

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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Interview of: DWAYNE LEWIS, Survivor
Seacor Power Accident

Via videoconference

Monday,
May 3, 2021

APPEARANCES:

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

MARCEL MUISE, Marine Accident Investigator
National Transportation Safety Board

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

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

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

MIKE KUCHARSKI, Chairman of Operations
National Transportation Safety Board

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

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

MICHAEL CENAC, QHSE Manager, Designated Person Ashore,
Chief Security Officer
Seacor Marine

MIKE ADLEY, Attorney
On behalf of Mr. Lewis; via Microsoft Teams

I N D E X

ITEM

PAGE

Interview of Dwayne Lewis:

By Mr. Muise

By Andrew Ehlers

By Mike Kucharski

By Captain Tracy Phillips

By John Preston

By Mr. Muise

I N T E R V I E W

(14:00)

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3 MR. MUISE: This is Marcel Muise with the National
4 Transportation Safety Board. It's 14:00 on the East Coast on May
5 3rd. We are online with Steve Lewis who was onboard the *Seacor*
6 *Power* on April 13th, investigating the loss of that vessel.

7 Mr. Lewis, can you introduce yourself? Give us your name and
8 spell your name for us, please.

9 MR. LEWIS: My name is Dwayne, D-W-A-Y-N-E Lewis,
10 L-E-W-I-S.

11 MR. MUISE: Do you prefer Dwayne or Steve?

12 MR. LEWIS: I prefer Steve, but my legal name is Dwayne.

13 MR. MUISE: Okay, roger that. Do you consent to let me
14 record this interview?

15 MR. LEWIS: Yes, sir.

16 MR. MUISE: And online also from NTSB, please?

17 MR. EHLERS: Good afternoon, this is Drew Ehlers. I am the
18 investigator in charge of this accident investigation for the
19 NTSB. My last name is spelled E-H-L-E-R-S. I want to thank you
20 very much, sir for talking with us.

21 CAPT. KUCHARSKI: Captain Mike Kucharski, NTSB. The Group
22 Chairman for Operations.

23 MR. MUISE: And Mike Richards is not with us today. So Coast
24 Guard, please?

25 CAPT. PHILLIPS: Good afternoon, Tracy Phillips,

1 P-H-I-L-L-I-P-S. I'm the Chair of the Coast Guard Marine Board of
2 Investigation.

3 LT. [REDACTED] Good afternoon, Lieutenant [REDACTED] [REDACTED]
4 [REDACTED], Coast Guard Marine Investigator.

5 MR. [REDACTED] Also with the Coast Guard. Last name spelled:
6 [REDACTED].

7 LT. [REDACTED] Good afternoon, Lieutenant Junior Grade [REDACTED]
8 [REDACTED] with the U.S. Coast Guard. Last name spelled [REDACTED].

9 MR. MUISE: And Mike Cenac, are you onboard with us?

10 MR. CENAC: Yes, sir. This is Michael Cenac with *Seacor*
11 *Marine*, C-E-N-A-C.

12 MR. MUISE: And John Preston?

13 MR. PRESTON: John Preston with the American Bureau of
14 Shipping, ABS. J-O-H-N, P-R-E-S-T-O-N.

15 MR. MUISE: Mr. Adley, please. Can you introduce yourself?

16 MR. ADLEY: Sure. My name is Mike Adley, A-D-L-E-Y and I'm
17 counsel for Mr. Lewis.

18 MR. MUISE: Okay, are you calling from [REDACTED] last four?

19 MR. ADLEY: Yes.

20 MR. MUISE: And somebody is on the line for [REDACTED] I think
21 that's Mr. [REDACTED] right?

22 LT. [REDACTED] That's correct.

23 MR. MUISE: Is there anybody else I missed? No, okay.

24 BY MR. MUISE:

25 Q. Again Steve, thank you for joining with us today. Just to

1 get started, can you tell us a little bit about what you do and
2 how it was that you came about being onboard the *Seacor Power*?

3 A. I am an independent consultant and I'm subcontracted to
4 Chalmers Collins & Alwell, which is contracted to *Talos Energy*,
5 for me to be the well site supervisor at South 10-138.

6 Q. Is that South 10-138 or --

7 A. (Indiscernible) past 138.

8 Q. What does a well site leader do?

9 A. Well site leader -- once we are on location, that's when my
10 operation begins. I ensure that the procedures that have approved
11 by BSSE are adhered to, all safety policies are followed, and I
12 report to the *Talos* office if any changes need to made, or
13 anything of that nature.

14 Q. So the third party hands that are onboard, are they under
15 your supervision?

16 A. The third party contractors onboard, yes sir. Once we get on
17 location then we start the operation there under my control.

18 Q. What kind of work was scheduled for this trip?

19 A. It was a coiled tubing operation.

20 Q. Can you explain for us some coiled tubing?

21 A. Coiled tubing is a small continuous tube, which can go from
22 anywhere from one inch to two and three eighths, but in this event
23 here it was an inch and a quarter continuous tube that you run
24 into the well board to where you can do various operations. This
25 particular operation here we would have been pumping cement.

1 Q. So you can use coiled tubing for a cement job?

2 A. Yes, sir you can.

3 Q. Okay. So before we get too much further on that, I'm just
4 going to let you tell us a story. From the time you joined the
5 vessel to the time you came back ashore. I'm not going to
6 interrupt you, we're eager to hear your story.

7 A. Well, my day started at 4:00 a.m. I arrived at the Bollinger
8 shipyard where the *Seacor Power* was located. I offloaded my
9 truck, had a cup of coffee with the cook. Then I left the dock
10 and went to the *Talos* dock, which is at Martin North in Fourchon.
11 I parked my truck at their dock and then I got a ride back to the
12 *Seacor Power*.

13 Got onboard the *Seacor Power* and waited for them to conduct
14 their crew change. Once their crew change was done we did an
15 orientation meeting with the Captain Mr. David and his crew and
16 everybody onboard. Once that meeting was concluded we started the
17 crane operations of spotting all of the equipment onto the lift
18 boat. Once the lift boat was loaded out, the boat jacked down and
19 we departed the dock in route to location.

20 At whatever time the incident occurred, I had to bust a
21 window to get out the mate whose room was across from me. He
22 opened the door and said the boat flipped and I said really? So
23 he spotted the fire extinguisher and we had to beat on that window
24 continuously until the window shattered.

25 The mate got onto the window sill, asked if I knew where life

1 jackets were. I gave him one. He asked me if there were any
2 more. I said well there's two beds in this room. There's only
3 two life jackets. When I handed him the second life jacket I
4 noticed my personal life jacket did not have a light or a whistle
5 on it. I don't know what happened to them. I said oh, shit I
6 don't have that and next thing I know the life jacket that I
7 handed him was no longer available, it was floating in the water.
8 He stated that we needed to get out now and he exited the window.

9 I got to the window and looked. The water was still
10 approximately three-to-four feet below the window sill, but with
11 the wave action it was coming inside the window, but the last
12 thing I ever wanted to do was get in that water. So I stayed as
13 long as I could. Got beat up and tossed around the room. Then I
14 eventually -- after the water was above the window sill I
15 eventually decided that I had to get out.

16 While I was trying to get out, a wave nearly pushed me back
17 in and then it sucked me down outside the vessel. When I came
18 back up I was like: oh, my god what in the hell is going on here?
19 It's kind of like the reality of this is something that I never
20 wanted to do, never even dreamed of doing and here I am in this
21 water.

22 When I started to drift away from that window, I felt a rope
23 and I grabbed it and I tried to hang onto that rope. While I was
24 trying to hang onto that rope there was about four or five
25 gentlemen -- I don't know who they are, or what they had on, but

1 they were hollering at me. I just kind of tried to look up and
2 see who it was, but with the wave action it was pushing water in
3 my face and stuff so I really couldn't make out who it was. They
4 were just hollering at me. Eventually the rope got away from me
5 and then I drifted away.

6 I'd say I was in that water probably three and a half, four
7 hours, give or take somewhere in there I don't know. The motor
8 vessel *Mr. Lloyd* thankfully saw me because another vessel
9 -- a Swiss boat, I saw it and I started waving and that boat
10 turned towards me and I thought that they saw me because they
11 turned towards me and I kind of relaxed a little bit. But that
12 boat stopped -- I don't know some 50 yards away from me.

13 Another work boat back down on the side of it and then the
14 *Mr. Lloyd* come in across the bow of the Swiss and then they
15 spotted me thankfully. Because the Swiss boat never saw me, they
16 was rescuing another passenger. The *Mr. Lloyd* crossed its bow to
17 see if they needed any assistance and they were there to assist if
18 needed when they spotted me.

19 They eventually, after some trying time, got me onboard the
20 *Mr. Lloyd* and they -- the *Mr. Lloyd* wanted to stay out longer to
21 assist with the rescue, but they ended up having some electrical
22 problems with their throttle and they had to go in. So we ended
23 up going in from there. That's about the gist of it. It's
24 something that I don't ever want to experience. I wouldn't wish
25 that on my worst enemy.

1 Q. Okay. Thank you, Steve. Can you tell me a little bit more
2 about the life jackets? Did you -- you had your own life jacket,
3 did I hear you right?

4 A. Yes, sir. It's a good practice, you get out on location --
5 on some locations they'll pick you up with the personnel basket to
6 transfer you from the vessel to the structure. If you can produce
7 your own life jacket it makes the transfer a lot easier. That way
8 if there is some choppiness or whatever in the sea, you're not
9 spending that much time trying to put a life jacket on, on the
10 back of the boat and a lot of times I may swing from the boat to
11 the structure. So I've got in the habit quite some time ago of
12 carrying my own life jacket.

13 Q. So this life jacket that you had, is it what we call a type
14 one that keeps your head above the water, or is it one of the work
15 vests that the guys wear on deck?

16 A. No, sir it's a type one.

17 Q. It's a type one, okay. Did you have that on when you went
18 through the window?

19 A. Yes, sir.

20 Q. Tell me a little bit more about the window. How hard was it
21 to get it out and did you -- did it pop out or did it shatter?

22 A. No, sir. That window shattered and that's an issue I have.

23 Q. Go, ahead.

24 A. I'm just saying I just couldn't believe we -- I had to expend
25 that much energy trying to get out of a window.

- 1 Q. Did you have the room on the row three deck, port side I
2 believe?
- 3 A. Row three, starboard side.
- 4 Q. The starboard side?
- 5 A. Yes, sir. The side that's sticking out the water right now,
6 that's the starboard leg, correct?
- 7 Q. I think it's port leg. Somebody correct me if I'm wrong.
- 8 A. You are correct. I'm sorry it's the port side. Yes, sir.
- 9 Q. Okay, thanks. So you came out of the forward side of the
10 house then, is that right?
- 11 A. Yes, sir. Port side.
- 12 Q. And the mate's room was across the hall from you?
- 13 A. The mate's room is directly across the hall.
- 14 Q. So he managed to get over to your side?
- 15 A. Yes, sir. He had to crawl -- stretch over the void of the
16 hallway.
- 17 Q. Was anybody else asleep on that deck that you know of?
- 18 A. I imagine there was some boat personnel there. I don't know.
- 19 Q. Did you have a chance to talk, to meet with all the third
20 party hands before this?
- 21 A. Did I have a chance to talk to whom?
- 22 Q. All the -- your crew, the cardinal hands and the --
- 23 A. I spoke to them while we was on deck. While they were --
- 24 Q. Did you have a pre tower meeting or something like that
25 before leaving?

1 A. Yeah, we had the orientation meeting with the Captain.

2 Q. Okay, but not just for your job. For the work that you guys
3 were going to do?

4 A. No, sir.

5 Q. How about the mate, where did he wind up going after you guys
6 got out?

7 A. Before I got out the window, he was hanging on to a cable or
8 something and drifting right there, but once I came out and came
9 up I didn't see him anymore.

10 Q. Okay.

11 A. I don't know who picked him, but somebody picked him up.

12 Q. How was it that you got onboard the *Mr. Lloyd*? Did they have
13 a platform or a davit or something, or did they just drag you
14 onboard?

15 A. To get onboard from the shore there's a walkway.

16 MR. ADLEY: No, he said the *Mr. Lloyd*.

17 MR. LEWIS: Oh, the *Mr. Lloyd*? There's a rescue line that
18 they drop on the -- that they put on the side of the vessel. It's
19 got a little deck on it, it's aluminum.

20 BY MR. MUISE:

21 Q. Okay and you had plenty of strength to get up the ladder on
22 your own?

23 A. No, sir. The one guy went down on the platform, I stretched
24 across the platform and he told me, he said I know you're tired.
25 Don't worry I'm not going to let you get back into the matter, but

1 I do need you to help me. So I take a step and he pushed and once
2 I got to the top, two guys drug me over the side.

3 Q. Did they give you any kind of medical treatment while you
4 were onboard?

5 A. No, sir.

6 Q. What kind of water survival training have you had?

7 A. We do the HUET water survival.

8 Q. So how did HUET compare to going through a window on the
9 boat? Was it similar, did that help you out?

10 A. Well, the HUET training is designed for helicopter
11 transportation. So when you go through the HUET training it puts
12 you in a simulator and they roll you over in the swimming pool.
13 Then what you need to do is you need -- you let the pressure
14 equalize inside and out. Then you can push the window out and
15 then you egress out of the simulator.

16 Did that training -- I'll tell you, to be honest with you my
17 earlier water survival training that I did years ago with total
18 safety probably helped me more. When they just tell you, whatever
19 you do, try not to panic. Try to think of something else, that
20 sort of stuff, but to say the HUET training helped, I don't know
21 if it did or didn't.

22 Q. Yeah, I was just curious about the window because you have to
23 do the window in HUET so I was curious -- trying to get out of the
24 window of a state room, which not any of us have ever done, if
25 that was similar to the simulator.

1 A. Yeah, but I mean you don't have to beat it for five or six,
2 seven, eight minutes along with a fire extinguisher.

3 Q. Right, okay. Was it -- obviously dark inside your inside
4 your state room?

5 A. Well, it was daylight outside, thank god for that because
6 other than that if it's completely dark -- because whenever I
7 looked down the shaft of the hallway I did not see any of the
8 emergency lights on.

9 Q. How about the cranes, did you see them? Where were they when
10 you left the ship?

11 A. You know, to be honest with you, I never noticed it until
12 somebody else asked me about it. The cranes were gone. The
13 cranes are fixed around the legs. That crane on the port leg
14 obviously slid down that leg.

15 Q. You don't remember seeing them when you left the ship when
16 you got off?

17 A. No, I don't remember that.

18 Q. How about any cargo on the deck. Was anything still on the
19 deck, or was it all gone by the time you left?

20 A. The deck was submerged.

21 Q. Back up to actually loading the cargo. So that cargo belongs
22 to various third parties. Do you supervise loading that and
23 getting it to --

24 A. No, sir. My job is to ensure all of the equipment is placed
25 on the boat. My actual job starts once we get on location.

1 Q. Who was it at *Talos* that you were reporting to?

2 A. Mr. Michael Malonso (ph.) is the engineer I was working for.

3 Q. You mentioned BSSE's safety rules. Does *Talos* or *Seacor* have
4 a no knife policy that you're aware of?

5 A. A no knife policy? *Talos* has a policy on pocketknives. You
6 can use them, but you have to have a JSA for using that
7 pocketknife.

8 Q. How long was this project that you guys had at main task for?
9 What was it budgeted for, how much time?

10 A. The timelines?

11 Q. Yes, sir.

12 A. Just for the coiled tubing cement job and paynes (ph.)
13 cranes, 10 to 14 days.

14 Q. Was it due to start -- did it have a specific start date when
15 you had to be on scene, on location?

16 A. No, sir. No specific start date.

17 Q. So there's no BSSE permits or something that says you have to
18 be here at a certain date and be gone by a certain date?

19 A. No, sir. Your permit doesn't have a beginning date on it all
20 it has is an approve date on it. The date that the government
21 approved that permit.

22 Q. How about was there a date that you were supposed to leave
23 the dock? Like who tells *Seacor*, hey we'd like you to be on scene
24 at this time, or we'd like to leave the dock at this time? Who
25 does that?

1 A. We don't tell *Seacor* when to leave the dock. We -- our
2 logistics department lines up the vessels to be there. We get
3 there, we load the equipment out. If there's nothing pending then
4 we leave, but there's no set time, no set date.

5 Q. Are you signing the billing for the vessel itself?

6 A. Yes, sir. We put a stamp on it and I sign it and then the
7 vendor takes that and then they send it all for final approval.
8 All I'm doing is saying that yes, that work was done.

9 Q. Okay. Do you know, if they were waiting on weather, does
10 that affect their day rate at all?

11 A. I have no idea.

12 Q. Okay, I might have a few more follow ups later on, but Andrew
13 do you have anything?

14 BY ANDREW EHLERS:

15 Q. I do, thank you very much. This is Drew Ehlers again with
16 the NTSB. So Steve I'd like to go back to well before the
17 beginning of the voyage. How long before the voyage began did you
18 get the schedule? In other words, get assigned to report to the
19 vessel.

20 A. Well, we'd been waiting on the vessel. The vessel was on
21 another location performing a job of P&A work for *Talos* and we
22 waited on the vessel to complete that job and come in. Now, once
23 the boat was in, *Seacor* had to do some crane inspections or
24 something like that and when we spoke to *Seacor*, their salesperson
25 stated that the boat would be ready. All repairs, all the crane,

1 inspections, things of that nature would be done on the 13th.

2 That we could start loading out on the morning of the 13th.

3 Q. That date of the 13th, once it was in port, once they gave
4 you that date of the 13th, did that date change at all? In other
5 words, was there an earlier date that slipped to the 13th or was
6 the 13th the day they provided all along?

7 A. I'm not sure. Once they was in port then they -- once they
8 came in the port then the crane inspections came up. So once
9 again the salesman got with us and told us they needed to take
10 care of those cranes inspections. Which, I mean crane work is a
11 big part of our operation so they were afforded all the necessary
12 time that they needed.

13 Q. So had you expected to get underway earlier and the crane
14 things pushed things back?

15 A. It's not to say that they pushed it back, it's just it
16 delayed it a day or two that's it.

17 Q. All right, fair enough. So when you got onboard and then had
18 the orientation with the crew, what was discussed during the
19 orientation?

20 A. The orientation -- during the orientation crane safety was
21 discussed, the secure locations of the vessel were discussed.
22 Also, in the event of emergency, our muster point was discussed
23 and that they would have a roll call, or things of that nature.

24 Q. Did they talk about abandoning ship, specifically?

25 A. Not to my knowledge, no.

1 Q. During the on load, were you up on deck during that time, or
2 were you observing the on load? Go ahead.

3 A. I was back and forth with signing trucking tickets and seeing
4 how they were coming and that aspect.

5 Q. Once the on-load was done, do you remember if the equipment
6 was latched down?

7 A. No, sir it was not latched down. If you're saying banded
8 down, no sir it was not.

9 Q. Okay. Now during the voyage before you -- during the time
10 when the vessel was outbound, did you see the weather at all, what
11 was going on with the weather?

12 A. Yes, sir I did. I can add to the statement that I made
13 earlier I'd appreciate it. At approximately 3:00 p.m. David came
14 to my office. Myself and one of the guys that's currently still
15 missing was in my office and David said oh, that's what you're all
16 doing, you're still bullshitting? I said yeah, sir we're
17 bullshitting, what do you got? He said I have your POB.

18 So I scanned a copy of it, I gave it back to him, printed a
19 copy of it out and he had exited the office and myself and that
20 one gentleman stepped outside on the 0-3 level next to the
21 watertight door and spoke for a minute. I called the dock and at
22 that time I'm going to say plus or minus 3:05, 3:10, give or take.
23 The seas were approximately 2-to-3 foot with a light rain. Let me
24 back up, it started to rain and I told that gentlemen I said that's
25 some big drops you can see it hitting the water.

- 1 Q. So at that point you went back inside?
- 2 A. Yes, sir. There was no wind to speak of and I went back
3 inside.
- 4 Q. Okay and the waves had not picked up at all before that time?
- 5 A. No, sir.
- 6 Q. But you saw a rain coming your direction, is that correct?
- 7 A. No, sir I just saw rain drops.
- 8 Q. Right where you were at?
- 9 A. Yes, sir.
- 10 Q. Okay, I understand. Did the rain drops -- did those rain
11 drops, did it affect your visibility? Did it make it hard to see
12 out past the ship very far?
- 13 A. No, sir.
- 14 Q. You said at that time you called the dock, did I hear that
15 correctly?
- 16 A. Yes, sir. I called the dock, the *Talos* dock to inform them
17 -- I told them I said I want to apologize; I forgot to call you
18 earlier. We departed the dock at around 12:30.
- 19 Q. Is that a regular call in that you do?
- 20 A. Every time I leave the dock I let the dock know.
- 21 Q. Who is that person -- is it a specific, or is it just a
22 number that you dial?
- 23 A. No, no. We have dispatchers at the Fourchon facility. So to
24 that gentlemen.
- 25 Q. Okay, do you remember his name by any chance?

- 1 A. Yes, his name was Vance Collins.
- 2 Q. Did he give you any information back?
- 3 A. No, sir. He said no problem and we discontinued the call.
- 4 Q. Just to be clear, you didn't talk about the weather at all?
- 5 A. No, sir.
- 6 Q. So you went back inside and then I take it you went to your
7 state room at that point.
- 8 A. Yes, sir. I went to my state room, took my work boots off,
9 laid down on the covers fully dressed. That way -- I didn't want
10 to take a long nap, but maybe just a little shut eye being that I
11 was up so early. To me it only felt like I dozed off probably 30
12 minutes at the most. I felt the boat roll then I jumped up.
- 13 Q. So you were awake when the mate came into your state room?
- 14 A. Yes, sir.
- 15 Q. Okay and because of the roll of the boat --
- 16 A. When I felt the roll of the boat I jumped up.
- 17 Q. Let me ask you this, what orientation was your stateroom at
18 the time? Was it sideways, were you standing on the wall, were
19 you standing on the deck?
- 20 A. To be honest with you, it happened so quick I didn't even
21 notice what I was standing on. After everything settled I did not
22 realize that I was standing on the wall because I asked the mate I
23 said, what's this door and when I opened the door the door fell
24 open and it was the bathroom.
- 25 Q. Was the bathroom next to your stateroom?

- 1 A. The bathroom that's adjacent to my stateroom.
- 2 Q. Okay. Did I hear you correctly, you were pounding on that
3 window for seven-to-eight minutes?
- 4 A. Give or take. That's what it felt like, yeah. I wailed on
5 in the corner of that window five or six times. He came across
6 and said man, I need some help. He goes, we need to break this
7 window to get out of here. So I beat it another five or six
8 times, pass the fire extinguisher to him, he beat on it. It went
9 back and forth until that window shattered.
- 10 Q. When, at what point did you put your lifejacket on?
- 11 A. My lifejacket I was so god dang scared I put it on
12 immediately after the window was broken.
- 13 Q. Is that before water started coming in?
- 14 A. Yes, sir.
- 15 Q. You mentioned that the lifejacket didn't have a whistle or a
16 light. Is that because it -- oh, go ahead.
- 17 A. I don't know what happened to it.
- 18 Q. Did you have a whistle and a light on it when you brought it
19 aboard?
- 20 A. As far as I can remember, yes.
- 21 Q. Okay, but at the point you put it on it was missing at that
22 point.
- 23 A. Yes.
- 24 Q. But you had it on as you exited the vessel?
- 25 A. That is correct I had it completely on.

1 Q. All right. Tell me again how long were you in the water?

2 A. If I had to guess it -- roughly three-to-four hours.

3 Q. Three-to-four hours? Did you get separated -- how far away
4 from the vessel did you get? Were you -- did you get blown
5 --

6 A. Dispatcher whenever I made it back to the *Talos* dock, *Talos*
7 had installed a GPS tracker on the lift boat *Power*. It pinged,
8 you can see where it's at and then he pinged the motor vessels on
9 when they said that they had a passenger. He told me that's
10 approximately six-to-seven miles away.

11 Q. At that point when you were in the water, what was the
12 weather like then?

13 A. The weather? There was lightning popping all round, it was
14 raining. If I had to guess, 10-to-12, 14 foot seas.

15 Q. What was the wind doing?

16 A. Wind was blowing.

17 Q. Yeah? Blowing hard?

18 A. Yes, sir.

19 Q. Did it ever let up while you were in the water?

20 A. Not that I can remember.

21 Q. The mate who -- sorry to back up a little bit -- the water
22 who helped break the window, do you know what his name was?

23 A. I think his name -- his first name is Jimmy. The only reason
24 why I know that is because people have told me that they saw a
25 post on Facebook where he stated that he had to break a window to

1 get out.

2 Q. Okay. Well, I appreciate that. That's all the questions I
3 have for now. I'll turn it over to my colleague Mr. Kucharski.

4 BY MR. KUCHARSKI:

5 Q. Good afternoon, Mr. Lewis. Thank you for your recounting of
6 what happened. Could you -- starting from the beginning -- could
7 you tell me if any of your crew, the ones that were contracted --
8 not the ship's crew or the boat's crew -- did any of the crew
9 members -- your crew secure cargo?

10 A. Well, they're not in my crew until they got onto my location,
11 but once again, to my knowledge that equipment was not secured to
12 the deck.

13 Q. The window that you broke, that you shattered, did it -- so
14 when you -- your state room when you went in there it was on the
15 side, but when you were breaking it was it -- the shielding was it
16 over your head? Is that what you were shattering?

17 A. No, sir. The ceiling is now the wall.

18 Q. Is that not where the window is, in the wall?

19 A. Okay, you know your room in your room in your house? You
20 have a window in the wall?

21 Q. Sure.

22 A. Turn your room on the side. The window is still the center
23 of that wall, but the ceiling is now your right hand side wall.

24 Q. Okay, so it's not over your head that you're actually
25 breaking it?

1 A. No, sir. That's a window facing the deck area of the boat.

2 Q. Did you hear any unusual noises as -- right before the vessel
3 started to roll, or immediately after?

4 A. No, sir. Once I got out of the bed and went to grab my
5 lifejacket, before -- or while the TV and the shelves were flying
6 at me the only thing I heard was the Captain blowing the horn.

7 Q. Had you ever worked with the *Seacor Power*? The crew on the
8 *Seacor Power*, had you ever worked with them before?

9 A. I worked with Mr. David on the *Seacor Power* approximately
10 about four, five years ago. At the ship show 222.

11 Q. Had you worked with any other *Seacor* boats, besides the
12 *Power*?

13 A. Yes, I worked on the *Seacor* -- I want to it say it was the
14 *Hawk*, on ship show 225. Let me back up, we went out and attempted
15 to do a job with that vessel and there was too much penetration,
16 which caused them to lower the legs. They had reached their
17 limitations of the legs beneath the sea level so we could not
18 complete that job. Other than that, I can't remember.

19 Q. The weather, some questions have been asked about weather.
20 Did you, as part of your contract, were you required to download
21 any weather, or did you get any from *Talos* prior to the boat
22 departing?

23 A. What we get is a weather from Wilkins in the morning and in
24 the afternoon. The weather report is site specific for the
25 different locations that are manned within the *Talos* organization.

1 Q. You say that it's site specific. So was it specific where
2 you were actually going to work?

3 A. That is correct.

4 Q. When you started to wail on the window until it shattered,
5 was there any water in your room while you were wailing on it?

6 A. No, not that I can remember. No. The water was --

7 Q. Go ahead.

8 A. No, sir. There was no water in my room.

9 Q. So when you shattered the window, there was still no water in
10 your room at that time?

11 A. Once the window broke and then the hole was sprayed from the
12 seas, then it started coming in.

13 Q. Okay, but no water from other sources, just the spray from
14 the seas from the shattered window, is that correct?

15 A. I cannot answer that. I don't know. All I can tell you is
16 what was in my room I don't know what they -- I mean when I looked
17 down that shaft that used to be a hallway, there was water in that
18 shaft.

19 Q. Right, but no water in your room at that time.

20 A. No, sir.

21 Q. The last question, when you got -- after you climbed through
22 the window, to the best of your ability, how high were the seas at
23 that time?

24 A. Ten to twelve.

25 Q. Ten to twelve when you went through the window?

1 A. When I went through that window, yes, sir.

2 Q. Okay, thank you. Those were all my questions.

3 MR. MUISE: Captain Phillips, do you have anything to add

4 -- To ask, sorry.

5 CAPT. PHILLIPS: Yes, thank you Marcel. This is Tracy

6 Phillips.

7 BY CAPT. PHILLIPS:

8 Q. Steve, thank you very much this has been really helpful. I
9 do have a couple follow up questions. You said you got an
10 orientation. We heard a little bit about what you heard during
11 that orientation while you were on the vessel. Just a couple
12 specific questions: did they go over the location of any emergency
13 exits for the vessel?

14 A. Not that I recall.

15 Q. Did they talk about the location of lifejackets on the
16 vessel?

17 A. If I remember correctly they stated there was an emergency
18 and we needed to go to the mid-ship location where the life rafts
19 are located, there was boxes outside. But everyone, I mean -- I'm
20 not going to say that, never mind.

21 Q. But you do remember them saying that there were some
22 lifejackets outside?

23 A. Yes, ma'am.

24 Q. Did they do a demonstration on how to put on a lifejacket?

25 A. No, ma'am they did not.

1 Q. Did they talk about any other lifesaving equipment that was
2 on the boat?

3 A. No, ma'am.

4 Q. All right. That's helpful, thanks. Then, talking about the
5 weather I think you just told Mr. Kucharski that you get a weather
6 report from Wilkins in the morning and the afternoon?

7 A. Yes, ma'am.

8 Q. Do you remember what the morning weather report said on the
9 13th?

10 A. I did not check the weather report for a main past 1:38, to
11 be honest with you.

12 Q. How do you receive those weather reports?

13 A. By email.

14 Q. It goes to your personal email account, or a company email?

15 A. It's my personal email.

16 Q. Got it. Do you still have that email from that morning?

17 A. Yes, ma'am I do.

18 Q. Would you be willing to share it with us?

19 A. You give me your email address and I'll be more than happy to
20 send it to you or I can send it to Marcel. I have his email, but
21 if you want to give me yours I can send it to you.

22 Q. No, that's perfect.

23 A. Is it -- your email is in that group email inviting me to
24 this call?

25 Q. It is, yup, but --

- 1 A. Okay.
- 2 Q. Marcel's --
- 3 A. I can send you --
- 4 Q. -- going to want it too. So you can just send it to him.
- 5 A. That's fine. I'll send it this evening to you.
- 6 Q. That would be really helpful, thank you. I was trying to
7 write some notes while you were talking about loading the boat,
8 but I couldn't quite keep up. So did I hear you say that you are
9 responsible for making sure everything is onboard the boat before
10 it leaves?
- 11 A. I must ensure equipment necessary for the project has all
12 arrived and positioned on the boat. I am not responsible for
13 positioning the equipment on the boat. I am responsible to make
14 sure everything got on the boat.
- 15 Q. Got it. So everything had got on that day?
- 16 A. Yes, ma'am.
- 17 Q. Do you have any kind of list of what that was or did they
18 send you a list ahead -- that this is what you need to have?
- 19 A. Strictly from memory, there was a complete coiled tubing
20 unit. That's a control console, a power pack, BOP rack, a coiled
21 tubing reel, a tool box. Then there's various rental equipment:
22 two fluid pumps, a return tank, a gas buster, an iron rack --
23 there was several pieces.
- 24 Q. Wow, good memory. Do you have any paper or emails that write
25 all those things down for you?

1 A. If we were loading out of the *Talos* facility I would have had
2 a complete manifest from the *Talos* dispatcher. We were loading
3 out of the Bollinger shipyard, which is where *Seacor* was taking
4 care of those repairs. So I do not have a manifest, but I can get
5 a complete list.

6 Q. Oh, that would be really helpful.

7 A. Okay, I'll write that down.

8 Q. Thank you. All right and then as the boat was going over I
9 think you said you heard the Captain blowing the horn?

10 A. That is correct.

11 Q. Was it -- did you hear that before you jumped out of bed, or
12 as you were jumping out of bed, or after you were out of bed?

13 A. After I was out of bed trying to get to my lifejacket.

14 Q. Was it just one kind of short whistle, or was it a long
15 extended alarm?

16 A. It was long and continuous.

17 Q. Were there any words with it, or it was just an alarm?

18 A. No, sir -- I'm sorry. No, ma'am, just the horn.

19 Q. At some point did that stop or it just kept going?

20 A. Once the -- it stopped the -- I mean after a minute or so it
21 stopped.

22 Q. That's really helpful, thank you. That's all the questions I
23 have for now.

24 MR. MUISE: Okay, thank you Captain. [REDACTED] you have
25 anything?

1 MR. [REDACTED] No, I think she's got it -- Captain had got my
2 questions, thank you.

3 MR. MUISE: Okay. [REDACTED] or [REDACTED]

4 MR. [REDACTED] This is Lieutenant Junior Grade [REDACTED] No
5 questions for me at this time, thank you.

6 MR. MUISE: ABS, please.

7 MR. PRESTON: Thank you.

8 BY MR. PRESTON:

9 Q. Steve, I just wanted to try to understand a few things. So
10 let me try to set the stage of this. Did you have a roommate?

11 A. No, sir I did not.

12 Q. Were you in -- the room had two beds though, right?

13 A. That is correct.

14 Q. Were you in the outward bed or the inward bed?

15 A. What it is it's a bunk bed, it's a bottom --

16 Q. Okay.

17 A. -- one and a top.

18 Q. All right. Then I guess when the boat started to roll over,
19 did you end up on the wall or on the floor?

20 A. I jumped up and went up against the wall.

21 Q. Okay, so you went up against the far wall? You basically
22 just slid down the wall and hit the wall at that point?

23 A. Correct.

24 Q. Do you know how long it took for the boat to get to that
25 stage? I mean was everything flying right at that point, or did

1 it just start sliding.

2 A. No, everything flew at me. I mean it happened pretty quick.

3 Q. All right --

4 A. TV and the shelves flew at me.

5 Q. Okay, thank you very much. I appreciate your time.

6 MR. MUISE: Mike with Cenac -- sorry, Mike with Seacor,
7 please.

8 MR. CENAC: This is Michael with Seacor. Steve, thank you
9 for your time with us and I don't have any further questions.

10 MR. MUISE: Okay, thank you Michael.

11 BY MR. MUISE:

12 Q. Steve, I just had a few follow up questions. You mentioned
13 total safety training. How long ago was that?

14 A. Man that was probably 25 years ago.

15 Q. Okay how about you --

16 A. When I was with --

17 Q. I'm sorry, go ahead.

18 A. That training with total safety was probably 25 years ago
19 when I started with (indiscernible).

20 Q. How about your last HUET? Where and when did you take that?

21 A. Shoot, let me see. I don't even know if I have that card
22 with me. It was at SCS. I'd have to look and see what the SCS --
23 I don't remember -- and that was done -- my training would have
24 been scheduled or due 5-20, 27 of -- what's that year right there?

25 MR. ADLEY: It's expired -- it looks like 5-27-28, 2028,

1 until --

2 BY MR. MUISE:

3 Q. I know --

4 A. That would be 20 days, but there is no water survival that
5 long.

6 Q. I know each companies different --

7 A. It could get with the safety lady here at Chalmers and find
8 out when it was due, but I think it's due this month.

9 Q. Okay. I know each company is different. Do you know is
10 *Talos* required three years, or four years, or five years on that?

11 A. I think it's four years.

12 Q. The *Mr. Lloyd* -- I just want to make sure I got the right
13 boat because we haven't talked to them yet. Is that a red hull
14 crew boat?

15 A. Yes, sir it is.

16 Q. Aside from their throttle, was there any other electronic
17 issues they had?

18 A. No, sir.

19 MR. MUISE: Okay, that's all the follow ups I had. If
20 anybody else has any just put up your hand -- I guess your
21 electronic hand. No one, okay.

22 BY MR. MUISE:

23 Q. So Steve, is there anything else I didn't ask that you think
24 we should know about, or should've asked?

25 A. No, sir.

1 Q. If there's -- so like I said when we started, none of us have
2 been through anything like this. Just in closing, what do you
3 think helped you survive the most in this scenario that we can
4 share with other people?

5 A. What helped me the most?

6 Q. If there was one piece of equipment, or some training --

7 A. What helped me -- I was on the right side of the boat. I was
8 on the top deck, or at the highest point and thank god I closed
9 that bathroom door before I laid down.

10 Q. What did the bathroom door -- how did that play into the
11 scenario?

12 A. Because the bathroom wall was now the floor.

13 Q. Right.

14 A. If I would not have closed that door it would have been an
15 open hole that I could have fallen into and got trapped in the
16 bathroom.

17 Q. Okay, I see what you're saying. Other lift boat scenarios
18 I've looked at people have slipped on the water that comes out of
19 the toilet. Was that a problem in this scenario?

20 A. No, sir.

21 MR. MUISE: Okay Steve, again thank you for sharing all of
22 this with us. Like I said none of us have been through this so
23 everything you've told us has been very, very valuable. If you
24 can think of anything else, you have my email address. Please
25 feel free to call me up anytime.

1 MR. LEWIS: Yes, sir.

2 MR. MUISE: With that, it's 14:54 and I will secure the
3 recording.

4 (Whereupon, at 2:54 p.m. the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

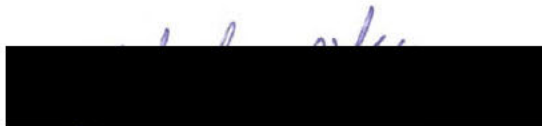
IN THE MATTER OF: CAPSIZING OF THE LIFTBOAT *SEACOR*
 POWER SOUTH OF PORT FOURCHON,
 LOUISIANA, ON APRIL 13, 2021
 Interview of Dwayne Lewis

ACCIDENT NO.: DCA21MM024

PLACE: Via videoconference

DATE: May 3, 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.



Nikolas Oka
Transcriber