

## **Group Chairman's Factual Report – Errata 1**

New information from StormGeo (August 4, 2022)

# **METEOROLOGY**

DCA21MM024

*Submitted by: Mike Richards  
NTSB, AS-30*

## A. ACCIDENT

Location: 28°59'42"N, 90°11'30"W  
28.99500000°N, 90.19166667°W  
Date: 13 April 2021  
Time: 1541 central daylight time (CDT)  
2041 coordinated universal time (UTC)  
Vessel: *SEACOR POWER*

## B. PURPOSE OF ERRATA

Updated and add new information regarding a forecast made by commercial weather service StormGEO on the day of the accident.

## C. FACTUAL REPORT CORRECTIONS

On page 87 of the report, the NTSB noted that StormGEO declined to provide information to assist with the investigation. This statement was true and correct at the time the Meteorology Group Factual Report was published. However, after the publishing of the factual report, the NTSB was able to speak with a representative for StormGEO and obtain the requested information. Therefore, this report is amended as follows:

Page 87, paragraph 2, strike the following sentence:

~~NTSB staff requested information from StormGEO to assist in the accident investigation, however StormGEO declined to provide any assistance.~~

Page 87 paragraph 3, after “which advised of wind gusts to 80 knots<sup>78</sup>”, add the following text:

~~A StormGeo representative told investigators that this Severe Weather Alert Status Update was based on the same data available to other forecasting agencies. However, based on experience working in the Gulf Coast region, a supervisory meteorologist for the company had determined that the weather models tended to underpredict wind speeds for storm systems in that region during that time of year. Using this knowledge, which was passed on from their supervisor, the StormGeo meteorologist responsible for this Severe Weather Alert Status Update used a gust wind magnitude (80 knots) in that product that was higher than applicable model guidance.~~

## Ehlers Andrew

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**From:** Cunningham, Alexandra [REDACTED]@hunton.com>  
**Sent:** Thursday, August 4, 2022 2:52 PM  
**To:** Ehlers Andrew  
**Subject:** RE: Request for StormGeo Assistance to NTSB Investigation

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

Drew,

Thank you for your courtesy. I have confirmed that StormGeo is comfortable with the proposed language below.

If you need anything else or have any further questions, please just let me know.

Best,

Ali

**HUNTON**  
ANDREWS KURTH

**Alexandra Brisky  
Cunningham**  
Partner

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p

bio | vCard

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**From:** Ehlers Andrew [REDACTED]@ntsb.gov>  
**Sent:** Wednesday, August 3, 2022 5:13 PM  
**To:** Cunningham, Alexandra [REDACTED]@hunton.com>  
**Subject:** RE: Request for StormGeo Assistance to NTSB Investigation

**Caution: This email originated from outside of the firm.**

Good afternoon Ali,

Good talking with you today. As I said to you on the phone, it would be helpful to have a statement for our report that reflects the information you shared with me; however, we appreciate the sensitivity surrounding the forecast. Below is a draft statement. We ask StormGeo to take a look and confirm that it is accurate and agreeable to include in our report. If the company wishes to propose alternative text, we would be happy to consider that as well.

Draft statement:

“A StormGeo representative told investigators that the Severe Weather Alert Status Update referenced in the NTSB’s Meteorological Factual Report was based on the same data available to other forecasting agencies. However, based on experience working in the Gulf Coast region, a supervisory meteorologist for the company had determined that the weather models tended to underpredict wind speeds for storm systems in that region during that time of year. Using this knowledge, which was passed on from their supervisor, the StormGeo meteorologist responsible for the Severe Weather Alert Status Update used a gust wind magnitude (80 knots) in that product that was higher than applicable model guidance.”

If you have any questions about the statement, our reports, or the investigation, please give me a call.

Thanks and best regards,  
Drew

Andrew C. “Drew” Ehlers  
Marine Casualty Investigator  
National Transportation Safety Board (NTSB)

(O) [REDACTED]  
(M) [REDACTED]

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