

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

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Accident No.: DCA21MM024

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Interview of: CAPTAIN SCOTT TIMMONS, Master
Lift boat *Seacor Power*

Terrebonne Parish Emergency
Operations Center in Houma, LA

Thursday,
April 22, 2021

APPEARANCES:

MIKE KUCHARSKI, Chairman for the NTSB
Operations Group for the Seacor Power
Capsizing

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

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

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

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

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

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U.S. Coast Guard Marine Board of Investigation

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U.S. Coast Guard Marine Board of Investigation

MARCEL MUISE, NTSB Survival Factors

GARY HEMPHILL, Personal Representative

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Scott Timmons:	
By Mr. Kucharski	6, 21, 35, 46, 48, 54, 58, 68, 71, 80, 89, 97, 100, 105, 106, 107, 108, 109
By Mr. Ehlers	15, 17, 44, 102, 104, 107
By Mr. Preston	20, 36, 42, 48, 69, 75, 96, 107, 108, 111, 112
By Mr. [REDACTED]	20, 34, 39, 47, 68, 110
By Capt. Phillips	20, 40, 70, 71, 88, 96, 106, 111
By Mr. [REDACTED]	41, 43, 73, 103, 105
By Mr. Muise	45, 75, 88, 98, 110
By Mr. [REDACTED]	47

I N T E R V I E W

(15:26 p.m.)

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2
3 MR. KUCHARSKI: Today is the 21st [sic.] of April 2021. The
4 time is approximately 15:26, 3:26 Central Daylight time. We are
5 at the Terrebonne Parrish Emergency Coordination Center in Houma,
6 Louisiana and we are here to interview Captain Scott Timmons, and
7 this is -- we are interviewing him in relation to the accident
8 that occurred, the capsizing of the Seacor Power on or about the
9 13th of April.

10 And Captain, before we continue further do I have your
11 permission to record this?

12 CAPT. TIMMONS: Yes.

13 MR. KUCHARSKI: And I think I've already mentioned about your
14 getting a chance to look at the transcription and make sure that,
15 you know, there weren't mistakes made in it.

16 CAPT. TIMMONS: Yes.

17 MR. KUCHARSKI: And I just want to, I know I've mentioned
18 this again, but I like to get it on the record that you understand
19 that we can't offer any immunity or anything like that,
20 confidential either, okay.

21 CAPT. TIMMONS: Correct.

22 MR. KUCHARSKI: The other thing I wanted to mention is that
23 anywhere along here if something is not clear, please tell me, you
24 know, or question anybody asks and, of course, you can consult
25 with your personal representative if need be before you answer or

1 clear something up. Okay?

2 So, we've been tasked -- one last little thing. We've been
3 tasked by Congress to go ahead and develop probable cause. That's
4 why we are here. No win or lose situation. Probably cause so we
5 can help prevent these accidents from happening in the future.

6 CAPT. TIMMONS: Understood.

7 MR. KUCHARSKI: And we much appreciate your help in doing
8 this.

9 CAPT. TIMMONS: Thank you.

10 MR. KUCHARSKI: So, let's go around the room and please give
11 your name and spell it for us for the record.

12 CAPT. TIMMONS: Scott Carson Timmons, S-C-O-T-T, C-A-R-S-O-N,
13 T-I-M-M-O-N-S.

14 CAPT. PHILLIPS: Tracy Phillips, I'm the chair of the Coast
15 Guard's Marine Board of Investigation.

16 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

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

19 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard Marine Investigator.

20 MR. MUISE: Marcel Muise, NTSB survival factors.

21 MR. CENAC: Michael Cenac, Seacor Marine.

22 MR. PRESTON: John Preston, ABS.

23 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

24 MR. HEMPHILL: Gary Hemphill, personal representative.

25 MR. KUCHARSKI: And this is Mike Kucharski.

1 INTERVIEW OF CAPTAIN SCOTT TIMMONS

2 BY MR. KUCHARSKI:

3 Q. Captain let's start off if you don't mind with some general
4 questions about your background to get -- understand where you
5 have been through your career, okay?

6 A. Okay.

7 Q. And we are going to concentrate on just maritime related.
8 So, what license do you hold?

9 A. I hold, currently hold a 1600-ton Master Oceans.

10 Q. Okay. And does that license also have STCW endorsements?

11 A. Yes.

12 Q. So, you can use that not only as a national license but to go
13 international?

14 A. Correct.

15 Q. And tell us about related schooling that you have had
16 besides, say your STCW type, you know, survival and things like
17 that?

18 A. Initial training I've done most of it through Houston Marine.
19 I went to Houston Marine for my initial license and then upgraded
20 throughout using that same school.

21 Q. Okay. And have you had any other training besides the STCW
22 any type of company training or any other?

23 A. We go through a lot of different trainings of course every --
24 for all types of -- all the requirements plus some, you know,
25 medical, firefighting, you know, all the prerequisites for the

1 license as well.

2 Q. Okay. And you mentioned upgrading your license through
3 Houston, yes?

4 A. Yes.

5 Q. And so, what -- tell us what positions you have served on
6 sailing, if you will.

7 A. Well, I started out on offshore crew boats with -- as a
8 deckhand. And first license was a 100-ton Master Inland and then
9 got the 100 Ton Master Near Coastal -- 100 Ton Master, 200 Ton
10 Mate Near Coastal and then went from there to 1600 ton.

11 Q. And during that as you're upgrading and you're starting out,
12 you said you started out as a deckhand.

13 A. Correct.

14 Q. And as far as maritime employment goes, can you bring us
15 through what companies and positions you served with them and
16 about how long?

17 A. Sure. I started in 1986 with Popage (ph.) Brothers Water
18 Transportation as a deckhand on their offshore crew boats. I
19 worked for approximately two-and-a-half, three years as a deck
20 hand. Got my first captain's license in '89.

21 At that time, I actually and strangely enough I tested for
22 the 100 Ton Master, 200 Ton Mate Near Coastal but then they
23 realized I wasn't old enough to actually get the offshore master's
24 license. So, they restricted it.

25 It was after testing as a matter of fact, so they restricted

1 it to an Inland license until I turned 19 and then he
2 automatically upgraded it to the offshore Masters.

3 Q. And then so what company --

4 A. I'm sorry. So, yeah, then I continued working as a Master
5 for Popage for about another year. And I stepped down to Mate to
6 get on lift boats with Cross Marine in 1991, April of '91. And
7 basically, I've never put another application in since then to be
8 honest. I've been there ever since. Just we've been purchased
9 through separate entities and that's how I ended up getting to
10 Seacor.

11 Q. Okay. So, during that time you mentioned you stepped down to
12 Mate --

13 A. Uh-huh.

14 Q. -- how long did you say -- Mate is that like First Mate?

15 A. First Mate, yes, sir. To learn stability and such I had --
16 wasn't familiar with lift boats at all. So, I had to step down to
17 Mate and I was probably a Mate for probably a year to a year-and-
18 a-half and then got my first issuance of my first vessel.

19 Q. So, '91 through '93 or something like that?

20 A. Yes, roughly.

21 Q. And then you got your master's license?

22 A. Well, I already had my master's license at that point. I
23 just didn't have the vessel because I didn't -- I wasn't familiar
24 with it. So, until I could prove that I was, I could handle a
25 lift boat and a stability aspect of it they -- I was a Mate and

1 then again, I already had the license to run it but didn't get the
2 position.

3 Q. and that was the 1600-ton license at that time?

4 A. No. At that time, I was still sitting on a 200-ton, 200-ton
5 Masters.

6 Q. Okay.

7 A. So, the vessels were a lot smaller back then generally
8 because you're running a 145 class, 130 and 145 class jackups.

9 Q. Run us by that the 145, we see these different classes, what
10 do they mean when they --

11 A. That's a leg length generally is what the terminology that
12 belongs to that.

13 Q. Okay. So, 200-ton license?

14 A. Correct.

15 Q. Up until when?

16 A. I want to say I go, yeah, I upgraded to, upgraded, and went -
17 - got my I think it was straight to my 1600 in '95, I want to say
18 it was in '95 I got my 1600 ton. Only later did I get -- go and
19 get my Oceans endorsement. It was a 1600 ton near coastal and
20 then it went -- then I went back and took celestial and all of
21 that stuff and got my Oceans endorsement, I think around '98.

22 Q. And during that, anywhere during that time -- so, where did
23 you step up then from 200 ton to a larger vessel?

24 A. Well, at that time the 145s was the largest vessels in our
25 company was Cross Marine 145 was the largest vessels we had. And

1 then I think it was in, again in '90 -- I want to say '98 or '99
2 they built had Bollinger build a couple of 200 class lift boats
3 and I was able to capture one of those.

4 Q. So, essentially from '90, what, --

5 A. '98.

6 Q. -- '95 -- '93 on you have sailed Master?

7 A. Yes. Yes. Somewhere in that vicinity except for in '99 I
8 got -- I came in from offshore all together, end of '99 beginning
9 of 2000 I came into the office and went into a supervisory
10 position.

11 Q. As what?

12 A. As actually at the beginning it was, they called it vessel --
13 not vessel superintendent it was crew coordinator and operations
14 supervisor was the actual term that they put on my card.

15 Q. This was for Cross Marine?

16 A. No. That was actually for Cardinal at that time. We had
17 already been purchased and Cross Marine had been purchased by
18 Cardinal and only to be purchased later by Seacor.

19 Q. And so, on the Seacor Power specify and I've got to ask you
20 questions it's going to be a little bit out of you yourself, is
21 there a position called night captain on that boat?

22 A. No. That's not the terminology we use anyway.

23 Q. What's the terminology you use?

24 A. It's Mate.

25 Q. Mate?

- 1 A. Mate.
- 2 Q. So, is there only one Mate on that boat?
- 3 A. Correct.
- 4 Q. And there's only one Master?
- 5 A. Correct.
- 6 Q. What are the officers on that lift boat the Seacor Power?
- 7 A. It would be the Captain and the Mate.
- 8 Q. Okay. Are you familiar with James Gracian?
- 9 A. Yes.
- 10 Q. What was his position on the boat?
- 11 A. His position actually he was running as an extra when he was
12 with me, but he definitely, definitely helped.
- 13 Q. As an extra?
- 14 A. He's been a Master. As a matter of fact, that was the first
15 Captain I sailed with on a lift boat. So, yeah, when he came over
16 as an extra it was nice to have him onboard.
- 17 Q. While you were sailing with him what did he do onboard?
- 18 A. Just basically supervisory position. Anything we needed he
19 would help. He didn't mind getting his hands dirty.
- 20 Q. Did he stand a watch?
- 21 A. He would. He would hold the wheel or do anything you asked
22 him, you know, whatever was asked.
- 23 Q. Okay. So, I had to ask you that. This is sort of similar to
24 what we heard before, we heard night Mate or night captain, but
25 now so it's coming a little bit clearer, I think. So, on the

1 Seacor Power how long were you captain on there, were you captain
2 when it was Dixie Endeavor?

3 A. No. No. I came to the vessel in I believe February of 2019
4 as master.

5 Q. And did you sail in any other position on the Power besides
6 Captain or master?

7 A. No.

8 Q. Has the structure of the crew, I say structure. So, you have
9 a captain, you have a mate, you have ABs that type of thing --

10 A. Correct.

11 Q. -- has the structure changed or the number of crewmembers
12 changed since you took over as master in 2019?

13 A. I'm not sure --

14 Q. And additional --

15 A. Relative to when? I mean what do you mean?

16 Q. From 2019 when you took over as master, did you -- were any
17 crew members added or taken away from the act crew onboard the
18 vessel, not contractors?

19 A. Right. Right. Yeah. I mean the crew numbers fluctuate
20 depending on the actions of the vessel. I mean if we are standing
21 by and there's been a lot of that in recent history where we are
22 standing by at home. We don't carry a large crew, you know. We
23 carry the -- at the bare minimum, the minimum mandatory to move
24 the vessel make it so you can again move it legally, other than
25 that, you know. And then sometimes there would be in that same

1 situation we may have nine or ten guys. It just, it just varies
2 from hitch to hitch.

3 Q. Okay. And what was your rotation on and off the vessel?
4 What was that at?

5 A. Fourteen days on and 14 days off.

6 Q. Okay. And in that rotation, you were an on vacation master,
7 correct? You were on vacation or off the vessel when the accident
8 happened?

9 A. Yes.

10 Q. So, when did you actually come off the vessel?

11 A. The morning of the incident, accident.

12 Q. The morning of the accident. About what time?

13 A. We left -- the crew got there I believe around 6:15 or so, if
14 I can recall correctly. And we did our change over and I want to
15 say we probably departed the dock roughly 7:00 o'clock.

16 Q. When you say departed the dock, you left the dock?

17 A. Left the vessel.

18 Q. Did you leave as a group or?

19 A. They generally send two crew change vehicles and I learned
20 later that some guys had already took the one vehicle and left
21 when I got out there, we were down to one.

22 Q. Okay. And how long does the actual handover take?

23 A. It varies. Generally, it doesn't take that long because we
24 have a, you know, change over notes that, you know, form that's
25 filled out every hitch and everything is in there. But we'll

1 briefly verbally kind of go over what's in that and then -- and
2 anything else that's, you know, comes to mind you're going to go
3 over that with them and then leave.

4 Q. And do you recollect any specific items in that turnover
5 notes?

6 A. I guess the thing that comes to mind is the most to me right
7 now is the -- we had changed out, we had lost a life raft, which
8 was the first time it's ever happened to me on our voyage in from
9 our last job and I mentioned that to him. And we had already
10 installed the new one, but the bracketry that was holding it was
11 different from the original because the Viking life raft was
12 bigger than the one we received.

13 So, I mentioned that to him. Although it was strapped
14 securely in its previous holding and it had a turnbuckle it came
15 with the hydrostatic release and all, but it was -- It just didn't
16 look -- it looked basically swallowed up because it was so much
17 smaller. And I mentioned that to him, that was basically --

18 Q. What -- was it a different manufacturer?

19 A. Yes.

20 Q. What was the manufacturer?

21 A. I don't recall the name of the manufacturer. One I wasn't
22 too familiar with but --

23 Q. Revere?

24 A. No.

25 Q. And did you keep any record of this handover? Do you keep a

1 copy of the handover notes?

2 A. Do I keep them?

3 Q. Yes.

4 A. No, sir.

5 Q. Okay. And are you salaried? Do you get overtime? How does
6 that work?

7 A. No, sir. We are paid by the day.

8 Q. By the day?

9 A. Yes, sir.

10 Q. Do you receive any bonus or other compensation from the
11 company or are you the company?

12 A. I'm sorry.

13 Q. Do you receive any bonus from any company?

14 A. No.

15 MR. KUCHARSKI: I'm going to hold there see if there are
16 questions around the room.

17 MR. EHLERS: Drew Ehlers, NTSB.

18 BY MR. EHLERS:

19 Q. So, you mentioned that you lost a life raft, was that in the
20 immediately preceding voyage?

21 A. Correct.

22 Q. Okay. What were the circumstances that you lost that life
23 raft?

24 A. We were inbound catching seas and wind coming out of the
25 southeast basically hitting us a beam, directly a beam on the

1 starboard side. And the waves were hitting the hull and then it
2 would splash up and the vertical splash actually --

3 Q. Jarred it free.

4 A. -- jarred it free and lost the life raft and with, honestly
5 without us -- it happened at night. But I noticed it in the
6 morning.

7 Q. Was it the morning that you were coming into Port Fourchon?

8 A. Well, we got in that afternoon.

9 Q. Oh, I see.

10 A. I had actually jacked up in route that morning.

11 Q. You jacked up in route, was that to avoid the weather?

12 A. Well, it was but it was not so much the current weather at
13 that time as much as it was, we had a, basically it seemed like a
14 summer squall just come at change -- wind changed out of the north
15 and was blowing 35, 40 consistent and it actually got up to I
16 remember the highest was 48. And it was so basically hitting me
17 on -- so, I wasn't able to make any headway. I was catching seas
18 from the starboard and high winds from the port. It was just a
19 moot point to continue to try. So, we just basically jacked up
20 and waited till things died down.

21 Q. Oh, okay. Were you aware that the life raft had gone
22 overboard or is it the next morning at first light you saw it?

23 A. That is the same morning. We noticed when I jacked up, I
24 already knew my life raft was gone.

25 Q. Okay. But did you have the watch when the life raft fell

1 overboard?

2 A. No. That was --

3 Q. The mate?

4 A. -- the mate. Yes, sir.

5 Q. Did the mate see it overboard?

6 A. No.

7 Q. Okay. Was there any other I'll say damage, but damage is the
8 wrong word, from taking water on the starboard side like that?

9 A. Yes. It actually the grading on our starboard leg TOUR also
10 was pushed up and even a couple of pieces missing. I later found
11 out that the grading it was that fiberglass grading, and they were
12 held in by small clips and you could basically go up there and if
13 you go up and just pull on it it would actually come up.

14 So, anyway it -- I was missing two pieces of grading. The
15 two pieces of grading and other were also up and ajar.

16 MR. EHLERS: Okay. Do you mind if I continue along this line
17 of questioning?

18 MR. KUCHARSKI: Sure.

19 MR. EHLERS: Okay.

20 BY MR. EHLERS:

21 Q. Did you take any water onboard?

22 A. Yes. He woke me up I guess it was around 3:00 or 3:30 to let
23 me know that they were getting water in the vent and the galley
24 over the sink. So, when you pulled them back and he come and got
25 me I went up there and he asked me to just to turn the boat and

1 put the starboard side leeward. And that's what I did so they
2 could go close the vent what was again was basically the same
3 thing that the wave would come and hit the wall and splash up and
4 it was just going inside of the vent and it would create a leak
5 that way.

6 Q. Okay. Where specify was that vent at?

7 A. In the galley. That would be almost towards the stern of the
8 cabin.

9 Q. Uh-huh.

10 A. About -- between the cooking area and the galley itself. So,
11 right over the -- actually over the kitchen sink.

12 Q. Okay. Main deck?

13 A. Yes. Main deck.

14 Q. And how high up on the bulkhead is that vent?

15 A. It's going to be -- it's almost at the top of the first deck.

16 Q. Okay. How much water was coming through that vent?

17 A. He, the way he explained it to me it just trickling in, but
18 it made him aware that that vent is open, and it needs to be
19 closed is the way he described it to me. It's not -- it wasn't,
20 it wasn't flowing in it was just -- it was basically a droplets
21 and trickling.

22 Q. So, there's a way to close a vent from the outside?

23 A. Yes. It has an outside closure.

24 Q. Okay. Is it like a dog or how --

25 A. Yes. Just a steel flap with a little butterfly nut.

1 Q. Okay. All right. Any other impact from that starboard side?

2 A. Yes. From the -- there's also a vent that's much lower to
3 the deck on the starboard side that actually feeds air to the
4 control room and it was getting that same type of water in the
5 control room is what they were saying.

6 Q. Is that vent also on the main deck starboard side on the
7 house?

8 A. No. It's not on the house. It's actually out on the main
9 deck and it's much lower. Actually, thinking back, I don't know
10 what it was hitting to cause it to go up.

11 Q. Okay. And when you say the control room, are you talking
12 about the MCC?

13 A. The MCC, yeah, MCC room, yes, sir.

14 Q. Okay. Anything else you can remember?

15 A. It's the only thing that when he woke me up that was the two
16 issues that we dealt with?

17 Q. Okay. No bilge alarms went off?

18 A. No. Uh-huh.

19 Q. Okay. Was there water washing over the main deck?

20 A. That's pretty common on these.

21 Q. Okay. Shoot, there was another question that came to mind --
22 oh, how was in those -- what would you say the seas were?

23 A. They were three to four, occasional three to five, occasional
24 five.

25 Q. How much was it rolling in those seas?

1 A. It wasn't rolling real bad. I would probably say two
2 degrees, if I had to estimate, you know, two, two-and-a-half
3 degrees.

4 Q. Either way?

5 A. Either way, yeah.

6 Q. Okay. All right, thanks.

7 A. Uh-huh.

8 CAPT. PHILLIPS: Tracy Phillips.

9 BY CAPT. PHILLIPS:

10 Q. Which life raft (indiscernible)?

11 A. It was the center life raft on the starboard side.

12 Q. Thank you.

13 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

14 BY MR. [REDACTED]

15 Q. Were you carrying any cargo, that cargo on your voyage in?

16 A. We were. We had three pieces of cargo. We had a diesel
17 pressure washer. We had a light plant. And that's all I can
18 recall.

19 MR. PRESTON: John Preston, ABS.

20 BY MR. PRESTON:

21 Q. So, in three to fours or three to fives you were able to jack
22 the unit down with no issues?

23 A. Yes.

24 Q. No, punching bottom multiple times?

25 A. No. And that's going to vary depending on the type of soil

1 you're in. I mean if you're in a soft bottom you can do that
2 without damaging the vessel. Now, if you're in Texas you're going
3 to have a hard time in them same seas you're going -- you could do
4 damage. But in a soft bottom there's not really an issue.

5 Q. Okay. So, how much is the vessel heaving I guess in those,
6 those type of seas?

7 A. And that's a good question. Also, it depends on the type of
8 seas that you're running into. If you're running into a ground
9 swell that's allowing the vessel to rise and fall then that's
10 going to be a big difference. But if it's a wind driven chop that
11 boat is so heavy it just -- they just feed up against it and
12 you're not actually rising and falling. So, there's a big
13 difference.

14 Q. Okay. And from this storm which type of wave was it?

15 A. Actually, we was receiving the ground swell but the ground
16 swell was much less than the chop and, again, because the winds
17 had changed 180 degrees it was actually knocking the chop off and
18 it was just the ground swell that was allowing me to rise and
19 fall. So, I would say probably three to four.

20 Q. Thank you.

21 BY MR. KUCHARSKI:

22 Q. So, Captain, just some -- a baseline of questions if you
23 will. Besides Seacor the operator, did you also have a charter of
24 the vessel on board?

25 A. No.

- 1 Q. No charter?
- 2 A. Well, we was on charter but we had no personnel for them.
- 3 Q. Okay. And do you -- so, you were on charter to who?
- 4 A. Talos Exploration.
- 5 Q. Okay. And what were you doing (indiscernible).
- 6 A. We was actually -- we was doing P&A work.
- 7 Q. Which is?
- 8 A. Plug and abandonment.
- 9 Q. Could you explain what that is?
- 10 A. That's they go out there and they basically got to plug the
- 11 wells, cement it in and then they cut the casing and pull the
- 12 casing.
- 13 Q. And the -- so, there was no charter's rep, but you had -- did
- 14 you have other contractors aboard at that time?
- 15 A. No contractors on board.
- 16 Q. So, who did the work then?
- 17 A. Well, we did on the job. Everybody had got off on a crew
- 18 boat and we rode the crew boat in.
- 19 Q. So, was there a charter's representative onboard when you
- 20 were actually doing that work?
- 21 A. Yes, sir. Absolutely.
- 22 Q. Okay. So, they weren't onboard when you're running in?
- 23 A. Correct.
- 24 Q. But they were onboard when the work was actually being done?
- 25 A. That is correct.

1 Q. Okay. Did you ever work a location without a charter's rep
2 onboard?

3 A. No. We don't do any of the work. So, it would be -- there
4 would be no purpose for us to be there if they didn't have people
5 doing work.

6 Q. Have you ever seen any of the terms and conditions of the
7 charter party?

8 A. Terms and conditions? I mean I get a basic job report that
9 give me the day rate, you know, the specifics that pertain to me
10 as to how I write out the billable but as far as the, you know,
11 the lawyer end of it, no, I don't, I don't get that.

12 Q. So, besides this recent trip have you ever done work for
13 Talos in the past?

14 A. Oh, Absolutely.

15 Q. What methods do you use to communicate with the company while
16 you're on the, while you were on the Power?

17 A. Generally, phone.

18 Q. Did you also send e-mails to the company?

19 A. Correct.

20 Q. Okay. And how did you send those e-mails via what?

21 A. Vessel has a -- we have satellite --

22 Q. Okay. It was VESSEL -- do you know who the service provider
23 was that satellite?

24 A. No.

25 Q. Imersac (ph.), Comsat (ph.) anything like that?

1 A. The name, I can almost picture it on the satellite, but I
2 can't remember right at the moment.

3 Q. I get it. Do you know which satellite that was, was it
4 Satsea (ph.), was it, do you know specific what band it was?

5 A. Oh, no.

6 Q. Did you keep a logbook on the bridge?

7 A. A logbook?

8 Q. A logbook, the deck logbook?

9 A. Yes. Uh-huh.

10 Q. Was it in paper or was it electronic?

11 A. The log, we have a binder.

12 Q. A binder?

13 A. Yeah.

14 Q. Did you ever send any of those sheets ashore?

15 A. Now, logs referring -- let me back up and make sure I'm
16 answer this question correctly. Are we talking about like --
17 there's lots of logs we do. We do billable logs. We do, you
18 know, as far as master's logs, which one are you referring to as
19 far as --

20 Q. Generally, the Coast Guard requires you keep a long book on
21 the bridge.

22 A. Okay. Yeah, master's log you're speaking of. Okay. That's
23 my --

24 Q. On a live boat -- yes, there's an official logbook also if
25 you're running offshore.

- 1 A. Yes.
- 2 Q. But I know there's an engine logbook the chief says he has.
- 3 A. Right.
- 4 Q. When do you have a deck logbook on the bridge?
- 5 A. Yes.
- 6 Q. And that you call the master's log?
- 7 A. Yeah, we refer that as masters.
- 8 Q. Does the first mate also put things in the master's log?
- 9 A. Yes.
- 10 Q. Oh, okay. So, that master's log do you ever send any of
11 those books ashore?
- 12 A. No, sir.
- 13 Q. Can you give us an idea how -- the speed at which the legs
14 operate at if you're jacking up, how fast does that -- does it
15 take -- is it in feet per minute, is it --
- 16 A. Generally, feet per minute is the terminology we use.
17 Honestly, I've never -- I can't say that I've actually timed this
18 v vessel. But I would estimate five -- four to five feet a
19 minute.
- 20 Q. We asked the chief if he knew and he didn't. Is there any
21 booklet or anything that actually gives that rate that you're
22 aware of?
- 23 A. (No audible response.)
- 24 Q. It's sort of critical that we find out how fast the deploy
25 situation --

1 A. I see. Yeah. But see that's going to be -- that's --
2 there's some variables involved in that anyway and that is going
3 to be the RPMs that you set your throttles at. I mean this is a
4 single speed jacking system. But it's going to be based on what,
5 you know, what you set your RPMs at for the HPU. So, --

6 Q. Twelve would be the fastest that you could do it or the fast
7 four to five feet a minute?

8 A. I would say probably five feet a minute, yeah.

9 Q. Was there a -- do you hold pre-departure conferences when,
10 you know, leaving port?

11 A. Yes.

12 Q. Who attends those?

13 A. Generally, everybody onboard will do what we have to do is
14 like the toolbox talk. We go over the risk assessments, JSAs for
15 moving the vessel depending on whether it be in port or if you're
16 going offshore, they have different risk assessments involved in
17 that.

18 Q. So, would the -- you say everybody onboard. Does that
19 include contractors?

20 A. No. No. It would be crew.

21 Q. Crew.

22 A. Yeah.

23 Q. Let's go through your crew members onboard if you would.

24 A. Yeah. We're going have during the day it would be myself,
25 generally at least one crane operator, which is your AB. And then

1 you're going to have a cook OS, and -- yeah, it's going to be as
2 far as day crew that's pretty much you're going to minimum for
3 that. Now, there may be an additional -- depending on what we're
4 doing there's going to be -- you're going to have an additional
5 crane operator, we could have a couple additional deckhands based
6 on, you know, BR hands that we use for cleanup. There could be an
7 additional guy for that if we are on the job.

8 Q. So, I'm talking about just leaving port.

9 A. Leaving, okay.

10 Q. Leaving port. Okay. Generally speaking, are you always up
11 when the vessel leaves port?

12 A. Yes.

13 Q. Okay. So, do you hold any pre-departure type conference with
14 yourself and those people involved in moving that vessel?

15 A. Yes. Again, we have to do what we call a toolbox talk --

16 Q. Okay.

17 A. -- and we go over the risk assessments involved in the as
18 part of our pre-departure.

19 Q. So, yourself, would the first mate be part of that?

20 A. No. He would be generally up at night. So, he would -- he's
21 going to hold his when he gets up with his crew.

22 Q. And then -- so, it's all those people that are up will
23 actually discuss that --

24 A. For that TOUR.

25 Q. -- for that --

1 A. For that TOUR.

2 Q. Tower, what is a TOUR?

3 A. Tower is -- we are on 12-hour tours. Basically, you know, I
4 work from 6:00 a.m. to 6:00 p.m. and the mate generally works from
5 6:00 p.m. to 6:00 a.m.

6 Q. Okay. So, that pre-departure, the toolbox talk is a risk
7 assessment of moving the ship, if you will?

8 A. Yeah, we have risk assessments already, basically already
9 made up, JSAs they -- job safety analysis, and it includes all the
10 tasks and hazards of whatever we are fixing to do, and we go over
11 those and we sign off on the toolbox talk that we all understand
12 the risks and everything we are going to do to make sure that we
13 don't -- that we cover those risks.

14 Q. So, is there a specific one for getting underway from port?

15 A. Yes. There is.

16 Q. Is there a specific one for heavy weather?

17 A. Actually, the heavy weather could be, could be one of the
18 dangers in that and then there's -- yes. So, that you have
19 certain tasks that you do to mitigate those issues.

20 Q. So, not a separate one for heavy weather that you're aware of
21 but --

22 A. No.

23 Q. -- weather is one of the risks --

24 A. That's correct.

25 Q. -- or one of the hazards associated with (indiscernible).

- 1 A. That's correct.
- 2 Q. Okay. So, the general rotation for watch you were 0600 to
3 18:00, the first mate was 18:00 to 0600?
- 4 A. Correct.
- 5 Q. Was there an AB on your watch also?
- 6 A. Yes.
- 7 Q. Okay. Anybody else on your watch?
- 8 A. You're going to have a cook. Cook is usually running as the
9 OS and again, depending on if we are on charter where we are going
10 to do a bit job or whatever there's also additional guys that we
11 use for cleanup and maybe and additional crane operator. It just
12 varies depending on what we are going to do.
- 13 Q. But not on the bridge watch with you?
- 14 A. No. No. We wouldn't have them generally -- we can -- we do
15 use those guys as a lookout sometimes to relieve the AB so he can
16 step out or whatever, but no, generally just, just as lookout.
- 17 Q. How many OSs did you have on board?
- 18 A. On my last job?
- 19 Q. Yeah. Excuse me. OS, to clarify is an ordinary seaman?
- 20 A. Ordinary seaman, correct. Two.
- 21 Q. Does that number fluctuate?
- 22 A. It does, it does. And whether we are -- again, there are
23 cooks that are actually employed by Seacor all have OS
24 certifications whereas if we are renting a cook, they may not have
25 an OS certification.

1 Q. So, what's the minimum OSeS that you carry onboard?

2 A. Well, you got to have -- just basically you're going to have
3 a minimum of one.

4 Q. One. Okay. But the OS does not actually stand a watch?

5 A. Generally, not, unless you need him for, again, lookout.

6 Q. When did you hold abandon ship drills?

7 A. Those are prior -- upon any time there's more than -- any --
8 all crew changes and anytime there's net contractors that come
9 aboard that's unfamiliar with, you know, with the vessel you do
10 afire and abandon ship.

11 Q. So, when you have a full crew change would their departure
12 from Port Fourchon, okay, you had a change out of crew, yourself,
13 chief engineer left, the first mates change out also?

14 A. Yes. Everybody.

15 Q. So, is that a complete crew change?

16 A. Yes.

17 Q. So, is it typical then to have an abandon ship drill before
18 you leave port?

19 A. Fire and abandon ship drill, yeah.

20 Q. Fire and abandon ship. Okay. And are there any contractors
21 aboard? If there are contractors aboard, are they required to
22 attend that?

23 A. Absolutely.

24 Q. Are people ever excused from the drill?

25 A. Not generally, no.

1 Q. Did you complete -- do you complete a voyage plan for every
2 sailing?

3 A. Any time you're going offshore, yes.

4 Q. Yes. Okay. How about if you change positions offshore from
5 one place to another?

6 A. Yes, if it -- yes. You need a voyage plan anytime you're
7 offshore.

8 Q. And are those voyage plans reviewed by anybody? Do you send
9 them into the office to anybody to look at?

10 A. Yes. Well, we, of course we actually send them in from the -
11 - as long as the system is connected to the internet, the interned
12 is functional it'll actually make it to the office. A lot of
13 times it's, you know, the -- it's not able to get there just due
14 to the fact that our internet is spotty sometimes.

15 Q. So, if the internet works it's sent to the office?

16 A. It should be, yes.

17 Q. Do you know why they call it a push or pull; do you have to
18 send it or is it automatically taken?

19 A. It's actually on a rose point. You -- once you complete it
20 you can just take the mouse and click the button and it sends it
21 to shore base.

22 Q. Okay. So, I'll jump ahead a little bit here. So, is rose
23 point your -- is it an ECS that you have on there?

24 A. Yes. Yes.

25 Q. An electronic charting system.

- 1 A. Yes.
- 2 Q. Okay. And do you also have GMDSS on there?
- 3 A. Yes.
- 4 Q. And do you -- are both the captain and the mate qualified as
5 GMDSS operators?
- 6 A. Yes.
- 7 Q. Do you often, and I'm getting a little bit off even my own
8 script but this sort of opened some things here for a certain
9 reason that we know. Do you have regular drills or trainings
10 where you discuss or talk about sending distress or it can be a
11 GMDSS system?
- 12 A. Training and drills?
- 13 Q. Yeah. Like it was a casualty or something where you needed
14 to send emergency signal or whatever the maybe, do you hold
15 anything like that?
- 16 A. Generally, I don't -- I'm not familiar with doing any drills
17 for that. I mean everybody that's, you know, trained knows how to
18 send and emergency distress if that's what your question is but as
19 far as doing drills, doing so, no.
- 20 Q. How many different ways are there to send a distress with the
21 system that you have on there?
- 22 A. Well, again, you got GMDSS, you can VHF, phone, yeah.
- 23 Q. Is it the GMDSS a push button type things where you --
- 24 A. Yes.
- 25 Q. It is.

1 A. Uh-huh.

2 Q. And so, I'm clear the voyage plan -- is the voyage plan
3 prepared on those point?

4 A. Yes. And then it's transferred actually to a sheet. All the
5 lat and long positions throughout the voyage is transferred to a
6 piece of paper.

7 Q. Okay. Is weather one of those things you look at on your
8 voyage plan?

9 A. Sure.

10 Q. Did you send any other operations type forms ashore? Not
11 payroll type of things but do you send any type of not invoicing
12 or anything like that but operational type forms?

13 A. I mean updates. We do reports twice a day, generally 06:00
14 and 15:00 hours we send in an e-mail with an updated status report
15 per se.

16 Q. Do you complete a stability calculation for sailing?

17 A. Yes.

18 Q. Okay. When I say you, were you the one who actually did the
19 calculations?

20 A. No. Actually, my engineer does a lot of those. He does them
21 before --

22 Q. Is that typical for both engineers to be doing it or is that
23 something that --

24 A. Generally, not. I don't think --I don't -- and I don't know
25 those firsthand. So, I can't say but I think Dave, Captain Dave

1 did stability for his side.

2 Q. Captain Dave as we know is not here. Do you know if
3 everybody used the same program that the chief James was using?

4 A. Yes.

5 Q. So, it's the same stability --

6 A. Yes.

7 Q. The same spread sheet if you will --

8 A. Yes. Correct.

9 Q. -- Excel spreadsheet --

10 A. Yes.

11 Q. -- you called it?

12 A. Uh-huh.

13 Q. Okay. Okay.

14 MR. KUCHARSKI: I think I'm going to stop there on stability
15 calculations for sailing and see if we have any additional
16 stability related, I'm going to go that way this time.

17 MR. [REDACTED] You covered a lot right there. Hi, [REDACTED] [REDACTED]
18 Coast Guard.

19 BY MR. [REDACTED]

20 Q. You covered a lot back there. I want to go back if we could.
21 You said your last charter was with Talos?

22 A. That's correct.

23 Q. And this -- you all finished the job or what was the reason
24 of coming in?

25 A. Well, we were finished that location. We had several

1 locations on this job with Talos. From what I gathered it was
2 supposed to be a six- or seven-month charter.

3 Q. Okay. So, it came in and then they were moving up at the top
4 to go to the next location --

5 A. Correct.

6 Q. -- or moving location?

7 A. Yes.

8 Q. Okay. So, they were in part for (indiscernible) Also, you
9 said that the jacking speed was determined by the RPMs, I believe
10 the chief had said there was a power take off was run off the main
11 engines for the jacking system?

12 A. The inboard engines, correct. You can lock out the clutches
13 and engage the HPU and it engages the hydraulic pumps using those
14 two engines. You are no longer use for propulsion at that point.

15 Q. You still have the other?

16 A. I still have the outboards, correct.

17 Q. -- propulsions and you can rev them up. Okay. I believe
18 that was it. So, you can jack up while on the way?

19 A. Yes. While still maneuvering.

20 Q. Still maneuvering?

21 A. Yes.

22 Q. Exactly, okay, clarified that. I think that's it.

23 MR. KUCHARSKI: This is Mike Kucharski; I need to jump in
24 real quick.

25 BY MR. KUCHARSKI:

1 Q. So, does that -- you using your engines for jacking up the
2 main engines?

3 A. Your two inboards, correct.

4 Q. Two inboards?

5 A. Yes, sir.

6 Q. Okay. Does that affect your overall speed if you had to --

7 A. Absolutely.

8 Q. -- maneuverability --

9 A. Absolutely.

10 Q. It does. Okay. Sorry. Sorry, John.

11 BY MR. PRESTON:

12 Q. Going back to the pre-sail which Mike talked about. Is there
13 a pre-sail with the contractors if they had come board, any kind
14 of pre-sail?

15 A. Well, there's a vessel orientation. All new contractors are
16 going to do an orientation prior to departing or even, even if
17 you're jacked up and, on the job, they're still required to go
18 through an orientation to cover all the safety -- everything that
19 they are required to do in an emergency for normal procedures.

20 Q. Okay. And who gives that orientation?

21 A. Generally going to be the officer in charge of the watch.

22 Q. Okay. So, it it's day it's you if it's night it's the first?

23 A. Generally, yes.

24 Q. Okay. And you said that if they hadn't, I think you said if
25 they hadn't been on board before if it's a contractor who had been

1 on the vessel before, do they have to go through the orientation?

2 A. Yes. They still have to go through orientation as far as --
3 we got to do the paperwork on them every time, but all of our
4 paperwork for contractors is only good for that visit. And then
5 for crew, you know, the vessel orientation of course is good,
6 we're good for six months. We do a new one every six months. But
7 for contractors it's only good for one visit.

8 Q. Okay. All right. And then finally the stability your chief
9 explained how he did the stability calculations loading cargo on
10 board and he explained that it's generally the calculations were
11 done while the vessel was jacked up alongside. After you brought
12 the legs up to get under way, did you ever check the load lines to
13 verify the stability calculations?

14 A. Yeah. You do a draft reading and to determine, you know, if
15 it matches the -- what your stability calculations say your draft
16 should be. Generally, the difference of that would determine
17 whether you have unknown water somewhere or possibly a wet leg or
18 whatever.

19 Q. Okay. I got a couple questions based on that. So, you said
20 the difference. How often was there a difference between the
21 calculated and the -- and your draft readings?

22 A. No. Generally, it's they should be pretty close to the same.

23 Q. Okay. But it -- were there instances where they weren't the
24 same and you found water?

25 A. You talking in overall for this vessel or in my career

1 history?

2 Q. Let's go just with this vessel.

3 A. I can't say that I've ever, I've every found an enormous
4 amount of water on this vessel.

5 Q. Okay. So, would you say that the -- generally speaking the
6 calculated stability was accurate when you put the vessel in the
7 water?

8 A. I would say, I would say it's within, within a reasonable
9 amount.

10 Q. Okay.

11 A. Yeah.

12 Q. And what's reasonable to you?

13 A. I would say within three to four inches, you know.

14 Q. Okay. So, what's a wet leg?

15 A. A wet leg is if there's been some type of stress crack or
16 such that it allows water to intrude into the leg cavity.

17 Q. Okay. How often does that happen?

18 A. I've only experienced it once.

19 Q. Okay. And not on this vessel or --

20 A. No. Not on this vessel.

21 Q. Okay. All right. So, that's each leg is -- should be hollow
22 and dry at all times?

23 A. Should be sealed. Well, they do have other lift boats out
24 there that have what they call wet legs and they -- you can --

25 Q. Purpose built?

1 A. Purpose built, correct.

2 Q. I see, but this wasn't one of them?

3 A. This, no, I've never run one with a wet leg.

4 Q. Okay. All right. Thanks.

5 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

6 BY MR. [REDACTED]

7 Q. Capt., you said that though you do the stability -- I mean
8 the chief does all the calculations as far as the wet --

9 A. Not always. He generally does do them, but not always. If
10 he's busy doing something I'll do it. I mean we kind of just
11 share it. But I do trust him to do it.

12 Q. Right. And your -- in your stability program (indiscernible)
13 it should have some pre-determined calculations to test, you know,
14 stipulating program.

15 First off, let me back up a little second. Do you know if
16 your stability program, the computerized stability program was
17 that cost approved or is that somebody --

18 A. Yes. It's been, it's been approved for the vessel. It's
19 vessel specific.

20 Q. Right. But is it classical or something from the engineer's
21 designers or something like that?

22 A. I believe it was, I believe it was originally built by the
23 designers and then sent for approval.

24 Q. Okay. That's fine.

25 A. If I'm not mistaken.

1 Q. That's fine. But in your stability manual you should have a
2 pre, pre-check load, a sample loading, you know, --

3 A. Yes.

4 Q. -- previous to test your computer program. Do you test that
5 based off of -- test your computer program based off of -- I'm
6 sorry. My window keeps getting fogged up. Test your computer
7 program based on those calculations on that sample form and if so,
8 how often?

9 A. Not generally.

10 Q. Okay. To test the accuracy of the computer program?

11 A. Not generally, no.

12 Q. Okay.

13 CAPT. PHILLIPS: Tracy Phillips.

14 BY CAPT. PHILLIPS:

15 Q. You talked about being in an orientation for new contractors
16 that came on board.

17 A. Yes, ma'am.

18 Q. Could you pretend I was one of those contractors and just
19 give me the orientation?

20 A. Oh, well, I have a sheet that I normally go by. Honestly, I
21 read off my sheet.

22 Q. Uh-huh.

23 A. But basically, I'm going to let you know the parameters of
24 the vessel, where you are allowed to, where you are not allowed to
25 go when you do go, of course our engines rooms you can't go back

1 in the cook, the prep area for -- you can't go in nothing like
2 that clockers, can't go in the cranes, can't go in the wheelhouse.
3 All these are off, off limits to contractors.

4 I explain to them that when we're jacking up or down from an
5 elevated position, you're going to have to get your Type 1 PFD and
6 report to the uppermost deck. In the event -- and I go through
7 all the different scenarios of the drills as far as fire, abandon
8 ship, and what's expected of them but what they are going to, what
9 they are going to hear, general alarm or fire contact that I also
10 include -- basically, I want to let them know all -- a lot of
11 people don't understand the difference by fire and general alarm
12 and all of the other stuff.

13 So, I let them know that it's always going to be followed up
14 with a clear text command over the (indiscernible) system, the
15 loud hailer what I expect you to do. And that's all contractors
16 and crew report to muster station, you know, or whatever, whatever
17 is needed -- where they are needed to go. So, there's never any
18 question.

19 Q. Thank you.

20 A. Uh-huh.

21 MR. [REDACTED] This is [REDACTED] [REDACTED]

22 BY MR. [REDACTED]

23 Q. Would that brief -- could it be altered a little bit if you
24 anticipated heavy weather do you have any specific instructions or
25 guidance that you -- under your command?

1 A. I can't say -- I can't say it would. I can tell you
2 generally we -- when we get underway, we are expecting to make a
3 voyage for a certain amount of time and if we had run into bad
4 weather, we are just going to elevate. You know, we are going to
5 jack up out of it.

6 Q. Any instructions to the crew though as far as where they can
7 and can't go that's limiting or (indiscernible) --

8 A. Oh, yeah. You can't --

9 Q. -- things like that.

10 A. Absolutely, you're not allowed on the deck, you're not
11 allowed outside on the main deck while we are underway. If they
12 want to smoke, they have -- they can go out on to the, what we
13 call the 01, 02 landings outside of their level. They can report
14 out there. There's, you know, smoke containers out there for
15 cigarette butts. They can go out there and smoke or do whatever
16 they got to do but they are not allowed on main deck.

17 Q. Okay. What about kind of control of some of your doors,
18 passageways, do you require your crew to go any certain ways --

19 A. Oh, absolutely. Yeah, it's standard procedure that, you
20 know, before we even jack down that all the main level doors are
21 closed and dogged down.

22 MR. PRESTON: John Preston, ABS.

23 BY MR. PRESTON:

24 Q. So, I heard a couple of times that you mentioned if you
25 started to run into heavy weather, you just jack down. How do you

1 choose the location to jack down?

2 A. Well, we call Fugro --

3 Q. Or to jack up.

4 A. Yeah, we have a Fugro Chance, we have a 24-hour number for
5 them, and we get a -- get online with them to -- and let them know
6 where we are at, where we are headed to basically or, you know,
7 where our preferred location is. And to give me a safe jacking
8 zone with as close to that, you know, area as possible.

9 Q. I guess have you ever experienced any situations where when
10 it came to jack down maybe you waited too long, or you are a
11 little worried when it came time to jack down -- excuse me --

12 A. Jack up.

13 Q. -- jack up, put the legs down.

14 A. Have I ever been -- I probably have been in a situation where
15 the ground swell, you know, the ground swell is -- once I stop
16 it's actually lifting me a little more than I had expected it to.
17 So, yeah, in 30 years of doing this can I -- yeah, I would say I
18 have.

19 MR. PRESTON: Thank you.

20 UNIDENTIFIED SPEAKER: (Indiscernible).

21 BY MR. [REDACTED]

22 Q. So, what do you consider heavy weather? Is there a personal
23 standard, a policy standard that you follow when you meet that --

24 A. Yeah, the operational parameters of the vessel always, you
25 always got to stay within that. So, I, you know, five-foot seas

1 is the maximum. Seventy knot winds which I would, you know,
2 truthfully again like I did on this last voyage 35 and 40 it, you
3 know, it got to the point where I wanted to jack up. So, I
4 couldn't make way.

5 MR. [REDACTED] Thank you. That was [REDACTED] [REDACTED]

6 MR. EHLERS: Sorry, this is Drew Ehlers.

7 BY MR. EHLERS:

8 Q. This is a follow up on the call the Fugro. How long does it
9 take to get a call -- from the tie you call to them giving you the
10 green light to jack up?

11 A. It varies. I would have -- I'm going to say if you call at
12 4:00 in the morning it's going to take longer than if, you know,
13 than if you call during business hours. But it's either way I
14 would say within 30 minutes you can get; you can get a safe
15 jacking location.

16 Q. Okay. But middle of the day, workday, how long?

17 A. They answer the phone right away and as a matter of fact the
18 prime example was this last time I did, the guy answered the
19 phone. He said okay let me confirm the lat and long of where I
20 was and said all right. Give me about ten minutes and call me
21 back. And that's what I did. Funny enough he didn't answer that
22 phone call, but I think I waited about another five minutes,
23 called him and he gave it to me, so, yeah.

24 Q. That's about 15 minutes how long it took.

25 A. About 15 minutes. Yeah.

1 Q. And if they tell you nope, that's a bad place, do they give
2 you an alternate location to go to to get a good spot or --

3 A. Yeah. Well, actually I don't give him a position where I
4 want to jack. I give him a position, a known position of where I
5 am and then he'll give me --

6 Q. This is where you go.

7 A. Yeah, your closest point is here.

8 Q. I see.

9 A. I say okay. And he'll give me that lat and long.

10 Q. I see. For the where you jack down the voyage prior, did he
11 help you go somewhere or did you -- were you able to jack down
12 right where you're at?

13 A. Actually, he said I was with -- I was probably about 500
14 meters from a pipeline. So, just go another mile or two and I'm
15 safe the whole area was clear is what his response was.

16 Q. Do you know what kind of standoff that they require?

17 A. I don't.

18 Q. Okay. All right. Thank you.

19 A. Uh-huh.

20 MR. MUISE: This is Marcel Muise.

21 BY MR. MUISE:

22 Q. So, when you make that call to Fugro what phone are you using
23 to call them on?

24 A. Generally, the vessel phone or if my cell phone is within
25 range, I'll use that.

- 1 Q. Okay. And the vessel's phone is a SAT phone?
- 2 A. Yes. Well, no, it's not a SAT phone it's actually just a --
- 3 Q. Just another cell phone.
- 4 A. Well, it's -- yes. It's using a satellite service so I'm --
- 5 Q. So, it might be SAT, okay.
- 6 A. Yeah, I'm not familiar too much with how that work but --
- 7 MR. KUCHARSKI: Mike Kucharski.
- 8 BY MR. KUCHARSKI:
- 9 Q. Is it an iridium phone, have you heard of that?
- 10 A. A what?
- 11 Q. Iridium?
- 12 A. I'm not familiar with the terminology.
- 13 Q. It's the cell phone uses satellite?
- 14 A. Yes. Yes. It's got a tracking satellite for that service.
- 15 Q. Okay. And have you ever jacked up without a Fugro position?
- 16 A. Yeah. Years and years ago it wasn't common, we didn't use
- 17 that service. It was common just to look at the chart and try to,
- 18 you know, see where -- where the pipelines were marked and stay
- 19 away from them and jack up.
- 20 Q. So, using your -- since you have been on the Seacor Power you
- 21 always use Fugro before you jacked up?
- 22 A. Yes. Yes.
- 23 Q. Even if you had to because of weather you would still?
- 24 A. Yes. Unless, unless -- I mean I've never been in an
- 25 emergency situation to where if that's your question. I'm not

1 quite sure.

2 Q. Not emergency but, you know, weather was picking up and you
3 decided to jack?

4 A. Yes. Always. That's standard protocol.

5 Q. Okay. And back to the stability do you ever use the
6 freshwater allowance?

7 A. I'm sorry?

8 Q. Do you ever use the freshwater allowance for calculating
9 stability?

10 A. No. It's --

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

12 BY MR. [REDACTED]

13 Q. Does Fugro already know your position, or do you have to give
14 it to him?

15 A. No. you have to give him your lat and long,

16 Q. Okay.

17 A. And then he gives you the safe, closest safe jacking
18 location.

19 Q. And then when you are going to lower the legs are there any
20 pens or locks or anything on deck that you have to remove to
21 lower, they are all --

22 A. No. Absolute. Yeah, that's all done hydraulically.

23 Q. Okay. Thanks.

24 MR. [REDACTED] [REDACTED] [REDACTED] correct.

25 BY MR. [REDACTED]

1 Q. When you talk about calling Fugro to jack up we are talking
2 offshore. In port I mean it's --

3 A. Right. That's correct.

4 Q. -- in port --

5 A. Absolute, yes, no. In port not an issue.

6 Q. Okay. Thank you.

7 MR. PRESTON: John Preston, ABS.

8 BY MR. PRESTON:

9 Q. Captain, have you ever used the GMDSS system?

10 A. For an emergency purpose, no.

11 Q. Do you use it for other purposes?

12 A. No.

13 Q. Y don't use it for any routine communication?

14 A. No.

15 Q. Okay. Thank you. Another question is does this vessel have
16 any limits for trim (indiscernible).

17 A. Yes. I think it's required to be within, oh, goodness. I
18 think it has to be within six inches. I believe it's within six
19 inches.

20 Q. Thank you.

21 MR. KUCHARSKI: The other stability. This is Mike Kucharski.
22 Any other stability related questions?

23 (No audible response.)

24 BY MR. KUCHARSKI:

25 Q. Captain, do you know if there was a cargo securing manual on

1 the vessel?

2 A. There is.

3 Q. Did you use the cargo securing manual?

4 A. Not very often, no.

5 Q. Did you ever perform a calculation using the cargo securing
6 manual?

7 A. No.

8 Q. Did anyone else ever perform a calculation for securing cargo
9 on the vessel? Sometimes there are outside contractors that'll do
10 that. Have you ever done that, seen that?

11 A. No.

12 Q. Did you secure cargo on deck?

13 A. Generally.

14 Q. You say generally. When would you not secure?

15 A. If we were doing a -- if we were doing a field move it was
16 close, weather was great, honestly, we probably wouldn't secure
17 all the cargo at that time.

18 Q. So, a field move when you're out at sea --

19 A. Yeah, just, you know, we are making a shift from one well to
20 the other it's going to be a brief move.

21 Q. So, when you're leaving port did you always secure the cargo?

22 A. Yes.

23 Q. Okay. Now, what did you use to secure the cargo to the deck?

24 Let me back up here, under the CSM there are what they call loose
25 lashing chains, wires, ropes, whatever, lines. And then fixed,

1 those the fixed are part of the vessel. Okay. So, like a cleat
2 would be a fixed point. Okay.

3 A. Right.

4 Q. A D-ring would be a fixed point, okay. I don't know if you
5 had those, well, I've looked at the CSM. So, I have a general
6 idea, but I just, you know, want to make sure that we have the
7 right things here. So, what did you use to secure cargo, the
8 loose stuff, what system was it?

9 A. You're going to use the loose lashings to the fixed -- the D-
10 rings on the vessel.

11 Q. D-rings. So, was it a peck in the hail, which is a wire
12 lashing or were they chain lashings?

13 A. Chain.

14 Q. Chain. Did you use binders on the chains?

15 A. Yeah. We have -- we have --

16 Q. A ratchet binder?

17 A. Ratchet binders.

18 Q. Okay. And then so, it went to a securing point on the cargo
19 somewhere, yeah?

20 A. No. Well, how we would do it a lot of times would like we'd
21 align the cargo up and we would cover -- we would go from D-ring
22 over, over the equipment that was in that row and bind everything
23 down to the other D-ring on the other side and just -- is how
24 generally I did it.

25 Q. So, there were no -- let me get this right. So, there were

1 no hook -- these binders, right, they have a hook at one end --

2 A. Yes.

3 Q. -- and then, at both ends, actually, yeah?

4 A. Right.

5 Q. And then one -- you have a chain maybe at both ends, one goes
6 into the D-ring, one goes all the way across the other side of D-
7 ring on the other side --

8 A. Right.

9 Q. -- and there's one binder between the two chains?

10 A. Yes.

11 Q. Two hooks?

12 A. Right.

13 Q. Okay. Did you ever lash from the cargo right down to the
14 deck?

15 A. If you, if you didn't have much cargo, you could do that.
16 But generally, if we were going on a job we would have, you know,
17 a lot of cargo, we would do, we would do multiple pieces with
18 one, I say one chain, one long chain or two chains reaching from
19 one side to the other and then binding it down.

20 Q. And so, these chains and the D-rings they went board ships
21 port to starboard or starboard to port?

22 A. Correct.

23 Q. Did they go fore and aft in anyway?

24 A. No. Generally, we wouldn't go fore and aft.

25 Q. Okay. And there in the cargo securing manual there are what

1 they call in their breech (ph.) base sockets or flush deck
2 sockets are those, and it looks like a securing point, right, in
3 the deck, are those on the main deck somewhere?

4 A. Yeah. You can move your D-rings is what the purpose of those
5 for.

6 Q. Okay.

7 A. They got different sockets so you can, you can manipulate
8 where the D-ring is located to get secure.

9 Q. Okay. So, do you screw those in to the --

10 A. You just basically pop in and twist.

11 Q. Twist, okay, twist.

12 A. Yes.

13 Q. And those are on the main deck used for securing cargo?

14 A. Yes.

15 Q. Okay. Are those -- the D-rings, are there other D-rings that
16 are not part of this flush deck breech based socket are there
17 other D-rings that are just --

18 A. Yeah. On the outboard side they are generally welded --

19 Q. Uh-huh.

20 A. -- to the deck. So, you're going to have the ones that are
21 permanently there and then you have the sockets that are -- that
22 you can maneuver and secure cargo that way.

23 Q. Did you ever have to make repairs to any of these D-rings or
24 these -- either the ones that are permanent or the other -- the
25 ones that are twisted?

1 A. Yes. You know, they tend to get full of mud and, you know,
2 grime and we have covers that go in them. But, you know, again,
3 from washing the deck all the loose soil they fill up and a lot of
4 times during -- especially during P&A you have -- they fill up
5 with cement. You got to go in there. You got to chip them out
6 otherwise you can't get, can't get your D-ring in it anymore.

7 Q. How about any other checks of the, either the lashings, loose
8 lashings, chains, binders, or the particular fixed points are they
9 inspected in any way?

10 A. Yeah. We have an inspection process form. It's actually
11 logged. We do it every hitch. We do our -- check our binders and
12 chains and do an inventory, per se, and an inspection.

13 Q. That's my next question. So, you keep a lashing inventory?

14 A. Yes.

15 Q. Okay. Are the lashings all provided by Seacor?

16 A. Yes. They are.

17 Q. Do the contractors ever provide lashings?

18 A. No.

19 Q. And do you feel that you had enough lashings on that vessel
20 when you left?

21 A. Yes.

22 Q. How often is the lashing inventory done?

23 A. Every hitch.

24 Q. And do you do that or does the mate do it?

25 A. No. Generally, we get the crane operators to do that as part

1 of their responsibility.

2 Q. Was the main -- I'm going to stop there with lashings, lash
3 points.

4 MR. KUCHARSKI: Anybody around the room questions?

5 (No audible response.)

6 MR. KUCHARSKI: Wow, stumped the stars, huh. All right.

7 BY MR. KUCHARSKI:

8 Q. The main deck was it painted?

9 A. Yes.

10 Q. Do you know if it was nonskid?

11 A. Yes.

12 Q. It was?

13 A. Yeah, you have nonskid on.

14 Q. Throughout the main deck?

15 A. Yes.

16 Q. Okay. Great. And --

17 A. And it's -- as they, you know, every time you paint you add a
18 little bit. So, it, you know, some people add more, some, you
19 know, some add less. But as it gets painted it requires nonskid,
20 yes.

21 Q. Do you -- did you ever beneath the cargo that you carried,
22 did you ever put anything beneath it like pallets or anything like
23 pads, rubber pads or anything like that?

24 A. No. Not unless you're trying to disperse weight. Sometimes
25 if you have got a real heavy piece, you know, you may put a steel

1 plate or something to disperse the weight, so you don't go, exceed
2 the deck limitation of 400 pounds per square foot I think it is.

3 Q. So, back to the cargo coming on board. Did you get all the
4 weights of the cargo?

5 A. I'm sorry?

6 Q. The weights, the weight, how much it weighed?

7 A. Yes. As it's -- the crane operator's responsibility. You'll
8 have a guy down there writing as he picks it up off a truck or
9 wherever it is. It got weighed indicators in the crane. He'll
10 let -- he'll holler down let him know what the weight of the load
11 is.

12 Q. Do you -- so, the cranes, are you using your own cranes to
13 put the cargo on?

14 A. Yes.

15 Q. Do you know how often if they are the -- is it a dynamometer
16 -- well, the measuring instrument for the weights, okay, however
17 it does it, do you know how often those are checked?

18 A. Like certified?

19 Q. Certified, yes.

20 A. Just during -- now, even then -- I don't -- I can't say how
21 often they are actually certified.

22 Q. Did you ever compare sometimes on a -- you will see the
23 weight of a container or whatever it is on a bill of lading or
24 some kind of a document. Did you ever compare the weights with
25 the crane when it was lifting it and --

- 1 A. You mean a known weight versus what the crane is reading?
- 2 Q. Sure. Yeah, yeah.
- 3 A. I can't say I have actually.
- 4 Q. Sort of like we're talking about the stability and you had
5 the drafts and then you go through and look at the drafts.
- 6 A. Sure, sure.
- 7 Q. Did you ever compare the --
- 8 A. Usually your crane, you know, as long as your crane is
9 zeroing out and it's -- we pretty much, we're lifting the same
10 equipment a lot of times, most of the time. You pretty much know
11 what the equipment weighs and also, it's written most all
12 equipment it has a weight on it.
- 13 Q. Uh-huh.
- 14 A. So, it's, yeah, it's --
- 15 Q. That's what I was wondering if the equipment has the weight
16 on it if you ever picked it up and --
- 17 A. It does but they are not always accurate either. So, I
18 think, you know, they put the maximum. Sometimes they put the
19 maximum of what it may be, but in reality, if there's, you know,
20 with fluid or if you're picking up a pump or a real or anything
21 it's not always accurate.
- 22 Q. Specifically, now, moving a little bit off the cranes, the
23 cranes themselves. Did they have some kind of a cradle
24 arrangement that the cranes, the boom was placed into?
- 25 A. Yes.

1 Q. After it went into that cradle was there any way to secure it
2 once it's in the cradle?

3 A. Yeah. You have a boom lock, a swing lock that you lock out.

4 Q. Okay. And that is a swing lock. Okay. Describe the swing
5 lock, what is it?

6 A. It's just a switch that you put over and basically it locks
7 out the hydraulics to where it can't be operated. And it locks
8 everything up. Actually, you can disengage the hydraulics and
9 then your swing lock also.

10 Q. So, it's -- is there any other physical way to secure that
11 such as wires, strapped, anything that goes over that boom?

12 A. Now, I have done that. If we are preparing a vessel for
13 hurricane, once we get to port a lot of times if we are going to
14 leave the vessel, we have chained the boom to the rest just by
15 wrapping a chain and making it solid that way. But that's for,
16 again, extreme hurricane force winds.

17 Q. And you chain it to the cradle?

18 A. The cradle. Yes, sir.

19 Q. Do you ever secure it down to any D-rings or anything on
20 deck?

21 A. No.

22 Q. Did you ever feel before getting underway or making
23 preparations, that you didn't have enough time to get everything
24 taken care of before the vessel got underway? Did you ever feel
25 that way?

1 A. No. I can't say I have. We pretty much make our own time
2 out there. It's standard protocol we do what we do and then, then
3 we get underway.

4 MR. KUCHARSKI: I'm going to hold there at a minute 20. Does
5 anybody need to take a break? Would anybody like to take a break?

6 UNIDENTIFIED SPEAKER: Yeah, I'll take some coffee.

7 MR. KUCHARSKI: Okay. Then we'll continue, I'm going to
8 finish up with operations, but we'll go around and see if there
9 are any operational questions. If I forget, remind me. Okay and
10 it's now 16:45, we can take a short break.

11 (Off the record 4:45 p.m.)

12 (On the record 4:57 p.m.)

13 MR. KUCHARSKI: The time is now 16:57, 4:57, and we will
14 restart, resume, I should say the interview of Captain Timmons.

15 BY MR. KUCHARSKI:

16 Q. Captain, did you hold safety meetings aboard the vessel
17 besides the JSAs, did you hold a weekly or monthly safety meeting
18 aboard the vessel?

19 A. Well, we do what we call the weekly review of occurrences.
20 They are e-mailed to the vessel and then we're required to go over
21 the -- and incidences that are in those and then, also, SMS
22 training we usually do those together.

23 Q. And those are done, you said, monthly?

24 A. Every week.

25 Q. Weekly?

1 A. Yes, sir.

2 Q. How did you handle safety concerns by on seen or underway
3 that were related to the charterer's operation or the charterer,
4 okay? Were there anything that they did, or they requested that
5 you felt was unsafe?

6 A. It's not really a big issue these days. I think everybody is
7 falling under the umbrella that safety is priority for the most
8 part unlike, you know, maybe in our distant history. No. And
9 basically, if they ever did then it would be just, you just
10 talking to the company man and let them know that that's
11 unacceptable. This is what we have to do, you know.

12 Q. And you said talk to the company man?

13 A. I said company man, yes.

14 Q. Could you explain what that term means, the company man?

15 A. He would be the charterer's representative.

16 Q. Okay. Was the company ever -- did you ever have to go to a
17 point where you went to Seacor the company when you had a concern
18 after talking with the company man?

19 A. Have I ever?

20 Q. Yeah.

21 A. Sure.

22 Q. Okay. Who did you talk to at the company?

23 A. Well, of course, it would start off with my vessel
24 superintendent, let him know that, you know, that, you know, this
25 is what they want to do but I'm not comfortable with it. If they

1 didn't want to abide by what I had to say then I would start up
2 the chain of command, starting with my vessel superintendent.

3 Q. Okay. And I have more questions related to that relationship
4 with the company man or the charterer, but I'd like to just
5 concentrate on safety related items.

6 Did you have any specific problems with safety related
7 equipment? You mentioned the life raft that went over then you
8 had it replaced when you got in. Did you have any particular
9 problems with safety related equipment aboard the vessel?

10 A. No, I can't -- no other issues other than one thing comes to
11 mind. When we jacked down from that location, I think it was
12 South Tim area, I had done something I'd never done before and
13 that is I put a strap on the remaining two life rafts for the
14 voyage inshore.

15 Q. From which location, now?

16 A. It was South Tim, I want to say South Tim 33, I think we
17 jacked up which was my safe jacking location. I was about 20
18 miles from Fourchon, 24 miles, something like that and --

19 Q. Did the weather pick up or why did you trap them down?

20 A. No. It was just because I had already lost one and I was
21 still receiving the ground swells --

22 Q. Uh-huh. Uh-huh.

23 A. -- from the starboard side and again that motion of the seas
24 when -- what happened when the boat went up and it would go down
25 the pads sticks out about four feet, maybe even bigger, more than

1 that. But it would -- when it come up it would empty the top of
2 the pad. Then when it goes down it created that on slot of water
3 coming in and that's when it hit the hull and it would shoot up.

4 Q. Uh-huh.

5 A. And I was, I was fearful of losing another life jacket, I
6 mean a life raft. Again, it's something I had never done in the
7 history of my career, but I did that time because I had just lost
8 a life raft for the first time in my career.

9 Q. So, that -- I can't say that. I can understand where you're
10 coming from. So, the -- let me understand this. So, coming in --
11 let's revisit that incident. Coming back in this last time to
12 Fourchon sometime during the night you lost a life raft.

13 A. Correct.

14 Q. And then the next morning you strapped down two so you
15 wouldn't lose them?

16 A. Correct.

17 Q. Okay. I think we've established that the vessel did have
18 GMDSS?

19 A. Yes.

20 Q. Have you ever been onboard the sister vessel to the Power,
21 the one that's in Amelia?

22 A. Yes. The Dixie -- well, it was the Dixie Legacy, now the
23 Seacor Legacy?

24 Q. Yeah.

25 A. Yes, I've been on it. I've never -- I can't say I've ever

1 mastered it.

2 Q. This would be helpful. I've asked to visit the vessel
3 just, you know, we want to get an idea of size and you can see it
4 from a far but it's a lot different when you visit. So, would you
5 be able to look at the bridge up there and tell the differences
6 between the two vessels?

7 A. Let's see the -- at the bridge?

8 Q. Yeah, the wheel, inside the wheelhouse itself?

9 A. They are relatively close and as far as the cabin and the
10 wheelhouse.

11 Q. Yeah.

12 A. I know I think the Power is ten feet longer and on the bow
13 from what I understand other than that I don't -- I wouldn't know
14 what the difference would be?

15 Q. So, you'd be able -- if we asked you to look at the
16 difference between the two you would be able to tell what the
17 differences were inside the, you know, the GMDSS where the layout
18 is and things like that?

19 A. Oh, I -- I think they are pretty much the same. I don't
20 recall.

21 Q. Okay. ok

22 A. I haven't been on that boat in years, and years.

23 Q. Besides the abandoned ship and fire, did you hold any other
24 safety related drills onboard the vessel?

25 A. With the contractors or --

1 Q. Any crew.

2 A. Oh, absolutely, yeah.

3 Q. Could you describe some of those?

4 A. Yeah. We have a drill matrix that's required. We have
5 multiple drills that's required every 30 days and 60 days and 90
6 days, and it's required to be completed every month.

7 Q. Okay. So, that drill matrix, were any of those drills
8 involving company shore side personnel in a casualty situation, a
9 spill situation, something like that but it involved the company
10 personnel?

11 A. You're required -- well, we -- during the drill we would, we
12 would discuss the notification of the shore side personnel for
13 such things. But I can't say that it would -- we would include
14 them for the drill. We would just discuss and cover that the
15 notification to the shore side personnel for, again, casualties
16 and such.

17 Q. So, you never -- if I understand correctly, you never did a
18 drill any type of a tabletop drill while you were master with the
19 company where they were involved with the drill itself?

20 A. No. Not -- no.

21 Q. Did you ever exercise your stop work authority for getting
22 underway or for doing work for the charterer?

23 A. Sure.

24 Q. And could you tell us or describe some of those situations
25 where you did?

1 A. Well, it was really a common thing sometimes you finish
2 loading out and they expect to get underway or if you're there
3 finishing securing everything on deck and they want to jack down
4 and get underway to the dock, depending on, you know, where you're
5 at, but yeah, it's common to say, you know what, weather is not
6 going to permit that at this time.

7 Q. Were there ever any repercussions for doing that?

8 A. Oh, no. No.

9 Q. I think I've asked you this but I'm not sure now. It may
10 have been the chief. The operations manual for the vessel, okay,
11 did you use that manual?

12 A. Yes. Uh-huh.

13 Q. Besides stability what else did you use it for?

14 A. Actually, vessel particular anytime you're looking for
15 information for vessel particulars or operational guidelines.

16 Q. And how was that kept aboard the vessel?

17 A. In my state room.

18 Q. And was it a paper copy --

19 A. It's in a binder.

20 Q. In a binder?

21 A. Uh-huh.

22 Q. Was it on electronically at all?

23 A. Yes. Uh-huh.

24 Q. And we understand from the chief and I want to confirm this
25 with you that you had some kind of a link between computers?

- 1 A. Yes.
- 2 Q. Could they also access the operations manual from that link?
- 3 A. Yes. If they were computer savvy.
- 4 Q. I'm not sure if the chief was that good.
- 5 A. He is.
- 6 Q. He is, right?
- 7 A. He's my go-to-guy. Honestly, he's up on it.
- 8 Q. Well, I'm not sure if he answered the exact same way, but
- 9 that's okay.
- 10 A. Yeah.
- 11 Q. Okay. Watertight doors.
- 12 A. Okay.
- 13 Q. Were watertight doors, the closure of watertight doors logged
- 14 anywhere?
- 15 A. I'm sorry?
- 16 Q. Did you log in the deck log when watertight doors were
- 17 closed? You set for sea, when you set for sea, well, is it a
- 18 requirement to have watertight doors closed?
- 19 A. Absolutely.
- 20 Q. When you're at sea?
- 21 A. Any time you get underway, yes.
- 22 Q. Any time underway. Okay. Were watertight doors logged as
- 23 being secured?
- 24 A. It was part of our pre-departure, yes.
- 25 Q. It was.

- 1 A. You're checking off saying that that task has been done.
- 2 Q. Were the watertight doors ever opened at sea?
- 3 A. They have been.
- 4 Q. Did they call the bridge and ask to open watertight doors?
- 5 A. No.
- 6 Q. So, they have been but how do you know they have been, the
7 doors have been opened?
- 8 A. Just my last hitch, we had one -- the rental -- one of the
9 rental guy's BR hand try to open the door to carry out trash.
- 10 Q. Okay. And then how did you become aware that it was open?
- 11 A. I had -- I think it was my AB come and told me in not so
12 polite words that the dip-shit opened the door.
- 13 Q. Okay. And so how about other crewmembers besides outside
14 contractors, you ever find the doors opened or left open?
- 15 A. Has it ever happened, yes.
- 16 Q. How about gallies, sorry. How about galley? Did you ever
17 see the galley door left open?
- 18 A. I have.
- 19 Q. And do you know was it left open -- sorry.
- 20 A. And I was just going to follow up with it has -- there's one
21 particular time a guy told me that he was trying to get cell phone
22 reception. So, he cracked the door open and put the dog down to
23 where it couldn't -- it wasn't all the way open. But it was open
24 enough to where the dog would now hit the door frame, and it could
25 get just enough to get it cracked to get a cell phone signal.

1 Q. Okay. How about for any ventilation, would they ever open
2 the door for ventilation?

3 A. No. There would be no reason for that. We got all the air
4 we can handle.

5 Q. How about to the engine room; did you ever notice that while
6 you were sailing whether any of those outside doors to the engine
7 room were opened or left open?

8 A. You know it's some -- some engineers like that fresh air.
9 And when I've sailed, we've, you know, those that have said that
10 I've held discussions with them.

11 Q. And what was the outcome of those discussions?

12 A. The doors were closed.

13 Q. Okay.

14 MR. KUCHARSKI: I'm going to hold there to ask if there are
15 any general questions about what I've just asked. Please.

16 BY UNIDENTIFIED SPEAKER:

17 Q. This was toward the beginning of your questions. You
18 mentioned that the -- you strapped the life rafts --

19 A. Yes.

20 Q. Were the straps removed?

21 A. No. I noticed it on crew change morning. I left that part
22 our when I spoke with Dave explaining to him. We actually after
23 we did our turnover notes and such we went out on the deck and
24 that's when I was showing him about the small life raft and I
25 mentioned to him I said, oh, man I haven't pulled those off.

1 And we actually -- I told him that I had strapped those. And
2 I actually asked him: have you ever had to do that? And --
3 because I think he had lost one at once a well. So, I asked him
4 -- he's been on those type that class vessel or that type of build
5 much longer than I have. And I told him that I had strapped.

6 And he said -- and I said, I'll go get -- it's funny the last
7 thing, one of the last things we said as I said, I'll go get those
8 off. And he said, no, don't worry about it. I'll get it. He
9 said I'll get them. Just go, go. You know, it's crew change, you
10 know, just the type of guy he is. Just a good guy. He's always
11 looking out for somebody else.

12 Q. Okay. Okay.

13 MR. KUCHARSKI: This is Mike Kucharski.

14 BY MR. KUCHARSKI:

15 Q. And those are on the starboard side you said?

16 A. Starboard side.

17 Q. Okay.

18 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard.

19 BY MR. [REDACTED]

20 Q. Company man, the representative is he actually company, like
21 we always enjoy for Talos. Was he actually a Talos man always or
22 as sometimes contractors --

23 A. More and more are getting to where they are contracting.

24 Very few are the actual direct representatives.

25 Q. Okay.

1 MR. [REDACTED] That's all I have.

2 MR. PRESTON: All right, John Preston, ABS.

3 BY MR. PRESTON:

4 Q. Captain, the ops manual in your cabin, do you remember if
5 that was stamped?

6 A. It is.

7 Q. Do you remember the date on it?

8 A. (No audible response.)

9 Q. Would it have like a rubber stamp type stamp or was it the
10 electronically stamped?

11 A. Well, I mean every page has a stamp across the page.

12 Q. Like a water mark?

13 A. Yes.

14 Q. You just don't remember the year or anything like that on the
15 page?

16 A. I don't. If I could -- I don't know. I think it was 2012,
17 if I'm not mistaken but I could be.

18 Q. And then for the engine room doors I guess -- the engineer
19 normally stayed down in the engine room with the doors closed
20 underway --

21 A. Correct.

22 Q. -- in bad weather or whatever, if he had to come out then,
23 did he call and say he's on his way out or --

24 A. Yeah.

25 Q. -- what was the procedure for that?

1 A. Well, he would call and say, you know, well, generally you
2 always have a leeward side. So, he would either choose that route
3 or if it was -- if we was catching it, catching water, enough
4 water where it actually surrounded the cabin and he didn't have a
5 clean access then, yes, he would call up and say, look, I need,
6 I'm going to come up, you know, for whatever. And that's when we
7 would, we would give him a leeward side.

8 Q. Okay.

9 A. That's very rare.

10 Q. All right. Thank you.

11 CAPT. PHILLIPS: Tracy Phillips.

12 BY CAPT. PHILLIPS:

13 Q. You said that at the handover with the new captain you talked
14 about the life rafts. Did you talk about any other problems at
15 the handover this time around?

16 A. Yeah, basically all the issues. Well, we talked about the
17 go, the loadout that was coming, where it was going. I explained
18 to him I did a voyage plan already. That it's in there. That he
19 can just look over it and, you know. I tried, I try to prepare
20 him for because time when you first get on and you try to do as
21 much as you can for your relief prior to so he's not overwhelmed
22 coming on, you know. So, basically, I told him that I had done a
23 voyage plan. It's in there. He could just check over it. Yeah,
24 I've done the morning report, you know, things like that.

25 Q. Okay. But no other problems?

1 A. Well, we -- I explained to him we had the repairs that were
2 already made. We explained that the crane engine on the starboard
3 crane engine was -- it was surging a little bit. That was
4 actually he mentioned that when he was going off TOUR the previous
5 hitch. That was repaired. They found a big -- the found some
6 trash in the governor. Explained to him that -- about the
7 starboard engine. The guy put his computer on it, and somebody
8 had actually -- when it was time to start it back up it wouldn't
9 start. And the emergency shutdown we kind of got a giggle out of
10 that. Somebody had hit the ESD in the wheelhouse and it took them
11 five hours to figure it out. So --

12 Q. Okay.

13 A. Yes, ma'am. That's --

14 MR. KUCHARSKI: This is Mike Kucharski. I'm going to jump in
15 with a quick question.

16 BY MR. KUCHARSKI:

17 Q. How about stability did you calculate the stability for them?

18 A. No. There's no way I could do the stability. We hadn't
19 received cargo yet.

20 Q. Okay.

21 BY CAPT. PHILLIPS:

22 Q. Talking about the crane you said it would sit in the little
23 holder.

24 A. Yes. The crane rest?

25 Q. Yep.

1 A. Yes, the boom rest.

2 Q. Did you ever see it shift out of the boom rest while you were
3 underway?

4 A. No. It couldn't. It's you got -- on both sides it has 40
5 plates and on a 45 with rubber bushings or rubber mats that go at
6 a 45 on each side. It would have to go vertical to, for it to
7 come out of that rest.

8 Q. Okay. Then, so, the last thing I wanted to ask about this
9 time around was life jackets. Where are life jackets stored on
10 the vessel?

11 A. The required life jackets is of course in every state room.
12 On board and when we're -- that would be for underway purposes,
13 well, for all purposes. But in addition to those we actually
14 carried some that we posted at the muster when we're on the job
15 elevated because it, of course, you never want contractors going
16 back into a cabin to retrieve a life jacket to come back to the
17 muster. Your contra flow one direction.

18 So, we had two life jacket boxes at the, at the muster for
19 the contractors that are on TOUR they can go directly to the
20 muster without going inside.

21 Q. Okay.

22 A. So, those were in addition to the required life jackets.

23 Q. Okay. And how were those stored?

24 A. Those are stored in two big orange boxes that we had and, of
25 course, when we were underway because of the water that we

1 generally get on deck you pick those up and put them on the 01
2 level, 01 level landing.

3 Q. Okay. And how do they get secured to the 01 landing?

4 A. We don't, generally we don't secure them that way. You just
5 pick in the whole life jacket box and set it up on the 01 load, 01
6 level in the handrail, inside of the handrail. So, it's
7 surrounded by handrail and cabin.

8 Q. Oh, okay. And if somebody needed to get a life jacket out of
9 that box --?

10 A. We don't, again, we wouldn't -- everybody is inside. So, we
11 don't worry about the contraflow. Again, those are extras. So,
12 they're going to grab their life jacket if it's in their state
13 room for emergency while underway. You're not expecting them to
14 get those life jacks. Again, those are extras for when we are on
15 location and we have I'd say on TOUR guys working for those guys
16 to use. They're not for underway purposes.

17 Q. Okay. Oh, I see. So, while your underway the box is --

18 A. The box is open, put away.

19 Q. -- tied up.

20 A. Yeah. It's not for general purpose use for underway. It's
21 only for when we're actually working.

22 Q. Okay. Thank you.

23 A. Uh-huh.

24 MR. [REDACTED] This is [REDACTED] [REDACTED]

25 BY MR. [REDACTED]

1 Q. Just a follow up on that. Just curious, so, dinner time,
2 lunch time those galley people is there any lifesaving on that --
3 inside that (indiscernible) somewhere for people engaged in meal,
4 things like that that may not be able to go up to the room and
5 back down or anything like that?

6 A. No. We didn't store a bunch of life jackets in the galley
7 area. If the guys needed a life jacket while they were eating or
8 whatever they would have to go to their state room and get the
9 life jacket.

10 Q. To the carryon with the life jacket. The -- you said the box
11 that contained the life jackets that was in the muster area, when
12 your operating, when you're on location that is -- where is the
13 muster area?

14 A. Muster area is on the port side of the vessel. Well, our
15 primary muster is on a port side of the vessel just after the port
16 leg. The big orange square that's painted on deck for, of course,
17 we keep it clear. And then the secondary muster area is basically
18 the same location on the starboard side, just after the starboard
19 leg.

20 Q. On the main deck?

21 A. On the main deck, correct.

22 Q. Okay. And then also, next question real quick. The
23 watertight doors don't they have indicator lights, or do they have
24 indicator lights installed on the, attached to the bridge?

25 A. (No audible response.)

1 MR. PRESTON: John Preston, ABS.

2 BY MR. PRESTON:

3 Q. Captain, what's the -- do you remember the leg length in the
4 OPS manual?

5 A. 265.

6 Q. Thank you.

7 MR. KUCHARSKI: Okay. I'm going to hand it over to Marcel
8 Muise who is going to ask you some questions about life safety.
9 You know Marcel is our group chairman for life saving.

10 MR. MUISE: This is Marcel Muise.

11 BY MR. MUISE:

12 Q. Captain, like Mike mentioned survival factors being we're
13 trying to figure out how to help people survive assuming that we
14 can't always prevent accident like this.

15 So, along that line I just want to go through a list of
16 licensing equipment. Just let me know where this stuff is and how
17 easy it is to get to it in a hurry.

18 A. Okay.

19 Q. So, let's start with flares. Where are your flares at?

20 A. Flares. They were in the bridge under the, under the cabinet
21 behind, under the chart table.

22 Q. In a little box or in a little --

23 A. Yeah. In a little box yeah.

24 Q. How about the GMDSS it's console itself, where is that?

25 A. That's right behind the wheel. You're dash and it's directly

1 behind your (indiscernible).

2 Q. (Indiscernible)

3 A. Yeah.

4 Q. And all of the distress buttons for dimer set C and MHF are
5 all in that console?

6 A. All on that panel.

7 Q. How about is there another VHF maybe over your head somewhere
8 for, with a distress button?

9 A. Yeah. We have a VHF, we have a VHF on the starboard side of
10 the cockpit and then one also on the port side actually in dash.

11 Q. Okay. The portable GMDS that's radios, the handhelds, where
12 were those located?

13 A. Those would be in a drawer in the -- I'm trying to remember.
14 I'm actually --

15 Q. That's okay. Take your time.

16 A. Yeah. On the end from us we had a separate chart table on
17 the other side. They with also be underneath the chart table in a
18 cabinet.

19 Q. And how were the batteries for those radios?

20 A. The extras are all in there. We have a ditch bag that we use
21 to grab all our emergency stuff.

22 Q. Okay. Search and rescue transporters?

23 A. Yes. The SARTs actually they are mounted on, one on each
24 side of the wheelhouse.

25 Q. Inside?

- 1 A. Yes.
- 2 Q. Okay. EPIRB?
- 3 A. EPIRB is on the outside of the cabin portside of the
4 wheelhouse.
- 5 Q. Portside, okay, thanks. Line throwing apparatus.
- 6 A. That would be under the dash on the starboard side of the
7 cockpit there's a panel that removes and there -- they can be held
8 there.
- 9 Q. Was it the plastic can type or was it --
- 10 A. Yes. The big round, big round torpedo type load.
- 11 Q. Okay. Not the old 22 caliber one?
- 12 A. No.
- 13 Q. Okay. We covered life jackets pretty good already. Do you
14 know -- do you remember what type they were, were they the horse
15 color type or the like jacket --
- 16 A. Horse color.
- 17 Q. -- horse color?
- 18 A. Most definitely horse, yeah.
- 19 Q. How about the ship security alarm?
- 20 A. Ship security alarm that's down in the master's quarters.
- 21 Q. And work vest?
- 22 A. Work vests, we don't supply work vests for --
- 23 Q. For guys working on deck?
- 24 A. No. That -- I mean some guys had them for -- that were
25 required for contractors to work on the platform, to walk around

1 on the platforms if they had open holes or whatever. But
2 generally everything is -- people don't go out on deck until
3 everything is squared away. When we're setting the catwalk, we
4 will remove a handrail and they are required to wear a Type 1,
5 while doing that task. But other than that, nobody is required to
6 wear one.

7 Q. Okay. Have you ever been on a lift boat with life floats
8 instead of life rafts?

9 A. Life floats? Yes, the old -- back in the day that's what we
10 had. And there were 145 class. Yes.

11 Q. Are those, any of those in the fleet still out there?

12 A. Not working now that I can recall. I haven't been on the
13 smaller boats in many years,

14 Q. Your GPS antenna, do you remember where it was? We can tell
15 from your AIS where it is fore and aft point star, but I can't
16 tell the height. Do you remember how high -- I'm assuming it's
17 either on the bridge way or above your head somewhere --

18 A. Yeah. Yes, I'm sure it's going to be on top of the
19 wheelhouse. Yeah, I don't know --

20 Q. Can't be sure?

21 A. No, sir.

22 Q. That's all right. Morris survival training. Can you tell us
23 where was the last time you took STCW basic training?

24 A. My last water survival class was actually in Houma. The name
25 of the school is slipping. Right now, I can't think of the name

1 of the school.

2 Q. Is it one that Seacor uses --

3 A. Yes.

4 Q. -- or one you went to on your own?

5 A. Yeah, Seacor provides that.

6 Q. Is there any additional water survival training that Seacor
7 or Talos requires?

8 A. No. That's the only one.

9 Q. Just the SEC (ph.) training?

10 A. Yeah.

11 Q. How about HUET?

12 A. HUET, yeah.

13 Q. HUET on top of that?

14 A. Yeah, we are also a part of it.

15 Q. Now, if I can sneak in some unrelated questions too. The
16 window in your state room faces forward, right?

17 A. Correct.

18 Q. Can you open that?

19 A. No.

20 Q. You cannot. The lockers in the state rooms, are they secured
21 down?

22 A. Yes.

23 Q. They are all bolted to the bulkhead or --

24 A. I think so. Honestly, I -- you know, that's a question I
25 can't answer to be sure. I guess I just would assume that they

1 are.

2 Q. How about the galley, is that secured down?

3 A. Yes.

4 Q. My last question is actually just from clarification. Can
5 you confirm that Tower is the same as being on watch or on shift?

6 A. That's correct.

7 Q. Tower is T-O-U-R, right?

8 A. What's that?

9 Q. TOUR, T-O-U-R?

10 A. T-O?

11 MR. MUISE: Tour instead of for the nonoil people that are in
12 here?

13 MR. HEMPHILL: This is Hemphill, I can tell you that's the
14 way I have always seen it spelled.

15 MR. MUISE: For the transcriptionist, tour is T-O-U-R, not T-
16 O-W-E-R. Thank you, Mike.

17 CAPT. TIMMONS: Uh-huh.

18 BY MR. KUCHARSKI:

19 Q. Before I forget, Captain was there a separate stability
20 manual onboard the vessel?

21 A. Separate stability --

22 Q. Stability manual.

23 A. I can't, I can't say that there was. I've always used the
24 program for my stability case.

25 Q. Marcel mentioned MFHF, medium frequency, high frequency, is

1 that what the vessel had for in -- for GMDSS? Did you have two
2 satellites or a satellite MFHF, do you know?

3 A. Well, I think we're -- when I was mentioning the satellites
4 earlier that the -- for communications it was a rented package.
5 It had nothing to do with our emergency broadcasting. So, that
6 was for communications is what I was speaking of earlier.

7 Q. But I think it was class for area 3, and GMDSS, I thought the
8 vessel was as such a GMDSS should have either two satellites,
9 separate satellites usually SATM or something like that and then
10 or you could have the older vessel satellite MFHF; do you know?

11 A. I don't. I don't. I'm not familiar.

12 Q. The reason I ask is because you know, the difference in
13 really contacting -- MFHF I don't know even know if you can use
14 that any longer.

15 A. Okay.

16 Q. But I think you have to have the redundancy for area 3.

17 A. Yes.

18 Q. So, was it essentially a one button operation?

19 A. Yeah. For emergency purposes -- actually everybody just
20 knows lift plastic, hit the red.

21 Q. The VHF and a DSC, digital --

22 A. Yes.

23 Q. Was that a one button operation?

24 A. Yeah, it has. It has a button also.

25 Q. And you mentioned for e-mails that was, you know, a rented

- 1 unit, satellite unit --
- 2 A. Communication package --
- 3 Q. Yeah. Yeah.
- 4 A. -- yes.
- 5 Q. That was the big white dome that you see?
- 6 A. Yes.
- 7 Q. I won't tell you what we called it. I'd like to move into
8 weather now. How did you obtain weather information for the
9 vessel?
- 10 A. Most of the time I used buoy weather. Just get online and
11 pull it up.
- 12 Q. And is buoy weather open access to anyone or is that a
13 service that's provided to you?
- 14 A. That's a service that I -- it's actually we have -- the was
15 company given as far as the use of it, company subscription.
- 16 Q. And Buoy service is that B-U-O-Y?
- 17 A. B-O-U-Y [sic], correct.
- 18 Q. Okay. So, like a buoy, like a --
- 19 A. Correct.
- 20 Q. So, the weather comes off of buoys, does it?
- 21 A. That's my understanding, yeah. They're getting actual
22 weather.
- 23 Q. How about any other weather services provided by the company,
24 do they provide any weather services?
- 25 A. Yeah. We would get -- we get weather reports daily.

1 Q. From whom?

2 A. From operations, dispatch.

3 Q. From dispatch?

4 A. Uh-huh.

5 Q. Okay. But no other weather service that you can tap into
6 that was provided by the company?

7 A. No.

8 Q. Were there weather-related limitations for the vessel?

9 A. Absolutely.

10 Q. And could you mention those again?

11 A. Again, you know, for sea conditions it's five foot or I think
12 it was twice the freeboard, whichever is less. Yeah, whichever is
13 less than twice the freeboard or five-foot seas.

14 Q. Let me stop you there.

15 A. Okay.

16 Q. What did you find? Was it five foot or was it -- this is a
17 burning question to me -- or was it two times the freeboard,
18 whichever is less? I've looked at these photos of the freeboard
19 and I'm just wondering about that.

20 A. Yeah.

21 Q. What did you find?

22 A. Generally -- in general question it's going to be -- people
23 are using sea conditions as their limitation. And five foot is
24 generally what you're going to go by.

25 Q. Okay. And I'm sorry, and what was the other weather

1 conditions?

2 A. Oh, and 70 knot winds.

3 Q. Okay. Now, here's the million-dollar question. What's your
4 understanding of the 70-knot wind? Is that a gust or is it
5 sustained and if it's sustained --

6 A. I'm not going to operate in 70 knot winds. You know,
7 honestly that's one that I didn't understand as far as the
8 operation aspect of it. I'm not going to be underway in near
9 that. So, --

10 Q. So, my question, I'm not trying to be antagonistic here but
11 is your understanding is it a sustained wind of 70 or is it a gust
12 of 70?

13 A. I'm going to assume it's sustained. But whether that's
14 correct I couldn't tell you. But, again, I'm not going to be
15 anything near that. So, it's a moot point.

16 Q. And as a master your knowledge, you have got a lot of
17 knowledge here, what's your understanding of a sustained wind? Do
18 you have any time period for that?

19 A. I understand. No, I mean I would say over three five
20 minutes. Anything is sustained for longer than that.

21 Q. Would it be helpful to have that information in a manual to
22 tell you what a sustained wind is or if that 70 knots is a
23 sustained wind?

24 A. I think, I think that would be helpful information, sure.

25 Q. What was your biggest concern about weather, was it sea, was

1 it wind? What was your biggest concern?

2 A. It all depends on the situation. There's so many, there's so
3 many variables to it is the -- am I loaded, am I empty? I mean
4 where am I catching it at? Am I catching a beam? Am I catching
5 it at a bow? You know catching it on the stern. All of these
6 things are going to change.

7 Of course, wind is a major issue if I'm trying to make
8 headway and I'm bucking a wind and it's going to slow my progress
9 and boats aren't fast to begin with. So, if I'm not making no
10 more than, you know, two knots what's the point. So, -- and then
11 we all know with sustained winds is going to come the seas. So,
12 what's the point to continue until you get -- until the seas are
13 your limiting factor there's no point in that either.

14 So, it all depends on the situation.

15 Q. Okay. I'm still going to pin you down on this, okay?

16 A. Okay.

17 Q. But actually, I have a separate, whole separate section for
18 ship handling.

19 A. Okay.

20 Q. Okay. Handling the boat. But --so, you had no overriding
21 concern about the weather, if you could -- overriding, one major
22 concern about the weather? If I would ask you the major concern?

23 A. No. I -- no.

24 Q. Was weather discussed prior to leaving port?

25 A. Oh, absolutely. I mean you're going to get a weather report

1 and you're going to determine --

2 Q. And the weather report was from who?

3 A. From -- I use that Buoy weather and then you could all -- of
4 course, you get the dailies from the office.

5 Q. And the dailies are -- you call them dailies. When do they
6 come in?

7 A. Different times. Generally, in the morning.

8 Q. Okay. And do you ever -- it comes in in the morning, do you
9 ever look and see what time the weather is for? So, let me be
10 clear on that. So, it comes in, it may come in at 10:00 o'clock,
11 7:00 o'clock, 6:00 o'clock but on there is there any time that
12 that weather, you know, when that weather came in from the weather
13 service or whatever it is? Do you understand what I'm saying?

14 A. Oh. Looking at a time stamp on the e-mail --

15 Q. Yes.

16 A. -- to determine when they pulled it?

17 Q. When they -- yeah, not a -- yeah it could be a time stamp
18 from the e-mail if they're getting it from an e-mail --

19 A. Right.

20 Q. -- dispatch.

21 A. But it's going to log when they pulled the weather report; is
22 that your question? No necessarily when they sent it to you but
23 when they pulled it?

24 Q. Yes, sir.

25 A. Right. You know, it's -- I'm sure it's there. It's not

1 something that I always look at because you're going to assume
2 that as soon as he pulled it, he sent it out. But at the same
3 time, I -- generally, I'm going to check weather myself before I,
4 before I go anyway.

5 Q. Do you know where the dispatcher got that weather from?

6 A. I don't remember the name of that service. To be honest with
7 you I don't. I just generally when I get, I look over what the
8 information is on it and then I use -- I pull my source anyway.

9 Q. But you pulled your source, you said?

10 A. Yes.

11 Q. Why did you pull your -- did you find that weather accurate?

12 A. I don't find any weather accurate.

13 Q. So, you went to another source to get weather also, the buoy
14 source did you say?

15 A. Yes.

16 Q. Discuss -- typically discuss the weather with any shore side
17 personnel from any Seacor or the charterer?

18 A. Not generally.

19 Q. When would you discuss it, not generally but when would you
20 discuss it?

21 A. When I couldn't leave that would be -- definitely be a, you
22 know, a deciding factor that now I got to explain to them why I'm
23 refusing to get underway because you're expected to whether it be
24 leaving the platform or, you know, whenever you're finished,
25 you're expected to get underway.

1 Q. So, I'm guessing leaving the platform, whatever it is, you're
2 better in a jacked-up position than down if weather is picking up?

3 A. Yes. Absolutely, because you're no longer -- well, your
4 vessel is not being beat up by the seas, you know.

5 Q. So, that discussion you said not generally but sometimes you
6 had that discussion before getting underway from either the port
7 or platform. Was it other than hurricane type or tropical storm
8 type conditions that you had those discussions?

9 A. Sure. Sure. Anytime that the vessel couldn't get underway
10 or couldn't continue with the expected duties of the vessel.

11 MR. KUCHARSKI: I'm going to go around the room now for
12 weather related questions.

13 BY MR. MUISE:

14 Q. So, if you are waiting on weather are you on downtime?

15 A. It depends on the charter. Sometimes, sometimes we do go on
16 downtime. It just depends on how they wrote the up. Their
17 general -- sometimes there is a weather rate on this particular --
18 my last job or this particular job with Talos I think my
19 understanding was they gave him such a good day rate because it
20 was long-term job that there was no downtime for weather.

21 Q. Okay. Thank you. This is Marcel Muise, sorry.

22 CAPT. PHILLIPS: When you checked the buoy data --

23 MR. KUCHARSKI: Tracy Phillips.

24 CAPT. PHILLIPS: Tracy Phillips.

25 BY CAPT. PHILLIPS:

1 Q. When you checked the buoy data did that have any sort of
2 prediction with it, or it was just showing you current conditions?

3 A. No. Yeah, there's a prediction. There's a weather window.
4 You can pull a seven day. You can pull -- three day and a seven-
5 day weather window, and it'll show you, you know, for different
6 areas.

7 Q. Okay. Earlier you were talking about getting a voyage plan
8 ready for the new captain --

9 A. Yes.

10 Q. -- did you check the weather for him that morning?

11 A. No. No, because I had no idea when they were actually going
12 to get underway. And I knew he would do that anyway.

13 Q. Okay. Before you left the vessel, had you received a weather
14 report from the company for that day?

15 A. I don't think so. Not -- again, we left fairly early --

16 Q. Yeah.

17 A. -- I think the weather generally comes in probably around
18 that time but I wouldn't check the computer right before I left
19 anyway. So, I wouldn't know -- after I sent my, sent the morning
20 report in I can't say that I would check the computer again.

21 Q. Okay. Thank you.

22 MR. KUCHARSKI: Now, this is Mike Kucharski.

23 BY MR. KUCHARSKI:

24 Q. Again, ship handling, okay, type of questions. How did the
25 rig overall handle when underway? Can you describe it?

1 A. This particular vessel was actually because it had four
2 propulsion engines it was actually a pretty powerful. But it was
3 -- when using your jacking system, of course, it limited that to
4 half of that. But as far as the -- the boat was wide and with the
5 outboard engine she handled well.

6 Q. And did it respond well to its rudders?

7 A. It did. It did. And one of the better handling vessels as
8 far as for that size that I've been on.

9 Q. And did you always use the thruster? It had a thruster on
10 it, did it?

11 A. It does.

12 Q. Was it multiple, one?

13 A. Just one.

14 Q. Tunnel thruster, was it?

15 A. Yes. Yeah, tunnel thruster on the bow.

16 Q. Did you always use the thruster when deploying the legs?

17 A. No. Not if you're offshore and just tagging. But any time
18 you're going to be -- maneuver near a structure or my policy was
19 anytime we get inside the jetties for inland travel I want the
20 availability of the bow thruster.

21 Q. So, there were times you would jack down -- jack up without
22 using the thrusters?

23 A. Right. Just like your last hitch, you know, I wouldn't call
24 the engineer make him start another generator to operate the bow
25 thruster just to jack up.

1 Q. How long did it take to get the thruster online if you needed
2 it?

3 A. Once I called him, he could start, he could start the other
4 generator, sink them and I could have thruster availability
5 probably within three to five minutes.

6 Q. Have you ever asked for it in an emergency you needed it on
7 quickly?

8 A. No. Because I -- anytime, again, anytime we are
9 (indiscernible) I don't wait till that. He puts it on for me
10 before we get to the jetties or at the jetties.

11 Q. So, back to the jacking system. You would then reduce to two
12 engines instead of four?

13 A. Correct.

14 Q. And remind me again, was the inboard engines for jacking?

15 A. Yeah, the inboards are for jacking.

16 Q. So, you had the outboards that you -- did you notice much of
17 a handling difference with just the two engines operating as
18 opposed to four?

19 A. Only for forward and aft propulsion. The boat, the boat
20 would still maneuver well with just the outboards. It's just
21 you're not going, you're not going to get the forward and aft, you
22 know, if you needed them and occasionally, we would do that.

23 If we were jacking down from a structure, I would go and pull
24 in the last leg. I would - and maybe we had a strong current or a
25 heavier wind and it was pushing me aft into the platform, it's

1 very common to disengage one of the PTOs, use one for that final
2 leg and you use three for reverse propulsion to make sure that you
3 have the power to get away.

4 Q. So, now, along with that what would you say the worst
5 condition wherever when you had to jack up?

6 A. Sea conditions or weather in general?

7 Q. Well, let's parse it into -- let's do it all three. Wind and
8 seas and then just seas and just wind.

9 A. Honestly, I try not to push it as far as the seas depending
10 on where I'm at. Of course, it's going to be less -- again, if we
11 are in hard bottom, I'm going to call it earlier. If I'm in soft
12 bottom and I feel like I can finish the voyage possibly, you know,
13 we may push it, you know, again to the -- to the cap of the vessel
14 capabilities as far as sea conditions.

15 Wind? Never near that. I would, you know, again I jacked up
16 because I was experiencing 35/40 and then gusts of 48 mile an hour
17 winds, I jacked up.

18 Q. So, has it ever -- I mean where things happen suddenly, you
19 know, a squall line or something stronger than you expected. I
20 mean sure you try not to, but --

21 A. No. That's exactly what happened. It's fresh in my mind.

22 Q. So, did you ever have a situation like that where it was more
23 than you really wanted, and you had to go ahead and jack up?

24 A. Well, exactly, what I just explained, you know, I'm not going
25 to -- I'm not going to run that boat in 50 mile an hour wind.

1 It's just not something I'm going to do. That was a sudden squall
2 changed 180-degree direction and out of nowhere. And that's what
3 caused me to jack it up. So, yes, absolutely.

4 Q. So, you have had situation where you had to --

5 A. Recently.

6 Q. -- very quickly --

7 A. Yes.

8 Q. And the conditions made you uncomfortable it changed very
9 quickly?

10 A. Yes. Yes.

11 Q. Okay.

12 A. Because again it was catching them, at that particular time
13 we were on a northeasterly heading and it was catching me a beam.

14 Q. Okay. And so, along with that would you turn into the seas?

15 A. Yes.

16 Q. You would?

17 A. Yes.

18 Q. Okay. Would you in your opinion is the best way to handle
19 the sea, if you have to on there, bow on, head on?

20 A. Yes.

21 Q. And do you have to reduce power to the engines when you do
22 that? When you turn into it?

23 A. Well, yeah, I wouldn't want to be -- I wouldn't -- well.

24 Generally, if you're experiencing those high winds, you're already
25 not going very fast. You're already reduced to, you know, again

1 at full throttle you're still only doing two knots. So, it's --
2 yeah, you don't really have to pull them back. You just -- you
3 may have to twin screw to come out of one to make it pivot faster.

4 Q. Uh-huh. Uh-huh.

5 A. Sure.

6 Q. Okay. So, bow on is best way to take a sea if you have to?

7 A. Preferred, yeah, the preferred way to take the sea.

8 Q. And the same thing for the wind? Is it better bow on or is
9 there any -- if it was just straight wind?

10 A. Honestly, that comes into I actually thought a lot about
11 since this has happened and honestly, I think of that and it's
12 like all -- most of the buoyance, reserved buoyancy on a lift boat
13 is the bow. So, wind only and hindsight is always 20/20, but I
14 think best case scenario if you can keep your stern into the wind
15 and capture that reserve buoyancy from the bow and jack up, it's a
16 win.

17 Q. So, just straight wind stern in?

18 A. Yes.

19 Q. Waves bow?

20 A. Absolutely.

21 MR. KUCHARSKI: I'm going to hold there to see if there are
22 any questions around the room.

23 UNIDENTIFIED SPEAKER: I do have a question related to
24 weather, stability, and ship handling. So, all wrapped into one.

25 Q. So, if the ship was rolling, how did it roll? Was it tender,

1 did it tend to go slowly or did it pitch pretty --

2 A. Generally, it's going to -- it's going to happen fairly
3 slowly because, again, the vessel is heavy. So, if you have a
4 short sea they are going to crash over --

5 Q. Uh-huh.

6 A. -- more so than the ground swell that are separated. When
7 they are separated then I'll -- then it, of course, it's just a
8 roll.

9 Q. Okay. When it did roll, when you had that ground swell, did
10 it tend to hang out on the ends, or did it come back pretty
11 quickly?

12 A. No. My experience is, you know, it comes back pretty
13 quickly. Of course, anytime you have a delayed one that would be
14 a concern.

15 Q. Right. Right. But it didn't tend to be delayed, it didn't
16 tend to hang on the edge there?

17 A. No. When I was -- fortunately, when I was coming in, we had
18 three pieces of equipment. I was a light boat half fuel, half
19 water I, I had enough reserve buoyancy not to worry about
20 anything.

21 Q. If you were at max speed and you threw the rudder over, does
22 the vessel tend to heel?

23 A. No. They are so slow. I guess if we had a --no.

24 Q. Okay. All right.

25 A. There's not enough G-forces on there.

1 Q. Okay. Fair enough. All right, thanks.

2 CAPT. PHILLIPS: Tracy Phillips.

3 BY CAPT. PHILLIPS:

4 Q. What's the fastest you have ever seen a boat (indiscernible)
5 water?

6 A. With a trailing current, I think that particular vessel we
7 got to six knots once.

8 Q. Thanks.

9 MR. PRESTON: John Preston.

10 BY MR. PRESTON:

11 Q. Captain, when you come into the dock do you ever tie up or
12 sit at the dock floating?

13 A. Generally, not, no.

14 Q. So, do you normally pin it, or do you normally elevate it or
15 --

16 A. No. We -- out policy -- we don't touch docks. They like us
17 to buy them new docks when we do that. So, we have to jack up
18 with a gap.

19 Q. Oh, with a gap.

20 A. Yes, sir.

21 Q. So, normally you're actually out of the water when you're at
22 the --

23 A. No. I mean a gap from the DOC, from the bow of the vessel to
24 the dock. I'm sorry.

25 Q. (Indiscernible) you just put the legs down and float in the

1 water?

2 A. Yes, sir. Absolutely.

3 Q. Or you pick the hull out of the water?

4 A. No. You just -- you soft tag.

5 Q. Okay. All right. No, move. So, the hull would be in the
6 water --

7 A. Correct.

8 Q. -- but not necessarily floating?

9 A. That's correct. Just elevate slightly.

10 Q. Okay.

11 BY MR. KUCHARSKI:

12 Q. Who was your direct report in the office, who did you report
13 to on a regular basis?

14 A. Paul was my master superintendent.

15 Q. Does Paul have a last name?

16 A. Yeah, goodness gracious.

17 MR. HEMPHILL: Can I tell you? Fermin; same one as in here
18 earlier.

19 MR. KUCHARSKI: Fermin. Okay.

20 UNIDENTIFIED SPEAKER: Wow, that's sad.

21 MR. HEMPHILL: F-E-R-M-I-N.

22 CAPT. TIMMONS: I apologize. I don't call him by his last
23 name.

24 MR. KUCHARSKI: Thank you, and that was Mr. Hemphill.

25 MR. HEMPHILL: Yes, sir. I apologize. By the time, the day

1 is over I'll remember to say my name, slow learner.

2 BY MR. MUISE:

3 Q. And Paul Fermin was the vessel superintendent?

4 A. Vessel superintendent.

5 Q. Did you obtain an annual evaluation?

6 A. Yes.

7 Q. Do you know who completed that?

8 A. Paul did my last one.

9 Q. Do you get to see it?

10 A. I do. You have to sign off on it.

11 Q. Did the company have a port captain?

12 A. No.

13 Q. Who else from the company would be on an operational
14 standpoint, not payroll or something like that, but operationally
15 who else did you report to in the company or communicate with?

16 A. As far as just day-to-day operations?

17 Q. Operations, operations.

18 A. Almost always you vessel superintendent.

19 Q. Just the vessel super --

20 A. It should be my direct supervisor.

21 Q. Okay.

22 A. Or on occasion if he's not -- for weekend if he's not on call
23 they will have an on-call person.

24 Q. Did you interface with the charterer person on the vessel?

25 The charter's representative?

1 A. Representative, correct.

2 Q. And that was on a regular basis?

3 A. Yeah, if he's on there with you that's -- yeah, that's your -
4 - always.

5 Q. And could you explain your relationship with that person?

6 A. Just he was the entity trying to do what he's sent out there
7 to do and my objective was to make sure that it would, you know,
8 that it was done safely on my vessel and try to get it done as,
9 you know, as timely as possible meeting the safety parameters that
10 were required to cover.

11 Q. Was there any ever tension between those two?

12 A. I can't say that there's never been. I mean by all means
13 some company men are hardcore and they try to push. And then, but
14 honestly that's years past. Nowadays these guys -- I noticed as I
15 got to bigger vessels I got less and less of that. When you're
16 young and you're running a small boat, it was a lot of head
17 butting going on. But not -- not of late.

18 Q. Did you ever have any working relationship with Dwayne Lewis,
19 Steve Lewis, the Cardinal representative for Talos?

20 A. No. I'm not even familiar with that name.

21 Q. I may have asked this, or it may have been asked before, but
22 did you ever feel pressured to leave port and perform an
23 operation?

24 A. No.

25 Q. Were you aware of any conditions that could cancel the

1 charter party?

2 A. Like make us lose our job?

3 Q. Yeah, from Talos, yes?

4 A. No. I imagine, no. I can't think of anything except for,
5 you know, safety issues would they ever want to cancel it.

6 Q. So, you knew Captain Ledet?

7 A. I did.

8 Q. How would you view him as a captain?

9 A. (No audible response.)

10 MR. KUCHARSKI: Would you like to take a break?

11 CAPT. TIMMONS: I do.

12 MR. KUCHARSKI: Yeah. Off the record at 5:58.

13 (Off the record)

14 (On the record)

15 MR. KUCHARSKI: The time is 18:07 and we are resuming the
16 interview of Captain Timmons.

17 BY MR. KUCHARSKI:

18 Q. Captain, tell us about Captain Dave.

19 A. Captain, Dave was a very good captain. Been knowing him for
20 many a years. Very safety conscious. Good boat handler. I've
21 seen him maneuver many of times under some situations, close
22 quarter situations and he's just overall a good captain. Very
23 good with his crew. Very involved with whatever work is going on.
24 Hardest working captain I've ever seen including me in my younger
25 days. He's just unbelievable.

1 Q. Great. And Chief Darren, did you also know him?

2 A. Yes.

3 Q. Did you ever set -- now you did -- you shifted or -- were you
4 ever on his shift to work with him?

5 A. Yeah. He's worked on my shift before. He's a good guy, a
6 real good guy.

7 Q. Competent, good hard worker?

8 A. Darren is not much, he's not a go-getter like James, let me
9 say that. But he's a competent engineer, very familiar with the
10 vessels, been on them since the vessels came out. So, very
11 knowledgeable as to, to the vessels themselves. But just not as,
12 his work ethic wasn't as strong as James, but definitely a
13 competent engineer.

14 Q. So, when you say came out when it was built?

15 A. Yes. Yes.

16 Q. And I just want to confirm. For lashing the cargo, who
17 actually lashed the cargo?

18 A. Generally, it would be everybody. If contractors were
19 onboard, we would get them to help us. And then if they --
20 sometimes the company man would get crew boats out there and the
21 guys were already anxious to jump in showers and get on the crew
22 boat if they weren't going to ride the vessel in. That's happened
23 a few times where we had to go out there and do it ourselves. So,
24 it just depends.

25 Q. Did you have any involvement with BSEE? Are you familiar

1 with BSEE?

2 A. BSEE is a familiar term, but again, that's an entity that
3 belongs, I think more along to the structure, offshore industry as
4 far as the rigs then us. We were, in my opinion, more governed by
5 the Coast Guard, was our authoritarian figure.

6 Q. Okay. Did the vessel and an inclinometer?

7 A. Yes. We have bubbles.

8 Q. Just bubbles?

9 A. Yes.

10 Q. Since the accident have you discussed this event with anyone
11 besides James, the actual accident, anybody from the company?

12 A. Discussed the event? I mean, yeah. I mean I've spoke just
13 trying to get information. I mean yesterday when I went to Dave's
14 funeral, you know, I spoke just trying to get updated information.

15 Q. Who did you speak with?

16 A. I spoke with -- well, I spoke with -- I'm, wow.

17 Q. You're getting like me. You have a good memory. It's just
18 short.

19 A. Yeah, and I'll tell you the -- I spoke with Paul on the phone
20 about it. Just trying to get, trying to get updates. And
21 basically, at that time they had no further updates.

22 MR. KUCHARSKI: Go around the room, open it up to questions.

23 MR. EHLERS: Drew Ehlers, NTSB.

24 BY MR. EHLERS:

25 Q. In a minute here I'm going to ask [REDACTED] to bring up a

1 picture of the Seacor Power. All right. Brace yourself, it may
2 be difficult because this is a picture of the vessel as it was
3 leaving port on the accident day. Okay. But what I want you to
4 do is I want you to take some time. All right. There is no rush.
5 In fact, it might be uncomfortably silent. I want you to go stem
6 to stern, top to bottom tell me if you see anything that looks
7 wrong or looks different or doesn't -- you know, something that
8 stands out that, you know, we haven't talked to you, you haven't
9 talked to us about or something that seems off. Can you do that?

10 A. Sure.

11 Q. Okay.

12 MR. [REDACTED] This is [REDACTED] [REDACTED] There are three slightly
13 different angles of the port side of it.

14 CAPT. TIMMONS: And this is from Fourchon CCTV?

15 BY MR. [REDACTED]

16 Q. It is. So, it's a screen shot of a video, is what it is.

17 A. Okay.

18 Q. So, just take some time. There is no rush. Again, stem to
19 stern, anything you see that stands out, makes you, makes you go
20 hum.

21 A. The looks like the galley door was open.

22 Q. Which door would that be?

23 A. On the port side, right there further back, further back,
24 right there.

25 Q. Is that a galley door?

1 A. Yeah, I'm -- it looks black. So, I'm going to -- yeah, yeah,
2 that's the only reason why that --

3 Q. Yeah.

4 A. Looks like that galley door is open.

5 Q. Okay. Is that a weather tight or watertight door?

6 A. No, it's just a wooden door inside. It's got a wooden door
7 on the inside of the watertight door.

8 Q. And so watertight on the outside?

9 A. It's a watertight door on the outside.

10 Q. Okay.

11 A. I don't -- if you can zoom in, I don't see, I don't see any
12 lashings on equipment, but -- Yeah, if they are I don't see it.

13 MR. EHLERS: So, let me ask this. This is Drew Ehlers again.

14 BY MR. EHLERS:

15 Q. As far as lashings you mentioned that they would go
16 essentially (indiscernible) ship.

17 A. Right.

18 Q. Is it, like how many chains would you say would be across of
19 the bat, is it one per piece of equipment?

20 A. One per row.

21 Q. One per row?

22 A. Right.

23 Q. Okay. All right. So, I think I see maybe three rows there,
24 so, maybe three chains or -

25 A. Right.

1 Q. -- is that fair enough?

2 A. Yes.

3 Q. Okay.

4 MR. [REDACTED] This is [REDACTED] [REDACTED]

5 BY MR. [REDACTED]

6 Q. The cargo in other images extends from here to just after the
7 crates slightly.

8 A. Okay.

9 Q. Okay. And your cabin on the vessel it's the 03 level; is
10 that correct?

11 A. It would be the 03-starboard side.

12 Q. Okay. Is that two windows or --

13 A. The last two windows --

14 Q. Two windows are yours?

15 A. Yeah, it would be the state room and that would be the
16 bathroom.

17 Q. I see.

18 MR. KUCHARSKI: This is Mike Kucharski.

19 BY MR. KUCHARSKI:

20 Q. What's the black structure on the starboard bow, on the deck
21 there?

22 A. I'm sorry.

23 Q. There's a black structure.

24 A. Oh, that's the chain, the anchor chain.

25 Q. Anchor chain, yeah.

1 MR. EHLERS: See anything else?

2 MR. KUCHARSKI: This is Mike Kucharski.

3 BY MR. KUCHARSKI:

4 Q. The white dome on the bridge level there is that the Inmarsat
5 that you use for communication?

6 A. Yeah, communication. Also, it has the one over here on --
7 yes, that's also -- that's the rented package for the contractors,
8 generally.

9 Q. Oh, for the contractors?

10 A. Yes.

11 Q. Okay. So, the contractors had separate communication system?

12 A. Yes. Yes.

13 MR. PRESTON: John Preston, ABS.

14 BY MR. PRESTON:

15 Q. You're saying this is Seacor's (indiscernible).

16 A. Yes.

17 Q. And this is the contractor's communication --

18 A. Yes.

19 Q. Do you know where -- do you know which one, where the DMSS
20 antenna is in there?

21 A. No.

22 Q. Am I -- the Seacor dome is the aft dome and the contractor's
23 dome is on the port side of the wheelhouse?

24 A. Correct.

25 Q. And this gangway, that's on the front of the cargo. Is this

1 normally with the unit?

2 A. That's ours. Yeah, we have a 35-foot catwalk and a 50-foot
3 catwalk onboard.

4 Q. Okay. Are these part of the light shift with the unit or are
5 they considered variable load?

6 A. That would be considered variable.

7 MR. EHLERS: This is Drew Ehlers.

8 BY MR. EHLERS:

9 Q. One radar or two? How many?

10 A. One radar.

11 Q. One radar, okay. All right. Does anyone else have any
12 questions.

13 MR. KUCHARSKI: Captain, this is Mike Kucharski.

14 BY MR. KUCHARSKI:

15 Q. Radar, one radar is that on the emergency switchboard, is
16 that powered up in an emergency situation?

17 A. Yes.

18 MR. PRESTON: John Preston, ABS.

19 BY MR. PRESTON:

20 Q. Is there any securing methods for this, the hooks?

21 A. No. Just against themselves. If you see the wedge, it's got
22 a solid piece that comes down and you can actually wedge it there
23 and the same with the -- it doesn't have the same wedge that comes
24 down for the fast line. But you can wedge it against the boom.

25 MR. KUCHARSKI: This is Mike Kucharski. So, we're talking

1 about the hooks and everything, John Preston.

2 MR. PRESTON: Yes, yes. This is John Preston I was referring
3 to the -- you can see the hook on the foil, there's a
4 (indiscernible) block and the whip line for the starboard crane
5 (indiscernible) that's what the Captain --

6 CAPT. TIMMONS: Port crane.

7 MR. PRESTON: Port crane, thank you.

8 MR. KUCHARSKI: And, Captain, this is Mike Kucharski.

9 BY MR. KUCHARSKI:

10 Q. Look at the freeboard and the trim on there, freeboard on the
11 stern there and the overall trim of the vessel. Does that look
12 fairly common to you?

13 A. Yeah, I wouldn't say it's excessive. I know just out of
14 shear knowledge I filled the boat up in water. So, I know she's
15 full of fuel and water. Well, not full, to max capacity. But she
16 had consumables, was prepared to go to the job. It doesn't look
17 excessive to me, no.

18 MR. PRESTON: John Preston, with ABS.

19 BY MR. PRESTON:

20 Q. Is there any way to get the -- make the stern lighter, I
21 guess? Can you move any tanks around?

22 A. Yes. Actually, equipment would be where, ultimately, you
23 know, if you're getting that close your freeboard -- that little
24 freeboard back there you could move the equipment forward and
25 capture the buoyancy of the other bow which is where the majority

1 of your buoyancy is.

2 Q. Do you ever use ballast water to level off the current?

3 A. Generally, no. If we are carrying cargo that's your first,
4 first line of attack would be to use the cargo for ballast.

5 Q. If you were going to ballast, would you ever -- I guess if the
6 unit came down in this condition and the cargo was already all
7 strapped down, would it be easier to ballast on the way out of
8 Fourchon to get the bow down?

9 A. Well, generally you're going to catch that in the stability
10 program before you even jack down you're going to see, you know,
11 you know, especially full of fuel, full of water just common
12 knowledge, hey, let's put the stuff on the front and ballast out
13 the heavy fuel heavy water. You know no reason to have it all the
14 way in the back.

15 Q. Thank you.

16 MR. KUCHARSKI: This is Mike Kucharski.

17 BY MR. KUCHARSKI:

18 Q. So, looking at that vessel as it is, that load out, earlier
19 we talked about, you know, wind conditions and sea conditions, as
20 you see that there, would you still choose to have the wind from
21 the stern and seas from the bow in that condition there?

22 A. Yes. Yeah, I mean -- your bow is the most protected for the
23 seas and your -- for buoyancy you want the pressure to be on the
24 bow.

25 Q. And when -- would you still stern up into the wind with that

1 configuration?

2 A. In hindsight that I have now, yes.

3 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard

4 BY MR. [REDACTED]

5 Q. Talking about the wind off the stern, have you felt any
6 impact with the helio deck on the stern or would -- is there --
7 would be any considerations or any thoughts about having the wind
8 on the stern with the helio deck or seal area from underneath?

9 A. No.

10 Q. Do you have a feel it would affect the vessel anyway?

11 A. No. I haven't run a boat without a helio deck in a long
12 time. So, you know, it's just something used to. I don't have
13 anything to relate it to any other way.

14 MR. MUISE: Captain, I'm Marcel Muise.

15 BY MR. MUISE:

16 Q. If you were to lose power and have the black out with this
17 cargo on deck in this condition, how would the boat sit in the
18 wind, would it turn into the wind on its own?

19 A. Well, I'm sure there's more than one variable as far as wind.

20 Q. Sure.

21 A. You're going to have your currents that's probably going to
22 affect you, you know, also. I don't know which way it would turn,
23 you know, if it would turn.

24 Q. Okay. Fair enough.

25 MR. KUCHARSKI: Any other questions, John?

1 MR. PRESTON: John Preston, ABS.

2 BY MR. PRESTON:

3 Q. You mentioned this unit has bubbles in the wheelhouse.

4 A. Correct.

5 Q. There's one for

6 A. Yes. And then you got --

7 Q. And the circle bubble?

8 A. And a circle bubble, correct.

9 Q. Thanks, Captain.

10 MR. KUCHARSKI: Last call for any questions.

11 CAPT. PHILLIPS: Over the time you were on the vessel --

12 MR. KUCHARSKI: Captain Phillips.

13 CAPT. PHILLIPS: Captain Phillips, Tracy Phillips.

14 BY CAPT. PHILLIPS:

15 Q. Over the time you were on the vessel did you see a lot of
16 modifications made to the vessel?

17 A. No.

18 Q. Okay. What's your overall impression of the vessel as far as
19 the condition, based on your experience and other boats you have
20 been on?

21 A. It's an old boat, but it's -- again, she handled well. She
22 -- it was overall a good boat. I mean a strong solid vessel.
23 Just starting to see its age as far as, you know, as far as rust
24 prevention and such. But overall, she was a good boat.

25 Q. Okay. And what's your overall impression of the company?

1 A. Seacor it's been a good company for me. They've taken care
2 of me since the beginning of their purchase.

3 Q. You ask for equipment or you need replacements, do you get
4 those?

5 A. Yeah. I've -- honestly, I -- I've never asked for anything
6 that I didn't get. I know except in times when things are slow
7 and a boat is sitting over a long period of time then, you know,
8 purchases, you know, you are limited to your requisitions. But
9 that's just due to financial restrictions again because the boat
10 is not working. But once we are on charter, everything -- get
11 everything you need.

12 Q. Okay. And my last question is just about the bilge alarms,
13 how often would you hear a bilge alarm on the bridge?

14 A. I've never heard a bilge alarm on the bridge.

15 Q. Okay. Thank you.

16 MR. PRESTON: John Preston, ABS.

17 BY MR. PRESTON:

18 Q. Are there any tanks that ever end up filling up with water,
19 seals leaking, or shaft penetration is leaking?

20 A. No. I mean just I guess your common shaft logs are going to
21 be keeping those properly tightened so the leakage is minimum, but
22 still has to be there for cooling purposes, of course.

23 MR. PRESTON: Thank you.

24 MR. KUCHARSKI: Okay. Time is now 18:27 and this interview
25 has ended. Thank you.

1 (Whereupon, at 18:27 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 Scott Timmons

ACCIDENT NO.: DCA21MM024

PLACE: Terrebonne Parish Emergency Operations
 Center, Houma, LA

DATE: April 22, 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.



Letha J. Wheeler
Transcriber



Office of Marine Safety
Transcript Errata

SUGGESTED CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

SCOTT TIMMONS

TAKEN ON

APRIL 22, 2021

WITH NTSB REPLY

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING	NTSB REPLY
			Mr. Timmon’s suggested corrections to the transcript were inserted directly into the transcript as either “strikethroughs” to the wording with the suggested wording above the “strikethrough” or as additional hand-written comments.	<i>NTSB’s replies were inserted directly into the transcript inside either yellow, green or red “balloon” comments.</i>

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,

*

Accident No.: DCA21MM024

LOUISIANA, ON APRIL 13, 2021

*

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* * * * *

Interview of: CAPTAIN SCOTT TIMMONS, Master

Lift boat *Seacor Power*

Terrebonne Parish Emergency
Operations Center in Houma, LA

Thursday,
April 22, 2021

APPEARANCES:

MIKE KUCHARSKI, Chairman for the NTSB
Operations Group for the Seacor Power
Capsizing

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

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

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

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

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

LT ██████████ Recorder
U.S. Coast Guard Marine Board of Investigation

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

MARCEL MUISE, NTSB Survival Factors

GARY HEMPHILL, Personal Representative

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Scott Timmons:	
By Mr. Kucharski	6, 21, 35, 46, 48, 54, 58, 68, 71, 80, 89, 97, 100, 105, 106, 107, 108, 109
By Mr. Ehlers	15, 17, 44, 102, 104, 107
By Mr. Preston	20, 36, 42, 48, 69, 75, 96, 107, 108, 111, 112
By Mr. [REDACTED]	20, 34, 39, 47, 68, 110
By Capt. Phillips	20, 40, 70, 71, 88, 96, 106, 111
By Mr. [REDACTED]	41, 43, 73, 103, 105
By Mr. Muise	45, 75, 88, 98, 110
By Mr. [REDACTED]	47

I N T E R V I E W

(15:26 p.m.)

1
2
3 MR. KUCHARSKI: Today is the 21st [sic.] of April 2021. The
4 time is approximately 15:26, 3:26 Central Daylight time. We are
5 at the Terrebonne Parrish Emergency Coordination Center in Houma,
6 Louisiana and we are here to interview Captain Scott Timmons, and
7 this is -- we are interviewing him in relation to the accident
8 that occurred, the capsizing of the Seacor Power on or about the
9 13th of April.

10 And Captain, before we continue further do I have your
11 permission to record this?

12 CAPT. TIMMONS: Yes.

13 MR. KUCHARSKI: And I think I've already mentioned about your
14 getting a chance to look at the transcription and make sure that,
15 you know, there weren't mistakes made in it.

16 CAPT. TIMMONS: Yes.

17 MR. KUCHARSKI: And I just want to, I know I've mentioned
18 this again, but I like to get it on the record that you understand
19 that we can't offer any immunity or anything like that,
20 confidential either, okay.

21 CAPT. TIMMONS: Correct.

22 MR. KUCHARSKI: The other thing I wanted to mention is that
23 anywhere along here if something is not clear, please tell me, you
24 know, or question anybody asks and, of course, you can consult
25 with your personal representative if need be before you answer or

1 clear something up. Okay?

2 So, we've been tasked -- one last little thing. We've been
3 tasked by Congress to go ahead and develop probable cause. That's
4 why we are here. No win or lose situation. Probably cause so we
5 can help prevent these accidents from happening in the future.

6 CAPT. TIMMONS: Understood.

7 MR. KUCHARSKI: And we much appreciate your help in doing
8 this.

9 CAPT. TIMMONS: Thank you.

10 MR. KUCHARSKI: So, let's go around the room and please give
11 your name and spell it for us for the record.

12 CAPT. TIMMONS: Scott Carson Timmons, S-C-O-T-T, C-A-R-S-O-N,
13 T-I-M-M-O-N-S.

14 CAPT. PHILLIPS: Tracy Phillips, I'm the chair of the Coast
15 Guard's Marine Board of Investigation.

16 MR. LAWRENCE: Andrew Lawrence, Coast Guard.

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

19 MR. ALGER: Anthony Alger, Coast Guard Marine Investigator.

20 MR. MUISE: Marcel Muise, NTSB survival factors.

21 MR. CENAC: Michael Cenac, Seacor Marine.

22 MR. PRESTON: John Preston, ABS.

23 MR. VERDIN: Eric Verdin, Coast Guard.

24 MR. HEMPHILL: Gary Hemphill, personal representative.

25 MR. KUCHARSKI: And this is Mike Kucharski.

INTERVIEW OF CAPTAIN SCOTT TIMMONS

BY MR. KUCHARSKI:

Q. Captain let's start off if you don't mind with some general questions about your background to get -- understand where you have been through your career, okay?

A. Okay.

Q. And we are going to concentrate on just maritime related. So, what license do you hold?

A. I ~~held~~^{is}, currently hold a 1600-ton Master Oceans.

Q. Okay. And does that license also have STCW endorsements?

A. Yes.

Q. So, you can use that not only as a national license but to go international?

A. Correct.

Q. And tell us about related schooling that you have had besides, say your STCW type, you know, survival and things like that?

A. Initial training I've done most of it through Houston Marine. I went to Houston Marine for my initial license and then upgraded throughout using that same school.

Q. Okay. And have you had any other training besides the STCW any type of company training or any other?

A. We go through a lot of different trainings ~~of course every~~
for all types of ^{Endorsements,} ~~all the requirements plus some, you know,~~
medical, firefighting, you know, all the prerequisites for the

1 license as well.

2 Q. Okay. And you mentioned upgrading your license through
3 Houston, yes?

4 A. Yes.

5 Q. And so, what -- tell us what positions you have served on
6 sailing, if you will.

7 A. Well, I started out on offshore crew boats with ^{Popich} -- as a
8 deckhand. ~~And~~ ^{my} first license was a 100-ton Master Inland and then ~~I~~
9 got the 100 Ton Master Near Coastal -- 100 Ton Master, 200 Ton
10 Mate Near Coastal and then went from there to 1600 ton.

11 Q. And during that as you're upgrading and you're starting out,
12 you said you started out as a deckhand.

13 A. Correct.

14 Q. And as far as maritime employment goes, can you bring us
15 through what companies and positions you served with them and
16 about how long?

17 A. Sure. I started in 1986 with ~~Popage~~ ^{Popich Bros} (ph.) Brothers Water
18 Transportation as a deckhand on their offshore crew boats. I
19 worked for approximately two-and-a-half, three years as a deck
20 hand. Got my first captain's license in '89.

21 At that time, I actually and strangely enough ~~I~~ tested for
22 the 100 Ton Master, 200 Ton Mate Near Coastal but then they
23 realized I wasn't old enough to actually get the offshore master's
24 license. So, they restricted it.

25 It was after testing as a matter of fact, so they restricted

1 it to an Inland license until I turned 19 and then he
2 automatically upgraded it to the offshore Masters.

3 Q. And then so what company --

4 A. I'm sorry. So, yeah, then I continued working as a Master
5 for ^{Popich} ~~Popich~~ for about another year. ^{Then} ~~And~~ I stepped down to Mate to
6 get on lift boats with Cross Marine in 1991, April of '91. And
7 basically, I've never put another application in since then to be
8 honest. I've been there ever since. Just we've been purchased
9 through separate entities and that's how I ended up getting to
10 Seacor.

11 Q. Okay. So, during that time you mentioned you stepped down to
12 Mate --

13 A. Uh-huh.

14 Q. -- how long did you say -- Mate is that like First Mate?

15 A. First Mate, yes, sir. To learn stability and such, I ~~had~~ --
16 wasn't familiar with lift boats at all. So, I had to step down to
17 Mate and I was probably a Mate for ~~probably~~ a year to a year-and-
18 a-half and then got ^{the} ~~my first~~ issuance of my first vessel.

19 Q. So, '91 through '93 or something like that?

20 A. Yes, roughly.

21 Q. And then you got your master's license?

22 A. Well, I already had my master's license at that point. I
23 just didn't have the vessel because ~~I didn't~~ I wasn't familiar
24 with it. So, until I could prove that I was, ^{that} ~~I~~ could handle a
25 lift boat and a stability aspect of it, ~~they~~ I was a Mate, ~~and~~

1 ~~then~~ ^{There} again, I already had the license to run it but didn't get the
2 position.

3 Q. and that was the 1600-ton license at that time?

4 A. No. At that time, I was still sitting on a 200-ton, 200-ton
5 Masters.

6 Q. Okay.

7 A. So, the vessels were a lot smaller back then generally
8 because you're running a 145 class, 130 and 145 class jackups.

9 Q. Run us by that the 145, we see these different classes, what
10 do they mean when they --

11 A. That's a leg length generally is what ~~the~~ ^{that} terminology ^{is} ~~that~~
12 ~~referring~~ ^{referring} to, ~~that~~.

13 Q. Okay. So, 200-ton license?

14 A. Correct.

15 Q. Up until when?

16 A. I want to say I ~~go, yeah~~ ^{When} I upgraded, ~~to~~ ^I upgraded, ~~and went~~
17 ~~to get~~ ^{- got my} I think it was straight to my 1600 in '95, I want to say
18 it was in '95 I got my 1600 ton. Only later did I ~~get~~ go and
19 get my Oceans endorsement. It was a 1600 ton near coastal and
20 then ~~it went~~ then I went back and took celestial and all of
21 that stuff and got my Oceans endorsement, I think around '98.

22 Q. And during that, anywhere during that time -- so, where did
23 you step up then from 200 ton to a larger vessel?

24 A. Well, at that time the 145s was the largest vessels in our
25 company was Cross Marine 145 was the largest vessels we had. And

1 then I think it was in, again in '90 -- I want to say '98 or '99
2 they ~~built~~ had Bollinger build a couple of 200 class lift boats
3 and I was able to capture one of those.

4 Q. So, essentially from '90, what, --

5 A. '98.

6 Q. -- '95 -- '93 on you have sailed Master?

7 A. Yes. Yes. Somewhere in that vicinity except for in '99 ~~✕~~
8 ~~got~~ I came in from offshore all together, end of '99 beginning
9 of 2000 I came into the office and went into a supervisory
10 position.

11 Q. As what?

12 A. ~~As actually~~ at the beginning it was, they called it vessel --
13 not vessel superintendent it was crew coordinator and operations
14 supervisor was the actual term that they put on my card.

15 Q. This was for Cross Marine?

16 A. No. That was ~~actually~~ for Cardinal at that time. We had
17 already been purchased and Cross Marine had been purchased by
18 Cardinal, ~~and~~ only to be purchased later by Seacor.

19 Q. And so, on the Seacor Power specify and I've got to ask you
20 questions it's going to be a little bit out of you yourself, is
21 there a position called night captain on that boat?

22 A. No. That's not the terminology we use anyway.

23 Q. What's the terminology you use?

24 A. It's Mate.

25 Q. Mate?

- 1 A. Mate.
- 2 Q. So, is there only one Mate on that boat?
- 3 A. Correct.
- 4 Q. And there's only one Master?
- 5 A. Correct.
- 6 Q. What are the officers on that lift boat the Seacor Power?
- 7 A. It would be the Captain and the Mate.
- 8 Q. Okay. Are you familiar with James Gracian?
- 9 A. Yes.
- 10 Q. What was his position on the boat?
- 11 A. His position, ~~actually~~ he was running as an extra when he was
12 with me, but he ~~definitely~~, definitely helped.
- 13 Q. As an extra?
- 14 A. He's been a Master. As a matter of fact, ~~that~~ ^{he} was the first
15 Captain I sailed with on a lift boat. So, yeah, when he came over
16 as an extra it was nice to have him onboard.
- 17 Q. While you were sailing with him what did he do onboard?
- 18 A. Just basically ^asupervisory position. Anything we needed he
19 would help. He didn't mind getting his hands dirty.
- 20 Q. Did he stand a watch?
- 21 A. He would. He would hold the wheel or do anything you asked
22 him, you know, whatever was asked.
- 23 Q. Okay. So, I had to ask you that. This is sort of similar to
24 what we heard before, we heard night Mate or night captain, but
25 now so it's coming a little bit clearer, I think. So, on the

1 Seacor Power how long were you captain on there, were you captain
2 when it was Dixie Endeavor?

3 A. No. No. I came to the vessel in I believe February of 2019
4 as master.

5 Q. And did you sail in any other position on the Power besides
6 Captain or master?

7 A. No.

8 Q. Has the structure of the crew, I say structure. So, you have
9 a captain, you have a mate, you have ABs that type of thing --

10 A. Correct.

11 Q. -- has the structure changed or the number of crewmembers
12 changed since you took over as master in 2019?

13 A. I'm not sure *what you mean.*

14 Q. And additional --

15 A. Relative to when? ~~I mean~~ what do you mean?

16 Q. From 2019 when you took over as master, did you -- were any
17 crew members added or taken away from the act crew onboard the
18 vessel, not contractors?

19 A. ~~Right.~~ Right, Yeah. I mean the crew numbers fluctuate
20 depending on the actions of the vessel. ~~I mean~~ if we are standing
21 by and there's been a lot of that in recent history where we are
22 standing by ~~at home~~ *in port*. We don't carry a large crew, ~~you know~~. We
23 carry the ~~at the~~ bare minimum, the minimum mandatory to move
24 the vessel make, it ^{is} so you can ~~again~~ move it legally, ~~other than~~
25 ~~that, you know.~~ *other times we* And then ~~sometimes there~~ would be in that same

1 situation, we may have nine or ten guys. ~~It just~~, it just varies
2 from hitch to hitch.

3 Q. Okay. And what was your rotation on and off the vessel?
4 What was that at?

5 A. Fourteen days on and 14 days off.

6 Q. Okay. And in that rotation, you were an on vacation master,
7 correct? You were on vacation or off the vessel when the accident
8 happened?

9 A. Yes.

10 Q. So, when did you actually come off the vessel?

11 A. The morning of the incident, accident.

12 Q. The morning of the accident. About what time?

13 A. We left -- the crew got there I believe around 6:15 or so, if
14 I can recall correctly. And we did our change over, ~~and~~ I want to
15 say we probably departed the dock roughly 7:00 o'clock.

16 Q. When you say departed the dock, you left the dock?

17 A. Left the vessel.

18 Q. Did you leave as a group or?

19 A. They generally send two crew change vehicles and I learned
20 later that some guys had already took the one vehicle and left
21 when I got out there, we were down to one.

22 Q. Okay. And how long does the actual handover take?

23 A. It varies. Generally, it doesn't take that long because we
24 have ~~a, you know~~, change over notes, ~~that, you know~~, form that's
25 filled out every hitch and everything is in there. But we'll

1 briefly, verbally kind of go over what's in that, ~~and then~~ and
2 anything else that's, ~~you know~~, comes to mind, you're going to go
3 over that with them and then leave.

4 Q. And do you recollect any specific items in that turnover
5 notes?

6 A. I guess the thing that comes to mind is the most to me right
7 now is the ^{Life raft} ~~we~~ we had changed out, we had lost a life raft, which
8 was the first time it's ever happened to me, ^{It happened} ~~on~~ our voyage in from
9 our last job and I mentioned that to him. ~~And~~ we had already
10 installed the new one, but the bracketry that was holding it was
11 different from the original, because the Viking life raft was
12 bigger than the one we received.

13 So, I mentioned that to him. Although it was strapped
14 securely in its previous holding and it had a turnbuckle it came
15 with the hydrostatic release and all, but it was -- It just didn't
16 look ^{Right} ~~at~~ it looked basically swallowed up because it was so much
17 smaller. And I mentioned that to him, that was basically --

18 Q. What -- was it a different manufacturer?

19 A. Yes.

20 Q. What was the manufacturer?

21 A. I don't recall the name of the manufacturer. One I wasn't
22 too familiar with but --

23 Q. Revere?

24 A. No.

25 Q. And did you keep any record of this handover? Do you keep a

1 copy of the handover notes?

2 A. Do I keep them?

3 Q. Yes.

4 A. No, sir.

5 Q. Okay. And are you salaried? Do you get overtime? How does
6 that work?

7 A. No, sir. We are paid by the day.

8 Q. By the day?

9 A. Yes, sir.

10 Q. Do you receive any bonus or other compensation from the
11 company or are you the company?

12 A. I'm sorry.

13 Q. Do you receive any bonus from any company?

14 A. No.

15 MR. KUCHARSKI: I'm going to hold there see if there are
16 questions around the room.

17 MR. EHLERS: Drew Ehlers, NTSB.

18 BY MR. EHLERS:

19 Q. So, you mentioned that you lost a life raft, was that in the
20 immediately preceding voyage?

21 A. Correct.

22 Q. Okay. What were the circumstances that you lost that life
23 raft?

24 A. We were inbound catching seas and wind coming out of the
25 southeast basically hitting us a beam, directly a beam on the

1 starboard side. And the waves were hitting the hull and then it
2 would splash up, ~~and~~ the vertical splash actually ~~knocked it off~~.

3 Q. Jarred it free.

4 A. ~~Yes~~, jarred it free and ^{we} lost the life raft, ~~and with~~, honestly
5 without us -- ^{knowing it} it happened at night. But I noticed it in the
6 morning.

7 Q. Was it the morning that you were coming into Port Fourchon?

8 A. Well, we got in that afternoon.

9 Q. Oh, I see.

10 A. I had actually jacked up in route that morning.

11 Q. You jacked up in route, was that to avoid the weather?

12 A. Well, it was but it was not so much the current weather at
13 that time as much as it was, we had ~~a~~, ^{What} basically it seemed like a
14 summer squall just come at ^{Shift} a change, ^{The} -- wind changed out of the north
15 and was blowing 35, 40 consistent and it actually got up to I
16 remember the highest was 48. ~~And~~ it was so basically hitting me
17 on ^{Port Bow} ~~A~~ so, I wasn't able to make any headway. I was catching seas
18 from the starboard and high winds from the port. It was just a
19 moot point to continue to try. So, we just basically jacked up
20 and waited till things died down.

21 Q. Oh, okay. Were you aware that the life raft had gone
22 overboard or is it the next morning at first light you saw it?

23 A. That is the same morning. We noticed when I jacked up, I
24 already knew my life raft was gone.

25 Q. Okay. But did you have the watch when the life raft fell

1 overboard?

2 A. No. That was ~~the~~ ^{the mate} --

3 Q. The mate?

4 A. ^{Yes} -- the mate. Yes, sir.

5 Q. Did the mate see it overboard?

6 A. No.

7 Q. Okay. Was there any other I'll say damage, but damage is the
8 wrong word, from taking water on the starboard side like that?

9 A. Yes. ~~It~~ actually the grading on our starboard leg ^{Tower} ~~POUR~~ also
10 was pushed up and even a couple of pieces missing. I later found
11 out that the grading it was that fiberglass grading, and they were
12 held in by small clips and you could basically go up there and if
13 you go up and just pull on it it would actually come up.

14 So, anyway it -- I was missing two pieces of grading. The
15 two pieces of grading and other were also up and ajar.

16 MR. EHLERS: Okay. Do you mind if I continue along this line
17 of questioning?

18 MR. KUCHARSKI: Sure.

19 MR. EHLERS: Okay.

20 BY MR. EHLERS:

21 Q. Did you take any water onboard?

22 A. Yes. He woke me up I guess it was around 3:00 or 3:30 to let
23 me know that they were getting water in the vent ^{In} ~~and~~ the galley
24 over the sink. So, when ~~you~~ ^{he} pulled them back and he come and got
25 me I went up there and he asked me ~~to just~~ to turn the boat and

1 put the starboard side leeward. ^{So} And that's what I did, so they
2 could go close the vent, ^{It} ~~what was~~ again was basically the same
3 thing that the wave would come and hit the wall and splash up and
4 it was just going inside of the vent and it would create a leak
5 that way.

6 Q. Okay. Where specify was that vent at?

7 A. In the galley. That would be almost towards the stern of the
8 cabin.

9 Q. Uh-huh.

10 A. About -- between the cooking area and the galley itself. So,
11 right over the ~~-- actually~~ over the kitchen sink.

12 Q. Okay. Main deck?

13 A. Yes. Main deck.

14 Q. And how high up on the bulkhead is that vent?

15 A. It's going to be -- it's almost at the top of the first deck.

16 Q. Okay. How much water was coming through that vent?

17 A. ~~He~~ the way he explained it to me ^{3 was} it ~~was~~ just trickling in, but
18 it made him aware that that vent is open, and it needs to be
19 closed ^{this} is the way he described it to me. ~~It's not~~ it wasn't, ^{that}
20 it wasn't flowing in, it was just -- it was basically a droplets
21 and trickling.

22 Q. So, there's a way to close a vent from the outside?

23 A. Yes. It has an outside closure.

24 Q. Okay. Is it like a dog or how --

25 A. Yes. Just a steel flap with a little butterfly nut.

1 Q. Okay. All right. Any other impact from that starboard side?

2 A. Yes. From the -- there's also a vent that's much lower to
3 the deck on the starboard side that actually feeds air to the
4 control room and it was getting that same type of water in the
5 control room is what they were saying.

6 Q. Is that vent also on the main deck starboard side on the
7 house?

8 A. No. It's not on the house. It's actually out on the main
9 deck and it's much lower. Actually, thinking back, I don't know
10 what it was hitting to cause it to go up.

11 Q. Okay. And when you say the control room, are you talking
12 about the MCC?

13 A. The MCC, yeah, MCC room, yes, sir.

14 Q. Okay. Anything else you can remember?

15 A. It's the only thing that when he woke me up that was the two
16 issues that we dealt with?

17 Q. Okay. No bilge alarms went off?

18 A. No. Uh-huh.

19 Q. Okay. Was there water washing over the main deck?

20 A. That's pretty common on these.

21 Q. Okay. Shoot, there was another question that came to mind --
22 oh, how was in those -- what would you say the seas were?

23 A. They were three to four, occasional three to five, occasional
24 five.

25 Q. How much was it rolling in those seas?

1 A. It wasn't rolling real bad. I would probably say two
2 degrees, if I had to estimate, you know, two, two-and-a-half
3 degrees.

4 Q. Either way?

5 A. Either way, yeah.

6 Q. Okay. All right, thanks.

7 A. Uh-huh.

8 CAPT. PHILLIPS: Tracy Phillips.

9 BY CAPT. PHILLIPS:

10 Q. Which life raft (indiscernible)?

11 A. It was the center life raft on the starboard side.

12 Q. Thank you.

13 MR. VERDIN: Eric Verdin, Coast Guard.

14 BY MR. VERDIN:

15 Q. Were you carrying any cargo, that cargo on your voyage in?

16 A. We were. We had three pieces of cargo. We had a diesel
17 pressure washer. We had a light plant. And that's all I can
18 recall.

19 MR. PRESTON: John Preston, ABS.

20 BY MR. PRESTON:

21 Q. So, in three to fours or three to fives you were able to jack
22 the unit down with no issues?

23 A. Yes.

24 Q. No, punching bottom multiple times?

25 A. No. And that's going to vary depending on the type of soil

1 you're in. I mean if you're in a soft bottom you can do that
2 without damaging the vessel. Now, if you're in Texas you're going
3 to have a hard time in them same seas you're going -- you could do
4 damage. But in a soft bottom there's not really an issue.

5 Q. Okay. So, how much is the vessel heaving I guess in those,
6 those type of seas?

7 A. And that's a good question. Also, it depends on the type of
8 seas that you're running into. If you're running into a ground
9 swell that's allowing the vessel to rise and fall then that's
10 going to be a big difference. But if it's a wind driven chop that
11 boat is so heavy it just ^{Plows through them} ~~A they just feed up against it~~ and
12 you're not actually rising and falling. So, there's a big
13 difference.

14 Q. Okay. And from this storm which type of wave was it?

15 A. Actually, we was receiving the ground swell but the ground
16 swell was much less than the chop and, again, because the winds
17 had changed 180 degrees it was actually knocking the chop off and
18 it was just the ground swell that was allowing me to rise and
19 fall. So, I would say probably three to four.

20 Q. Thank you.

21 BY MR. KUCHARSKI:

22 Q. So, Captain, just some -- a baseline of questions if you
23 will. Besides Seacor the operator, did you also have a charter of
24 the vessel on board?

25 A. No.

- 1 Q. No charter?
- 2 A. Well, we was on charter but we had no personnel for them.
- 3 Q. Okay. And do you -- so, you were on charter to who?
- 4 A. Talos Exploration.
- 5 Q. Okay. And what were you doing (indiscernible).
- 6 A. We was actually ~~we was~~ doing P&A work.
- 7 Q. Which is?
- 8 A. Plug and abandonment.
- 9 Q. Could you explain what that is?
- 10 A. That's they go out there and they basically got to plug the
- 11 wells, cement it in and then they cut the casing and pull the
- 12 casing.
- 13 Q. And the -- so, there was no charter's rep, but you had -- did
- 14 you have other contractors aboard at that time?
- 15 A. No contractors on board.
- 16 Q. So, who did the work then?
- 17 A. Well, we did on the job. Everybody had got off on a crew
- 18 boat and we rode the crew boat in.
- 19 Q. So, was there a charter's representative onboard when you
- 20 were actually doing that work?
- 21 A. Yes, sir. Absolutely.
- 22 Q. Okay. So, they weren't onboard when you're running in?
- 23 A. Correct.
- 24 Q. But they were onboard when the work was actually being done?
- 25 A. That is correct.

1 Q. Okay. Did you ever work a location without a charter's rep
2 onboard?

3 A. No. We don't do any of the work. So, ~~it would be,~~ -- there
4 would be no purpose for us to be there if they didn't have people
5 doing work.

6 Q. Have you ever seen any of the terms and conditions of the
7 charter party?

8 A. Terms and conditions? I mean I get a basic job report that
9 gives me the day rate, ~~you know,~~ the specifics that pertain to me
10 as to how I write out the billable, but as far as the, ~~you know,~~
11 the lawyer end of it, no, I don't, I don't get that.

12 Q. So, besides this recent trip have you ever done work for
13 Talos in the past?

14 A. Oh, Absolutely.

15 Q. What methods do you use to communicate with the company while
16 you're on the, while you were on the Power?

17 A. Generally, phone.

18 Q. Did you also send e-mails to the company?

19 A. Correct.

20 Q. Okay. And how did you send those e-mails via what?

21 A. Vessel has a -- we have satellite --

22 Q. Okay. It was VESSEL -- do you know who the service provider
23 was that satellite?

24 A. No.

25 Q. Imersac (ph.), Comsat (ph.) anything like that?

1 A. The name, I can almost picture it on the satellite, but I
2 can't remember right at the moment.

3 Q. I get it. Do you know which satellite that was, was it
4 Satsea (ph.), was it, do you know specific what band it was?

5 A. Oh, no.

6 Q. Did you keep a logbook on the bridge?

7 A. A logbook?

8 Q. A logbook, the deck logbook?

9 A. Yes. Uh-huh.

10 Q. Was it in paper or was it electronic?

11 A. The log, we have a binder.

12 Q. A binder?

13 A. Yeah.

14 Q. Did you ever send any of those sheets ashore?

15 A. Now, logs referring -- let me back up and make sure I'm
16 answering this question correctly. ^{What Logs} Are we talking about? ~~like~~
17 there's lots of logs we do. We do billable logs. We do, ~~you~~
18 ~~know, as far as~~ master's logs, which one are you referring to as
19 far as ~~--~~ ^{this question}

20 Q. Generally, the Coast Guard requires you keep a long book on
21 the bridge.

22 A. Okay. Yeah, master's log you're speaking of. Okay. That's
23 my ^{masters Log}

24 Q. On a live boat -- yes, there's an official logbook also if
25 you're running offshore.

1 A. Yes.

2 Q. But I know there's an engine logbook the chief says he has.

3 A. Right.

4 Q. When do you have a deck logbook on the bridge?

5 A. Yes.

6 Q. And that you call the master's log?

7 A. Yeah, we refer that as masters.

8 Q. Does the first mate also put things in the master's log?

9 A. Yes.

10 Q. Oh, okay. So, that master's log do you ever send any of
11 those books ashore?

12 A. No, sir.

13 Q. Can you give us an idea how -- the speed at which the legs
14 operate at if you're jacking up, how fast does that -- does it
15 take -- is it in feet per minute, is it --

16 A. Generally, feet per minute is the terminology we use.
17 Honestly, I've never -- I can't say that I've actually timed this
18 vessel. But I would estimate five -- four to five feet a
19 minute.

20 Q. We asked the chief if he knew and he didn't. Is there any
21 booklet or anything that actually gives that rate that you're
22 aware of?

23 A. (No audible response.)

24 Q. It's sort of critical that we find out how fast the deploy
25 situation --

1 A. I see. Yeah. But see that's going to be -- that's --
2 there's some variables involved in that anyway and that is going
3 to be ^{based on} the RPMs that you set your throttles at. I mean this is a
4 single speed jacking system. But it's going to be based on what,
5 ~~you know, what~~ you set your RPMs at for the HPU. So, --

6 Q. Twelve would be the fastest that you could do it or the fast
7 four to five feet a minute?

8 A. I would say probably five feet a minute, yeah.

9 Q. Was there a -- do you hold pre-departure conferences when,
10 you know, leaving port?

11 A. Yes.

12 Q. Who attends those?

13 A. Generally, everybody onboard will do what we have to do is
14 like the toolbox talk. We go over the risk assessments, JSAs for
15 moving the vessel depending on whether it be in port or if you're
16 going offshore, they have different risk assessments involved in
17 that.

18 Q. So, would the -- you say everybody onboard. Does that
19 include contractors?

20 A. No. No. It would be crew.

21 Q. Crew.

22 A. Yeah.

23 Q. Let's go through your crew members onboard if you would.

24 A. Yeah. We're going have during the day, it would be myself,
25 generally at least one crane operator, which is your AB. And then

1 you're going to have a cook OS, and -- yeah, ^{thats} ~~it's~~ going to be ^{it} ~~as~~
2 far as day crew that's pretty much you're ~~going to~~ minimum for
3 that. Now, there may be an additional -- depending on what we're
4 doing there's going to be ^{more,} ~~A~~ you're going to have an additional
5 crane operator, we could have a couple additional deckhands based
6 on, ^{What we are doing} ~~you know,~~ BR hands that we use for cleanup. There could be an
7 additional guy for that if we are on the job.

8 Q. So, I'm talking about just leaving port.

9 A. Leaving, okay.

10 Q. Leaving port. Okay. Generally speaking, are you always up
11 when the vessel leaves port?

12 A. Yes.

13 Q. Okay. So, do you hold any pre-departure type conference with
14 yourself and those people involved in moving that vessel?

15 A. Yes. Again, we have to do what we call a toolbox talk --

16 Q. Okay.

17 A. -- and we go over the risk assessments involved in the as
18 part of our pre-departure.

19 Q. So, yourself, would the first mate be part of that?

20 A. No. He would be generally up at night. So, he would -- he's
21 going to hold his when he gets up with his crew.

22 Q. And then -- so, it's all those people that are up will
23 actually discuss that --

24 A. For that ^{TOWER} ~~FOUR~~.

25 Q. -- for that --

- 1 A. For that ^{Tower} TOUR.
- 2 Q. Tower, what is a ^{Tower} TOUR?
- 3 A. Tower is -- we are on 12-hour ^{towers} ~~ours~~. Basically, ~~you know~~, I
- 4 work from 6:00 a.m. to 6:00 p.m. and the mate generally works from
- 5 6:00 p.m. to 6:00 a.m.
- 6 Q. Okay. So, that pre-departure, the toolbox talk is a risk
- 7 assessment of moving the ship, if you will?
- 8 A. Yeah, we have risk assessments already, basically already
- 9 made up, JSAs ~~they~~ job safety analysis, and it includes all the
- 10 tasks and hazards of whatever we are fixing to do, ~~and~~ we go over
- 11 those and we sign off on the toolbox talk that we all understand
- 12 the risks ^{of} ~~and~~ everything we are going to do to make sure that we
- 13 don't ^{have unknown risks,} ~~A-~~ that we cover those risks.
- 14 Q. So, is there a specific one for getting underway from port?
- 15 A. Yes. There is.
- 16 Q. Is there a specific one for heavy weather?
- 17 A. Actually, the heavy weather ~~could be~~, could be one of the
- 18 dangers in that, ~~and then there's~~ yes. So, ~~that~~ you have
- 19 certain tasks that you do to mitigate those issues.
- 20 Q. So, not a separate one for heavy weather that you're aware of
- 21 but --
- 22 A. No.
- 23 Q. -- weather is one of the risks --
- 24 A. That's correct.
- 25 Q. -- or one of the hazards associated with (indiscernible).

1 A. That's correct.

2 Q. Okay. So, the general rotation for watch you were 0600 to
3 18:00, the first mate was 18:00 to 0600?

4 A. Correct.

5 Q. Was there an AB on your watch also?

6 A. Yes.

7 Q. Okay. Anybody else on your watch?

8 A. You're going to have a cook. Cook is usually running as the
9 OS and again, depending on if we are on charter where we are going
10 to do a big job or whatever, there's also additional guys that we
11 use for cleanup and maybe and additional crane operator. It just
12 varies depending on what we are going to do.

13 Q. But not on the bridge watch with you?

14 A. No. No. We wouldn't have them generally -- we can -- we do
15 use those guys as a lookout sometimes to relieve the AB so he can
16 step out or whatever, but no, generally just, just as lookout.

17 Q. How many OSs did you have on board?

18 A. On my last job?

19 Q. Yeah. Excuse me. OS, to clarify is an ordinary seaman?

20 A. Ordinary seaman, correct. Two.

21 Q. Does that number fluctuate?

22 A. It does, ~~it does~~. And whether we are ~~again~~, ^{they} there are *our*
23 cooks that are actually employed by Seacor, all have OS
24 certifications whereas if we are renting a cook, they may not have
25 an OS certification.

- 1 Q. So, what's the minimum OSES that you carry onboard?
- 2 A. Well, you got to have -- just basically you're going to have
3 a minimum of one.
- 4 Q. One. Okay. But the OS does not actually stand a watch?
- 5 A. Generally, not, unless you need him for, again, lookout.
- 6 Q. When did you hold abandon ship drills?
- 7 A. Those are prior ^{to departure} upon any time there's more than -- ^{25% of crew} ~~any~~ -- ^{Chang}
8 all crew changes and anytime there's ^{new} ~~not~~ contractors that come
9 aboard that's unfamiliar with, ~~you know, with~~ the vessel you do
10 afire and abandon ship.
- 11 Q. So, when you have a full crew change would their departure
12 from Port Fourchon, okay, you had a change out of crew, yourself,
13 chief engineer left, the first mates change out also?
- 14 A. Yes. Everybody.
- 15 Q. So, is that a complete crew change?
- 16 A. Yes.
- 17 Q. So, is it typical then to have an abandon ship drill before
18 you leave port?
- 19 A. Fire and abandon ship drill, yeah.
- 20 Q. Fire and abandon ship. Okay. And are there any contractors
21 aboard? If there are contractors aboard, are they required to
22 attend that?
- 23 A. Absolutely.
- 24 Q. Are people ever excused from the drill?
- 25 A. Not generally, no.

1 Q. Did you complete -- do you complete a voyage plan for every
2 sailing?

3 A. Any time you're going offshore, yes.

4 Q. Yes. Okay. How about if you change positions offshore from
5 one place to another?

6 A. Yes, if it ~~is~~ ^{is a long distance} yes. You need a voyage plan anytime you're ^{moving}
7 offshore.

8 Q. And are those voyage plans reviewed by anybody? Do you send
9 them into the office to anybody to look at?

10 A. Yes. Well, ~~we~~, of course we actually send them in from the ^{Rose Point}
11 - as long as the system is connected to the internet, the internet
12 is functional it'll actually make it to the office. A lot of
13 times it's, ~~you know, the~~ it's not able to get there just due
14 to the fact that our internet is spotty sometimes.

15 Q. So, if the internet works it's sent to the office?

16 A. It should be, yes.

17 Q. Do you know why they call it a push or pull; do you have to
18 send it or is it automatically taken?

19 A. It's actually on a rose point. ~~You~~ once you complete it
20 you can just take the mouse and click the button and it sends it
21 to shore base.

22 Q. Okay. So, I'll jump ahead a little bit here. So, is rose
23 point your -- is it an ECS that you have on there?

24 A. Yes. Yes.

25 Q. An electronic charting system.

1 A. Yes.

2 Q. Okay. And do you also have GMDSS on there?

3 A. Yes.

4 Q. And do you -- are both the captain and the mate qualified as
5 GMDSS operators?

6 A. Yes.

7 Q. Do you often, and I'm getting a little bit off even my own
8 script but this sort of opened some things here for a certain
9 reason that we know. Do you have regular drills or trainings
10 where you discuss or talk about sending distress or it can be a
11 GMDSS system?

12 A. Training and drills?

13 Q. Yeah. Like it was a casualty or something where you needed
14 to send emergency signal or whatever the maybe, do you hold
15 anything like that?

16 A. Generally, I don't -- I'm not familiar with doing any drills
17 for that. I mean everybody that's, ~~you know~~, trained knows how to
18 send and emergency distress if that's what your question is, but as
19 far as doing drills, ~~doing so~~, no.

20 Q. How many different ways are there to send a distress with the
21 system that you have on there?

22 A. Well, again, you got GMDSS, you can VHF, phone, yeah.

23 Q. Is it the GMDSS a push button type things where you --

24 A. Yes.

25 Q. It is.

1 A. Uh-huh.

2 Q. And so, I'm clear the voyage plan -- is the voyage plan
3 prepared on ^{Rose} ~~those~~ point?

4 A. Yes. And then it's transferred actually to a sheet. All the
5 lat and long positions throughout the voyage is transferred to a
6 piece of paper.

7 Q. Okay. Is weather one of those things you look at on your
8 voyage plan?

9 A. Sure.

10 Q. Did you send any other operations type forms ashore? Not
11 payroll type of things but do you send any type of not invoicing
12 or anything like that but operational type forms?

13 A. I mean updates. We do reports twice a day, generally 06:00
14 and 15:00 hours we send in an e-mail with an updated status report
15 per se.

16 Q. Do you complete a stability calculation for sailing?

17 A. Yes.

18 Q. Okay. When I say you, were you the one who actually did the
19 calculations?

20 A. No. Actually, my engineer does a lot of those. He does them
21 before *we depart*

22 Q. Is that typical for both engineers to be doing it or is that
23 something that --

24 A. Generally, not. I don't think ^{so} ~~--I don't--~~ and I don't know
25 ^{though} ~~those~~ firsthand. So, I can't say but I think Dave, Captain Dave

1 did stability for his side.

2 Q. Captain Dave as we know is not here. Do you know if
3 everybody used the same program that the chief James was using?

4 A. Yes.

5 Q. So, it's the same stability --

6 A. Yes.

7 Q. The same spread sheet if you will --

8 A. Yes. Correct.

9 Q. -- Excel spreadsheet --

10 A. Yes.

11 Q. ~~Excel~~ you called it?

12 A. Uh-huh.

13 Q. Okay. Okay.

14 MR. KUCHARSKI: I think I'm going to stop there on stability
15 calculations for sailing and see if we have any additional
16 stability related, I'm going to go that way this time.

17 MR. [REDACTED] You covered a lot right there. Hi, Eric Verdin,
18 Coast Guard.

19 BY MR. [REDACTED]

20 Q. You covered a lot back there. I want to go back if we could.
21 You said your last charter was with Talos?

22 A. That's correct.

23 Q. And this -- you all finished the job or what was the reason
24 of coming in?

25 A. Well, we were finished that location. We had several

1 locations on this job with Talos. From what I gathered it was
2 supposed to be a six- or seven-month charter.

3 Q. Okay. So, it came in and then they were moving up at the top
4 to go to the next location --

5 A. Correct.

6 Q. -- or moving location?

7 A. Yes.

8 Q. Okay. So, they were in part for (indiscernible) Also, you
9 said that the jacking speed was determined by the RPMs, I believe
10 the chief had said there was a power take off was run off the main
11 engines for the jacking system?

12 A. The inboard engines, correct. You can lock out the clutches
13 and engage the HPU and it engages the hydraulic pumps using those
14 two engines. ~~You~~ ^{They} are no longer used for propulsion at that point.

15 Q. You still have the other?

16 A. I still have the outboards, correct.

17 Q. -- propulsions and you can rev them up. Okay. I believe
18 that was it. So, you can jack up while ~~on~~ ^{under} the way?

19 A. Yes. While still maneuvering.

20 Q. Still maneuvering?

21 A. Yes.

22 Q. Exactly, okay, clarified that. I think that's it.

23 MR. KUCHARSKI: This is Mike Kucharski; I need to jump in
24 real quick.

25 BY MR. KUCHARSKI:

1 Q. So, does that -- you using your engines for jacking up the
2 main engines?

3 A. Your two inboards, correct.

4 Q. Two inboards?

5 A. Yes, sir.

6 Q. Okay. Does that affect your overall speed if you had to --

7 A. Absolutely.

8 Q. -- maneuverability --

9 A. Absolutely.

10 Q. It does. Okay. Sorry. Sorry, John.

11 BY MR. PRESTON:

12 Q. Going back to the pre-sail which Mike talked about. Is there
13 a pre-sail with the contractors if they had come board, any kind
14 of pre-sail?

15 A. Well, there's a vessel orientation. All new contractors are
16 going to do an orientation prior to departing or even, even if
17 you're jacked up and, on the job, they're still required to go
18 through an orientation to cover all the safety -- everything that
19 they are required to do in an emergency^{and} for normal procedures.

20 Q. Okay. And who gives that orientation?

21 A. Generally going to be the officer in charge of the watch.

22 Q. Okay. So, ~~if~~ it's day it's you, if it's night it's the first *mate*

23 A. Generally, yes.

24 Q. Okay. And you said that if they hadn't, I think you said if
25 they hadn't been on board before if it's a contractor who had been

1 on the vessel before, do they have to go through the orientation?

2 A. Yes. They still have to go through orientation as far as --
3 we got to do the paperwork on them every time, but all of our
4 paperwork for contractors is only good for that visit. And then
5 for crew, ~~you know~~, the vessel orientation ~~of course~~ is good,
6 ~~we're good~~ for six months. We do a new one every six months. But
7 for contractors it's only good for one visit.

8 Q. Okay. All right. And then finally the stability your chief
9 explained how he did the stability calculations loading cargo on
10 board and he explained that it's generally the calculations were
11 done while the vessel was jacked up alongside. After you brought
12 the legs up to get under way, did you ever check the load lines to
13 verify the stability calculations?

14 A. Yeah. You do a draft reading and to determine, ~~you know~~, if
15 it matches ~~the --~~ what your stability calculations say your draft
16 should be. Generally, the difference of that would determine
17 whether you have unknown water somewhere or possibly a wet leg or
18 whatever.

19 Q. Okay. I got a couple questions based on that. So, you said
20 the difference. How often was there a difference between the
21 calculated and the -- and your draft readings?

22 A. No. Generally, it's ^{good} they should be pretty close to the same.

23 Q. Okay. But ~~it~~ ^{there} -- were there instances where they weren't the
24 same and you found water?

25 A. You talking in overall for this vessel or in my career

1 history?

2 Q. Let's go just with this vessel.

3 A. I can't say that I've ever, I've every found an enormous
4 amount of water on this vessel.

5 Q. Okay. So, would you say that the -- generally speaking the
6 calculated stability was accurate when you put the vessel in the
7 water?

8 A. I would say, I would say it's within, within a reasonable
9 amount.

10 Q. Okay.

11 A. Yeah.

12 Q. And what's reasonable to you?

13 A. I would say within three to four inches, ~~you know~~.

14 Q. Okay. So, what's a wet leg?

15 A. A wet leg, is if there's been some type of stress crack or
16 such that it allows water to intrude into the leg cavity.

17 Q. Okay. How often does that happen?

18 A. I've only experienced it once.

19 Q. Okay. And not on this vessel or --

20 A. No. Not on this vessel.

21 Q. Okay. All right. So, that's each leg is -- should be hollow
22 and dry at all times?

23 A. Should be sealed. Well, they do have other lift boats out
24 there that have what they call wet legs and they -- you can --

25 Q. Purpose built?

1 A. Purpose built, correct.

2 Q. I see, but this wasn't one of them?

3 A. This, no, I've never run one with a wet leg.

4 Q. Okay. All right. Thanks.

5 MR. [REDACTED] Coast Guard.

6 BY [REDACTED]

7 Q. Capt., you said that though you do the stability -- I mean
8 the chief does all the calculations as far as the wet --

9 A. Not always. He generally does do them, but not always. If
10 he's busy doing something I'll do it. I mean we kind of just
11 share it. But I do trust him to do it.

12 Q. Right. And your -- in your stability program (indiscernible)
13 it should have some pre-determined calculations to test, you know,
14 stipulating program.

15 First off, let me back up a little second. Do you know if
16 your stability program, the computerized stability program was
17 that cost approved or is that somebody --

18 A. Yes. It's been, it's been approved for the vessel. It's
19 vessel specific.

20 Q. Right. But is it classical or something from the engineer's
21 designers or something like that?

22 A. I believe it was, I believe it was originally built by the
23 designers and then sent for approval.

24 Q. Okay. That's fine.

25 A. If I'm not mistaken.

1 Q. That's fine. But in your stability manual you should have a
2 pre, pre-check load, a sample loading, you know, --

3 A. Yes.

4 Q. -- previous to test your computer program. Do you test that
5 based off of -- test your computer program based off of -- I'm
6 sorry. My window keeps getting fogged up. Test your computer
7 program based on those calculations on that sample form and if so,
8 how often?

9 A. Not generally.

10 Q. Okay. To test the accuracy of the computer program?

11 A. Not generally, no.

12 Q. Okay.

13 CAPT. PHILLIPS: Tracy Phillips.

14 BY CAPT. PHILLIPS:

15 Q. You talked about being in an orientation for new contractors
16 that came on board.

17 A. Yes, ma'am.

18 Q. Could you pretend I was one of those contractors and just
19 give me the orientation?

20 A. Oh, well, I have a sheet that I normally go by. Honestly, I
21 read off my sheet.

22 Q. Uh-huh.

23 A. But basically, I'm going to let you know the parameters of
24 the vessel, where you are allowed to^{go}, where you are not allowed to
25 go ~~when you do go~~, of course our engines rooms you can't go back

1 in the cook, the prep area for -- you can't go in ~~nothing like~~
 2 ~~that~~ ^{the front} lockers, can't go in the cranes, can't go in the wheelhouse.
 3 All these are ~~off~~, off limits to contractors.

4 I explain to them that when we're jacking up or down from an
 5 elevated position, you're going to have to get your Type 1 PFD and
 6 report to the uppermost deck. In the event ~~of an emergency~~ ^{of an emergency} and I go through
 7 all the different scenarios of the drills as far as fire, abandon
 8 ship, and what's expected of them but what they are going to, ^{do} what
 9 they are going to hear, general alarm or fire contact that I also
 10 include ^{locations} ~~of~~ basically, I want to let them know ^{them} all -- a lot of
 11 people don't understand the difference by fire and general alarm
 12 and all of the other stuff.

13 So, I let them know that it's always going to be followed up
 14 with a clear text command over the ^{Gai-Tronics} (indiscernible) system, the
 15 loud hailer, what I expect you to do. And that's all contractors
 16 and crew report to muster station, ~~you know, or whatever~~, whatever
 17 is needed -- where they are needed to go. So, there's never any
 18 question.

19 Q. Thank you.

20 A. Uh-huh.

21 MR. [REDACTED] This is [REDACTED].

22 BY MR. [REDACTED]

23 Q. Would that brief -- could it be altered a little bit if you
 24 anticipated heavy weather do you have any specific instructions or
 25 guidance that you -- under your command?

1 A. I can't say -- I can't say it would. I can tell you
2 generally ~~we~~ when we get underway, we are expecting to make a
3 voyage for a certain amount of time and if we had run into bad
4 weather, we are just going to elevate. ~~You know~~, we are going to
5 jack up out of it.

6 Q. Any instructions to the crew though as far as where they can
7 and can't go that's limiting or (indiscernible) --

8 A. Oh, yeah. You can't --

9 Q. -- things like that.

10 A. Absolutely, you're not allowed on the deck, you're not
11 allowed outside on the main deck while we are underway. If they
12 want to smoke, they have -- they can go out on to ~~the~~, what we
13 call the 01, 02 landings outside of their level. They can report
14 out there. There's, ~~you know~~, smoke containers out there for
15 cigarette butts. They can go out there and smoke or do whatever
16 they got to do but they are not allowed on main deck.

17 Q. Okay. What about kind of control of some of your doors,
18 passageways, do you require your crew to go any certain ways --

19 A. Oh, absolutely. Yeah, it's standard procedure that, ~~you~~
20 ~~know~~, before we even jack down that all the main level doors are
21 closed and dogged down.

22 MR. PRESTON: John Preston, ABS.

23 BY MR. PRESTON:

24 Q. So, I heard a couple of times that you mentioned if you
25 started to run into heavy weather, you just jack down. How do you

1 choose the location to jack down?

2 A. Well, we call Fugro --

3 Q. Or to jack up.

4 A. Yeah, we have a Fugro Chance, we have a 24-hour number for
5 them, and we get a -- get online with them to -- and let them know
6 where we are at, where we are headed to, basically, ~~or, you know,~~
7 where our preferred location is. And to give me a safe jacking
8 zone ~~with~~ as close to that, ~~you know,~~ area as possible.

9 Q. I guess have you ever experienced any situations where when
10 it came to jack down maybe you waited too long, or you are a
11 little worried when it came time to jack down -- excuse me --

12 A. Jack up.

13 Q. -- jack up, put the legs down.

14 A. Have I ever been -- I probably have been in a situation where
15 the ground swell, you know, the ground swell is -- ^{larger than I thought} once I stop
16 it's actually lifting me a little more than I had expected it to.
17 So, yeah, in 30 years of doing this can I ^{say} -- [?] yeah, I would say I
18 have.

19 MR. PRESTON: Thank you.

20 UNIDENTIFIED SPEAKER: (Indiscernible).

21 BY MR. [REDACTED]

22 Q. So, what do you consider heavy weather? Is there a personal
23 standard, a policy standard that you follow when you meet that --

24 A. Yeah, the operational parameters of the vessel always, you
25 always got to stay within that. So, ~~I, you know,~~ five-foot seas

1 is the maximum. Seventy knot winds which I would, ^{not run,} ~~you know,~~
2 ~~truthfully~~ again, like I did on this last voyage 35 and 40 ~~it, you~~
3 ~~know,~~ it got to the point where I wanted to jack up. So, I
4 couldn't make way.

5 MR. [REDACTED] Thank you. That was Anthony [REDACTED]

6 MR. EHLERS: Sorry, this is Drew Ehlers.

7 BY MR. EHLERS:

8 Q. This is a follow up on the call the Fugro. How long does it
9 take to get a call -- from the tie you call to them giving you the
10 green light to jack up?

11 A. It varies. I would have -- I'm going to say if you call at
12 4:00 in the morning it's going to take longer than if, ~~you know,~~
13 ~~than~~ if you call during business hours. But it's either way I
14 would say within 30 minutes you can get; you can get a safe
15 jacking location.

16 Q. Okay. But middle of the day, workday, how long?

17 A. They answer the phone right away and as a matter of fact the
18 prime example was this last time I did, the guy answered the
19 phone. He said okay let me confirm the lat and long of where I
20 was and said all right. Give me about ten minutes and call me
21 back. And that's what I did. Funny enough he didn't answer that
22 phone call, but I think I waited about another five minutes,
23 called him and he gave it to me, so, yeah.

24 Q. That's about 15 minutes how long it took.

25 A. About 15 minutes. Yeah.

1 Q. And if they tell you nope, that's a bad place, do they give
2 you an alternate location to go to to get a good spot or --

3 A. Yeah. Well, actually I don't give him a position where I
4 want to jack. I give him a position, a known position of where I
5 am and then he'll give me *a safe jacking position*

6 Q. This is where you go.

7 A. Yeah, your closest point is here.

8 Q. I see.

9 A. I say okay. And he'll give me that lat and long.

10 Q. I see. For the where you jack down the voyage prior, did he
11 help you go somewhere or did you -- were you able to jack down
12 right where you're at?

13 A. Actually, he said I was with -- I was probably about 500
14 meters from a pipeline. So, just go another mile or two and I'm
15 safe the whole area was clear is what his response was.

16 Q. Do you know what kind of standoff that they require?

17 A. I don't.

18 Q. Okay. All right. Thank you.

19 A. Uh-huh.

20 MR. MUISE: This is Marcel Muise.

21 BY MR. MUISE:

22 Q. So, when you make that call to Fugro what phone are you using
23 to call them on?

24 A. Generally, the vessel phone ^{or} ~~of~~ if my cell phone is within
25 range, I'll use that.

1 Q. Okay. And the vessel's phone is a SAT phone?

2 A. Yes. Well, no, it's not a SAT phone it's actually just a --

3 Q. Just another cell phone.

4 A. Well, it's -- yes. It's using a satellite service so ~~I'm~~ ^{technically,} it is.

5 Q. So, it might be SAT, okay.

6 A. Yeah, I'm not familiar too much with how that works but --

7 MR. KUCHARSKI: Mike Kucharski.

8 BY MR. KUCHARSKI:

9 Q. Is it an iridium phone, have you heard of that?

10 A. A what?

11 Q. Iridium?

12 A. I'm not familiar with the terminology.

13 Q. It's the cell phone uses satellite?

14 A. Yes. Yes. It's got a tracking satellite for that service.

15 Q. Okay. And have you ever jacked up without a Fugro position?

16 A. Yeah. Years and years ago it wasn't common, we didn't use
17 that service. It was common just to look at the chart and try to,
18 ~~you know, see where~~ where the pipelines were marked and stay
19 away from them and jack up.

20 Q. So, using your -- since you have been on the Seacor Power you
21 always use Fugro before you jacked up?

22 A. Yes. Yes.

23 Q. Even if you had to because of weather you would still?

24 A. Yes. Unless, unless -- I mean I've never been in an
25 emergency situation to where ^{I didn't have time} if that's your question. I'm not

1 quite sure.

2 Q. Not emergency but, you know, weather was picking up and you
3 decided to jack?

4 A. Yes. Always. That's standard protocol.

5 Q. Okay. And back to the stability do you ever use the
6 freshwater allowance?

7 A. I'm sorry?

8 Q. Do you ever use the freshwater allowance for calculating
9 stability?

10 A. No. It's *not used*

11 MR. [REDACTED] Coast Guard

12 BY [REDACTED]

13 Q. Does Fugro already know your position, or do you have to give
14 it to him?

15 A. No. you have to give him your lat and long,

16 Q. Okay.

17 A. And then he gives you the safe, closest safe jacking
18 location.

19 Q. And then when you are going to lower the legs are there any
20 pens or locks or anything on deck that you have to remove to
21 lower, they are all --

22 A. No. ~~Absolute.~~ Yeah, that's all done hydraulically.

23 Q. Okay. Thanks.

24 MR. [REDACTED] correct.

25 BY [REDACTED]

1 Q. When you talk about calling Fugro to jack up we are talking
2 offshore. In port I mean it's *not Required*

3 A. Right. That's correct.

4 Q. -- in port --

5 A. Absolute, yes, no. In port not an issue.

6 Q. Okay. Thank you.

7 MR. PRESTON: John Preston, ABS.

8 BY MR. PRESTON:

9 Q. Captain, have you ever used the GMDSS system?

10 A. For an emergency purpose, no.

11 Q. Do you use it for other purposes?

12 A. No.

13 Q. Y don't use it for any routine communication?

14 A. No.

15 Q. Okay. Thank you. Another question is does this vessel have
16 any limits for trim (indiscernible).

17 A. Yes. I think it's required to be within, oh, goodness. I
18 think it has to be within six inches. I believe it's within six
19 inches.

20 Q. Thank you.

21 MR. KUCHARSKI: The other stability. This is Mike Kucharski.
22 Any other stability related questions?

23 (No audible response.)

24 BY MR. KUCHARSKI:

25 Q. Captain, do you know if there was a cargo securing manual on

1 the vessel?

2 A. There is.

3 Q. Did you use the cargo securing manual?

4 A. Not very often, no.

5 Q. Did you ever perform a calculation using the cargo securing
6 manual?

7 A. No.

8 Q. Did anyone else ever perform a calculation for securing cargo
9 on the vessel? Sometimes there are outside contractors that'll do
10 that. Have you ever done that, seen that?

11 A. No.

12 Q. Did you secure cargo on deck?

13 A. Generally.

14 Q. You say generally. When would you not secure?

15 A. If we were doing a ^{close move,} ~~A~~ if we were doing a field move it was
16 close, weather was great, honestly, we probably wouldn't secure
17 ~~all~~ the cargo at that time.

18 Q. So, a field move when you're out at sea --

19 A. Yeah, just, ~~you know, we are~~ making a shift from one well to
20 the other it's going to be a brief move.

21 Q. So, when you're leaving port did you always secure the cargo?

22 A. Yes.

23 Q. Okay. Now, what did you use to secure the cargo to the deck?

24 Let me back up here, under the CSM there are what they call loose
25 lashing chains, wires, ropes, whatever, lines. And then fixed,

1 those the fixed are part of the vessel. Okay. So, like a cleat
2 would be a fixed point. Okay.

3 A. Right.

4 Q. A D-ring would be a fixed point, okay. I don't know if you
5 had those, well, I've looked at the CSM. So, I have a general
6 idea, but I just, ~~you know~~, want to make sure that we have the
7 right things here. So, what did you use to secure cargo, the
8 loose stuff, what system was it?

9 A. You're going to use the loose lashings to the fixed -- the D-
10 rings on the vessel.

11 Q. D-rings. So, was it a peck in the hail, which is a wire
12 lashing or were they chain lashings?

13 A. Chain.

14 Q. Chain. Did you use binders on the chains?

15 A. Yeah. We have ^{Ratchet binders} ~~we have~~ --

16 Q. A ratchet binder?

17 A. Ratchet binders.

18 Q. Okay. And then so, it went to a securing point on the cargo
19 somewhere, yeah?

20 A. No. Well, how we would do it a lot of times would like we'd
21 align the cargo up and we would cover -- we would go from D-ring
22 ~~over~~, over the equipment that was in that row and bind everything
23 down to the other D-ring on the other side and just ^{this} ~~just~~ is how
24 generally I did it.

25 Q. So, there were no -- let me get this right. So, there were

1 no hook -- these binders, right, they have a hook at one end --

2 A. Yes.

3 Q. -- and then, at both ends, actually, yeah?

4 A. Right.

5 Q. And then one -- you have a chain maybe at both ends, one goes
6 into the D-ring, one goes all the way across the other side of D-
7 ring on the other side --

8 A. Right.

9 Q. -- and there's one binder between the two chains?

10 A. Yes.

11 Q. Two hooks?

12 A. Right.

13 Q. Okay. Did you ever lash from the cargo right down to the
14 deck?

15 A. If you, ~~if you~~ didn't have much cargo, you could do that.
16 But generally, if we were going on a job we would have, ~~you know,~~
17 a lot of cargo, ~~we would do,~~ we would do multiple pieces with
18 one, I say one chain, one long chain or two chains reaching from
19 one side to the other and then binding it down.

20 Q. And so, these chains and the D-rings they went board ships
21 port to starboard or starboard to port?

22 A. Correct.

23 Q. Did they go fore and aft in anyway?

24 A. No. Generally, we wouldn't go fore and aft.

25 Q. Okay. And there in the cargo securing manual there are what

1 they call in their breech (ph.) base sockets or flush deck
2 sockets are those, and it looks like a securing point, right, in
3 the deck, are those on the main deck somewhere?

4 A. Yeah. You can move your D-rings is what the purpose of those *are*
5 for.

6 Q. Okay.

7 A. They got different sockets so you can, you can manipulate
8 where the D-ring is located to get secure.

9 Q. Okay. So, do you screw those in to the --

10 A. You just basically pop in and twist.

11 Q. Twist, okay, twist.

12 A. Yes.

13 Q. And those are on the main deck used for securing cargo?

14 A. Yes.

15 Q. Okay. Are those -- the D-rings, are there other D-rings that
16 are not part of this flush deck breech based socket are there
17 other D-rings that are just --

18 A. Yeah. On the outboard side they are generally welded --

19 Q. Uh-huh.

20 A. -- to the deck. So, you're going to have the ones that are
21 permanently there and then you have the sockets that are -- that
22 you can maneuver and secure cargo that way.

23 Q. Did you ever have to make repairs to any of these D-rings or
24 these -- either the ones that are permanent or the other -- the
25 ones that are twisted?

- 1 A. Yes. You know, they tend to get full of mud and, ~~you know,~~
2 grime and we have covers that go in them. But, ~~you know,~~ again,
3 from washing the deck all the loose soil they fill up and a lot of
4 times during -- especially during P&A you have -- they fill up
5 with cement. You got to go in there. You got to chip them out
6 otherwise you can't get, ~~can't get~~ your D-ring in it anymore.
- 7 Q. How about any other checks of the, either the lashings, loose
8 lashings, chains, binders, or the particular fixed points are they
9 inspected in any way?
- 10 A. Yeah. We have an inspection process form. It's actually
11 logged. We do it every hitch. We do our ~~report~~ ^{report} check our binders and
12 chains and do an inventory, per se, and an inspection.
- 13 Q. That's my next question. So, you keep a lashing inventory?
- 14 A. Yes.
- 15 Q. Okay. Are the lashings all provided by Seacor?
- 16 A. Yes. They are.
- 17 Q. Do the contractors ever provide lashings?
- 18 A. No.
- 19 Q. And do you feel that you had enough lashings on that vessel
20 when you left?
- 21 A. Yes.
- 22 Q. How often is the lashing inventory done?
- 23 A. Every hitch.
- 24 Q. And do you do that or does the mate do it?
- 25 A. No. Generally, we get the crane operators to do that as part

1 of their responsibility.

2 Q. Was the main -- I'm going to stop there with lashings, lash
3 points.

4 MR. KUCHARSKI: Anybody around the room questions?

5 (No audible response.)

6 MR. KUCHARSKI: Wow, stumped the stars, huh. All right.

7 BY MR. KUCHARSKI:

8 Q. The main deck was it painted?

9 A. Yes.

10 Q. Do you know if it was nonskid?

11 A. Yes.

12 Q. It was?

13 A. Yeah, you have nonskid on.

14 Q. Throughout the main deck?

15 A. Yes.

16 Q. Okay. Great. And --

17 A. ~~And it's -- as they, you know,~~ every time you paint you add a
18 little bit. So, ~~it, you know,~~ some people add more, ~~some, you~~
19 ~~know,~~ some add less. But as it gets painted it requires nonskid,
20 yes.

21 Q. Do you -- did you ever beneath the cargo that you carried,
22 did you ever put anything beneath it like pallets or anything like
23 pads, rubber pads or anything like that?

24 A. No. Not unless you're trying to disperse weight. Sometimes
25 if you have got a real heavy piece, ~~you know,~~ you may put a steel

1 plate or something to disperse the weight, so you don't go, exceed
2 the deck limitation of 400 pounds per square foot I think it is.

3 Q. So, back to the cargo coming on board. Did you get all the
4 weights of the cargo?

5 A. I'm sorry?

6 Q. The weights, the weight, how much it weighed?

7 A. Yes. As it's -- the crane operator's responsibility. You'll
8 have a guy down there writing as he picks it up off a truck or
9 wherever it is. It got ~~weighed~~^{weight} indicators in the crane. He'll
10 ~~let -- he'll~~ holler down let him know what the weight of the load
11 is.

12 Q. Do you -- so, the cranes, are you using your own cranes to
13 put the cargo on?

14 A. Yes.

15 Q. Do you know how often if they are the -- is it a dynamometer
16 -- well, the measuring instrument for the weights, okay, however
17 it does it, do you know how often those are checked?

18 A. Like certified?

19 Q. Certified, yes.

20 A. Just during -- now, even then -- I don't -- I can't say how
21 often they are actually certified.

22 Q. Did you ever compare sometimes on a -- you will see the
23 weight of a container or whatever it is on a bill of lading or
24 some kind of a document. Did you ever compare the weights with
25 the crane when it was lifting it and --

1 A. You mean a known weight versus what the crane is reading?

2 Q. Sure. Yeah, yeah.

3 A. I can't say I have actually.

4 Q. Sort of like we're talking about the stability and you had
5 the drafts and then you go through and look at the drafts.

6 A. Sure, sure.

7 Q. Did you ever compare the --

8 A. Usually your crane, you know, as long as your crane is
9 zeroing out and it's -- we ^{working} pretty much, ^{know} we're lifting the same
10 equipment a lot of times, most of the time. You pretty much know
11 what the equipment weighs and also, it's written most all
12 equipment it has a weight on it.

13 Q. Uh-huh.

14 A. So, ~~it's~~ yeah, it's ^{known}.

15 Q. That's what I was wondering if the equipment has the weight
16 on it if you ever picked it up and --

17 A. It does but they are not always accurate either. So, I
18 think, you know, they put the maximum. Sometimes they put the
19 maximum of what it may be, but in reality, if there's, ~~you know,~~
20 with fluid or if you're picking up a pump or a real or anything
21 it's not always accurate.

22 Q. Specifically, now, moving a little bit off the cranes, the
23 cranes themselves. Did they have some kind of a cradle
24 arrangement that the cranes, the boom was placed into?

25 A. Yes.

1 Q. After it went into that cradle was there any way to secure it
2 once it's in the cradle?

3 A. Yeah. You have a boom lock, a swing lock that you lock out.

4 Q. Okay. And that is a swing lock. Okay. Describe the swing
5 lock, what is it?

6 A. It's just a switch that you put over and basically it locks
7 out the hydraulics to where it can't be operated. And it locks
8 everything up. Actually, you can disengage the hydraulics and
9 then your swing lock also.

10 Q. So, it's -- is there any other physical way to secure that
11 such as wires, strapped, anything that goes over that boom?

12 A. Now, I have done that. If we are preparing a vessel for
13 hurricane, once we get to port a lot of times if we are going to
14 leave the vessel, we have chained the boom to the rest just by
15 wrapping a chain and making it solid that way. But that's for,
16 again, extreme hurricane force winds.

17 Q. And you chain it to the cradle?

18 A. The cradle. Yes, sir.

19 Q. Do you ever secure it down to any D-rings or anything on
20 deck?

21 A. No.

22 Q. Did you ever feel before getting underway or making
23 preparations, that you didn't have enough time to get everything
24 taken care of before the vessel got underway? Did you ever feel
25 that way?

1 A. No. I can't say I have. We pretty much make our own time
2 out there. It's standard protocol we do what we do and then, then
3 we get underway.

4 MR. KUCHARSKI: I'm going to hold there at a minute 20. Does
5 anybody need to take a break? Would anybody like to take a break?

6 UNIDENTIFIED SPEAKER: Yeah, I'll take some coffee.

7 MR. KUCHARSKI: Okay. Then we'll continue, I'm going to
8 finish up with operations, but we'll go around and see if there
9 are any operational questions. If I forget, remind me. Okay and
10 it's now 16:45, we can take a short break.

11 (Off the record 4:45 p.m.)

12 (On the record 4:57 p.m.)

13 MR. KUCHARSKI: The time is now 16:57, 4:57, and we will
14 restart, resume, I should say the interview of Captain Timmons.

15 BY MR. KUCHARSKI:

16 Q. Captain, did you hold safety meetings aboard the vessel
17 besides the JSAs, did you hold a weekly or monthly safety meeting
18 aboard the vessel?

19 A. Well, we do what we call the weekly review of occurrences.
20 They are e-mailed to the vessel and then we're required to go over
21 the ~~and~~ incidences that are in those and ~~then~~, also, SMS
22 training we usually do those together.

23 Q. And those are done, you said, monthly?

24 A. Every week.

25 Q. Weekly?

1 A. Yes, sir.

2 Q. How did you handle safety concerns by on seen or underway
3 that were related to the charterer's operation or the charterer,
4 okay? Were there anything that they did, or they requested that
5 you felt was unsafe?

6 A. It's not really a big issue these days. I think everybody is
7 falling under the umbrella that safety is priority for the most
8 part unlike, you know, maybe in our distant history. No. And
9 basically, if they ever did, then it would be just, ~~you just~~
10 talking to the company man and let them know that that's
11 unacceptable. This is what we have to do, ~~you know.~~

12 Q. And you said talk to the company man?

13 A. I said company man, yes.

14 Q. Could you explain what that term means, the company man?

15 A. He would be the charterer's representative.

16 Q. Okay. Was the company ever -- did you ever have to go to a
17 point where you went to Seacor the company when you had a concern
18 after talking with the company man?

19 A. Have I ever?

20 Q. Yeah.

21 A. Sure.

22 Q. Okay. Who did you talk to at the company?

23 A. Well, of course, it would start off with my vessel
24 superintendent, let him know that, ~~you know, that, you know,~~ this
25 is what they want to do but I'm not comfortable with it. If they

1 didn't want to abide by what I had to say then I would start up
2 the chain of command, starting with my vessel superintendent.

3 Q. Okay. And I have more questions related to that relationship
4 with the company man or the charterer, but I'd like to just
5 concentrate on safety related items.

6 Did you have any specific problems with safety related
7 equipment? You mentioned the life raft that went over then you
8 had it replaced when you got in. Did you have any particular
9 problems with safety related equipment aboard the vessel?

10 A. No, I can't -- no other issues other than one thing comes to
11 mind. When we jacked down from that location, I think it was
12 South Tim area, I had done something I'd never done before and
13 that is I put a strap on the remaining two life rafts for the
14 voyage inshore.

15 Q. From which location, now?

16 A. It was South Tim, I want to say South Tim 33, I think we
17 jacked up which was my safe jacking location. I was about 20
18 miles from Fourchon, 24 miles, something like that and --

19 Q. Did the weather pick up or why did you trap them down?

20 A. No. It was just because I had already lost one and I was
21 still receiving the ground swells --

22 Q. Uh-huh. Uh-huh.

23 A. -- from the starboard side and again that motion of the seas
24 when -- what happened when the boat went up and it would go down
25 the pads sticks out about four feet, maybe even bigger, more than

1 that. But it would -- when it come up it would empty the top of
2 the pad. Then when it goes down it created that on slot of water
3 coming in and that's when it hit the hull and it would shoot up.

4 Q. Uh-huh.

5 A. And I was, I was fearful of losing another life ~~jacket~~, I
6 mean a life raft. Again, it's something I had never done in the
7 history of my career, but I did that time because I had just lost
8 a life raft for the first time in my career.

9 Q. So, that -- I can't say that. I can understand where you're
10 coming from. So, the -- let me understand this. So, coming in --
11 let's revisit that incident. Coming back in this last time to
12 Fourchon sometime during the night you lost a life raft.

13 A. Correct.

14 Q. And then the next morning you strapped down two so you
15 wouldn't lose them?

16 A. Correct.

17 Q. Okay. I think we've established that the vessel did have
18 GMDSS?

19 A. Yes.

20 Q. Have you ever been onboard the sister vessel to the Power,
21 the one that's in Amelia?

22 A. Yes. The Dixie -- well, it was the Dixie Legacy, now the
23 Seacor Legacy?

24 Q. Yeah.

25 A. Yes, I've been on it. I've never -- I can't say I've ever

1 mastered it.

2 Q. This would be helpful. I've asked to visit the vessel
3 just, you know, we want to get an idea of size and you can see it
4 from a far but it's a lot different when you visit. So, would you
5 be able to look at the bridge up there and tell the differences
6 between the two vessels?

7 A. Let's see the -- at the bridge?

8 Q. Yeah, the wheel, inside the wheelhouse itself?

9 A. They are relatively close and as far as the cabin and the
10 wheelhouse.

11 Q. Yeah.

12 A. I know I think the Power is ten feet longer and on the bow
13 from what I understand other than that I don't -- I wouldn't know
14 what the differences would be?

15 Q. So, you'd be able -- if we asked you to look at the
16 difference between the two you would be able to tell what the
17 differences were inside the, you know, the GMDSS where the layout
18 is and things like that?

19 A. Oh, I -- I think they are pretty much the same. I don't
20 recall.

21 Q. Okay. ok

22 A. I haven't been on that boat in years, and years.

23 Q. Besides the abandoned ship and fire, did you hold any other
24 safety related drills onboard the vessel?

25 A. With the contractors or --

1 Q. Any crew.

2 A. Oh, absolutely, yeah.

3 Q. Could you describe some of those?

4 A. Yeah. We have a drill matrix that's required. We have
5 multiple drills that's required every 30 days and 60 days and 90
6 days, and it's required to be completed every month.

7 Q. Okay. So, that drill matrix, were any of those drills
8 involving company shore side personnel in a casualty situation, a
9 spill situation, something like that but it involved the company
10 personnel?

11 A. You're required -- well, we -- during the drill we would, we
12 would discuss the notification of the shore side personnel for
13 such things. But I can't say that it would -- we would include
14 them for the drill. We would just discuss and cover that the
15 notification to the shore side personnel for, again, casualties
16 and such.

17 Q. So, you never -- if I understand correctly, you never did a
18 drill any type of a tabletop drill while you were master with the
19 company where they were involved with the drill itself?

20 A. No. Not -- no.

21 Q. Did you ever exercise your stop work authority for getting
22 underway or for doing work for the charterer?

23 A. Sure.

24 Q. And could you tell us or describe some of those situations
25 where you did?

1 A. Well, it was really a common thing sometimes you finish
2 loading out and they expect to get underway or if you're there
3 finishing securing everything on deck and they want to jack down
4 and get underway to the dock, depending on, ~~you know~~, where you're
5 at, but yeah, it's common to say, you know what, weather is not
6 going to permit that at this time.

7 Q. Were there ever any repercussions for doing that?

8 A. Oh, no. No.

9 Q. I think I've asked you this but I'm not sure now. It may
10 have been the chief. The operations manual for the vessel, okay,
11 did you use that manual?

12 A. Yes. Uh-huh.

13 Q. Besides stability what else did you use it for?

14 A. Actually, vessel particular anytime you're looking for
15 information for vessel particulars or operational guidelines.

16 Q. And how was that kept aboard the vessel?

17 A. In my state room.

18 Q. And was it a paper copy --

19 A. It's in a binder.

20 Q. In a binder?

21 A. Uh-huh.

22 Q. Was it on electronically at all?

23 A. Yes. Uh-huh.

24 Q. And we understand from the chief and I want to confirm this
25 with you that you had some kind of a link between computers?

- 1 A. Yes.
- 2 Q. Could they also access the operations manual from that link?
- 3 A. Yes. If they were computer savvy.
- 4 Q. I'm not sure if the chief was that good.
- 5 A. He is.
- 6 Q. He is, right?
- 7 A. He's my go-to-guy. Honestly, he's up on it.
- 8 Q. Well, I'm not sure if he answered the exact same way, but
- 9 that's okay.
- 10 A. Yeah.
- 11 Q. Okay. Watertight doors.
- 12 A. Okay.
- 13 Q. Were watertight doors, the closure of watertight doors logged
- 14 anywhere?
- 15 A. I'm sorry?
- 16 Q. Did you log in the deck log when watertight doors were
- 17 closed? You set for sea, when you set for sea, well, is it a
- 18 requirement to have watertight doors closed?
- 19 A. Absolutely.
- 20 Q. When you're at sea?
- 21 A. Any time you get underway, yes.
- 22 Q. Any time underway. Okay. Were watertight doors logged as
- 23 being secured?
- 24 A. It was part of our pre-departure, yes.
- 25 Q. It was.

- 1 A. You're checking off saying that that task has been done.
- 2 Q. Were the watertight doors ever opened at sea?
- 3 A. They have been.
- 4 Q. Did they call the bridge and ask to open watertight doors?
- 5 A. No.
- 6 Q. So, they have been but how do you know they have been, the
7 doors have been opened?
- 8 A. Just my last hitch, we had one -- the rental -- one of the
9 rental guy's BR hand try to open the door to carry out trash.
- 10 Q. Okay. And then how did you become aware that it was open?
- 11 A. I had -- I think it was my AB come and told me in not so
12 polite words that the dip-shit opened the door.
- 13 Q. Okay. And so how about other crewmembers besides outside
14 contractors, you ever find the doors opened or left open?
- 15 A. Has it ever happened, yes.
- 16 Q. How about galleys, sorry. How about galley? Did you ever
17 see the galley door left open?
- 18 A. I have.
- 19 Q. And do you know was it left open -- sorry.
- 20 A. And I was just going to follow up with it has -- there's one
21 particular time a guy told me that he was trying to get cell phone
22 reception. So, he cracked the door open and put the dog down to
23 where it couldn't ^{Close} ~~it~~ it wasn't all the way open. But it was open
24 enough to where the dog would now hit the door frame, and it could
25 get just enough to get it cracked to get a cell phone signal.

1 Q. Okay. How about for any ventilation, would they ever open
2 the door for ventilation?

3 A. No. There would be no reason for that. We got all the air
4 we can handle.

5 Q. How about to the engine room; did you ever notice that while
6 you were sailing whether any of those outside doors to the engine
7 room were opened or left open?

8 A. ~~You know it's some~~ ^{Yes} -- some engineers like that fresh air.
9 And when I've sailed, ~~we've, you know,~~ ^{with them} those that have said that,
10 I've held discussions with them.

11 Q. And what was the outcome of those discussions?

12 A. The doors were closed.

13 Q. Okay.

14 MR. KUCHARSKI: I'm going to hold there to ask if there are
15 any general questions about what I've just asked. Please.

16 BY UNIDENTIFIED SPEAKER:

17 Q. This was toward the beginning of your questions. You
18 mentioned that the -- you strapped the life rafts --

19 A. Yes.

20 Q. Were the straps removed?

21 A. No. I noticed it on crew change morning. I left that part
22 out when I spoke with Dave explaining ^{it} to him. ~~We actually~~ after
23 we did our turnover notes and such, we went out on the deck and
24 that's when I was showing him about the small life raft and I
25 mentioned to him I said, oh, man I haven't pulled those off.

1 ~~And we actually~~ I told him that I had strapped those. And
2 I actually asked him: have you ever had to do that? And --
3 because I think he had lost one at once as well. So, I asked him ^{if he's}
4 ^{ever strapped them,} he's been on those type that class vessel or that type of build
5 much longer than I have. ~~And~~ I told him that I had strapped ^{it down}
6 And he said -- ^{he had,} ~~and I said,~~ I'll go get -- it's funny the last ^{them off.}
7 thing, one of the last things ~~we said as~~ I said, I'll go get those ^{to him,}
8 off. And he said, no, don't worry about it. I'll get it. He
9 said I'll get them. Just go, go. You know, it's crew change, ~~you~~
10 ~~know,~~ just the type of guy he is. Just a good guy. He's always
11 looking out for somebody else.

12 Q. Okay. Okay.

13 MR. KUCHARSKI: This is Mike Kucharski.

14 BY MR. KUCHARSKI:

15 Q. And those are on the starboard side you said?

16 A. Starboard side.

17 Q. Okay.

18 MR. [REDACTED] Coast Guard.

19 BY [REDACTED]

20 Q. Company man, the representative is he actually company, like
21 we always enjoy for Talos. Was he actually a Talos man always or
22 as sometimes contractors --

23 A. More and more are getting to where they are contracting.

24 Very few are the actual direct representatives.

25 Q. Okay.

1 MR. VERDIN: That's all I have.

2 MR. PRESTON: All right, John Preston, ABS.

3 BY MR. PRESTON:

4 Q. Captain, the ops manual in your cabin, do you remember if
5 that was stamped?

6 A. It is.

7 Q. Do you remember the date on it?

8 A. (No audible response.)

9 Q. Would it have like a rubber stamp type stamp or was it the
10 electronically stamped?

11 A. Well, I mean every page has a stamp across the page.

12 Q. Like a water mark?

13 A. Yes.

14 Q. You just don't remember the year or anything like that on the
15 page?

16 A. I don't. If I could -- I don't know. I think it was 2012,
17 if I'm not mistaken but I could be.

18 Q. And then for the engine room doors I guess -- the engineer
19 normally stayed down in the engine room with the doors closed
20 underway --

21 A. Correct.

22 Q. -- in bad weather or whatever, if he had to come out then,
23 did he call and say he's on his way out or --

24 A. Yeah.

25 Q. -- what was the procedure for that?

1 A. Well, he would call and say, ~~you know, well~~, generally you
2 always have a leeward side. So, he would either choose that route
3 or if it was -- if we was catching it, catching water, enough
4 water where it actually surrounded the cabin and he didn't have a
5 clean access then, yes, he would call up and say, look, ~~I need,~~
6 I'm going to come up, ~~you know~~, for whatever. And that's when we
7 would, we would give him a leeward side.

8 Q. Okay.

9 A. That's very rare.

10 Q. All right. Thank you.

11 CAPT. PHILLIPS: Tracy Phillips.

12 BY CAPT. PHILLIPS:

13 Q. You said that at the handover with the new captain you talked
14 about the life rafts. Did you talk about any other problems at
15 the handover this time around?

16 A. Yeah, basically all the issues. Well, we talked about the
17 ~~go~~, the loadout that was coming, where it was going. I explained
18 to him I did a voyage plan already. That it's in there. That he
19 can just look over it, ~~and, you know~~. I tried, ~~I try to prepare~~
20 ~~him for because time when you first get on and you try to do as~~
21 much as you can for your relief prior to so he's not overwhelmed
22 coming on, ~~you know~~. So, basically, I told him that I had done a
23 voyage plan. It's in there. He could just check over it. Yeah,
24 I've done the morning report, ~~you know~~, things like that.

25 Q. Okay. But no other problems?

1 A. Well, we -- I explained to him we had the repairs that were
2 already made. We explained that the crane engine on the starboard
3 crane engine was ~~it~~ was surging a little bit. That was
4 actually he mentioned that when he was going off ~~TOUR~~ ^{TOUR} the previous
5 hitch. That was repaired. They found a ~~big~~ ~~the found~~ some
6 trash in the governor. Explained to him that -- about the
7 starboard engine. The guy put his computer on it, and somebody
8 had actually ~~tripped~~ ^{tripped the ESD} when it was time to start it back up it wouldn't
9 start. And the emergency shutdown we kind of got a giggle out of
10 that. Somebody had hit the ESD in the wheelhouse and it took them
11 five hours to figure it out. ~~So~~

12 Q. Okay.

13 A. Yes, ma'am. That's --

14 MR. KUCHARSKI: This is Mike Kucharski. I'm going to jump in
15 with a quick question.

16 BY MR. KUCHARSKI:

17 Q. How about stability did you calculate the stability for them?

18 A. No. There's no way I could do the stability. We hadn't
19 received cargo yet.

20 Q. Okay.

21 BY CAPT. PHILLIPS:

22 Q. Talking about the crane you said it would sit in the little
23 holder.

24 A. Yes. The crane rest?

25 Q. Yep.

1 A. Yes, the boom rest.

2 Q. Did you ever see it shift out of the boom rest while you were
3 underway?

4 A. No. It couldn't. ~~It's you got~~ -- on both sides it has ~~plates~~
5 ~~and on a 45 with rubber bushings or~~ rubber mats that go at
6 ^{a degree angle} ~~at 45~~ on each side. It would have to go vertical ~~to~~, for it to
7 come out of that rest.

8 Q. Okay. Then, so, the last thing I wanted to ask about this
9 time around was life jackets. Where are life jackets stored on
10 the vessel?

11 A. The required life jackets is of course in every state room.
12 ~~On board and when we're~~ -- that would be for underway purposes,
13 well, for all purposes. But in addition to those we actually
14 carried some that we posted at the muster when we're on the job
15 elevated because ~~it~~, of course, you never want contractors going
16 back into a cabin to retrieve a life jacket to come back to the
17 muster. You ~~contra~~ flow ⁱⁿ one direction.

18 So, we had two life jacket boxes ~~at the~~, at the muster for
19 the contractors that are on ^{Tower} ~~four~~ they can go directly to the
20 muster without going inside.

21 Q. Okay.

22 A. So, those were in addition to the required life jackets.

23 Q. Okay. And how were those stored?

24 A. Those are stored in two big orange boxes that we had ~~and~~ ^{Stored} ~~of~~
25 ~~course~~, when we were underway because of the water that we

1 generally get on deck you pick those up and put them on the ~~01~~
2 ~~level~~, 01 level landing.

3 Q. Okay. And how do they get secured to the 01 landing?

4 A. We don't, generally we don't secure them that way. You just
5 pick ^{up} ~~in~~ the whole life jacket box and set it up on the ~~01 load~~, 01
6 level ~~in the handrail~~, inside of the handrail. So, it's
7 surrounded by handrail and cabin.

8 Q. Oh, okay. And if somebody needed to get a life jacket out of
9 that box --?

10 A. We don't, again, we wouldn't -- everybody is inside. So, we
11 don't worry about the contraflow. Again, those are extras. So,
12 they're going to grab their life jacket ~~if it's~~ ^{that's} in their state
13 room for emergency while underway. You're not expecting them to
14 get those life ~~jacks~~ ^{jackets}. Again, those are extras for when we are on
15 location and we have I'd say on ^{tower} ~~four~~ guys working for those guys
16 to use. They're not for underway purposes.

17 Q. Okay. Oh, I see. So, while your underway the box is --

18 A. The box is open, put away.

19 Q. -- tied up.

20 A. Yeah. It's not for general ~~purpose~~ use for underway. It's
21 only for when we're actually working.

22 Q. Okay. Thank you.

23 A. Uh-huh.

24 MR. [REDACTED] This is [REDACTED]

25 BY MR. [REDACTED]

1 Q. Just a follow up on that. Just curious, so, dinner time,
2 lunch time those galley people is there any lifesaving on that --
3 inside that (indiscernible) somewhere for people engaged in meal,
4 things like that that may not be able to go up to the room and
5 back down or anything like that?

6 A. No. We didn't store a bunch of life jackets in the galley
7 area. If the guys needed a life jacket while they were eating or
8 whatever they would have to go to their state room and get the
9 life jacket.

10 Q. To the carryon with the life jacket. The -- you said the box
11 that contained the life jackets that was in the muster area, when
12 your operating, when you're on location that is -- where is the
13 muster area?

14 A. Muster area is on the port side of the vessel. Well, our
15 primary muster is on a port side of the vessel just ^{aft of} ~~after~~ the port
16 leg. The big orange square that's painted on deck for, ~~of course,~~
17 we keep it clear. And then the secondary muster area is basically
18 the same location on the starboard side, just ^{aft of} ~~after~~ the starboard
19 leg.

20 Q. On the main deck?

21 A. On the main deck, correct.

22 Q. Okay. And then also, next question real quick. The
23 watertight doors don't they have indicator lights, or do they have
24 indicator lights installed on the, attached to the bridge?

25 A. (No audible response.)

NO

1 MR. PRESTON: John Preston, ABS.

2 BY MR. PRESTON:

3 Q. Captain, what's the -- do you remember the leg length in the
4 OPS manual?

5 A. 265.

6 Q. Thank you.

7 MR. KUCHARSKI: Okay. I'm going to hand it over to Marcel
8 Muise who is going to ask you some questions about life safety.
9 You know Marcel is our group chairman for life saving.

10 MR. MUISE: This is Marcel Muise.

11 BY MR. MUISE:

12 Q. Captain, like Mike mentioned survival factors being we're
13 trying to figure out how to help people survive assuming that we
14 can't always prevent accident like this.

15 So, along that line I just want to go through a list of
16 licensing equipment. Just let me know where this stuff is and how
17 easy it is to get to it in a hurry.

18 A. Okay.

19 Q. So, let's start with flares. Where are your flares at?

20 A. Flares. They were in the bridge under the, under the cabinet
21 behind, under the chart table.

22 Q. In a little box or in a little --

23 A. Yeah. In a little box yeah.

24 Q. How about the GMDSS it's console itself, where is that?

25 A. That's right behind the wheel. You're dash and it's directly

Steering

1 behind your (indiscernible).

2 Q. (Indiscernible)

3 A. Yeah.

4 Q. And all of the distress buttons for dimer set C and MHF are
5 all in that console?

6 A. All on that panel.

7 Q. How about is there another VHF maybe over your head somewhere
8 for, with a distress button?

9 A. Yeah. We have a VHF, we have a VHF on the starboard side of
10 the cockpit and then one also on the port side actually in dash.

11 Q. Okay. The portable GMDS that's radios, the handhelds, where
12 were those located?

13 A. Those would be in a drawer in the -- I'm trying to remember.
14 I'm actually --

15 Q. That's okay. Take your time.

16 A. Yeah. On the end from us we had a separate chart table on
17 the other side. They ~~with~~ ^{would} also be underneath the chart table in a
18 cabinet.

19 Q. And how were the batteries for those radios?

20 A. The extras are all in there. We have a ditch bag that we use
21 to grab all our emergency stuff.

22 Q. Okay. Search and rescue transporters?

23 A. Yes. The SARTs actually they are mounted ~~on~~, one on each
24 side of the wheelhouse.

25 Q. Inside?

1 A. Yes.

2 Q. Okay. EPIRB?

3 A. EPIRB is on the outside of the cabin portside of the
4 wheelhouse.

5 Q. Portside, okay, thanks. Line throwing apparatus.

6 A. That would be under the dash on the starboard side of the
7 cockpit there's a panel that removes and there -- they can be held
8 there.

9 Q. Was it the plastic can type or was it --

10 A. Yes. The big round, big round torpedo type load.

11 Q. Okay. Not the old 22 caliber one?

12 A. No.

13 Q. Okay. We covered life jackets pretty good already. Do you
14 know -- do you remember what type they were, were they the horse
15 color type or the like jacket --

16 A. Horse ^{collar}~~color~~.

17 Q. -- horse color?

18 A. Most definitely horse, yeah.

19 Q. How about the ship security alarm?

20 A. Ship security alarm that's down in the master's quarters.

21 Q. And work vest?

22 A. Work vests, we don't supply work vests for --

23 Q. For guys working on deck?

24 A. No. That -- I mean some guys had them for -- that were
25 required for contractors to work on the platform, to walk around

personal use

1 on the platforms if they had open holes or whatever. But
2 generally everything is ~~A~~ ^{inside handrails} people don't go out on deck until
3 everything is squared away. When we're setting the catwalk, we
4 will remove a handrail and they are required to wear a Type 1,
5 while doing that task. But other than that, nobody is required to
6 wear one.

7 Q. Okay. Have you ever been on a lift boat with life floats
8 instead of life rafts?

9 A. Life floats? Yes, the old -- back in the day that's what we
10 had. And there were 145 class. Yes.

11 Q. Are those, any of those in the fleet still out there?

12 A. Not working now that I can recall. I haven't been on the
13 smaller boats in many years,

14 Q. Your GPS antenna, do you remember where it was? We can tell
15 from your AIS where it is fore and aft point star, but I can't
16 tell the height. Do you remember how high -- I'm assuming it's
17 either on the bridge way or above your head somewhere --

18 A. Yeah. Yes, I'm sure it's going to be on top of the
19 wheelhouse. Yeah, I don't know --

20 Q. Can't be sure?

21 A. No, sir.

22 Q. That's all right. Morris survival training. Can you tell us
23 where was the last time you took STCW basic training?

24 A. My last water survival class was actually in Houma. The name
25 of the school is slipping. Right now, I can't think of the name

1 of the school.

2 Q. Is it one that Seacor uses --

3 A. Yes.

4 Q. -- or one you went to on your own?

5 A. Yeah, Seacor provides that.

6 Q. Is there any additional water survival training that Seacor
7 or Talos requires?

8 A. No. That's the only one.

9 Q. Just the SEC (ph.) training?

10 A. Yeah.

11 Q. How about HUET?

12 A. HUET, yeah.

13 Q. HUET on top of that?

14 A. Yeah, we are also a part of it.

15 Q. Now, if I can sneak in some unrelated questions too. The
16 window in your state room faces forward, right?

17 A. Correct.

18 Q. Can you open that?

19 A. No.

20 Q. You cannot. The lockers in the state rooms, are they secured
21 down?

22 A. Yes.

23 Q. They are all bolted to the bulkhead or --

24 A. I think so. Honestly, I ^{don't} ~~you~~ know, that's a question I
25 can't answer to be sure. I guess I just would assume that they

1 are.

2 Q. How about the galley, is that secured down?

3 A. Yes.

4 Q. My last question is actually just from clarification. Can
5 you confirm that Tower is the same as being on watch or on shift?

6 A. That's correct.

7 Q. Tower is T-O-U-R, right?

8 A. What's that?

9 Q. TOUR, T-O-U-R?

10 A. T-O? ~~FOUR~~ T-O-W-E-R

11 MR. MUISE: Tour instead of for the nonoil people that are in
12 here?

13 MR. HEMPHILL: This is Hemphill, I can tell you that's the
14 way I have always seen it spelled.

15 MR. MUISE: For the transcriptionist, tour is T-O-U-R, not T-
16 O-W-E-R. Thank you, Mike.

17 CAPT. TIMMONS: ~~Uh-huh.~~ NO

18 BY MR. KUCHARSKI:

19 Q. Before I forget, Captain was there a separate stability
20 manual onboard the vessel?

21 A. Separate stability --

22 Q. Stability manual.

23 A. I can't, I can't say that there was. I've always used the
24 program for my stability case.

25 Q. Marcel mentioned MFHF, medium frequency, high frequency, is

1 that what the vessel had for in -- for GMDSS? Did you have two
2 satellites or a satellite MFHF, do you know?

3 A. Well, I think we're -- when I was mentioning the satellites
4 earlier that the -- for communications it was a rented package.
5 It had nothing to do with our emergency broadcasting. So, that
6 was for communications is what I was speaking of earlier.

7 Q. But I think it was class for area 3, and GMDSS, I thought the
8 vessel was as such a GMDSS should have either two satellites,
9 separate satellites usually SATM or something like that and then
10 or you could have the older vessel satellite MFHF; do you know?

11 A. I don't. I don't. I'm not familiar.

12 Q. The reason I ask is because you know, the difference in
13 really contacting -- MFHF I don't know even know if you can use
14 that any longer.

15 A. Okay.

16 Q. But I think you have to have the redundancy for area 3.

17 A. Yes.

18 Q. So, was it essentially a one button operation?

19 A. Yeah. For emergency purposes -- actually everybody just
20 knows lift plastic, hit the red.

21 Q. The VHF and a DSC, digital --

22 A. Yes.

23 Q. Was that a one button operation?

24 A. Yeah, it has. It has a button also.

25 Q. And you mentioned for e-mails that was, you know, a rented

1 unit, satellite unit --

2 A. Communication package --

3 Q. Yeah. Yeah.

4 A. -- yes.

5 Q. That was the big white dome that you see?

6 A. Yes.

7 Q. I won't tell you what we called it. I'd like to move into
8 weather now. How did you obtain weather information for the
9 vessel?

10 A. Most of the time I used buoy weather. Just get online and
11 pull it up.

12 Q. And is buoy weather open access to anyone or is that a
13 service that's provided to you?

14 A. That's a service that I -- it's actually we have -- the was
15 company given as far as the use of it, company subscription.

16 Q. And Buoy service is that B-U-O-Y?

17 A. B-O-U-Y [sic], correct.

18 Q. Okay. So, like a buoy, like a --

19 A. Correct.

20 Q. So, the weather comes off of buoys, does it?

21 A. That's my understanding, yeah. They're getting actual
22 weather.

23 Q. How about any other weather services provided by the company,
24 do they provide any weather services?

25 A. Yeah. We would get -- we get weather reports daily.

1 Q. From whom?

2 A. From operations, dispatch.

3 Q. From dispatch?

4 A. Uh-huh.

5 Q. Okay. But no other weather service that you can tap into
6 that was provided by the company?

7 A. No.

8 Q. Were there weather-related limitations for the vessel?

9 A. Absolutely.

10 Q. And could you mention those again?

11 A. Again, ~~you know~~, for sea conditions it's five foot or ~~I think~~
12 it was twice the freeboard, whichever is less. Yeah, whichever is
13 less than twice the freeboard or five-foot seas.

14 Q. Let me stop you there.

15 A. Okay.

16 Q. What did you find? Was it five foot or was it -- this is a
17 burning question to me -- or was it two times the freeboard,
18 whichever is less? I've looked at these photos of the freeboard
19 and I'm just wondering about that.

20 A. Yeah.

21 Q. What did you find?

22 A. Generally -- in general question it's going to be -- people
23 are using sea conditions as their limitation. And five foot is
24 generally what you're going to go by.

25 Q. Okay. And I'm sorry, and what was the other weather

1 conditions?

2 A. Oh, and 70 knot winds.

3 Q. Okay. Now, here's the million-dollar question. What's your
4 understanding of the 70-knot wind? Is that a gust or is it
5 sustained and if it's sustained --

6 A. I'm not going to operate in 70 knot winds. You know,
7 honestly that's one that I didn't understand as far as the
8 operation aspect of it. I'm not going to be underway in near
9 that. So, --

10 Q. So, my question, I'm not trying to be antagonistic here but
11 is your understanding is it a sustained wind of 70 or is it a gust
12 of 70?

13 A. I'm going to assume it's sustained. But whether that's
14 correct I couldn't tell you. But, again, I'm not going to be
15 anything near that. So, it's a moot point.

16 Q. And as a master your knowledge, you have got a lot of
17 knowledge here, what's your understanding of a sustained wind? Do
18 you have any time period for that?

19 A. I understand. No, I mean I would say over three five
20 minutes. Anything is sustained for longer than that.

21 Q. Would it be helpful to have that information in a manual to
22 tell you what a sustained wind is or if that 70 knots is a
23 sustained wind?

24 A. I think, I think that would be helpful information, sure.

25 Q. What was your biggest concern about weather, was it sea, was

1 it wind? What was your biggest concern?

2 A. It all depends on the situation. There's so many, there's so
3 many variables to it is the -- am I loaded, am I empty? I mean
4 where am I catching it at? Am I catching a beam? Am I catching
5 it at a bow? You know catching it on the stern. All of these
6 things are going to change.

7 Of course, wind is a major issue if I'm trying to make
8 headway and I'm bucking a wind and it's going to slow my progress
9 and boats aren't fast to begin with. So, if I'm not making no
10 more than, ~~you know~~, two knots what's the point. **Also,** ~~and then~~
11 we all know with sustained winds is going to come the seas. So,
12 what's the point to continue until you get -- until the seas are
13 your limiting factor there's no point in that either.

14 So, it all depends on the situation.

15 Q. Okay. I'm still going to pin you down on this, okay?

16 A. Okay.

17 Q. But actually, I have a separate, whole separate section for
18 ship handling.

19 A. Okay.

20 Q. Okay. Handling the boat. But --so, you had no overriding
21 concern about the weather, if you could -- overriding, one major
22 concern about the weather? If I would ask you the major concern?

23 A. No. I -- no.

24 Q. Was weather discussed prior to leaving port?

25 A. Oh, absolutely. I mean you're going to get a weather report

1 and you're going to determine --

2 Q. And the weather report was from who?

3 A. From -- I use that Buoy weather and then you could all -- of
4 course, you get the dailies from the office.

5 Q. And the dailies are -- you call them dailies. When do they
6 come in?

7 A. Different times. Generally, in the morning.

8 Q. Okay. And do you ever -- it comes in in the morning, do you
9 ever look and see what time the weather is for? So, let me be
10 clear on that. So, it comes in, it may come in at 10:00 o'clock,
11 7:00 o'clock, 6:00 o'clock but on there is there any time that
12 that weather, you know, when that weather came in from the weather
13 service or whatever it is? Do you understand what I'm saying?

14 A. Oh. Looking at a time stamp on the e-mail --

15 Q. Yes.

16 A. -- to determine when they pulled it?

17 Q. When they -- yeah, not a -- yeah it could be a time stamp
18 from the e-mail if they're getting it from an e-mail --

19 A. Right.

20 Q. -- dispatch.

21 A. But it's going to log when they pulled the weather report; is
22 that your question? No, necessarily when they sent it to you but
23 when they pulled it?

24 Q. Yes, sir.

25 A. Right. You know, it's -- I'm sure it's there. It's not

1 something that I always look at because you're going to assume
2 that as soon as he pulled it, he sent it out. But at the same
3 time, ~~I~~ generally, I'm going to check weather myself before I,
4 before I ^{get underway} ~~go~~ anyway.

5 Q. Do you know where the dispatcher got that weather from?

6 A. I don't remember the name of that service. To be honest with
7 you I don't. I just generally ~~when I get,~~ I look over what ~~the~~
8 information is on it and then I use ^{buoy weather} -- I pull my source anyway.

9 Q. But you pulled your source, you said?

10 A. Yes.

11 Q. Why did you pull your -- did you find that weather accurate?

12 A. I don't find any weather accurate.

13 Q. So, you went to another source to get weather also, the buoy
14 source did you say?

15 A. Yes.

16 Q. Discuss -- typically discuss the weather with any shore side
17 personnel from any Seacor or the charterer?

18 A. Not generally.

19 Q. When would you discuss it, not generally but when would you
20 discuss it?

21 A. When I couldn't leave, that would ~~be~~ definitely be a, ~~you~~
22 ~~know~~, a deciding factor that now I got to explain to them why I'm
23 refusing to get underway, because you're expected to, whether it be
24 leaving the platform or, ~~you know~~, whenever you're finished,
25 you're expected to get underway.

1 Q. So, I'm guessing leaving the platform, whatever it is, you're
2 better in a jacked-up position than down if weather is picking up?

3 A. Yes. Absolutely, because ~~you're no longer -- well,~~ your
4 vessel is not being beat up by the seas, ~~you know.~~

5 Q. So, that discussion you said not generally but sometimes you
6 had that discussion before getting underway from either the port
7 or platform. Was it other than hurricane type or tropical storm
8 type conditions that you had those discussions?

9 A. Sure. Sure. Anytime that the vessel couldn't get underway
10 or couldn't continue with the expected duties of the vessel.

11 MR. KUCHARSKI: I'm going to go around the room now for
12 weather related questions.

13 BY MR. MUISE:

14 Q. So, if you are waiting on weather are you on downtime?

15 A. It depends on the charter. Sometimes, ~~sometimes~~ we do go on
16 downtime. It just depends on how they wrote ^{it} ~~the~~ up. ~~Their~~
17 ~~general --~~ sometimes there is a weather rate, on ~~this particular~~
18 my last job or this particular job with Talos ~~I think~~ my
19 understanding was they gave ^{them} ~~him~~ such a good day rate because it
20 was long-term job that there was no downtime for weather.

21 Q. Okay. Thank you. This is Marcel Muise, sorry.

22 CAPT. PHILLIPS: When you checked the buoy data --

23 MR. KUCHARSKI: Tracy Phillips.

24 CAPT. PHILLIPS: Tracy Phillips.

25 BY CAPT. PHILLIPS:

1 Q. When you checked the buoy data did that have any sort of
2 prediction with it, or it was just showing you current conditions?

3 A. ~~No.~~ Yeah, there's a prediction. There's a weather window.
4 You can pull a seven day. You can pull -- three day and a seven-
5 day weather window, and it'll show you, ~~you know~~, for different
6 areas.

7 Q. Okay. Earlier you were talking about getting a voyage plan
8 ready for the new captain --

9 A. Yes.

10 Q. -- did you check the weather for him that morning?

11 A. No. No, because I had no idea when they were actually going
12 to get underway. And I knew he would do that anyway.

13 Q. Okay. Before you left the vessel, had you received a weather
14 report from the company for that day?

15 A. I don't think so. Not -- again, we left fairly early --

16 Q. Yeah.

17 A. -- I think the weather generally comes in probably around
18 that time but I wouldn't check the computer right before I left
19 anyway. So, I wouldn't know -- after I ~~sent my~~, sent the morning
20 report in I can't say that I would check the computer again.

21 Q. Okay. Thank you.

22 MR. KUCHARSKI: Now, this is Mike Kucharski.

23 BY MR. KUCHARSKI:

24 Q. Again, ship handling, okay, type of questions. How did the
25 rig overall handle when underway? Can you describe it?

1 A. This particular vessel was actually ^{good} because it had four
 2 propulsion engines it was actually ~~a~~ pretty powerful. But it was
 3 ~~A~~ ^{less power} when using your jacking system, of course, it's limited ~~that~~ to
 4 half of that! ^{ability} But as far as the ^{Handling} -- the boat was wide and with the
 5 outboard engines she handled well.

6 Q. And did it respond well to its rudders?

7 A. It did. It did. And one of the better handling vessels as
 8 far as for that size that I've been on.

9 Q. And did you always use the thruster? It had a thruster on
 10 it, did it?

11 A. It does.

12 Q. Was it multiple, one?

13 A. Just one.

14 Q. Tunnel thruster, was it?

15 A. Yes. Yeah, tunnel thruster on the bow.

16 Q. Did you always use the thruster when deploying the legs?

17 A. No. Not if you're offshore and just tagging. But any time
 18 you're going to ~~be~~ maneuver near a structure or my policy was
 19 anytime we get inside the jetties for inland travel I want the
 20 availability of the bow thruster.

21 Q. So, there were times you would jack down -- jack up without
 22 using the thrusters?

23 A. Right. Just like ^{my} ~~your~~ last hitch, ~~you know~~, I wouldn't call
 24 the engineer, make him start another generator to operate the bow
 25 thruster just to jack up.

1 Q. How long did it take to get the thruster online if you needed
2 it?

3 A. Once I called him, ~~he could start~~, he could start the other
4 generator, ^{sync} ~~sync~~ them and I could have thruster availability
5 probably within three to five minutes.

6 Q. Have you ever asked for it in an emergency you needed it on
7 quickly?

8 A. No. Because I ^{had it online} ~~anytime, again, anytime~~ we are
9 ^{inland or maneuvering} (indiscernible) I don't wait till ^{I need it.} ~~that~~. He puts it on for me
10 before we get to the jetties or at the jetties.

11 Q. So, back to the jacking system. You would then reduce to two
12 engines instead of four?

13 A. Correct.

14 Q. And remind me again, was the inboard engines for jacking?

15 A. Yeah, the inboards are for jacking.

16 Q. So, you had the outboards that you -- did you notice much of
17 a handling difference with just the two engines operating as
18 opposed to four?

19 A. Only for forward and aft propulsion. The boat, ~~the boat~~
20 would still maneuver well with just the outboards. It's just
21 ~~you're not going~~, you're not going to get the forward and aft ^{speed} you
22 know, if you needed them and occasionally, we would do that.

23 If we were jacking down from a structure, I would go and pull
24 ~~on~~ the last leg. I would - ^{if} ~~and maybe~~ we had a strong current or a
25 heavier wind and it was pushing me aft into the platform, it's

1 very common to disengage one of the PTOs, use one ^{Engine} for that final
2 leg and you use three for reverse propulsion to make sure that you
3 have the power to get away.

4 Q. So, now, along with that what would you say the worst
5 condition wherever when you had to jack up?

6 A. Sea conditions or weather in general?

7 Q. Well, let's parse it into -- let's do it all three. Wind and
8 seas and then just seas and just wind.

9 A. Honestly, I try not to push it as far as the seas depending
10 on where I'm at. Of course, it's going to be less -- again, if we
11 are in hard bottom, I'm going to call it earlier. If I'm in soft
12 bottom and I feel like I can finish the voyage possibly, ~~you know~~,
13 we may push it, ~~you know~~, again to the ~~to the cap~~ ^{max} of the vessel
14 capabilities as far as sea conditions.

15 Wind? Never near that. ~~I would, you know~~, again I jacked up
16 because I was experiencing 35/40 and then gusts of 48 mile an hour
17 winds, I jacked up.

18 Q. So, has it ever -- I mean where things happen suddenly, you
19 know, a squall line or something stronger than you expected. I
20 mean sure you try not to, but --

21 A. No. That's exactly what happened. It's fresh in my mind.

22 Q. So, did you ever have a situation like that where it was more
23 than you really wanted, and you had to go ahead and jack up?

24 A. Well, exactly, what I just explained, ~~you know~~, I'm not going
25 to ^{wait} -- I'm not going to run that boat in 50 mile an hour wind.

1 It's just not something I'm going to do. That was a sudden squall
2 changed 180-degree direction and out of nowhere. And that's what
3 caused me to jack it up. So, yes, absolutely.

4 Q. So, you have had situation where you had to --

5 A. Recently.

6 Q. -- very quickly --

7 A. Yes.

8 Q. And the conditions made you uncomfortable it changed very
9 quickly?

10 A. Yes. Yes.

11 Q. Okay.

12 A. Because again ^I~~it~~ was catching them, at that particular time
13 we were on a northeasterly heading and it was catching me a beam.

14 Q. Okay. And so, along with that would you turn into the seas?

15 A. Yes.

16 Q. You would?

17 A. Yes.

18 Q. Okay. Would you in your opinion is the best way to handle
19 the sea, if you have to on there, bow on, head on?

20 A. Yes.

21 Q. And do you have to reduce power to the engines when you do
22 that? When you turn into it?

23 A. Well, yeah, I ^{would}~~wouldn't~~ want to be ^{hold it}~~I wouldn't~~ well.

24 Generally, if you're experiencing those high winds, you're already
25 not going very fast. You're already reduced ^{speed}~~to, you know,~~ again

1 at full throttle you're still only doing two knots. So, ~~it's~~--
2 ~~yeah~~, you don't really have to pull them back. You just -- you
3 may have to twin screw to come out of one to make it pivot faster.

4 Q. Uh-huh. Uh-huh.

5 A. Sure.

6 Q. Okay. So, bow on is best way to take a sea if you have to?

7 A. Preferred, yeah, the preferred way to take the sea.

8 Q. And the same thing for the wind? Is it better bow on or is
9 there any -- if it was just straight wind?

10 A. Honestly, that comes into ^{something} I actually thought a lot about
11 since this has happened and honestly, ^{when I} I think of that, ~~and it's~~
12 ~~like all~~ most of the buoyance, reserved buoyancy on a lift boat
13 is the bow. So, wind only, and hindsight is always 20/20, but I
14 think best case scenario if you can keep your stern into the wind
15 and capture that reserve buoyancy from the bow and jack up, it's a
16 win.

17 Q. So, just straight wind stern in?

18 A. Yes.

19 Q. Waves bow?

20 A. Absolutely.

21 MR. KUCHARSKI: I'm going to hold there to see if there are
22 any questions around the room.

23 UNIDENTIFIED SPEAKER: I do have a question related to
24 weather, stability, and ship handling. So, all wrapped into one.

25 Q. So, if the ship was rolling, how did it roll? Was it tender,

1 did it tend to go slowly or did it pitch pretty --

2 A. Generally, ~~it's going to~~ it's going to happen fairly
3 slowly because, ~~again~~, the vessel is heavy. So, if you have a
4 short sea they are going to crash over --

5 Q. Uh-huh.

6 A. -- more so than the ground swell that are separated. When
7 they are separated then ~~it's~~ then it, of course, it's just a
8 roll.

9 Q. Okay. When it did roll, when you had that ground swell, did
10 it tend to hang out on the ends, or did it come back pretty
11 quickly?

12 A. No. My experience is, ~~you know~~, it comes back pretty
13 quickly. Of course, anytime you have a delayed one that would be
14 a concern.

15 Q. Right. Right. But it didn't tend to be delayed, it didn't
16 tend to hang on the edge there?

17 A. No. When I was -- fortunately, when I was coming in, we had
18 three pieces of equipment. I was a light boat half fuel, half
19 water I, I had enough reserve buoyancy not to worry about
20 anything.

21 Q. If you were at max speed and you threw the rudder over, does
22 the vessel tend to heel?

23 A. No. They are so slow. I guess if we had a --no.

24 Q. Okay. All right.

25 A. There's not enough G-forces on there.

1 Q. Okay. Fair enough. All right, thanks.

2 CAPT. PHILLIPS: Tracy Phillips.

3 BY CAPT. PHILLIPS:

4 Q. What's the fastest you have ever seen a boat (indiscernible)
5 water?

6 A. With a trailing current, I think that particular vessel we
7 got to six knots once.

8 Q. Thanks.

9 MR. PRESTON: John Preston.

10 BY MR. PRESTON:

11 Q. Captain, when you come into the dock do you ever tie up or
12 sit at the dock floating?

13 A. Generally, not, no.

14 Q. So, do you normally pin it, or do you normally elevate it or
15 --

16 A. No. We -- out policy -- we don't touch docks. They like us
17 to buy them new docks when we do that. So, we have to jack up
18 with a gap.

19 Q. Oh, with a gap.

20 A. Yes, sir.

21 Q. So, normally you're actually out of the water when you're at
22 the --

23 A. No. I mean a gap from the DOC, from the bow of the vessel to
24 the dock. I'm sorry.

25 Q. (Indiscernible) you just put the legs down and ^{stay}~~float~~ in the

1 water?

2 A. Yes, sir. Absolutely.

3 Q. Or you pick the hull out of the water?

4 A. No. You just -- you soft tag.

5 Q. Okay. All right. No, move. So, the hull would be in the
6 water --

7 A. Correct.

8 Q. -- but not necessarily floating?

9 A. That's correct. Just elevate slightly.

10 Q. Okay.

11 BY MR. KUCHARSKI:

12 Q. Who was your direct report in the office, who did you report
13 to on a regular basis?

14 A. Paul was my ~~master~~^{vessel} superintendent.

15 Q. Does Paul have a last name?

16 A. Yeah, goodness gracious.

17 MR. HEMPHILL: Can I tell you? Fermin; same one as in here
18 earlier.

19 MR. KUCHARSKI: Fermin. Okay.

20 UNIDENTIFIED SPEAKER: Wow, that's sad.

21 MR. HEMPHILL: F-E-R-M-I-N.

22 CAPT. TIMMONS: I apologize. I don't call him by his last
23 name *often*.

24 MR. KUCHARSKI: Thank you, and that was Mr. Hemphill.

25 MR. HEMPHILL: Yes, sir. I apologize. By the time, the day

1 is over I'll remember to say my name, slow learner.

2 BY MR. MUISE:

3 Q. And Paul Fermin was the vessel superintendent?

4 A. Vessel superintendent.

5 Q. Did you obtain an annual evaluation?

6 A. Yes.

7 Q. Do you know who completed that?

8 A. Paul did my last one.

9 Q. Do you get to see it?

10 A. I do. You have to sign off on it.

11 Q. Did the company have a port captain?

12 A. No.

13 Q. Who else from the company would be on an operational
14 standpoint, not payroll or something like that, but operationally
15 who else did you report to in the company or communicate with?

16 A. As far as just day-to-day operations?

17 Q. Operations, operations.

18 A. Almost always your vessel superintendent.

19 Q. Just the vessel super --

20 A. ~~He~~^{HE} should be my direct supervisor.

21 Q. Okay.

22 A. Or on occasion if he's not -- for weekend if he's not on call
23 they will have an on-call person.

24 Q. Did you interface with the charterer person on the vessel?
25 The charter's representative?

1 A. Representative, correct.

2 Q. And that was on a regular basis?

*Charter
the Company Rep.*

3 A. Yeah, if he's on there with you that's -- yeah, that's your -
4 - always.

~~stop~~
*Immed.
go to.*

5 Q. And could you explain your relationship with that person?

6 A. Just he was the entity trying to do what he's sent out there
7 to do and my objective was to make sure that it ~~would, you know,~~
8 ~~that it~~ was done safely on my vessel and try to get it done as,
9 ~~you know, as~~ timely as possible meeting the safety parameters that
10 were required to cover.

11 Q. Was there any ever tension between those two?

12 A. I can't say that there's never been. I mean by all means
13 some company men are hardcore and they try to push. ~~And then,~~ but
14 honestly that's years past. Nowadays these guys *don't push much.* -- I noticed as I
15 got to bigger vessels I got less and less of that. When you're
16 young and you're running a small boat, it was a lot of head
17 butting going on. But not, -- not of late.

18 Q. Did you ever have any working relationship with Dwayne Lewis,
19 Steve Lewis, the Cardinal representative for Talos?

20 A. No. I'm not even familiar with that name.

21 Q. I may have asked this, or it may have been asked before, but
22 did you ever feel pressured to leave port and perform an
23 operation?

24 A. No.

25 Q. Were you aware of any conditions that could cancel the

1 charter party?

2 A. Like make us lose our job?

3 Q. Yeah, from Talos, yes?

4 A. No. I imagine, no. I can't think of anything except for,
5 ~~you know~~, safety issues would they ever want to cancel it.

6 Q. So, you knew Captain Ledet?

7 A. I did.

8 Q. How would you view him as a captain?

9 A. (No audible response.)

10 MR. KUCHARSKI: Would you like to take a break?

11 CAPT. TIMMONS: I do.

12 MR. KUCHARSKI: Yeah. Off the record at 5:58.

13 (Off the record)

14 (On the record)

15 MR. KUCHARSKI: The time is 18:07 and we are resuming the
16 interview of Captain Timmons.

17 BY MR. KUCHARSKI:

18 Q. Captain, tell us about Captain Dave.

19 A. Captain, Dave was a very good captain. Been knowing him for
20 many a years. Very safety conscious. Good boat handler. I've
21 seen him maneuver many of times under some situations, close
22 quarter situations and he's just overall a good captain. Very
23 good with his crew. Very involved with whatever work is going on.
24 Hardest working captain I've ever seen including me in my younger
25 days. He's just unbelievable.

1 Q. Great. And Chief Darren, did you also know him?

2 A. Yes.

3 Q. Did you ever set -- now you did -- you shifted or -- were you
4 ever on his shift to work with him?

5 A. Yeah. He's worked on my shift before. He's a good guy, a
6 real good guy.

7 Q. Competent, good hard worker?

8 A. Darren is not much, he's not a go-getter like James, let me
9 say that. But he's a competent engineer, very familiar with the
10 vessels, been on them since the vessels came out. So, very
11 knowledgeable as to, ~~to~~ the vessels themselves. But just not as,
12 his work ethic wasn't as strong as James, but definitely a
13 competent engineer.

14 Q. So, when you say came out when it was built?

15 A. Yes. Yes.

16 Q. And I just want to confirm. For lashing the cargo, who
17 actually lashed the cargo?

18 A. Generally, it would be everybody. If contractors were
19 onboard, we would get them to help us. And then if they --
20 sometimes the company man would get crew boats out there and the
21 guys were already anxious to jump in showers and get on the crew
22 boat if they weren't going to ride the vessel in. That's happened
23 a few times where we had to go out there and do it ^{by} ourselves. So,
24 it just depends.

25 Q. Did you have any involvement with BSEE? Are you familiar

1 with BSEE?

2 A. BSEE is a familiar term, but again, that's an entity that
3 belongs, I think more along to the structure of offshore industry as
4 far as the rigs then us. We were, in my opinion, more governed by
5 the Coast Guard, was our authoritarian figure.

6 Q. Okay. Did the vessel and an inclinometer?

7 A. Yes. We have bubbles.

8 Q. Just bubbles?

9 A. Yes.

10 Q. Since the accident have you discussed this event with anyone
11 besides James, the actual accident, anybody from the company?

12 A. Discussed the event? I mean, yeah. ~~I mean~~ I've spoke just
13 trying to get information. ~~I mean~~ yesterday when I went to Dave's
14 funeral, ~~you know~~, I spoke^{about it} just trying to get updated information.

15 Q. Who did you speak with?

16 A. I spoke with -- well, I spoke with -- I'm, wow.

17 Q. You're getting like me. You have a good memory. It's just
18 short.

19 A. Yeah, and I'll tell you, ~~the~~ I spoke with Paul on the phone
20 about it. Just ~~trying to get~~, trying to get updates. And
21 basically, at that time they had no further updates.

22 MR. KUCHARSKI: Go around the room, open it up to questions.

23 MR. EHLERS: Drew Ehlers, NTSB.

24 BY MR. EHLERS:

25 Q. In a minute here I'm going to ask Anthony to bring up a

1 picture of the Seacor Power. All right. Brace yourself, it may
2 be difficult because this is a picture of the vessel as it was
3 leaving port on the accident day. Okay. But what I want you to
4 do is I want you to take some time. All right. There is no rush.
5 In fact, it might be uncomfortably silent. I want you to go stem
6 to stern, top to bottom tell me if you see anything that looks
7 wrong or looks different or doesn't -- you know, something that
8 stands out that, you know, we haven't talked to you, you haven't
9 talked to us about or something that seems off. Can you do that?

10 A. Sure.

11 Q. Okay.

12 MR. [REDACTED]: This is [REDACTED] [REDACTED] There are three slightly
13 different angles of the port side of it.

14 CAPT. TIMMONS: And this is from Fourchon CCTV?

15 BY MR. [REDACTED]

16 Q. It is. So, it's a screen shot of a video, is what it is.

17 A. Okay.

18 Q. So, just take some time. There is no rush. Again, stem to
19 stern, anything you see that stands out, makes you, makes you go
20 hum.

21 A. The looks like the galley door was open.

22 Q. Which door would that be?

23 A. On the port side, right there further back, further back,
24 right there.

25 Q. Is that a galley door?

- 1 A. Yeah, I'm ^{thinking} ~~A~~ it looks black. So, I'm going to ^{say it's open} ~~A~~ yeah, yeah,
2 that's the only reason why that ^{would look like that.} --
- 3 Q. Yeah.
- 4 A. Looks like that galley door is open.
- 5 Q. Okay. Is that a weather tight or watertight door?
- 6 A. No, it's just a wooden door inside. It's got a wooden door
7 on the inside of the watertight door.
- 8 Q. And so watertight on the outside?
- 9 A. It's a watertight door on the outside.
- 10 Q. Okay.
- 11 A. I don't -- if you can zoom in, I don't see, I don't see any
12 lashings on equipment, but -- Yeah, if they are I don't see it.
- 13 MR. EHLERS: So, let me ask this. This is Drew Ehlers again.
- 14 BY MR. EHLERS:
- 15 Q. As far as lashings you mentioned that they would go
16 essentially (indiscernible) ship.
- 17 A. Right.
- 18 Q. Is it, like how many chains would you say would be across of
19 the bat, is it one per piece of equipment?
- 20 A. One per row.
- 21 Q. One per row?
- 22 A. Right.
- 23 Q. Okay. All right. So, I think I see maybe three rows there,
24 so, maybe three chains or -
- 25 A. Right.

1 Q. -- is that fair enough?

2 A. Yes.

3 Q. Okay.

4 MR. [REDACTED] This is [REDACTED] [REDACTED].

5 BY [REDACTED]

6 Q. The cargo in other images extends from here to just after the
7 crates slightly.

8 A. Okay.

9 Q. Okay. And your cabin on the vessel it's the 03 level; is
10 that correct?

11 A. It would be the 03-starboard side.

12 Q. Okay. Is that two windows or --

13 A. The last two windows --

14 Q. Two windows are yours?

15 A. Yeah, it would be the state room and that would be the
16 bathroom.

17 Q. I see.

18 MR. KUCHARSKI: This is Mike Kucharski.

19 BY MR. KUCHARSKI:

20 Q. What's the black structure on the starboard bow, on the deck
21 there?

22 A. I'm sorry.

23 Q. There's a black structure.

24 A. Oh, that's the chain, the anchor^{and} chain.

25 Q. Anchor chain, yeah.

1 MR. EHLERS: See anything else?

2 MR. KUCHARSKI: This is Mike Kucharski.

3 BY MR. KUCHARSKI:

4 Q. The white dome on the bridge level there is that the Inmarsat
5 that you use for communication?

6 A. Yeah, communication. Also, it has the one over here on --
7 yes, that's also -- that's the rented package for the contractors,
8 generally.

9 Q. Oh, for the contractors?

10 A. Yes.

11 Q. Okay. So, the contractors had separate communication system?

12 A. Yes. Yes.

13 MR. PRESTON: John Preston, ABS.

14 BY MR. PRESTON:

15 Q. You're saying this is Seacor's (indiscernible).

16 A. Yes.

17 Q. And this is the contractor's communication --

18 A. Yes.

19 Q. Do you know where -- do you know which one, where the DMSS
20 antenna is in there?

21 A. No.

22 Q. Am I -- the Seacor dome is the aft dome and the contractor's
23 dome is on the port side of the wheelhouse?

24 A. Correct.

25 Q. And this gangway, that's on the front of the cargo. Is this

1 normally with the unit?

2 A. That's ours. Yeah, we have a 35-foot catwalk and a 50-foot
3 catwalk onboard.

4 Q. Okay. Are these part of the light shift with the unit or are
5 they considered variable load?

6 A. That would be considered variable.

7 MR. EHLERS: This is Drew Ehlers.

8 BY MR. EHLERS:

9 Q. One radar or two? How many?

10 A. One radar.

11 Q. One radar, okay. All right. Does anyone else have any
12 questions.

13 MR. KUCHARSKI: Captain, this is Mike Kucharski.

14 BY MR. KUCHARSKI:

15 Q. Radar, one radar is that on the emergency switchboard, is
16 that powered up in an emergency situation?

17 A. Yes.

18 MR. PRESTON: John Preston, ABS.

19 BY MR. PRESTON:

20 Q. Is there any securing methods for this, the hooks?

21 A. No. Just against themselves. If you see the wedge, it's got
22 a solid piece that comes down and you can actually wedge it there
23 and the same with the -- it doesn't have the same wedge that comes
24 down for the fast line. But you can wedge it against the boom.

25 MR. KUCHARSKI: This is Mike Kucharski. So, we're talking

1 about the hooks and everything, John Preston.

2 MR. PRESTON: Yes, yes. This is John Preston I was referring
3 to the -- you can see the hook on the foil, there's a
4 (indiscernible) block and the whip line for the starboard crane
5 (indiscernible) that's what the Captain --

6 CAPT. TIMMONS: Port crane.

7 MR. PRESTON: Port crane, thank you.

8 MR. KUCHARSKI: And, Captain, this is Mike Kucharski.

9 BY MR. KUCHARSKI:

10 Q. Look at the freeboard and the trim on there, freeboard on the
11 stern there and the overall trim of the vessel. Does that look
12 fairly common to you?

13 A. Yeah, I wouldn't say it's excessive. I know just out of
14 shear knowledge I filled the boat up in water. So, I know she's
15 full of fuel and water. Well, not full, to max capacity. But she
16 had consumables, was prepared to go to the job. It doesn't look
17 excessive to me, no.

18 MR. PRESTON: John Preston, with ABS.

19 BY MR. PRESTON:

20 Q. Is there any way to get the -- make the stern lighter, I
21 guess? Can you move any tanks around?

22 A. Yes. Actually, equipment would be where, ultimately, ~~you~~
23 ~~know~~, if you're getting that ~~close your freeboard~~ -- that little
24 freeboard back there you could move the equipment forward and
25 capture the buoyancy of the ~~other~~ bow which is where the majority

1 of your buoyancy is.

2 Q. Do you ever use ballast water to level off the current?

3 A. Generally, no. If we are carrying cargo that's your first,
4 first line of attack, would be to use the cargo for ballast.

5 Q. If you were going to ballast, would you ever -- I guess if the
6 unit came down in this condition and the cargo was already all
7 strapped down, would it be easier to ballast on the way out of
8 Fourchon to get the bow down?

9 A. Well, generally you're going to catch that in the stability
10 program before you even jack down you're going to see, you^{just} know,
11 ~~you know~~, especially full of fuel, full of water just common
12 knowledge, ~~hey~~, let's put the stuff on the front and ballast out
13 the heavy fuel heavy water. ~~You know~~ no reason to have it all the
14 way in the back.

15 Q. Thank you.

16 MR. KUCHARSKI: This is Mike Kucharski.

17 BY MR. KUCHARSKI:

18 Q. So, looking at that vessel as it is, that load out, earlier
19 we talked about, you know, wind conditions and sea conditions, as
20 you see that there, would you still choose to have the wind from
21 the stern and seas from the bow in that condition there?

22 A. Yes. Yeah, I mean -- your bow is the most protected for the
23 seas and your -- for buoyancy you want the pressure to be on the
24 bow.

25 Q. And when -- would you still stern up into the wind with that

1 configuration?

2 A. In hindsight that I have now, yes.

3 MR. VERDIN: Eric Verdin, Coast Guard

4 BY MR. VERDIN:

5 Q. Talking about the wind off the stern, have you felt any
6 impact with the helio deck on the stern or would -- is there --
7 would be any considerations or any thoughts about having the wind
8 on the stern with the helio deck or seal area from underneath?

9 A. No.

10 Q. Do you have a feel it would affect the vessel anyway?

11 A. No. I haven't run a boat without a helio deck in a long
12 time. So, ~~you know~~, it's just something ^{I'm} used to. I don't have
13 anything to relate it to any other way.

14 MR. MUISE: Captain, I'm Marcel Muise.

15 BY MR. MUISE:

16 Q. If you were to lose power and have the black out with this
17 cargo on deck in this condition, how would the boat sit in the
18 wind, would it turn into the wind on its own?

19 A. Well, I'm sure there's more than one variable as far as wind.

20 Q. Sure.

21 A. You're going to have your currents that's probably going to
22 affect you, ~~you know~~, also. I don't know which way it would turn,
23 ~~you know~~, if it would turn.

24 Q. Okay. Fair enough.

25 MR. KUCHARSKI: Any other questions, John?

1 MR. PRESTON: John Preston, ABS.

2 BY MR. PRESTON:

3 Q. You mentioned this unit has bubbles in the wheelhouse.

4 A. Correct.

5 Q. There's one for

6 A. Yes. And then you got --

7 Q. And the circle bubble?

8 A. And a circle bubble, correct.

9 Q. Thanks, Captain.

10 MR. KUCHARSKI: Last call for any questions.

11 CAPT. PHILLIPS: Over the time you were on the vessel --

12 MR. KUCHARSKI: Captain Phillips.

13 CAPT. PHILLIPS: Captain Phillips, Tracy Phillips.

14 BY CAPT. PHILLIPS:

15 Q. Over the time you were on the vessel did you see a lot of
16 modifications made to the vessel?

17 A. No.

18 Q. Okay. What's your overall impression of the vessel as far as
19 the condition, based on your experience and other boats you have
20 been on?

21 A. It's an old boat, but it's ^{Solid.} ~~A~~ Again, she handled well. She
22 ~~it~~ was overall a good boat. I mean a strong solid vessel.
23 Just starting to see its age as far as, you know, as far as rust
24 prevention and such. But overall, she was a good boat.

25 Q. Okay. And what's your overall impression of the company?

1 A. Seacor it's been a good company for me. They've taken care
2 of me since the beginning of their purchase.

3 Q. You ask for equipment or you need replacements, do you get
4 those?

5 A. Yeah. ~~I've~~ honestly, I -- I've never asked for anything
6 that I didn't get. I know except in times when things are slow
7 and a boat is sitting over a long period of time then, ~~you know,~~
8 purchases, ~~you know,~~ you are limited ⁱⁿ ~~to~~ your requisitions. But
9 that's just due to financial restrictions again because the boat
10 is not working. But once we are on charter, ~~everything~~ ^{you} ~~A~~ get
11 everything you need.

12 Q. Okay. And my last question is just about the bilge alarms,
13 how often would you hear a bilge alarm on the bridge?

14 A. I've never heard a bilge alarm on the bridge.

15 Q. Okay. Thank you.

16 MR. PRESTON: John Preston, ABS.

17 BY MR. PRESTON:

18 Q. Are there any tanks that ever end up filling up with water,
19 seals leaking, or shaft penetration is leaking?

20 A. No. I mean just I guess your common shaft logs are going to
21 be keeping those properly tightened so the leakage is minimum, but
22 still has to be there for cooling purposes, of course.

23 MR. PRESTON: Thank you.

24 MR. KUCHARSKI: Okay. Time is now 18:27 and this interview
25 has ended. Thank you.

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(Whereupon, at 18:27 p.m., the interview was concluded.)

CERTIFICATE

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

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

ACCIDENT NO.: DCA21MM024

PLACE: Terrebonne Parish Emergency Operations
 Center, Houma, LA

DATE: April 22, 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.



Letha J. Wheeler
Transcriber