

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: CAPTAIN TED DUTHU, Master  
Liftboat *Rockfish*

Via Microsoft Teams

Wednesday,  
April 21, 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

LTJG [REDACTED] [REDACTED] Search and Rescue Controller  
U.S. Coast Guard

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

MELISSA HUFFMAN, Warning Coordination Meteorologist  
National Weather Service  
(Via Microsoft Teams)

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

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

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I N T E R V I E W

(10:00 a.m.)

1  
2  
3 MR. MUISE: -- with me today (indiscernible) to our  
4 investigation. In the end, as Drew Ehlers said, we're not going  
5 to have this interview transcribed or anything, but our notes will  
6 go into the public docket eventually. Do you have any questions  
7 for me before we get started?

8 MR. DUTHU: No.

## INTERVIEW OF TED DUTHU

9  
10 BY MR. MUISE:

11 Q. Okay. Can we start with just a little bit of background?  
12 Tell us about yourself. How long have you worked out there? What  
13 kind of license do you have?

14 A. I'm Captain Ted Duthu. I hold a 200-ton Masters. I've been  
15 working in the Gulf here for 44 years in the oil field, out the  
16 oil field. I ran all types of boats.

17 I started off running a shrimp boat. My daddy was a shrimp  
18 boat owner. At the age of 17, I became a captain. My dad taught  
19 me everything he knew, and when he left the shrimping business, he  
20 got into the (indiscernible) boat business. I ran barges for him  
21 up and down the Mississippi River for about three years, then I  
22 came back offshore. I ran utility boats, crew boats and then I  
23 went to work for off coast on this lift boat. Well, I worked on a  
24 few lift boats they had, but this is the boat I started on and  
25 this is the boat they broke me out on, and I've been on this boat

1 now for six years.

2 That was pretty much -- like I said in the beginning, I ran  
3 all types of boats: shrimp boats, utility boats, crew boat,  
4 (indiscernible), and like I said, now I'm on this boat, which is a  
5 totally different animal than any other boat that you can get on.

6 Q. Okay. That said, can you tell us a little bit about the  
7 Rockfish?

8 A. Rockfish is a 125 class lift boat. She's, what, 76 foot  
9 long? I think she's 30 foot wide. She sleeps 22 people.

10 Q. Okay --

11 A. (Indiscernible). I have no (indiscernible).

12 Q. So what I'm going to ask you to do next is, with as much  
13 detail as you can remember, can you walk us through the incident  
14 on the 13th? I'm not going to interrupt you. Just give us as  
15 much as you can remember, please. You're the first one we've  
16 actually talked to that was out there, so the more you can  
17 remember, the better. In fact, I'm going to mute my microphone so  
18 I don't interrupt you at all. Please, share with -- whatever you  
19 have for us, please.

20 A. It was around 13:00, 13:30 when the main platform called me.  
21 We had drillers doing a water line (indiscernible) and we had to  
22 move over two miles to the west, where I was when this incident  
23 happened. When I'm on my way proceeding to the next location, I  
24 seen the sky starting to get dark, but then you go back -- before  
25 I moved, I checked the weather report and it was giving 15 to 20

1 knot winds, adjusted 25. (Indiscernible) about two to four, three  
2 to five. I jacked down and started heading west.

3 I was about two miles from my (indiscernible). But on my way  
4 there, I seen the sky starting to get dark. The wind picked up  
5 some, but not out of the ordinary. I got on location -- well, on  
6 my way to location, I seen the Power coming out of Belle Pass and  
7 I kept on coming and once I reached location I set up, I tagged  
8 and I jacked out the water, and by that time, he was almost -- not  
9 directly behind me, like sort of to the northwest of me. Me and  
10 one of my deckhands walks out of the portside wheelhouse and we  
11 was just standing out there.

12 We was watching him, he was coming and then that dark sky  
13 just stayed like over Fourchon for a while and then all of a  
14 sudden it started moving fast. I told the deckhand, I said, they  
15 said they got a storm front coming, and I said, it's moving really  
16 fast so I guess it's going to be over and done with pretty quick.  
17 Well, the wind -- after that storm cloud passed over, it started  
18 drizzling and then all of a sudden it started to pour down.

19 All that while, I could see the Power. It was still heading  
20 south. He was -- his speed was, what, three knots, four knots. I  
21 don't quite remember because I could see him on my Rose Point. We  
22 walked in and, I mean, I shut the door and all of a sudden the  
23 wind went from 25 and, I mean, the wind shot up to 95 miles an  
24 hour. That's when we lost sight of them, but I could still see him  
25 on the Rose Point in my AIS. I mean, these winds -- I was getting

1 hit broad side. The waves -- I was jacked up about six foot,  
2 seven foot out the water, and every now and then a wave would slam  
3 the portside of the boat and wash over the deck. I'm guessing  
4 four to six foot, six to eight they had, but then when the winds  
5 kicked up and stayed at 95 for about an hour. It was -- that wind  
6 was blowing.

7 I worked south shore. When I was shrimping, I'd tread deep  
8 water; 200, 300 foot of water. I got hit by both fronts offshore,  
9 but never nothing like this, and at 95 -- it was one wave --  
10 during the course of that time, there was a wave that hit the side  
11 of the boat and it went completely over my rescue boat. My rescue  
12 boat is 10 foot off the deck. That waved washed right over the  
13 deck, over that rescue boat, and I mean this boat was swaying side  
14 to side. I stayed there and I watched that wind gauge. My  
15 deckhand went downstairs, went out the wheelhouse and then our  
16 (indiscernible) right below the wheelhouse. He went down to his  
17 room to get something and I stayed up there. I kept an eye on the  
18 AIS. When he come back up he said, I don't see the Power anymore.  
19 I said, no, I don't see it. But most of the time, these AIS, when  
20 the weather gets bad, they go out; you know, they miss signal,  
21 they go out. I thought that's what had happened.

22 Well, after the wind kind of subsided to about 60, 70 miles  
23 an hour, the wind kind of slides off, he walked to the backdoor  
24 and he hollered at me and said, look on the starboard stern. He  
25 said, it don't look good. Well, I walked out the wheelhouse and I

1 was looking at the bottom deck of his boat. I didn't see nothing.  
2 I never looked at the horizon, like to the southwest of me. Then  
3 he comes up, I said, I don't see nothing. He said -- we walked,  
4 we walked out and he pointed and I said, Oh, Lord. He said, we  
5 need to do something. Well, I went on the radio and made the  
6 mayday call. We got Coast Guard on the radio and the dispatch for  
7 Coast Guard, you know, asked the normal questions: where we were,  
8 what happened. And within 30 minutes the cutter Glenn Harris was  
9 on site. He was coming, we called to him and told him -- he was  
10 coming, like, towards the platform where I was and then we told  
11 him like, it's off to the southwest, and then once he come around  
12 the platform (indiscernible), I had (indiscernible) and he went  
13 that way and --

14 The wind, the wind stayed up 60, 70 miles an hour almost all  
15 night because I don't sleep when they have weather like this. I  
16 come lay down, the wind (indiscernible). I go upstairs, I jack  
17 up, come back, lay down and (indiscernible). It looks like it's  
18 going to get worse. It looked like it was going to calm down,  
19 then the winds picked up again to about 75, 80 miles an hour.

20 That's when -- I think the helo arrived and it started to go  
21 in and then -- I could hear him over the radio where they started.

22 Well, we -- let me go back. We called the field boat we had  
23 over here and told him what had happened and he came after the  
24 wind had kind of subsided. I don't know how big that crew boat  
25 is. It's a pretty big crew boat. He ran to -- he made his way



1 over to where the Power is and circled. The Glenn Harris was  
2 there already and then he started combing the area going to the  
3 southwest, and then there -- I don't know. I guarantee there was  
4 15, 20 boats in the short period of time combing the area looking  
5 for personnel or anything they could see in the water. You know,  
6 it's -- I don't know how to put this. This is the first time I  
7 ever experienced something like this and I was never the type of  
8 person to get scared, but that night, I prayed and I got scared  
9 like I never got scared before. I called home, I talked to my  
10 wife, and she said, you sound like you're nervous. I said -- I  
11 told her what happened and, you know, it's just --

12 You know, I knew one guy on that boat. That was Gene  
13 Waterfort (ph.). I had met him because we had did a job with one  
14 of the Seacor boats and he was on -- well, he was on another boat  
15 and we did a job with him. We were their support boat. You know,  
16 he was not (indiscernible) fellow mariner and I do what I have to  
17 to try to help anybody out here. You know, that's -- you know,  
18 from what I've seen -- over the radio, I didn't hear nothing and  
19 (indiscernible). We had one radio (indiscernible) and one for the  
20 (indiscernible) down here. After we made the mayday call, then on  
21 16 we heard another mayday call coming in, but that's basically  
22 what happened that night.

23 Q. Okay, thank you, Captain. This is Marcel Muise again. I  
24 just got a couple follow-up questions for you. How many people  
25 did you have onboard the Rockfish that night?

1 A. Six.

2 Q. Did your crew -- did you or someone in your crew actually see  
3 the Sea Power (sic) go over?

4 A. No, we didn't see the Sea Power go over. We -- that's when  
5 the winds picked up and the rain got heavy. We couldn't see  
6 nothing.

7 Q. Did --

8 A. We seen him right before the wind jacked that high, and, I  
9 mean, when the wind got that high, it started raining and we  
10 couldn't see anything.

11 Q. Before the rain, did it look like they were struggling at all  
12 to maintain a course, or were the cranes moving around or --

13 A. No. It looked like before all of this he was on his steady  
14 course.

15 Q. Okay. The --

16 A. It looked like he had good control.

17 Q. Your Rose Point, can you see the AIS targets on your Rose  
18 Point or is AIS separate?

19 A. No, I can see them on my Rose Point.

20 Q. How about the wind? Is the wind on your rose point, or is  
21 that separate?

22 A. No, I have a wind gauge. That's separate.

23 Q. But that's not on your Rose Point display?

24 A. No.

25 Q. Did you happen to take a picture of it at all?

1 A. No. You know, I was -- it kind of hit me in the wrong place  
2 and I didn't take pictures of anything.

3 Q. Your Rose Point, do you know how long it saves information  
4 for? Is it -- some of them are 30 days, some of them are 6  
5 months.

6 A. I'm not sure.

7 Q. Okay. When is the next time you might be in port, you think?

8 A. What was that?

9 Q. When do you think you might be in Fourchon next?

10 A. Oh, I have no idea. We're (indiscernible) boat over here and  
11 it's not that often we go to the dock.

12 Q. Okay. Your mayday call to the Coast Guard, do you know who  
13 you talked to? Was it the station or was it New Orleans?

14 A. It was New Orleans.

15 Q. Okay, that's all the questions I had.

16 MR. MUISE: Drew, do you have any?

17 MR. EHLERS: Yes, sir.

18 BY MR. EHLERS:

19 Q. This is Drew Ehlers again from the NTSB. You mentioned  
20 before you got underway that day to move from one place to the  
21 next that you checked the weather and I think in your email you  
22 mentioned a weather report. Where do you get your weather  
23 information from?

24 A. We get our weather information from StormGeo.

25 Q. You said StormGeo?

1 A. Yes.

2 Q. Okay. When you saw the Seacor Power before the high winds  
3 and the -- or as the rains started to hit, could you see -- was he  
4 taking any water over the deck?

5 A. (Indiscernible), no.

6 Q. Say that again, sorry.

7 A. I don't think he was taking water over -- I don't remember,  
8 but I don't think he was taking water over the deck because the  
9 wind was, the wind was coming from the north, blowing towards the  
10 stern.

11 Q. Did he look like he was on an even keel?

12 A. Yeah, he looked pretty level.

13 Q. Okay, all right. Now, you mentioned that you had a wave go  
14 over your rescue boat and you said, I think, that your rescue boat  
15 -- about ten feet high. How high would you say that is above the  
16 water when you were jacked up? Do you have an estimate?

17 A. I'd say about 15 --

18 Q. Okay.

19 A. Well, maybe about 15, 20 feet.

20 Q. Fifteen, 20 feet, okay. And you said that your wind  
21 indicator. Is that a standard anemometer, or is that something  
22 special you have for out in the oil fields?

23 A. This is -- what is it? It's a digital wind gauge. I think  
24 it's a Melvin brand.

25 Q. Melvin? Okay. And do you have just one wind bird?

- 1 A. Yeah, just one.
- 2 Q. Okay. All right. Thank you, captain.
- 3 MR. MUISE: Captain Phillips?
- 4 BY CAPT PHILLIPS:
- 5 Q. Good morning, Captain. Again, this is Tracy Phillips. I was  
6 wondering -- couple of additional questions about your anemometer.  
7 Is it in knots or miles per hour?
- 8 A. I think it's in knots. I could go up there and look at it.
- 9 Q. Okay, we'll just follow up with that after the call. How --  
10 you said it went from 25 to 95. How quickly did it jump up to 95?
- 11 A. Within a couple minutes.
- 12 Q. Wow.
- 13 A. If that.
- 14 Q. Really? And once it --
- 15 A. The winds come up, I mean -- go ahead.
- 16 Q. No, go ahead. That's good.
- 17 A. I said, the winds come up fast. I mean, it was quick.
- 18 Q. Yeah, it sounds like it. Okay. And once it got up to 95,  
19 was it at a constant direction, or was it kind of shifting over  
20 time?
- 21 A. It was at a constant direction coming from the north. I was  
22 on the west side of this platform where I was and the wind was  
23 hitting me on the portside.
- 24 Q. Okay. And you said your visibility dropped considerably  
25 then. I mean, how far would you say you could see at that point?

1 A. Farthest I could see was the platform that was in front of  
2 me, and that was about 20 feet from me.

3 Q. Woah, okay. How long does it take you to jack up?

4 A. Once I got here, once I tagged, it took me about -- from the  
5 time I hit bottom, I'd say about, about 10 minutes, maybe not that  
6 long.

7 Q. So it was pretty quick?

8 A. Yeah, the legs on here are pretty quick.

9 Q. How deep was the water at that point?

10 A. What was that?

11 Q. Do you remember about how deep the water was there?

12 A. I was in 46 feet of water.

13 Q. Okay. I know that you said you didn't hear anything from the  
14 Seacor Power during the weather. Had you talked to them earlier  
15 in the day, or had you heard them make any radio calls earlier in  
16 the day?

17 A. No. I think the only call I heard was when he was coming out  
18 of Belle Pass saying he was coming out of Belle Pass by the one  
19 (indiscernible) headed southbound. That's the only thing I heard  
20 he said.

21 Q. Okay, thank you. If your boat had been underway when this  
22 storm hit, what do you think would've happened to your boat?

23 A. I'd be in the same situation that boat is in right now.

24 Q. Really?

25 A. This is a -- like I said, this was a small boat compared to

1 that boat and if I wouldn't have made it -- if I wouldn't of  
2 tagged when I did, I think this boat would've went over also.

3 Q. Thank you very much.

4 BY MR. EHLERS:

5 Q. This Drew Ehlers again from the NTSB, Captain. Do you  
6 remember what time did you arrive at the platform you were at?

7 A. I got here at probably about an hour.

8 Q. Okay. About an hour before the winds hit?

9 A. I got here around 2:45.

10 Q. 2:45? Okay.

11 A. Yeah.

12 Q. And do you remember --

13 A. And --

14 Q. Go ahead.

15 A. When I got here, the wind was blowing from the northeast at  
16 about 18 to 20 miles an hour. The current was pretty strong. The  
17 current was running to the northwest at about 1.5, 1.6 knots.

18 Q. Okay, and when the 95-mile-per-hour winds hit, do you  
19 remember what time that was?

20 A. Let me see. I got in at 2:45. It was 3:30 when the winds  
21 started picking up, and I guess it was around 16:30, 16:15,  
22 somewhere in that area when the wind picked up.

23 Q. Say that time one more time.

24 A. 16:30.

25 Q. I'm sorry, I'm kind of unclear. Is that 15 or 16?

1 A. 16. 1-6-3-0.

2 Q. 1-6-3-0, okay. All right. Sorry about that, Captain. Did  
3 the winds shift at that time or were they still from the northeast  
4 -- or excuse me, yeah, northeast?

5 A. The wind went from the northeast and then went, like, due  
6 north.

7 Q. Due north.

8 A. The wind was blowing from the north cause I was getting hit  
9 broad side, and then, like I said, I was jacked up on the west  
10 side of the platform.

11 Q. Okay, and when the wind subsided -- go ahead.

12 A. No, go ahead.

13 Q. When the wind subsided, such that they did 60 or 70 knots,  
14 was it still from the north?

15 A. Yes.

16 Q. Okay.

17 MR. MUISE: Let's go around the room clockwise. ABS, do you  
18 have any follow ups?

19 BY MR. PRESTON:

20 Q. So --

21 A. What's that?

22 Q. Sorry, Captain. This is John Preston with ABS. So I  
23 understand that you arrived about 2:45 and put the legs down. At  
24 that point, did you have any issues with the weather conditions  
25 getting the legs down and getting up out of the water?



1 A. When I got here, the only problem I encountered was the  
2 current. Once these legs go down -- I mean, these boats are hard  
3 to maneuver when they got a strong current, but the current was  
4 trying to -- the current was headed to the northwest; I'm trying  
5 to get on the west side of here, this platform, and that was the  
6 only issue I had was the current. The wind and the sea didn't  
7 really bother me that much. It was just the strong current was  
8 trying to push me away. It wanted this boat to go, but I  
9 maneuvered the boat around to where I needed to get and I got the  
10 boat on location safely.

11 Q. Okay, and then so I guess -- and then you were out of the  
12 water shortly thereafter, and if I understood you right, you said  
13 that if you would have been about 45 minutes later or something --  
14 you said at 15:30 the winds started to pick up. Would your vessel  
15 would have been able to elevate in that kind of condition?

16 A. If I'd have got here before the wind got to 95 miles an hour  
17 you're talking about?

18 Q. Yeah.

19 A. Yes, I could have got the boat out the water.

20 Q. Okay.

21 A. It would have been sort of a dash, but I could have got her  
22 out of the water.

23 MR. MUISE: Okay, thanks. OCS (ph.)?

24 BY MR. [REDACTED]

25 Q. Hey, Captain Ted. This is [REDACTED] [REDACTED] with the Coast Guard.

1 You said you heard the last --

2 Good morning, I appreciate your time and your response. As a  
3 fellow mariner, it's nice -- you know, I know the brotherhood out  
4 there is that we look after each other. So I appreciate that.

5 You said you heard the Power coming out of -- reportedly it's  
6 coming out of Belle Pass and headed southbound. That's the  
7 direction of toward the Hole in the Wall, right?

8 A. Yes.

9 Q. Okay. Do you know if he made it to the Hole in the Wall?  
10 I'm just trying to get a visual in my head. Or did the weather  
11 overtake him somewhere -- go ahead, I'm sorry.

12 A. The weather overtook him when he was almost directly  
13 (indiscernible).

14 Q. Which would have been halfway between -- I'm sorry, go ahead.

15 A. Yeah, go ahead.

16 Q. I said, which would have probably been halfway between Belle  
17 Pass and the Hole in the Wall.

18 A. Well, he'd have been past the Hole in the Wall. The location  
19 where I'm at is just south of Hole in the Wall.

20 Q. Okay. So you would've been outside that area? Okay.

21 A. Yes.

22 Q. Do you remember the name of the field boat - it's [REDACTED] again  
23 - that was working that area?

24 A. The Errod (ph.).

25 Q. Errod? Okay. That's all I've got. Thank you, Captain,

1 appreciate it.

2 BY LT [REDACTED]

3 Q. Captain, this is [REDACTED] [REDACTED] with the Coast Guard. Just  
4 had a question about the area you guys were operating. I  
5 understand that's a pretty dense area of pipelines. What's your  
6 experience with that, and do you have any special precautions or  
7 procedures when dropping legs in that particular area?

8 A. Yes. Anytime we move from one from location the other, they  
9 send us a (indiscernible) and map of what side to get on, where  
10 the pipelines are, and we got a map of the whole field here  
11 (indiscernible). And whenever we go to a site, we just pull that  
12 map out, look where the pipelines are and get on the safe side,  
13 away from pipelines.

14 Q. Okay. Now, the particular area where the Seacor was, do you  
15 know if that is a significantly more dense area with that -- with  
16 pipelines?

17 A. There's pipelines around where he was. Looking at the --  
18 looking at my Rose Point, we don't have a map that goes that far  
19 -- but looking at the Rose Point, I seen there was pipelines in  
20 that area.

21 Q. Okay, I appreciate it, Captain.

22 MR. MUISE: Seacor?

23 BY MR. CENAC:

24 Q. Mr. Ted, this is Michael Cenac with Seacor. First, thank you  
25 for all your efforts and support throughout this. One question

1 for clarification. I heard you say it took about ten minutes to  
2 jack up once the legs hit the bottom; is that correct?

3 A. Well, from the time I started jacking to get the legs on  
4 bottom and getting out the water, it was a total of about ten  
5 minutes.

6 Q. Okay. So that's complete jack down and the vessel out the  
7 water, about ten minutes?

8 A. Yeah. Somewhere. It might have not been that long, but I'd  
9 say about ten minutes to get bottom and climb out of the water.

10 Q. Okay, thank you, sir.

11 LTJG [REDACTED] Captain?

12 CAPT PHILLIPS: You can go first.

13 LTJG [REDACTED] Okay, sorry.

14 BY LTJG [REDACTED]

15 Q. Good morning, Captain Ted. My name is [REDACTED] [REDACTED] with the  
16 Coast Guard. How are you today, sir?

17 A. All right, and yourself?

18 Q. Doing well. Thank you for asking. I just have a couple  
19 questions, Captain. First one being, after you made your initial  
20 mayday notification to the Coast Guard and passed all the  
21 pertinent information that they needed, did the Coast Guard give  
22 you any specific tasking or direction while you remained on scene,  
23 sir?

24 A. All they said was to be on lookout for any sighting, you  
25 know, that we might have seen, but that was about it.

1 Q. Okay, and did you hear them issue of urgent marine  
2 information broadcast, otherwise known as a pan-pan, over channel  
3 16?

4 A. I don't remember hearing it.

5 Q. That's okay, Captain. My final question for you, sir, did  
6 you happen to overhear the Coast Guard sector having any other  
7 direct communications with any other Coast Guards assets over the  
8 marine band radio?

9 A. Not that I can recall.

10 Q. Okay. Those are all the questions I have, Captain. Thank  
11 you.

12 MR. MUISE: Captain Phillips?

13 BY CAPT PHILLIPS:

14 Q. Captain, I just -- this is Tracy Phillips again with the  
15 Coast Guard. I just really wanted to say thank you for your quick  
16 thinking and your actions on the evening of the casualty. I think  
17 that your quick call to the Coast Guard saved some lives, so I  
18 really appreciate it.

19 A. You know, like I said before, I'm out here, work with people  
20 out here that I don't know, but they're fellow mariners and we're  
21 all out here working together even though we don't work for the  
22 same people. You know, that's what I was taught when my daddy  
23 first showed me how to run a boat. Whenever somebody is in  
24 distress, lend a hand.

25 MR. MUISE: Okay, Captain. Is there any other thoughts or --

1 Anybody?

2 If you could think of anything, Captain -- else that we  
3 didn't cover, you can reach us -- you have Mr. Ehlers phone  
4 number. You can reach us anytime at witness@NTSB.gov.

5 MR. EHLERS: Actually, Captain, this is Drew Ehlers again.  
6 I'll email you again. I know you have my email address, but,  
7 again, I very much appreciate it. So I'll touch base with you.  
8 This has been very helpful.

9 MR. MUISE: That said, do you -- there is a lot of  
10 information here. Do you want to ask him if you want to have this  
11 transcribed? Is that -- or do you want to just --

12 MR. EHLERS: I'll take care of that later.

13 MR. MUISE: Okay.

14 Okay, Captain, is there anything else? Again, thank you for  
15 your time. Again, if you can think of anything else at all that  
16 we didn't cover, please reach out to us.

17 MR. DUTHU: Okay, no problem. Glad to know I could help you  
18 all out with this.

19 MR. MUISE: All right. Well, thank you again, sir.

20 MR. DUTHU: All right. You guys have a good day.

21 (Whereupon, the interview was concluded.)

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 Captain Ted Duthu, Master,  
                                  Liftboat *Rockfish*

ACCIDENT NO.:               DCA21MM024

PLACE:                       Via Microsoft Teams

DATE:                        April 21, 2021

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

  
\_\_\_\_\_  
Shelby Shover  
Transcriber

## Ehlers Andrew

---

**From:** LB-Rockfish [REDACTED] >  
**Sent:** Wednesday, April 21, 2021 5:29 PM  
**To:** Ehlers Andrew  
**Subject:** RE: NTSB Investigation

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

The model is a MERLIN, it reads in mph, you have my word to get this transcribed. You can contact Nick Mayon on his cell @ [REDACTED] or his email [REDACTED] to coordinate getting the data from my Rosepoint. I'll send him your info, also.

Best Regards,

Captain Ted

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**From:** Ehlers Andrew [mailto:[REDACTED]]  
**Sent:** Wednesday, April 21, 2021 3:42 PM  
**To:** LB-Rockfish  
**Subject:** NTSB Investigation

Good afternoon Captain Duthu,

Thanks again for talking to us today; the information you provided was invaluable to our investigation. I have a couple things I'd like to follow-up with after our conversation:

- Can you confirm the model of your wind indicator, and whether it reads in knots or mph?
- You provided such valuable information, I would like to have the recording transcribed – that is, typed out in full. Would you allow me to do that?
- Lastly, we'd like to get the data from your Rosepoint unit for the hours surrounding the accident. We'll coordinate with your company to collect the data while you are out there, so no action is required for the time being.

Please let me know if you have any questions about these requests or our investigation in general.

Best regards,  
Drew

Andrew C. "Drew" Ehlers  
Marine Accident Investigator  
National Transportation Safety Board  
Office: [REDACTED]  
Mobile: [REDACTED]  
[REDACTED]

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