopefully, the court reporter will be able to
3 know the two of you who is actually speaking.

4 BY MR. KUCHARSKI:

5 Q. So looking at the particular COI inspection here, it has in
6 here inspected bilge system. Okay. It's 1, 2 -- I can show you
7 where it is. It's right in about here. Do you see that?

8 A. LTJG [REDACTED] Yes, sir.

9 Q. Yeah. So what did you inspect in the bilge system? Do they
10 have bilge alarms on there that you know?

11 A. LTJG [REDACTED] Yes, sir, they had bilge alarms. We tested those
12 bilge alarms. So what we'll do is have them pull the alarms, and
13 then we'll go up to the bridge and listen for the -- bilge -- all
14 vessels require audible and visual bilge alarms to go off. So
15 they're typically just a level flow alarm. So if water rises, it
16 will set that alarm off, and then they'll know from the bridge.
17 So we tested those. We would test the pump, and we would just
18 basically turn it on, turn it off very quickly just to see that
19 the pump can operate and is working fine. And then just the
20 general overall condition of the system, making sure the, like,
21 bilge suction are required to have a strainer so that they don't
22 suck up, like, rags, in the system, and just that nothing was out
23 of place. And I don't know, anything else to elaborate on?

24 LTJG [REDACTED] No.

25 BY MR. KUCHARSKI:

1 Q. Okay. But to be clear, this is in the engine room that
2 you're -- the bilge alarm system is in?

3 A. Yes. Well, sir, there's -- LTJG [REDACTED] There's a bilge -- a
4 bilge alarm is required for every watertight compartment. So the
5 pump and the manifold was located in the engine room, and
6 typically will be located in the engine room, but they'll have an
7 individual bilge sensor in each water -- they're required to have
8 it in each watertight compartment. So there will be at least one
9 in the engine room, but there could be on also in the forward
10 accommodation space, rudder room, and any watertight compartment.

11 Q. Do you recollect if -- what they had on there besides the
12 engine room?

13 A. No, I do not. My guess would be around three or four, but I
14 don't know.

15 Q. Okay. Okay. But every watertight space you say --

16 A. Yes.

17 Q. -- would have that. And then the enunciator is up on the
18 bridge.

19 A. LTJG [REDACTED] Yes, sir. And we'll confirm the operation of
20 that from the pilothouse as well as from the engine room.

21 Q. Do you check each one of those floats or --

22 A. LTJG [REDACTED] We will typically test each one, but if, say it's
23 like ABS class vessel, and we spoke with the ABS rep, and he just
24 did it previously onboard, then we'll just typically spot check
25 maybe one or two just to go over their work. But if the ABS

1 surveyor confirmed that they tested all the alarms, we won't do
2 all of them.

3 Q. But in here where it says you tested the system specifically,
4 would that mean that you probably tested all them?

5 A. LTJG [REDACTED] Yes, sir, I would say so.

6 Q. Okay. It also says a little bit further down there went dark
7 in ship, and inspected emergency lighting along the line of escape
8 leading out of the engine room. Okay. So explain to us what the
9 e-lighting system, how that operated on there.

10 A. LTJG [REDACTED] Essentially, we, as the narrative talks about,
11 when the emergency -- well, when the e-power is kicked on, there
12 should be emergency lights that go along the line of escape
13 leading out from the engine room; and, also, if there's escape
14 hatches. And whenever we do that on an inspection, we're just
15 checking for burnt bulbs because that's, obviously, a key way to
16 find yourself if you're in that bad situation to get out of the
17 engine room, and make your way outside of the vessel.

18 Q. So did -- you talked about the engine room here. Do you
19 check the e-lighting anywhere else --

20 A. This is --

21 Q. Let me -- sort of -- that's a loaded question. Is there
22 e-lighting anywhere besides in the engine room? Let's establish
23 that.

24 A. LTJG [REDACTED] There would also be embarkation lighting near
25 the inflatable life rafts.

1 Q. How about inside the house? Is there any e-lighting inside
2 the house?

3 A. LTJG [REDACTED] I believe there would be lighting inside the
4 house. A lot of vessels will do it. I'm trying to remember the
5 exact regulation. I think some will say just fitted along the
6 line of escape up into the main deck, but I would have to double-
7 check. But I know regardless, we went up from the engine room
8 checking all the lights through the accommodations, and we made
9 our way to the bridge to check the radio working on e-power, and
10 the general alarm. So the -- if there were any emergency lights
11 out, we would have seen them, and wrote the deficiencies. So
12 there were not any out.

13 Q. And do you recollect what the power source for the e-lighting
14 was?

15 A. LTJG [REDACTED] I think it was battery powered storage batteries.
16 I don't think they had an emergency generator onboard. I can
17 double-check. I think it would be batteries.

18 A. LTJG [REDACTED] That's what I -- I called myself before because
19 I don't remember either, if they had an emergency generator or if
20 it was batteries.

21 Q. Okay. We'll do -- I'll do a little bit more research on
22 that, but that would be very helpful to understand what their
23 emergency system -- capsized situation for the vessel, right, the
24 law. So and do you -- did you look at -- so you don't -- you
25 believe it's battery. So you don't even know if you looked at the

1 batteries or the battery room itself?

2 A. LTJG [REDACTED] Yes, I'll just -- yeah. I'm not completely
3 certain, just it being a couple months ago, and some of the
4 inspections blend together inspecting about 100 or so boats a
5 year. But --

6 Q. The batteries, when they are fitted, are they generally dry
7 cell or wet batteries; do you know?

8 A. LTJG [REDACTED] Typically, the batteries we see are not your wet
9 lead acid batteries anymore like the old school batteries that
10 give off noxious fumes. And, typically, they're more, yeah, like
11 gel cell, more modern batteries that you don't have many problems
12 with anymore.

13 Q. And do you know off the top of your head if there's any angle
14 that those have to work under minimum?

15 A. LTJG [REDACTED] Off the top of my head, no, but I think there is
16 a requirement in regulation where it talks about, I think, within
17 maybe 10-degree list.

18 Q. In the second paragraph, a little bit further down, right
19 about in there, it says noted operation audible, visual alarm for
20 bilge and watertight door indicators. Okay. So the watertight
21 door indicators, the alarms for those, are those also on the
22 bridge?

23 A. LTJG [REDACTED] Yes, sir.

24 Q. Okay. And are those just audible or is it audible and
25 visual?

1 A. LTJG [REDACTED] I believe the requirement asks if you have a
2 Class 1 watertight door, all they need to do is have a visual of
3 when they're open. But some systems on the vessels we'll see will
4 go above and beyond, will also have an audible alarm. But I think
5 the regulation is just if you have a watertight, Class 1
6 watertight door, which is a hinged door that doesn't slide as a
7 quick acting, and they also need to have a visual indicator of
8 when it's open and closed on the bridge. And this is specifically
9 an exemption for vessels in the -- involved in the offshore oil
10 and energy industry.

11 Q. Okay. And from your recollection, these are just -- these
12 were hinged doors, were they?

13 A. LTJG [REDACTED] Yes, sir. I don't think they had any sliding
14 watertight doors onboard.

15 Q. Further down, the last paragraph, it says confirm that ABS
16 signed (indiscernible) documents. Do you see that paragraph?

17 A. Yes, sir.

18 Q. Yeah.

19 A. Yes, sir.

20 Q. And it says (indiscernible) COI onboard informed the captain
21 that a new COI would be booted containing verbiage for a portable
22 tank endorsement. Okay. So was that actually issued, the
23 portable tank endorsement?

24 A. LTJG [REDACTED] We routed the amendment, but by the -- it was
25 about to be ready to be mailed when this accident happened.

1 Q. Okay. So they were going to get the endorsement for the
2 portable tanks, but -- so you don't know -- do they actually have
3 portable tanks? Did they have them on there at the time?

4 A. LTJG [REDACTED] I don't recall them having any at that time.

5 Q. Looking at your checklist further down, okay, which has the
6 log it's called. You see that checklist there?

7 A. Um-hmm.

8 Q. Actually, no, that's no where I was going. Sorry. Let's go
9 up top. Sorry. Inspection results. Okay. You see that?

10 A. LTJG [REDACTED] Yes, sir.

11 Q. Yeah, yeah. Where it talks about certificates and
12 documentation, and structural conditions, watertight, weather
13 tight conditions. Okay. What does that mean water slash weather
14 tight conditions?

15 A. LTJG [REDACTED] So there's different standard versus of
16 watertight versus weather tight. So watertight has to withstand a
17 head of water pressure up to the whole height of the door sill,
18 and still -- and not allow water to intrude through the door.
19 Whereas, weather tight does not have that strict of a requirement,
20 and it's just supposed to keep water coming through from, say,
21 splashing from the weather. So watertight gaskets will be
22 typically a hard rubber; whereas a weather tight gasket will be
23 more of a less stringent softer foam material. So that specific
24 item there, so in our missile activities, we have to go through
25 all the items of the vessel. And so, yes, watertight, water and

1 weather tight conditions is one. So if we did not issue any
2 deficiencies regarding water or weather tight conditions, we would
3 mark that inspected satisfactory.

4 Q. Great. Great. And further down, well, actually, it says
5 structural conditions. What is it you look at for structural
6 conditions?

7 A. LTJG [REDACTED] For a top side inspection, before we even board
8 a vessel, we'll do a walk-around of what we can see of the hull,
9 depending on how the vessel is moored up at the time. And we'll
10 be looking at condition, again, of the hull, looking at any
11 markings such as if the vessel had a low line or draft marks. And
12 then just looking for any signs of -- if there are pollution, and
13 just condition of the main deck when we're getting onboard the
14 vessel.

15 Q. What was your general impression of the vessel?

16 A. LTJG [REDACTED] When we do, when we assess the vessel from the
17 outside, and from what we can see, we're looking for things like
18 indents, cracks, any damage. If we would see that, we would ask
19 for it repaired. So I would say that the vessel would be in good
20 condition with structural wise. You do get a better idea of that
21 on the dry dock and internal structure. That's the sole,
22 basically the sole purpose of why you're doing that inspection.
23 Whereas, the top side is not as involved within evaluating the
24 structural condition. But we did not see any glaring problems
25 with the vessel for structural condition wise.

1 Q. Okay. And cargo -- Item 06, cargo operations including
2 equipment. What is it you specifically look at for cargo
3 operations, including equipment?

4 A. LTJG [REDACTED] Cargo operations including equipment, that's an
5 item -- and these, all these items aren't vessel specific. So
6 cargo operations could be, say for a tank vessel, their cargo
7 pumps for their cargo onboard. Or I could even, you know, you
8 could even say for a container ship maybe the lashings, you could
9 consider that cargo equipment, the securing. So any cargo the
10 vessel is carrying, I would -- whether it's a liquid cargo or dry
11 cargo, any equipment involved whether that be pumps, systems,
12 securing equipment that would be what that would cover.

13 Q. So do you recollection down there if there's anything but
14 cargo related or equipment related that you looked at?

15 A. LTJG [REDACTED] I believe, I would have to think of what --
16 trying to remember what cargo they had onboard. I can't recall
17 exactly whether they carried the cargo like liquid mud or
18 anything, but we would look at -- more than likely test the pump
19 and overall condition of the system, but nothing that I can recall
20 from off the top of my head.

21 Q. Do you look at any documentation at the vessel -- not
22 certificates, but any logs that they keep or anything like that?
23 Do you go through those at all?

24 A. LTJG [REDACTED] Yes, sir. And we'll usually do -- we'll do
25 that on the bridge inspection, and you'll have deck related

1 documents, if you will, and engineering related. And it also
2 depends if it's international or not. If the vessel is
3 international, and it was over 500, it would need a Cargo Securing
4 Manual. But some other ones, again, depending on its route, oil
5 record book, which we talked about in our activity; garbage record
6 book; radio logs. Those would be some examples of -- for
7 automation, if they have that onboard for -- those are examples of
8 some logs.

9 Q. So the Cargo Securing Manual, over 500 tons, you would cite
10 that? You would look at that to see if they have it onboard?

11 A. LTJG [REDACTED] Yes, sir. It's a (indiscernible) requirement.

12 Q. And how about stability documentation calculations? Do you
13 see if they do any?

14 A. LTJG [REDACTED] We'll look at the stability letter or whether
15 that be a stability booklet or stability details. We'll look at
16 that. We'll see that they finished (indiscernible). That they're
17 operating within it. So for passenger vessels, they'll have a max
18 number of passengers that are allowed for that stability. It
19 wouldn't be the case for this liftboat. But we would confirm that
20 that matches up with the COI, and that they're not certificated to
21 carry more passengers; that nothing is expired. And, more so,
22 these letters and plans already approved. We're seeing that
23 they're there, and nothing is sticking out in our eyes as we're
24 going through the documents.

25 Q. And did you conduct a drill onboard the vessel that day?

1 A. LTJG [REDACTED] Yes, sir. We conducted a fire drill.

2 Q. Okay. Just a fire drill?

3 A. LTJG [REDACTED] Yes, sir. For when we do an annual inspection,
4 we'll do one drill. If it's a full COI inspection, so the five-
5 year, we would do all drills. So that would be a man overboard,
6 fire drill, abandon ship, as well as a security drill as well.

7 Q. So you didn't -- on that date you didn't do a man overboard
8 -- an abandon ship drill?

9 A. LTJG [REDACTED] No. We did not.

10 MR. KUCHARSKI: Questions? Follow-on questions?

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

12 BY MR. [REDACTED]

13 Q. When you all did the inspections, was there any contractors
14 onboard? Typically are there any contractors onboard when you do
15 inspections?

16 A. LTJG [REDACTED] They had an MISS technician onboard. I believe
17 that was out of the initiative of Seacor Marine, and that was
18 somebody onboard to help conduct the over speed testing of the
19 main engines. That is the only rep onboard that I can remember,
20 and I've -- we've noted it in our activity.

21 A. LTJG [REDACTED] I mean, ABS was onboard as well, but in terms
22 of third-party reps, and it's obviously only one I can remember.

23 Q. Right. I'm just talking --

24 A. Right.

25 Q. I'm sorry. Just clarifying. I was talking like in terms of

1 contractors.

2 A. Oh, sorry.

3 Q. Outside contractors, like, people that normally would stay
4 onboard the vessel for operational purposes.

5 A. LTJG [REDACTED] No, not that I can recall.

6 MR. CENAC: Michael Cenac, Seacor.

7 BY MR. CENAC:

8 Q. Do you get to choose what drill or is it dictated to you or
9 do you allow the crew to choose?

10 A. LTJG [REDACTED] The lead inspector has the discretion to choose
11 what drill based -- lot of times it will be assessed on what they
12 see, what they think maybe the crew possibly needs work on, what
13 drill they ran last year, what the activity said, or what drill
14 they haven't run recently based on the vessel logs. So say they
15 ran an abandon ship drill two weeks ago, but the fire drill last
16 week, then we would do an abandon ship or a man overboard. So,
17 yes, we get -- it is our, yeah, our discretion for the annual.

18 Q. And do you verify that they ran it in accordance to their
19 station --

20 A. LTJG [REDACTED] Yes, sir. And we'll quiz them, well, not quiz,
21 but we'll look at that ahead of time, and then when we do a brief
22 afterwards, we would ensure that everyone was carrying out their
23 responsibilities in accordance with that.

24 Q. And so that would include things such as muster station,
25 reporting according to their assigned duties, person in charge of

1 the drill?

2 A. LTJG [REDACTED] Yes, sir. And that's important to us because
3 at the end of the day they need to -- the way they train is in
4 accordance with that bill. They need to -- we need to verify that
5 they're doing that.

6 Q. And is the alarm sounded?

7 A. LTJG [REDACTED] Yes, sir.

8 MR. CENAC: Thank you.

9 CPT PHILLIPS: Few questions or just --

10 MR. KUCHARSKI: No.

11 BY CPT PHILLIPS:

12 Q. So one of the deficiencies said that (indiscernible) dripping
13 seawater.

14 MR. KUCHARSKI: That's Captain Phillips talking.

15 CPT PHILLIPS: Thanks.

16 BY CPT PHILLIPS:

17 Q. Do you recall anything about that deficiency?

18 A. LTJG [REDACTED] Yes. I recall a deficiency that's what I saw.
19 Basically, the shafts that go through the hull of the vessel,
20 sometimes they'll have a little bit of a drip. Sometimes it can
21 be a little more of a drip. A drip, if it's not an appreciable
22 amount, we're okay with. But what was happening was is that they
23 had a small -- and it was just the bilge, the vessel steel
24 containment. It was just the structure of the vessel, and it was
25 filling up with water from the drip of the shaft. And they had a

1 portable pump and piping system that they were -- but the engines
2 were not -- they were not pumping it overboard. That's what the
3 engineer told me. But they were pumping it into their, I believe,
4 it was their waste oil tank or their oily bilge tank. And
5 actually it was the zero discharge tank. And but it had the
6 ability from that portable pump system to go overboard. So I just
7 said because this portable pump system has the ability to
8 discharge overboard, and not go through the oily water separator
9 that it wasn't allowed. Because although that bilge water that --
10 that dripping is going to be seawater. But according to MARPOL
11 any water in the bilge is considered oily water, even if it's .01
12 percent oil it's considered oily water. So you have to treat it
13 like that. So they responded to that deficiency by just taking
14 that portable pump and piping system out.

15 Q. Okay. So do you remember how much water was coming through
16 the shaft?

17 A. LTJG [REDACTED] I would say no more than -- it's probably six to
18 -- six inches to a foot. Enough for me to notice. And you could
19 tell it was all just from the shaft dripping right there.

20 Q. Would you say it was running through the shaft seal or --

21 A. LTJG [REDACTED] It wasn't an on faucet, I would say. A little
22 more than a small drip, but nothing that we were concerned as for
23 inspectors.

24 Q. Okay. Do you know what MSI stands for? You said there was
25 an MSI technician onboard.

1 A. LTJG [REDACTED] I do not. I know it's a tech for the engine. Do
2 you remember? Do you know?

3 LTJG [REDACTED] No.

4 LTJG [REDACTED] We do not.

5 CPT PHILLIPS: Thanks.

6 BY CPT PHILLIPS:

7 Q. Do you recall where the Thru-Hull fittings were on this
8 vessel?

9 A. LTJG [REDACTED] There was a Thru-Hull fitting for the oily bilge
10 discharge. Trying to think of my systems. I wouldn't be able to
11 recall off top of my head, but I know just thinking of my systems,
12 they could have a seawater suction more than likely for their fire
13 main, and then the third one maybe for pulling for -- well, their
14 kill coolers, I think, were integral. I can't recall the third.

15 Q. That's okay. I was just curious. Do you recall inspecting
16 the lifejackets at all or do you not remember on this specific
17 vessel?

18 A. LTJG [REDACTED] Yes. We inspected lifejackets onboard the
19 vessel. From what I recall they were mostly located within the
20 staterooms of the people onboard.

21 A. LTJG [REDACTED] I do remember that as well.

22 Q. So you don't remember any lifejackets (indiscernible)?

23 A. LTJG [REDACTED] They may have had a work vest or two maybe
24 strapped or somewhere to where it was convenient on deck. But
25 other than that, no.

1 A. LTJG [REDACTED] And something that we impress upon, and it's in
2 the CFRs too, we make sure that during drills that work vests are
3 not work, and that's something a lot of companies enforce that
4 anyway in their internal policy. So we make sure to correct that,
5 if we see that as inspectors in the field, making sure that
6 they're wearing an approved lifejacket versus just a work vest.

7 Q. Do you recall if there were any contractors onboard during
8 that inspection or did you just see crew members?

9 A. LTJG [REDACTED] There was the MSI technician onboard. But other
10 than contractors, I can't recall.

11 A. LTJG [REDACTED] Are you asking if there -- are you talking
12 about offshore workers? I don't recall if there were or not.

13 Q. Okay.

14 A. I don't remember.

15 Q. Thanks. And on the COI part of the endorsement says that the
16 vessel is authorized to carry 12 additional offshore workers when
17 the vessel is spotted on location and successfully pre-loaded. In
18 your experience, is that a common condition on a liftboat or is
19 that rarely --

20 A. LTJG [REDACTED] I think this endorsement is referring to when the
21 vessel is jacked up, when it's on job, and they can have more
22 people onboard while they're working. Because it says spotted on
23 location. That's a -- that verbiage of it is one I haven't seen
24 before, but I know for these liftboats when they get on job, and
25 they're jacked up on -- next to an oil rig, they're allowed to

1 have more people onboard so long as when the vessel jacks back
2 down it is underway underwater (verbatim) that they're off by that
3 time. And that's an endorsement allowed in one of our policy
4 letters that just says that during that time they can have
5 additional members, I think.

6 CPT PHILLIPS: Thank you.

7 MR. EHLERS: Drew Ehlers, NTSB.

8 BY MR. EHLERS:

9 Q. So back to the dripping seal. How much water was in the
10 bilge? Do you recall? In the bilge itself.

11 A. LTJG [REDACTED] I can't recall exactly the bilge water. Although
12 I was looking in the bilges. So if it was an appreciable amount,
13 I would have noticed or said something, write a deficiency on it.
14 An appreciable amount, we -- it becomes a fire hazard. Because if
15 you have oily, you know, oil in the -- in your bilges then that's
16 an ignition source and supply. So --

17 Q. So when you were aboard, they were using a portable pump, is
18 that correct, to try and clear the bilge of that dripping water?

19 A. LTJG [REDACTED] It wasn't the entire bilge. It was only one
20 portable pump on each shaft seal of each engine. So it was a very
21 contained space, and they're only pumping out that water in that
22 contained space. It was probably maybe 2-foot by 2-foot right
23 underneath that shaft seal. So that's all that they were pumping
24 out. Because they -- yeah.

25 Q. Okay. If that enclosure filled, what would happen to the

1 water?

2 A. LTJG [REDACTED] If it filled, it would overflow into the bilge.

3 Q. Okay.

4 A. Into the rest of the bilge.

5 Q. Okay. Did they have a system for pumping bilges in port
6 without those pumps?

7 A. LTJG [REDACTED] I don't know the engineers' system of pumping
8 bilges, but they would have the capability to pump with their
9 bilge system all their watertight compartments.

10 Q. Okay. So these particular enclosures, they weren't
11 accessible by the bilge pumping system, but if they had
12 overflowed, they would have flowed into an area where the bilge
13 pumping system would have been able to take water away?

14 A. LTJG [REDACTED] Correct. Yeah.

15 Q. Okay. And the bilge pumping system is connected to the oily
16 water separator?

17 A. LTJG [REDACTED] Yes. The bilge system would be routed in through
18 the oily water separator, and that's what they'd have to route it
19 through to get under 15 parts per million, if they wished to
20 discharge any oily water overboard.

21 Q. Okay. When you inspected the vessel, it was fully floating,
22 legs retracted?

23 A. LTJG [REDACTED] I can't recall. Can you recall?

24 A. LTJG [REDACTED] I remember the vessel being jacked, but I don't
25 know -- up, but I don't know at what height it was.

1 Q. Okay. So was the hull in the water?

2 A. LTJG [REDACTED] I don't remember.

3 MR. EHLERS: Okay. I'll pass for now. Thank you.

4 MR. PRESTON: This is John Preston with ABS.

5 BY MR. PRESTON:

6 Q. As part of your review of the documentation, do you also
7 review the load lines?

8 A. LTJG [REDACTED] We'll look at the load line document. Want to
9 make sure that it's not expired; that it was endorsed by ABS.
10 We'll look at the load line itself; that it's permanently affixed
11 onboard, painted in contrasting colors, and that they're not
12 loaded over their load line. That would be what I would have
13 assessed onboard.

14 MR. PRESTON: Thank you.

15 MR. MUISE: This is Marcel Muise, NTSB.

16 BY MR. MUISE:

17 Q. I understand you didn't do an abandon ship drill on this
18 inspection. But can you walk me through what an abandon ship
19 drill would look like on a liftboat? How do they get off this
20 boat?

21 A. LTJG [REDACTED] Roger, sir. So how we would -- usually what I
22 would do is start -- how I would start an abandon ship drill is I
23 would brief the crew before, not that we were running specifically
24 abandon ship drill, but I'll say we're going to be running drills
25 or a drill. So they know that it is a drill. And that I brief

1 them, like, I want to see good communication. I want to see how
2 you guys perform. And then I would have everybody split up, and
3 say we would like to simulate underway environment. That we don't
4 want everybody to be grouped in the bridge or on the engine room
5 or galley. We just want everybody spread out like it's normal.
6 And then what I'll typically do is either I'll usually go up to
7 the bridge, and talk to the captain, and say, hey, you, while
8 you're cruising along, I'll present a scenario saying something
9 like you have run aground or you've hit something. And then I
10 like to see his assessment of possibly sending somebody down to
11 inspect what the damage is. Say that there is -- and I would say
12 there's water coming in. I'd like to see their -- that they have
13 the knowledge to pump bilges, and then I would say something,
14 like, the bilge pumps aren't keeping up. And then I would
15 essentially say, okay. Then I would see them going into an
16 abandon ship drill. Sometimes on my abandon ship drills, I will
17 go straight to, hey, we're abandoning ship now, and then I will
18 assess essentially the crew mustering, making sure that they have
19 everybody accounted for. Then I like to see that they know their
20 duties. If they have lifeboats or life rafts, they know their
21 station. That they know how to deploy the life rafts, where the
22 life rafts are, and that they are bringing the gear or whatever
23 they're supposed to bring to the life rafts that they're bringing
24 with them. And just general good communication throughout. The
25 captain is alerting the Coast Guard of abandoning ship, and

1 sounding the alarm to let everybody know. So I'll assess all of
2 that that they are doing.

3 It looks a little different on each vessel slightly, you
4 know, when there's 100 vessels. And that's okay for crews to have
5 it exactly how they have it down. But there's some general things
6 that I'm looking for in regards to the abandon ship drill.

7 Q. How do they get from the deck to the life raft, the life
8 boat?

9 A. LTJG [REDACTED] They'll typically just take the stairs if they're
10 from their stateroom or from -- they're on the 01, 2 or 3 deck,
11 they'll take the stairs down. The life raft's I'm pretty sure on
12 the main deck of the vessel. So they just go down the stairs, and
13 then they would just release the life raft from the pelican hook,
14 and let it -- push it overboard. Pull the painter. The life raft
15 would release, and then they could board it from the main deck
16 there. And that's all something I'm trying to assess that they
17 know how to do that as well during the drill. So I'll ask, like,
18 okay, how do I deploy this life raft? And I like to see somebody
19 explain to me.

20 Q. Is there a ladder (indiscernible) for a ladder to be found or
21 jump?

22 A. LTJG [REDACTED] I know for T boats, I think if the distance is
23 over 15 feet, they need a ladder. For L boats, for offshore
24 supply vessels, I'd have to recall. I can't remember if there's a
25 need for a ladder if the draft is over a certain feet.

1 A. LTJG [REDACTED] There is a special -- for liftboats policy
2 allows them to have, I guess, colloquially monkey lines, if you
3 will. So that would be what would take the place of what we
4 typically see as a Jacob's ladder.

5 Q. Okay. And that works also in the elevated position?

6 A. LTJG [REDACTED] I believe it would need to reach from their max
7 air gap down to the waterline. But I need, I would need to
8 double-check that.

9 Q. Okay. I heard you mention lifeboats. Are there liftboats
10 out there with lifeboats instead of life rafts?

11 A. LTJG [REDACTED] Now that I say that, lift -- or lifeboats are
12 required at 279 feet. So liftboats typically just by their
13 construction are very square, and a lot of times they don't get to
14 that length. So I don't think it's very common. It may be on,
15 say, like the liftboat *Jill*, which is one of the biggest liftboats
16 there is in the world. I think there's probably a lifeboat on
17 that one. But, generally, most of the liftboats are not going to
18 have life -- liftboats are not going to have lifeboats typically
19 because they're just not going to be required to because they're
20 going to be under the length requirement if it's needed. So
21 they'll have life rafts instead.

22 Q. Okay. Because the way I was reading 133, it looks like
23 they're allowed to have life floats or IBAs; is that right, in the
24 Gulf of Mexico, at least?

25 A. Yes. That is correct.

1 Q. So why would I choose to have life rafts over -- what's the
2 advantage of each?

3 A. LTJG [REDACTED] Typically, life rafts are just better in general,
4 but you have to service them, and the servicing costs money. So I
5 think you can get away with two years from the initial time it's
6 installed, and then every year after that, you have to send it off
7 to get that life raft serviced. Because the manufacturer has like
8 a one-year expiration date. So they'd be -- so it becomes more
9 expensive. Life floats, on the other hand, are very cheap. You
10 install them onboard, and they can last dozens of years without
11 getting serviced. So they had life rafts onboard. But life
12 floats -- I would say life rafts are more advantageous than life
13 floats.

14 Q. Do life rafts (indiscernible) to SOLAS compliance? Is that
15 why -- choose to have life rafts instead of life floats?

16 A. LTJG [REDACTED] In SOLAS, I don't think there's any provisions
17 that allow them to have life floats at that point.

18 A. That's correct. There's, yeah -- there's no -- you're not
19 allowed to have life floats under SOLAS.

20 Q. Okay. So this is a SOLAS vessel, I understand. So that
21 would be -- they -- that's why they have -- one reason they would
22 have life rafts?

23 A. Correct.

24 A. LTJG [REDACTED] Yes, sir.

25 Q. Okay.

1 A. We -- if a vessel is (indiscernible) SOLAS, we are going to
2 inspect them to the most stringent standard, even if the vessel
3 claims to say, oh, we're operating domestic only. We're still
4 going to hold them to that higher standard if they're certificated
5 to that in their COI.

6 Q. In any of your training, either your OJT or in school, have
7 you heard that life rafts can -- will blow away a lot faster than
8 life floats? Have you heard of such a thing?

9 A. LTJG [REDACTED] I don't recall that specific thing being
10 mentioned.

11 A. I do not recall either.

12 Q. These life rafts were stowed midships. Is that a problem
13 when it comes to midships or is it preferable to have them mixed
14 with quarters or does it matter?

15 A. LTJG [REDACTED] We can -- on many vessels we'll see life floats
16 or life rafts, excuse me, installed anywhere from up to the 03
17 deck down to the main deck or midships. For this case for life
18 rafts. I wouldn't say it's worse off, especially if the crew is
19 trained, and know where they're at. And with the square nature of
20 the liftboat, it's not that -- it's not like it's a 900-foot
21 vessel where they have to run across to get to these life rafts.
22 It would be still fairly close to them. I don't see that much of
23 a negative for them being midships.

24 Q. Okay. I don't have it in front of me, but I think the COI
25 says 66 PFTs, and their max capacity was 50 people; is that right?

1 My question is how to you get from 50 to 66? Can you do the math
2 for me or where does 66 comes from.

3 A. LTJG [REDACTED] So in Subchapter L, it requires lifejackets at
4 the -- at certain stations such as the bridge and the engine room
5 in addition to just per person onboard.

6 Q. Okay. So that's four. Are there other ones stowed outside?

7 A. LTJG [REDACTED] Yeah. You'd have two on the bridge, two in the
8 engine room. I'm guessing they probably would have some on the
9 rescue boats. But in regards to that other, other 12 extra, I'm
10 not sure why they had those 12 extra.

11 Q. Okay. Do you remember if any were stowed outside next to the
12 embarkation station?

13 A. LTJG [REDACTED] I can't remember.

14 MR. MUISE: That's all have.

15 MR. KUCHARSKI: I have some. Any other questions before I
16 have -- I have four more questions.

17 LT [REDACTED] I have a couple. Just little bit about the
18 lifesaving, if that works. Looks on the COI there are six rafts
19 installed. Oh. [REDACTED] [REDACTED] speaking.

20 BY LT [REDACTED]

21 Q. Six rafts. Looking at the pictures, and the diagram here you
22 can reference that. It looks like that four of the rafts were
23 installed forward underneath the crane boom. Do you remember
24 offhand? Is that correct? Similar to what you see here in the
25 drawing?

1 A. LTJG [REDACTED] Yeah. I think there's four under that --

2 Q. You may not remember where the other two were. Do you know
3 offhand?

4 A. LTJG [REDACTED] I think they're on the exact opposite side.

5 Q. Were the cranes at the time of the inspection seated in their
6 cradle or were they up or in operation? You remember?

7 A. LTJG [REDACTED] I can't remember.

8 A. LTJG [REDACTED] I do not remember either.

9 Q. One reason I asked, was there any concern about the -- were
10 these -- I'm assuming these were a float free design for the life
11 rafts.

12 A. LTJG [REDACTED] Yes, sir.

13 Q. Okay. And then them being stowed underneath that crane boom,
14 was there any discussion about that at all?

15 A. LTJG [REDACTED] There was no discussion on that.

16 Q. Okay. And with the lifeboat, did you guys happen to drop it
17 and run it or do any testing with that? Even though you didn't do
18 an abandon ship drill, was there any testing for that system?

19 A. LTJG [REDACTED] You mean the rescue boat or the?

20 Q. Rescue boat. Yes. Sorry.

21 A. We did not deploy the rescue boat.

22 LT [REDACTED] Okay. I think that's all I got.

23 MR. KUCHARSKI: This is Mike Kucharski.

24 BY MR. KUCHARSKI:

25 Q. The life rafts, do they all have hydrostatic releases?

1 A. LTJG [REDACTED] Yes, sir.

2 Q. In your COI inspection -- I shut my computer down. Sorry.
3 You said that you tested the remote ventilation shutdown outside
4 the engine room.

5 A. LTJG [REDACTED] Yes. Yes, sir.

6 Q. Where -- that's okay. Thanks. They'll need it more than I
7 will. I wrote the notes down. Thank you. Where is it located
8 outside the engine room?

9 A. LTJG [REDACTED] I recall it being pretty close to the main
10 deck.

11 Q. That shutdown, is it just shut the fan down or are there
12 dampers that it closes? Do you know?

13 A. LTJG [REDACTED] I don't remember.

14 Q. Do you check the vents, any of the tank vents out on deck
15 when you do your inspections?

16 A. LTJG [REDACTED] We will look under a lot of times for, if it's
17 flammable or combustibile cargo, look for flame screens. A lot of
18 times, if you give these vents a kick, you can hear the ball valve
19 rattle. So then you'll know that that ball is in there. And I
20 know ABS will lot of times have them completely remove that. So,
21 typically, we don't have them take them apart, but we will check
22 the vents, yes.

23 Q. So it's not part of your watertight inspection looking at
24 that?

25 A. LTJG [REDACTED] Condition, and if there's rust or anything. But

1 nothing, no, not taking it apart, no.

2 Q. Okay. And the SOLAS Training Manual, the deficiency that you
3 noted there, I think it's deficiency three.

4 A. LTJG [REDACTED] Yes, sir.

5 Q. And so they had just one computer on there; is that what it
6 was that was --

7 A. LTJG [REDACTED] So from what I recall, and I think it was the
8 -- it was either the 03 or 02 deck right from the bridge they had
9 almost kind of like a little day room or break room that had a lot
10 of their manuals in there. Most of them from -- were actually on
11 the computer. So that was something I had caught during the
12 inspection, and my concern was SOLAS says that those manuals have
13 to be readily accessible throughout the vessel to crew members and
14 other personnel. And the fact that they only had it on the
15 computer, that's to us it was not readily accessible. So we
16 required them to have additional manuals printed and spread out
17 throughout.

18 Q. Okay. And where do they -- I didn't catch -- where do they
19 -- you've got some kind of a photograph. Where do they put those
20 manuals?

21 A. LTJG [REDACTED] They would put them in crew accommodation areas
22 and common areas such as the galley.

23 MR. KUCHARSKI: Those are all my questions. Go around the
24 -- Captain.

25 CPT PHILLIPS: Tracy Phillips.

1 BY CPT PHILLIPS:

2 Q. When you're onboard, do you remember the crew complaining or
3 talking about any issues with maintenance or repair to the vessel?

4 A. LTJG [REDACTED] No.

5 Q. Do you remember anything unusual about this vessel
6 particularly?

7 A. LTJG [REDACTED] No.

8 Q. Do you remember taking any pictures of this vessel?

9 A. LTJG [REDACTED] No.

10 A. No for me too.

11 CPT PHILIPS: Thank you.

12 BY UNIDENTIFIED SPEAKER:

13 Q. So both of you in your experience have you been on several
14 Seacor vessels?

15 A. LTJG [REDACTED] I have. Yes, sir.

16 A. As well. Yes, sir.

17 Q. Okay. What's your overall impression of the maintenance and
18 upkeep of these vessels by the company?

19 A. LTJG [REDACTED] And [REDACTED] probably has -- Mr. [REDACTED] probably has
20 done more Seacor vessels, but from -- I've had a lot of
21 interactions with David Cole, and he's even offered in the past to
22 do training on liftboats with local marine inspection units. But
23 going back to the question, I found Seacor to be pretty proactive
24 in catching things ahead of time, and making sure that the ship
25 truly is inspection ready before we come on, and doing thing such

1 as having MSI unhand to do automation testing, and to do things
2 down in the engine room to assist us in that way. So I found them
3 to be proactive and helpful.

4 Q. Mr. [REDACTED] anything to add?

5 A. LTJG [REDACTED] Yes. I agree with his assessment. I have not
6 found Seacor to be a bad -- for their vessels to be bad as me
7 inspecting them or I'm issuing a lot of deficiencies. They don't
8 come to mind when I think of who is the bad company in our AOR or
9 at least that their vessels are substandard. I would say at a
10 minimum they'd at least be above average in regards to being
11 proactive, and taking care of the things that they need to do.

12 MR. PRESTON: John Preston, ABS.

13 BY MR. PRESTON:

14 Q. During your time here in this area, have you ever heard or
15 seen of crews tying down lifeboats to -- or life rafts to prevent
16 them from deploying accidentally in heavy weather?

17 A. LTJG [REDACTED] Nothing trying to keep them from deploying in
18 heavy weather, no, I haven't seen that. I've seen where painters
19 have been installed incorrectly. But I can assure you I know how
20 to inspect hydrostatic releases and life raft setups to vessels,
21 and those life rafts would have been good to go on that vessel.

22 MR. KUCHARSKI: Okay. Thank you, gentlemen. Great job.

23 Thank you.

24 And we'll stop the interview at 4:02.

25 (Whereupon, the interviews were concluded.)

CERTIFICATE

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

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

ACCIDENT NO.: DCA21MM024

PLACE: Terrebone Parish Emergency Operations
 Center, Houma, LA

DATE: April 20, 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]

Katherine Motley
Transcriber



Office of Marine Safety
Transcript Errata

Matter: *Seacor Power*
Ref Nbr: DCA21MM024

Dear Sir/Madam:

Enclosed with this letter is a copy of the transcript of interview for Mr. Jreij and Mr. Barrie taken on April 21, 2021. Kindly ask the interviewees to review this transcript for accuracy and provide suggested corrections, if any, in the attached table.

Thank you in advance for your attention to this matter.

5/14/21
Date

Michael J. Kucharski
Captain Michael J. Kucharski
Senior Marine Accident Investigator

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

SURVEYORS JREIJ AND BARRIE

TAKEN ON

APRIL 21, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
16	22	Trains Stability Booklet	Trim and Stability Booklet
21	12	Fed 4	finding
28	4	fire phone	fire pump
44	23	we'll part over, part over	we'll do hard over, hard over

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

NO CORRECTIONS NEEDED.

_____ Initials

MATTHEW BARRIE

Printed Name of Person providing the above information



Signature of Person providing the above information

20 MAY 2021

Date

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

INSPECTORS [REDACTED] AND [REDACTED]

TAKEN ON

APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
4	24	I am currently got qual's	I currently have qual's
5	1	vessels, dry dock	vessels, and dry dock
5	2	I'm working almost on my done on	In an, & I'm almost done with my
5	5	where I	where I
7	4	qual liftboats, probably	qual for liftboats. I would say I inspected at least
7	7	It's on	It's on
7	20	It is just	It's as just
7	21	in the - I was - it could	in, so it would
8	2	within -- it	within the job if
8	13	higher -- you	higher qual, you

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

NO CORRECTIONS NEEDED.

Initials

[REDACTED]
Printed Name of Person providing the above information

[REDACTED]
Signature of Person providing the above information

26 MAY 21

Date

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

INSPECTORS WRIGHT AND RICE

TAKEN ON

APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
8	14	within -- got	within that time, it has got
9	2	have -- and	have a pre-beard, and
9	6-7	whole line	requires a lot of time, and it really makes you
8	22	complete amarine -- o	complete a
9	10	of vessels	vessels
11	13	the -- bilge -- all	the bilge alarms, all
11	15	flow alarm	float alarm
12	7	water --	water tight compartment
14	10	So the -- if	So if
15	5	But --	But I believe it was batteries,

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

NO CORRECTIONS NEEDED.

Initials



Printed Name of Person providing the above information



Signature of Person providing the above information

26 MAY 21

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TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR
INSPECTORS WRIGHT AND RICE

TAKEN ON

APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
19	10	would -- whether	would say whether
20	22	plans already	plans are already
22	11	based -- lot	based on a lot of things, a lot
23	12	that (indiscernible) dripping	that the shaft seal was dripping
23	23	small - and it was just the bilge	small drip, and it was just in the bilge
24	1-2	were - but the engines were not -- for	were pumping it to another tank, they
27	14	we -- it	we are concerned it
34	25	PFTs	PFDs
2	-	[REDACTED]	[REDACTED]
6	13	Mr. [REDACTED]	Mr. [REDACTED]

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

NO CORRECTIONS NEEDED.

Initials

[REDACTED]

Printed Name of Person providing the above information

[REDACTED]

Signature of Person providing the above information

26 MAY 2021

Date



Office of Marine Safety
Transcript Errata
NTSB REPLY TO [REDACTED] TABLE OF CORRECTIONS TO
TRANSCRIPT OF INTERVIEW FOR
INSPECTORS [REDACTED]

TAKEN ON

APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	SUGGESTED CORRECTED WORDING	NTSB REPLY
14	18	I CALLED MYSELF	I CAUGHT MYSELF	AGREE
16	21	THAT A NEW COI WOULD BE BOOTED	THAT A NEW COI WOULD BE ROUTED	AGREE. FULL SENTENCE SHOULD READ: AND IT SAYS ENDORSE COI ONBOARD, INFORMED THE CAPTAIN THAT A NEW COI WOULD BE ROUTED CONTAINING VERBIAGE FOR A PORTABLE TANK ENDORSEMENT."
18	11	LOW LINE	LOAD LINE	AGREE
20	11	(INDISCERNIBLE)	SOLAS	AGREE
21	16	MISG	MSI	AGREE
25	14	KILL	KEEL	AGREE
26	3	WORK VESTS ARE NOT WORK	WORK VESTS ARE NOT WORN	AGREE
34	1	(INDISCERNIBLE)	INSPECTED UNDER	DISAGREE. SOUNDS LIKE "IF THE VESSEL IS O AND SOLAS."
46	1	UNHAND	ON HAND	AGREE



Office of Marine Safety
Transcript Errata

NTSB REPLY TO [REDACTED] TABLE OF CORRECTIONS TO
TRANSCRIPT OF INTERVIEW FOR

INSPECTORS [REDACTED]

TAKEN ON

APRIL 20, 2021

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING	NTSB REPLY
4	24	I am currently got quals	I currently have quals	DISAGREE, per the recording, the full sentence is: I am currently---got quals for small passenger vessels, barges, offshore supply vessels, dry dock inspector."
5	1	vessels, drydock	vessels, and drydock	DISAGREE- full sentence is: "I am currently---got quals for small
5	2	I'm working almost on my— done on	I'm on, I'm almost done with my	DISAGREE – per the recording, transcript is correct
5	5	When I	Where I	AGREE
7	4	qual liftboat. But you—I would say at least probably	qual for liftboats. I would say I inspected at least	DISAGREE – per the recording, it should be: "It's not really called liftboat. But you---I would say at least probably...."

7	7	It's on	It's an	DISAGREE – should be “Its own individual addendum.”
7	20	Ts is just	Ts as just	DISAGREE should be “it’s just a break”
7	21	In the - 3 mos – it could	in, so it would	I did not find wording as you suggested on line 21, what I did hear on lines 21 and 22 was “in the—I was—it could be even more so. I mean, maybe close to 30 to 40.”
8	2	within---if	within the job if	DISAGREE- transcript is per the recording
8	13	Higher---you	higher qual, you	DISAGREE. Full sentence is: “Because we consider offshore supply vessels a higher, you know, you need more knowledge before you start offshore supply vessels.”
8	14	within----got	within that time, it has got	DISAGREE. Transcription is correct.
9	2	love---and	Have a pre-board.and	DISAGREE. Transcription is correct.
9	6-7	whole line	Requires a lot of time, and it really makes rom	DISAGREE. Did not find “whole line” in these lines. Lines 6-7 on page 9 have the following wording: “requires all the—a lot of the inspectors in training to really—makes you dive into the books, and study it, study at home, and...” and the transcription is correct.
8	22	complete a marine----a	complete a	DISAGREE. Transcription is correct.
9	10	of vessels	vessels	DISAGREE. Transcription is accurate to recording.
11	13	the---bilge—all	the bilge alarms, all	AGREE IN PART -The recording captured: ..listen for the alar—bilge—all vessels require...”
11	15	flow alarm	float alarm	DISAGREE- spoken as “flow alarm”
12	7	water---	watertight compartment	AGREE – spoken as “waterti”
14	10	so the---if	so if	DISAGREE. Transcription is accurate to recording
15	5	But---	But I believe it was batteries	DIAGREE. Recording captured “But um....”
19	10	would ---whether	would say whether	DISAGREE. Transcription is true to recording.

20	22	plans already	plans are already	DISAGREE. Transcription is true to recording.
22	11	based---lot	based on a lot of things. a lot	AGREE IN PART – Correct wording is: “what drill based—a lot of times is will be assessed...”
23	12	that (indiscernible) dripping	that the shaft seal was dripping	AGREE
23	23	small—and it was just the bilge	small drip, and it was just in the bilge	DISAGREE. Transcription is true to recording
24	1-2	were—but the engines were not---they	were pumping it to another tank, they are concerned it	DISAGREE. Correct wording is” were—but the engineers were not—they were not..”
27	14	we---it	we are concerned it	DISAGREE. Transcription is true to recording
34	25	PFTs	PFDs	AGREE
2	-			AGREE
6	13	Mr. [REDACTED]	Mr. Krebs: [REDACTED]	AGREE

■ Errata with NTSB reply r1