

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

\* \* \* \* \*

Interview of: MICHAEL BOUDREAUX,  
Logistics Manager  
Talos Energy

Via Microsoft Teams

Tuesday,  
May 4, 2021

## Errata

Interview of: Michael Boudreaux

<b>Page Line</b>	<b>Correction</b>
Page 5 Line 4	A. Talos Energy is an offshore oil and gas explorer and producer. We have
Page 5 Line 6	High Island, which is furthest west, to the Viosca Knoll, V.K.,
Page 6 Line 5	specific project was at main pass 138, the water depth is what
Page 6 Line 16	particular vessel also met the parameters of main pass 138, we
Page 7 Line 7	on the vessel on Tuesday in order to go do the work at main pass
Page 7 Line 9	Q. So when the vessel has to leave to go to main pass 138, what
Page 8 Line 7	A. That's Weather Ops.
Page 8 Line 14	A. They do not go by ours, we go by theirs.
Page 9 Line 16	was actually loading out of Bollinger North for this project,
Page 10 Line 1	delivered at Bollinger North, and at that point Bollinger North
Page 10 Line 15	-- the first ping that the vessel departed Bollinger North, I have
Page 12 Line 24	they were in transit to main pass 138.
Page 13 Line 16	Fourchon shore base -- my shore base, not Bollinger North -- in
Page 14 Line 10	Power got loaded up at Bollinger North, and y'all have -- excuse
Page 14 Line 22	vessel, that would be Bollinger North and the captain of the lift
Page 15 Line 13	personal illness, we have a chain of command with our HSE
Page 16 Line 5	operations Ben Alvarez. He did not answer. I proceeded to my
Page 17 Line 12	for Tuesday, which, being that they were parked at Bollinger North



APPEARANCES:

MARCEL MUISE, Marine Accident Investigator  
National Transportation Safety Board

THOMAS DIAZ, Attorney  
(On behalf of Talos Energy)

ANDREW EHLERS, Investigator in Charge  
National Transportation Safety Board

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

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

I N D E X

ITEM

PAGE

Interview of Michael Boudreaux:

By Mr. Muise

**Error! Bookmark not defined.**

By Mr. Ehlers

10

By Mr. [REDACTED]

14

By Mr. Muise

16

By Mr. [REDACTED]

18

I N T E R V I E W

(13:07 p.m. CT)

1  
2  
3 MR. MUISE: This is Marcel Muise, it's 1307 Central Time.  
4 We're in Houma, Louisiana, investigating the circumstances around  
5 the sinking of the Seacor Power. This afternoon, we're  
6 interviewing Talos Energy's logistics manager, is that correct?

7 MR. BOUDREAUX: That is correct.

8 MR. MUISE: Okay. So, Mr. Boudreaux, would you just  
9 introduce yourself, spell your name for us?

10 MR. BOUDREAUX: My name is Michael Boudreaux, M-I-C-H-A-E-L,  
11 Boudreaux, B-O-U-D-R-E-A-U-X, once again, with Talos Energy, and I  
12 am the logistics manager.

13 MR. MUISE: Okay. Counsel, please?

14 MR. DIAZ: I'm Tommy Diaz with Liskow & Lewis in New Orleans,  
15 and I represent Talos.

16 MR. MUISE: And in the room we have here?

17 MR. EHLERS: Drew Ehlers, I'm the investigator in charge for  
18 the NTSB's investigation.

19 MR. [REDACTED] [REDACTED] [REDACTED] I'm with the U.S. Coast Guard.

20 MR. CENAC: And Michael Cenac, with Seacor Marine.

21 MR. MUISE: And online, please.

22 INTERVIEW OF MICHAEL BOUDREAUX

23 BY MR. MUISE:

1 Q. Okay. Mr. Boudreaux, would you mind just -- you're the first  
2 one we've talked to from Talos Energy. Would you just very  
3 briefly explain to us what Talos Energy does?

4 A. Talos Energy is an offshore oil and gas exporter. We have  
5 production facilities throughout the U.S. Gulf of Mexico from the  
6 High Island pier, which is furthest west, to the V Eskimo, V.K.,  
7 which is furthest east.

8 Q. Okay. And your role with Talos Energy?

9 A. I am the logistics manager here.

10 Q. Okay. Can you tell us how you interact with -- I'm assuming  
11 with logistics that you're interacting with vessels all the time  
12 and helicopters?

13 A. That is correct. Any time we have a project going on such as  
14 this one, a specific project, I will meet with the project  
15 engineer in order to see exactly what his requirements are,  
16 whether it be a lift boat, supply boat, crew boat, different  
17 types, and at that point I will go out to the vendors and see what  
18 is available on the market based off of their requirements.

19 Q. Okay. So you actually source the vessels, not just the  
20 equipment that's going out on the vessels?

21 A. That is correct. I do not source the equipment going onto  
22 the vessels. That would be the project engineer. I only handle  
23 the logistics access.

24 Q. Okay. Can you -- I'll just -- can you tell us about the  
25 Seacor Power, maybe? Your involvement with them?

1 A. Well, the Seacor Power, it is a specialized vessel due to the  
2 size of it, so at that point there are no other vessels that are  
3 the exact size of the Seacor Power. There are two vessels that  
4 are larger than the Power. So at that point, being that this  
5 specific project was at main past 138, the water depth is what  
6 dictates the actual size of the vessel required in order to do the  
7 work. So at that point, I went out to Seacor, being that the power  
8 met all of those specific parameters of water depth and working  
9 height based off of our platform, and at that point I got a  
10 quotation from Seacor, and we proceeded with the project.

11 Q. So my understanding, then, is the vessels contracted just for  
12 this project and not for a period of time?

13 A. It was actually contracted for our P&A, plug and abandonment  
14 group. It actually went on charter on February 20th of this year.  
15 It was supposed to be a multi-month campaign. Being that this  
16 particular vessel also met the parameters of main past 138, we  
17 ended up utilizing it for this re-completion, mid plug and  
18 abandonment program. So even though the vessel was going to work  
19 for us for four to five months, we ended up adding this to the  
20 campaign.

21 Q. Okay. Is it in your scope of work to actually dispatch the  
22 vessel out and get the right equipment onboard and fluids, and  
23 food, and water, and all the other logistics that goes --

24 A. No.

25 Q. -- along with it?



1 A. So no, at that point we dictate -- or we discussed with  
2 Seacor that we had a change in project scope, that we were going  
3 to add another platform to the actual scope. Being that we were  
4 doing that, we were going to bring the vessel in, remove all of  
5 the plug and abandonment equipment that was currently on the  
6 vessel, in Port Fourchon, load it with the equipment that was put  
7 on the vessel on Tuesday in order to go do the work at main past  
8 138.

9 Q. So when the vessel has to leave to go to main past 138, what  
10 kind of information do you give them for -- about the field?

11 A. We give them the site-specific information, so at that point  
12 it would be the platform height. We would also look at past sonar  
13 surveys in order to see if they're in can holes, which are holes  
14 that were produced by previous lift boats or rigs that were on  
15 location. At that point -- which is why we had Fugro on board  
16 -- the information was outdated, so we were going to have the  
17 Fugro company on board in order to set up the lift boat safely on  
18 location.

19 Q. How about weather? Do you provide weather details for them?  
20 Do you have a weather service that you share with them?

21 A. Talos Energy has a weather service. We do not share the  
22 weather with the companies, only for the fact that boat companies  
23 have their own weather service, and their services is what  
24 dictates when a vessel leaves if it's in the parameters of the  
25 vessel itself. So we have a service for our normal day-to-day

1 operations, just for our term production boats, so that way we can  
2 see exactly what we're working up against when planning projects.  
3 But with this one in particular, the Seacor vessel had their own  
4 weather report that they were looking at. They were not looking  
5 at ours.

6 Q. And who do you use for weather service?

7 A. That's Wilkins Weather.

8 Q. Wilkins? Okay. Are you familiar at all with Seacor's safety  
9 management system?

10 A. Just for the fact that I know that they have their own safety  
11 management systems that we cannot exceed, you know they go by  
12 their own parameters.

13 Q. Okay.

14 A. They do not go by ours, we -- theirs.

15 Q. Is there a bridging document or something similar that spells  
16 that out?

17 A. The bridging document -- they do have one, and Robert  
18 Schininger, who will be meeting with you later -- he's head of our  
19 HOC department -- he's the one that would handle that aspect of  
20 it.

21 Q. Okay. Do you have a lot of experience with Seacor as a  
22 client?

23 A. Yes. We've been working with Seacor for many years.

24 Q. Have you ever asked or been aware of somebody that asked to  
25 have a captain or another officer removed from a vessel?

1 A. No, we have never requested that.

2 Q. Have you had -- is there a Bessie complaint hotline or a  
3 Talos complaint hotline that the crew has, and have you ever  
4 received any calls on that line?

5 A. We do have a hotline for Talos Energy, but no complaints have  
6 ever been brought to me.

7 Q. Okay. The other contractors like Carmel and the company man,  
8 do they report to you?

9 A. No, they do not, that will be Michael Melancon, who is coming  
10 up next.

11 Q. Okay. Thank you.

12 A. And just -- Marcel, just touch whenever you said about the  
13 equipment load out and whatnot -- just so you are aware, the  
14 Seacor Power is a vessel that cannot get to many shore bases, or  
15 dock service ports in Port Fourchon. So this particular vessel  
16 was actually loading out of Ballinger North for this project,  
17 being that they cannot access Martin North, which is our facility.

18 Q. So who actually directs the cargo there to get to the right  
19 dock?

20 A. So at that point, Michael Melancon works with the vendors in  
21 order to tell them what dock and what time to have equipment  
22 delivered. So this particular project -- it was 0600 on Tuesday,  
23 which is a time that was depicted by Seacor. So we had all of the  
24 trucking and, well, the vendors line up the trucks -- Talos pays  
25 for the trucks, but we had the vendors line it up for 0600. It was

1 delivered at Ballinger North, and at that point Ballinger North  
2 and Seacor oversaw the loading of the Seacor Power.

3 Q. Okay. Thank you. Is there a dispatcher that's tracking all  
4 your other vessels that are out there?

5 A. Yes, we have a program that tracks all of our vessels that  
6 are currently working. It's a GPS program, and we install GPS  
7 tracking device on the boats that are working for Talos Energy.

8 Q. Oh, do -- did the Seacor Power have that kind of system?

9 A. That is correct.

10 Q. Do you have that data?

11 A. Yes, I do.

12 Q. Is that something you can share with us? If we wanted to  
13 recreate your track lane?

14 A. I have -- Tommy, I have no issue with it. It literally  
15 -- the first ping that the vessel departed Ballinger North, I have  
16 that. It also dictates the speed, the lat, the long, every single  
17 move, and it pings every five minutes.

18 Q. Okay. I'll get with you after this about that. And just off  
19 the handle, when was the last ping?

20 A. I believe it was at 3:38 p.m.

21 MR. MUISE: Okay. Well thank you, Mr. Boudreaux. I'm going  
22 to pass this on to the investigator in charge, actually, Drew  
23 Ehlers.

24 BY MR. EHLERS:

1 Q. All right. Good afternoon again, Mr. Boudreaux. I think you  
2 said that you'd worked with Seacor to bring the vessel in to Port  
3 Fourchon. If I'm not mistaken, it came in on Saturday and then  
4 scheduled to depart on Tuesday. First of all, who did you work  
5 with at Seacor for that? I may have the first arrival wrong, but  
6 I know the departure was Tuesday.

7 A. So they actually departed the field, our previous location,  
8 on the 9th of April, which was Friday.

9 Q. Okay.

10 A. They got into Fourchon on Saturday, the 10th.

11 Q. Okay. So who do you work with at Seacor to work the  
12 schedule?

13 A. Michael Melancon -- I'm sorry, Michael van Danlen --

14 Q. Michael van --

15 A. He's my salesman at Seacor.

16 Q. Okay. And how did you determine that Tuesday was the day to  
17 do the load out and get underway?

18 A. So on the -- prior the lift boat coming in, we received a  
19 request from Seacor Marine that they would like two days in  
20 Fourchon in order to do routine maintenance and annual inspections  
21 on the crane. At that point, we received an email. My response  
22 was, before approved, let's look at weather, and Michael Melancon,  
23 project engineer, at that point stated that we were fine for  
24 Tuesday to Thursday. So at that point, the request was given, we  
25 accepted the request, and we were told Tuesday at 0600 would be

1 our load out time based off of Seacor's current status of repairs  
2 and inspections.

3 Q. Okay. And did I hear correctly, that was all coordinated via  
4 email?

5 A. That is correct.

6 Q. And if possible, I'd like to request that email  
7 correspondence. Can we go ahead and do that?

8 A. I have no issue with that.

9 MR. DIAZ: Yeah, sure, we'll gladly pull that together.

10 MR. EHLERS: Okay. Yes please. So any correspondence you  
11 had between Seacor and Talos regarding the schedule of the vessel.  
12 So I'd appreciate that. Okay.

13 MR. BOUDREAUX: Sure.

14 BY MR. EHLERS:

15 Q. All right. As far as the time for getting underway, is that  
16 in any way coordinated with Talos?

17 A. It is not. So actually -- so with this particular vessel or  
18 voyage, we were contacted at 3:03 p.m. from the company man on the  
19 lift boat, stating that he had forgotten to tell us that they had  
20 departed around 12:30. So at 3:05, my dispatchers in Port  
21 Fourchon sent an email to the company rep, who is Mike Melancon --  
22 I'm sorry, company engineer Mike Melancon, myself, and I believe  
23 the platform stating that the vessel departed around 12:30, and  
24 they were in transit to main past 138.

1 Q. Okay. As part of the agreement, was there a time or date  
2 that the vessel had to be at the platform?

3 A. No, there was not.

4 Q. Okay. All right. How long was the vessel supposed to be at  
5 the platform?

6 A. I believe it was ten to 14 days, but Michael Melancon will be  
7 able to answer that one in specifics, based on the project scope.

8 Q. Okay. I believe you -- did you receive an email or a phone  
9 call from the company person on board?

10 A. We received a phone call, and I have a picture of the call  
11 log also.

12 Q. Okay. And then, did I hear correctly, you followed that up  
13 with an email?

14 A. The shore base in Port Fourchon followed it up with an email.  
15 So Steve Lewis, company man on the actual Seacor Power, called the  
16 Fourchon shore base -- my shore base, not Ballinger North -- in  
17 order to tell them that they had departed, and my guy sent the  
18 email two minutes later at 3:05.

19 Q. Okay. And we'd also like to see that email as well, please.

20 A. Sure.

21 Q. After that -- during that call at 3:05, did the Fourchon  
22 dispatchers -- did he say anything about the conditions?

23 A. No, there was no discussion of any of the weather or sea  
24 conditions at that time.

25 Q. Okay. And was there any other calls or emails received from

1 him after the fact -- after that?

2 A. Not after 3:05.

3 Q. Not after 3:05.

4 A. Not until after the incident.

5 MR. EHLERS: Okay. Okay. That's all I have. Thank you very  
6 much.

7 MR. MUISE: [REDACTED] please?

8 BY MR. [REDACTED]

9 Q. Hey, Mike. [REDACTED] [REDACTED] with the Coast Guard. You said the  
10 Power got loaded up at Ballinger North, and y'all have -- excuse  
11 me. Y'all normal operations is conducted at Martin North?

12 A. That is correct.

13 Q. All right. Did any representative or anybody -- how did --  
14 go to the Power before departure to confirm any of the equipment,  
15 load out, make sure everything was done and where it needed to be,  
16 and -- you know -- personnel was onboard that needed to be there  
17 and all this other good stuff like, verified, before they left?

18 A. So the Talos representative company man was on the lift boat  
19 itself and he was riding the lift boat out, so at that point he  
20 made sure that all equipment was on the vessel along with  
21 personnel. As for the actual placement of equipment on the  
22 vessel, that would be Ballinger North and the captain of the lift  
23 boat. We do not handle any cranes, movements of equipment, or  
24 dictating where something has to be on the lift boat. Once we're  
25 on location, it is a common practice that you can move equipment



1 once jacked up on location, but the actual original loading and --  
2 or transit -- is always dictated by the captain.

3 MR. [REDACTED] Right, that's right. Okay. That's all I got.  
4 Thank you.

5 MR. MUISE: Michael? Nothing?

6 MR. CENAC: No. Thank you, sir.

7 BY MR. MUISE:

8 Q. So thank you for all of that. Just have a few  
9 follow-ups. If there's an emergency offshore, does the company man  
10 call ashore to anybody? What's he -- who's this first fall call  
11 to?

12 A. Depending on the type of emergency, if it's an -- if it's a  
13 personal illness, we have a chain of command with our HOC  
14 department. If it requires the medevac, or something else of that  
15 nature, normally I am the first call, being that I do oversee  
16 logistics.

17 Q. Okay. Do you -- would you reroute other vessels to assist?  
18 Is that part of your scope --

19 A. That is -- that is correct, and then that is what I did on  
20 Tuesday.

21 Q. How were you notified on Tuesday of the incident?

22 A. Michael Melancon gave me a call. So Fugro had personnel on  
23 other assets in the area, and they overheard on the radio there  
24 was a mayday call from the Seacor Power. At that point, Fugro  
25 called their office to see if any of their personnel were on the

1 Power. Fugro then reached out to Michael Melancon, asked him if  
2 the vessel had departed, you know, and things like that to verify  
3 if it could, in fact, be a factual mayday call. At that point,  
4 Michael Melancon called me, I started my phone calls to Seacor  
5 operations in Alvarez. He did not answer. I proceeded to my  
6 second call which was Michael van Danlen, Seacor sales, He did  
7 not answer. At that point, being that I had no confirmation, I  
8 let our executive team know -- one person -- that what we  
9 potentially heard happened, and then at that point, I called my  
10 Fourchon shore base. We pulled up our GPS tracking system, I  
11 found that the Mr. Lloyd, a crew boat, was closest to the last  
12 location of the Seacor Power.

13 I, at that point, instructed them to get in touch with the  
14 captain via cell -- satellite phone. I also contacted the owner of  
15 the Mr. Lloyd, so that way he was also trying to reach them in  
16 order to get that asset moving that way. At that point I did not  
17 have confirmation, but I needed to go and assist in whatever way  
18 possible. At that point, the second vessel that I dispatched over  
19 there that was in the area was the motor vessel Big P -- P as in  
20 Paul -- and they went and assisted with -- at that point, to see  
21 what was going on, and search and recovery.

22 Q. Okay. And the Mr. Lloyd, that's one of your contracted  
23 vessels?

24 A. That is correct. The Mr. Lloyd and Big P were both on  
25 charter for Talos Energy for other projects.

1 Q Okay. They did recover one of the survivors, so thank you  
2 for that.

3 A. They did.

4 Q. And my last question -- actually, the GPS pinger you  
5 mentioned -- is there any other data coming through like wind or  
6 list and trim?

7 A. It does not do that. It only gives me the speed of the  
8 vessel, along with the lat, the long, and the direction of the  
9 vessel for every five minutes.

10 Q Okay.

11 A. So I can say that the lift boat Seacor Power's initial ping  
12 for Tuesday, which, being that they were parked at Ballinger North  
13 -- legs in the ground, they were not moving -- the first initial  
14 ping was at 12:12 p.m. So that's whenever they would've pushed  
15 off of Ballinger North.

16 Q. Okay. Thank you, sir. When you're sourcing these vessels,  
17 is there any kind of vetting inspection like -- I don't know if  
18 you're familiar with OVID or CMID inspections?

19 A. We do not have an extensive one. We do have approved vessels  
20 based off of inspections done on all of the COIs, insurance  
21 policies, all of their insurance they have criteria for, their  
22 vessel crew, how often they go to certain trainings that are  
23 required, and so on.

24 MR. MUISE: Okay. Does anyone else have any follow-ups?

25 BY MR. MUISE:

1 Q Well, Mr. Boudreaux, thank you for that information. That's  
2 -- like I said, you're the first one from Talos that we've talked  
3 to, so that's enlightening actually. Is there anything else you  
4 think we should know or we should be looking at?

5 A. Not that I can think of at the time.

6 MR. MUISE: Okay. If you think of anything, Mr. Moss has my  
7 contact information. Excuse me, [REDACTED] has a follow-up.

8 BY MR. [REDACTED]

9 Q. Hey, [REDACTED] [REDACTED] Mike, just checking. Do y'all have a  
10 knife policy? Does Talos have a knife policy?

11 A. I'm sorry, a what policy?

12 Q. A knife? Pocket knife? No knife -- no pocket knife policy?  
13 Carries a pocket knives?

14 A. I cannot answer that question. That would be something for  
15 our HOC department.

16 Q. Okay.

17 A. Also -- and speaking of, just so y'all know -- something that  
18 you can ask Robert -- every pre-job meeting that we have such as  
19 this, our HOC department is engaged with that. I do not get  
20 engaged for the fact that it is strictly for actual work done on  
21 location that is well-specific. It does not pertain to the actual  
22 voyage of the vessel. My portion is done prior with operations,  
23 or the salesman, at whatever company, such as Michael van Danlen  
24 with Seacor. So our pre-job is always prior to the actual

1 mobilization where they do actual site-specific project detail  
2 overview.

3 MR. MUISE: Very well. Okay. Well thank you, gentlemen.  
4 Again, Mr. Moss has my email if you can think of anything else  
5 that might be useful to us.

6 MR. BOUDREAUX: Okay. And Tommy, you have the list of what  
7 is required -- or what was requested of us? I'm sorry.

8 MR. DIAZ: Yeah, I did. I'm taking notes over here, and I'll  
9 make sure -- and circle back, Michael, with you, and we'll put a  
10 packet together for the group. And I'll get your email, Marcel,  
11 from Bill, and --

12 MR. MUISE: Yes.

13 MR. DIAZ: -- make sure we have the right people to copy on  
14 there unless you want it to just go to you, and then you can  
15 cascade it to others.

16 MR. MUISE: Yes, sir. And with that, it's 1330. We'll  
17 secure the recording.

18 (Whereupon, the interview was concluded.)  
19  
20  
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22  
23  
24  
25

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 Michael Boudreaux

ACCIDENT NO.:               DCA21MM024

PLACE:                       Via Microsoft Teams

DATE:                         May 4, 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.

  
\_\_\_\_\_  
Ivy Radcliffe  
Transcriber