

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

CAPSIZING OF THE LIFTBOAT *SEACOR* *

POWER SOUTH OF PORT FOURCHON, *

Accident No.: DCA21MM024

LOUISIANA, ON APRIL 13, 2021 *

*

* * * * *

Interview of: NICK DAIGLE, Dispatcher
Seacor Marine

Thursday,
April 29, 2021

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National Transportation Safety Board

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Chief Security Officer
Seacor Marine

PETER TOMPKINS, Attorney
(On behalf of Mr. Daigle)

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1 I N T E R V I E W

2 (09:07 a.m. CT)

3 MR. EHLERS: Okay. And the recording has started. I'm going
4 to repeat some of the things I've just talked to you about just to
5 make sure we get it on the record, so you'll just have to bear
6 with me for a second here.

7 It is -- excuse me, 0907 Central Daylight Time on April 29th,
8 2021. This is the interview of Mr. Nick Daigle, dispatcher with
9 Seacor Marine. This interview is being conducted in conjunction
10 with the investigation into the -- excuse me, into the capsizing
11 of the liftboat *Seacor Power* in the Gulf of Mexico on April 13th,
12 2021. The NTSB accident number for this investigation is
13 DCA21MM024.

14 Mr. Daigle, can I ask you to say and spell your name?

15 MR. DAIGLE: My name is Nick Daigle, N-I-C-K D-A-I-G-L-E.

16 MR. EHLERS: And can you state the official title of your
17 position?

18 MR. DAIGLE: Dispatcher.

19 MR. EHLERS: Okay. This interview is being recorded. Do you
20 consent to this recording?

21 MR. DAIGLE: Yes.

22 MR. EHLERS: Okay. This interview is being conducted in
23 conjunction with a safety investigation, the purpose of which is
24 to learn the facts of the accident, determine the probable cause
25 and prevent future accidents of this nature. Having said that,

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1 the NTSB cannot offer any guarantee of confidentiality or immunity
2 from legal action. Do you understand this?

3 MR. DAIGLE: Yes.

4 MR. EHLERS: Okay. Thank you very much. Now what I'm going
5 to do is I'm going to ask everybody who's participating in this
6 interview to introduce themselves, and I'll start with myself.
7 Again, my name is Drew Ehlers. My last name is spelled
8 E-H-L-E-R-S, and I'm the investigator in charge for the NTSB's
9 investigation. I'll turn it over to my colleague, Marcel Muise,
10 to introduce himself.

11 MR. MUISE: Good morning, Nick. My name is Marcel Muise,
12 M=U-I-S-E, also investigator with the NTSB, and I'm a survival
13 factors chair, group chair.

14 MR. EHLERS: And Mr. Kucharski.

15 MR. KUCHARSKI: Mr. Daigle, my name is Mike Kucharski,
16 K-U-C-H-A-R-S-K-I. I'm also a -- I'm a team leader investigator
17 with the NTSB, and I am the co-chairman for the operations group.
18 Welcome.

19 MR. EHLERS: And Mr. Richards.

20 MR. RICHARDS: Hello. Mike Richards, R-I-C-H-A-R-D-S. I am
21 the NTSB meteorology group chair.

22 MR. EHLERS: Okay. And now I'll turn it over to our Coast
23 Guard partners starting with Captain Phillips.

24 CAPT PHILLIPS: Good morning. I'm Tracy Phillips,
25 P-H-I-L-L-I-P-S. I'm the chair of the Coast Guard's Marine Board

1 of Investigation.

2 MR. EHLERS: Thank you. And Lieutenant [REDACTED].

3 LT [REDACTED]: Good morning. [REDACTED], [REDACTED], Coast
4 Guard marine investigator.

5 MR. EHLERS: And Mr. [REDACTED].

6 MR. [REDACTED]: Good morning. [REDACTED]. I'm a member of the
7 Coast Guard's team of investigations. Spelling, [REDACTED].

8 MR. EHLERS: Thank you. And Mr. [REDACTED] e.

9 MR. [REDACTED]: Good morning. [REDACTED] for the Coast
10 Guard. Last name is [REDACTED] E.

11 MR. EHLERS: Okay. Are there any other Coast Guard
12 participants that I have missed?

13 (No audible response.)

14 MR. EHLERS: Okay. Now to Seacor, Mr. Cenac.

15 MR. CENAC: Michael Cenac, Seacor Marine, C-E-N-A-C.

16 MR. EHLERS: And ABS, Mr. Preston.

17 MR. PRESTON: Good morning. John Preston with American
18 Bureau of Shipping, J-O-H-N P-R-E-S-T-O-N.

19 MR. EHLERS: And as I mentioned, our other party member is
20 the National Weather Service. The representative is Melissa
21 Huffman. Her last name is spelled H-U-F-F-M-A-N. She will be
22 joining this interview but may be late. So therefore, I'm
23 introducing her on behalf of the NWS.

24 Last but not least, personal representative Mr. Tompkins.

25 MR. TOMPKINS: Yes. Thank you. It's Peter Tompkins,

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1 T-O-M-P-K-I-N-S, here as the personal representative for
2 Mr. Daigle.

3 MR. EHLERS: Okay. And is there anyone that I have missed,
4 that I have not introduced?

5 (No audible response.)

6 MR. EHLERS: Okay. Again --

7 UNIDENTIFIED: One more number that's showing up on the list
8 of participants.

9 MR. EHLERS: Yeah. I see that (361) 187 -- excuse me,
10 877-3323. Who is that?

11 MS. HUFFMAN: This is Melissa Huffman with the National
12 Weather Service.

13 MR. EHLERS: Good morning, Melissa.

14 Okay. So again, we're about ready to get started with the
15 interview questions. One last time, any questions for me before
16 we get started?

17 MR. DAIGLE: No.

18 INTERVIEW OF NICK DAIGLE

19 BY MR. EHLERS:

20 Q. Okay. All right. So what I'd like to start is just ask you
21 to tell us a little bit about your background, where you started,
22 education, what companies you've worked for, what kind of jobs
23 you've had leading up to your current position.

24 A. After high school, I worked at AT&T in inside sales. I did
25 that for a good while, and then I think a couple fast food places

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1 after that, somewhere in there. And then I started at Seacor
2 Marine.

3 Q. Okay. When did you start at Seacor?

4 A. 2007.

5 Q. Okay. And what positions have you had at Seacor?

6 A. Dispatching the whole time.

7 Q. Okay. So you've been doing this job for a while.

8 A. Yeah.

9 Q. Okay. All right. Who is your supervisor?

10 A. Mr. Joey Ruiz.

11 Q. Okay. And do you supervise anyone?

12 A. No, not really.

13 Q. Okay. Are you paid hourly or by salary?

14 A. It's hourly.

15 Q. Okay. And what's your work rotation, in other words, days
16 on, days off?

17 A. We work a 14-day shift on and then 7 days off.

18 Q. Okay. And then what are your normal working hours? What's a
19 shift?

20 A. A shift is 6 a.m. to 6 p.m., 12-hour shift.

21 Q. Okay. Do you shift -- switch between nights and days?

22 A. Yeah, we alternate. It's two week days, off a week, then two
23 weeks nights.

24 Q. Okay.

25 A. Rotate.

1 Q. Well, let me ask this. Tell me what your duties are as a
2 dispatcher.

3 A. Basically I monitor email, receive phone calls, transfer
4 calls, things like that. We handle the crew changes, the
5 crewmembers coming and going. They park their vehicles at our
6 location for when they go out to the -- to the vessel. We also do
7 the amphibian firefighting training, things like that, and just
8 general maintenance around the buildings, facilities and stuff.

9 Q. Okay. When you said you receive email -- oh, were you going
10 to say something more?

11 A. I was going to say we also help out in our warehouse and do
12 things up there if they need some help.

13 Q. Okay. Do you work in an office? Or you mentioned helping
14 out in the warehouse and crew changes and stuff like that. Can
15 you describe sort of where you're -- where you work at?

16 A. It's a transportation center in Houma. It is -- they got a
17 big parking lot where the crews park their vehicles and stuff.
18 It's on the same property as the warehouse. So it's literally
19 just next door.

20 Q. Okay.

21 A. So if they need us, we go next door and help them out.

22 Q. I see. So you mentioned receiving emails and phone calls.
23 Where are those emails -- from who I should say? Where, who and
24 out to who and from who?

25 A. It's mostly just emails to and from the vessels, them

1 reporting in and things like that and us sending out reports.

2 Q. Okay. When you're helping out in the warehouse, who's
3 receiving calls, and who's monitoring emails?

4 A. That's done from our cell phones. We use a phone system
5 where we can get the calls on our phones.

6 Q. Okay. So that makes sense. So sort of along the same
7 lines -- well, sorry. Let me ask this. How did you get trained
8 up for your job?

9 A. It's a long time ago. Let's see. Basically we just -- we
10 just shadowed the other dispatchers and they taught as little by
11 little as we went.

12 Q. Okay. How long between -- if you can remember this between
13 when you got hired and when you were a full up, fully trained,
14 qualified dispatcher?

15 A. I want to say two weeks or so, two or three weeks.

16 Q. Okay. And did you receive or since that -- you've been hired
17 do you receive any formalized training, classroom-type training or
18 practical training?

19 A. Occasionally we'll do some training classes. We
20 have -- can't remember what it was called. I mean, we have a
21 quarterly training that we have to do every quarter. But we also
22 got -- we have the certifications for the training and forklift,
23 things like that we had to go through to work at the warehouse.

24 Q. Okay. Tell me about the quarterly training. What's that?

25 A. It is -- having a brain freeze. It was a long night last

1 night. It's the -- shoot. I can't remember what it's called.

2 Q. All right. We can come back to that.

3 A. Yeah.

4 Q. That's no problem. I'm just going to write it down here so I
5 don't forget.

6 Okay. This may seem a bit repetitive from what you've just
7 told me, but take me through a typical dayshift as a dispatcher
8 from the moment you literally get up in the morning to when you
9 check out at night. Just kind of take me through a typical day.

10 A. Usually get to the office around 5:30, 5:45, do a rollover
11 type of discussion with the other dispatcher. Around 6, sit down
12 and check emails, see if anything needs my immediate attention.
13 And then I gather up the reports from the vessels to send out a
14 daily vessel report.

15 After that, mainly just respond to any emails and things like
16 that and answering the phones. And usually there's some things
17 that we need to take care of around the office. So basically just
18 waiting to see what needs to be done that day.

19 Q. Okay. And then again the end of the day, how does the end of
20 the day usually work?

21 A. It varies. Every day could be different. Usually depends on
22 what needs to be done.

23 Q. Okay. You mentioned the rollover meeting with the -- I
24 assume the previous shift. What kind of stuff is discussed during
25 that meeting?

1 A. If anything happened during the night that I need to know
2 about or pass on to anyone else, things like that.

3 Q. Okay. And then again you mentioned the daily reports that
4 you get from the vessels. What are those reports?

5 A. They usually send them in in the morning and the afternoon.
6 It's basically just a rundown on their location, who they're
7 working for, what type of job it is, vessel stats, you know, fuel
8 levels and things like that.

9 Q. Okay. How many vessels are you typically monitoring
10 throughout the day?

11 A. I couldn't even tell you the number. I'm not sure.

12 Q. Okay. Is it more than ten, less than five?

13 A. It's more than ten for sure.

14 Q. Okay. And is it just liftboats? Is it liftboats and other
15 vessels?

16 A. It's all type of vessels.

17 Q. Okay. And what type of vessels are they normally?

18 A. Supply boats, crew boats, liftboats mainly, and then we have
19 other vessels around the world.

20 Q. Okay. All right. So is your coverage worldwide?

21 A. Yes. We receive reports from pretty much all the vessels.

22 Q. Okay. And then those reports that you get in, what do you do
23 with those reports?

24 A. We compile them and make sure all the information is correct
25 onto a main report, and then send it out.

1 Q. And who do you send it out to?

2 A. Vessel activity which would be like the operations and all
3 the other departments.

4 Q. Okay. You know specific people who get that?

5 A. Not offhand, no.

6 Q. Okay. So is it a collective email address?

7 A. Yeah. It's like a distribution list.

8 Q. Distribution list. Sorry.

9 A. Certain departments, yeah.

10 Q. Okay. We've heard a lot about --well, what I'm going to do
11 is I'm going to open it up to anyone who would like to ask further
12 questions about your duties and responsibilities. I do have some
13 questions that I will ask in a minute about the daily weather
14 report. But I'd like to hold on those questions and just ask
15 folks if they have other questions related to your background and
16 duties.

17 MR. EHLERS: And Mike Kucharski.

18 MR. KUCHARSKI: Yes. Thank you.

19 BY MR. KUCHARSKI:

20 Q. Mr. Daigle, you mentioned that you get vessel reports twice a
21 day; is that correct?

22 A. Yes.

23 Q. But is it only one daily vessel report that you send out?

24 A. Yes.

25 Q. Okay.

1 A. Just in -- we send that out in the morning.

2 Q. In the morning. Okay. Great. And the vessels -- maybe
3 you'll get into that but do you -- on a daily basis do you give
4 the vessels their orders, dispatch orders?

5 A. No, I do not.

6 Q. Okay. So what do you dispatch then as a dispatcher?

7 A. Whenever they come in for crew change I give them the company
8 vehicles and things like that, and we get them on their way to do
9 that type of thing.

10 Q. Okay. And is there a daily dispatch list or log that you
11 keep?

12 A. No, not really. It's just a notepad, any input notes and jot
13 down.

14 Q. Okay. And so you don't actually dispatch the vessels. Okay.
15 You said that. And so you have an actual workstation that you
16 work at, some kind of computer setup working --

17 A. Yeah. A desk with a computer.

18 Q. Okay. And so I understand you said you work -- is it a
19 12-hour shift that you work?

20 A. Yes, sir.

21 Q. Okay. And so that whole day you don't spend at the
22 workstation particularly; is that correct?

23 A. No. Not sitting at the desk.

24 Q. Okay. So when you're away from your desk, then that's where
25 you said you have a cell phone or something that you can see if

1 the vessels are trying to contact you?

2 A. Yeah. We can keep up with the emails and phone calls through
3 our cells.

4 Q. Okay. And would the vessels typically contact you during a
5 workday?

6 A. If they need to get in touch with someone else I can transfer
7 their phone calls, or if they have any issues I can direct them,
8 can help them out with that.

9 Q. Okay. Would they call you and ask for anything in particular
10 if they were out say on location working or underway, away from
11 the docks?

12 A. Yeah. If they need anything, I'm usually getting calls to
13 transfer them to whoever they need.

14 Q. Okay. So mostly you're just transferring calls. They call
15 you at that main number, and then you transfer calls. Would that
16 be a fair statement?

17 A. Yes. Yes.

18 Q. Okay. Thank you. Thank you very much for taking the time.

19 MR. EHLERS: All right. Thank you, Mike.

20 Michael Cenac, you have a question, questions?

21 MR. CENAC: Yes.

22 BY MR. CENAC:

23 Q. Nick, this is Michael Cenac, Seacor. Your quarterly training
24 you mentioned, would that be in reference to SMS quarterly
25 training?

1 A. Yeah. That's the one.

2 Q. Okay. Thank you, sir.

3 MR. EHLERS: Okay. Thanks for that clarification. I may
4 have some follow-up questions on that a little later, but any
5 other questions from the group here?

6 (No audible response.)

7 BY MR. EHLERS:

8 Q. Okay. I'll continue. I'm going to bring something up on my
9 screen here. Let me know when you see it. It's the daily weather
10 report which we understand the dispatchers put together. Stand by
11 here just a second.

12 And can you see that? Or let me know when you can see it.
13 Yes?

14 A. Yes. Um-hum.

15 Q. Okay. So is this a report that you put together?

16 A. Yes.

17 Q. Okay. And what time -- I see the time on this email is 7:02.
18 When do you put this together? How does this work?

19 A. I log into a website that shows us the weather for a
20 particular location. Then I screenshot it for the seven-day
21 period, and then send it out to a distribution list.

22 Q. Okay. And what is the source of it, of the website?

23 A. It's a website. I believe it's called Buoy Weather.

24 Q. Okay. And you said for a location. What's the location?

25 A. We can select different locations on the map that it shows

1 the weather for that particular area.

2 Q. Okay. So I see several vessels listed on this. What
3 location do you pick? Is it a standard location or -- go ahead.

4 A. I'm sorry. It's just the usual -- like a general location,
5 south of Louisiana around the Fourchon -- between Fourchon-Venice
6 area.

7 Q. Okay. So is that the same location you use every day?

8 A. Yes.

9 Q. Okay. Do you know about how far south of Fourchon it is?

10 A. I don't know right offhand.

11 Q. Okay. And this is a single screenshot you said, correct?

12 You just -- is it essentially a --

13 A. Yes.

14 Q. -- screenshot cut and paste?

15 A. Yes.

16 Q. Okay. Do you have any other sources of weather you use?

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

18 Q. Okay. And is this a once a day report or does it -- you send
19 out anything else?

20 A. Yeah. It's once a day. We usually send that out between 6
21 and 7 a.m.

22 Q. Okay. Does the nightshift also send out a weather report?

23 A. No, just the dayshift.

24 Q. Okay. If this forecast -- if you look at this forecast and
25 there's severe weather predicted, is there any actions you take as

1 a dispatcher?

2 A. No.

3 Q. Okay. And does Buoy Weather ever send you any kind of alerts
4 if the weather forecast is changing, or there's severe weather?

5 A. No.

6 Q. Okay. And I think I know the answer to this but I'll ask.
7 Once this report is sent out, do you as a dispatcher monitor the
8 weather throughout the day?

9 A. No. I don't monitor anything. I just send an email out.

10 MR. EHLERS: Okay. All right. I am going to take this down
11 here and then -- well, I'm going to leave it up and -- well, I
12 need -- sorry. I'm going to take it down, but I'll bring it up if
13 folks need it.

14 Does anyone else have any questions?

15 And Mike Richards.

16 BY MR. RICHARDS:

17 Q. Mike Richards, NTSB. Hi, Nick. Can you step us through the
18 Buoy Weather website with your words, I suppose? How does this
19 work as far as you log into a pre-existing account? Okay. So let
20 me ask you this. Do you have a pre-existing account that you log
21 into?

22 A. Yes. I have an account that we log into.

23 Q. Okay. What type of weather information does this website
24 offer, if anything, aside from what you screen copied and pasted
25 into that email? What are your options as far as getting weather

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1 information within the website?

2 A. As far as I know that -- what I send out is what we -- the
3 option that we have.

4 Q. Okay. So what -- when you -- when you screen copy and put
5 into the email, that's all Buoy Weather provides?

6 A. Yes.

7 MR. RICHARDS: Okay. I'm going to pause, Drew. No more
8 questions at this moment, but I may have some a little bit later.
9 Thank you.

10 MR. EHLERS: Okay. Thanks.

11 John Preston.

12 BY MR. PRESTON:

13 Q. John Preston, ABS. So what time is this -- is this weather
14 pulled?

15 A. Between 6 and 7 a.m. we log in, get the weather for the
16 location, and send it out.

17 Q. Okay. And how many Seacor vessels are operating in this
18 area, I guess in this general vicinity?

19 A. I'm not sure.

20 Q. Okay. So do you know how often the Buoy Weather updates
21 their weather forecast?

22 A. No.

23 Q. And does Seacor use any of the other options that Buoy
24 Weather has on their marine forecast charts or any other type of
25 charts?

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1 A. I'm not sure. I don't know about that.

2 Q. Not that you know of. Okay.

3 A. No.

4 Q. And do you use the local app or the website?

5 A. We use the website.

6 Q. Okay. Do you have a VHF in the office?

7 A. No.

8 Q. Okay. All right. Thank you, sir.

9 MR. EHLERS: Thank you. Mike Kucharski.

10 BY MR. KUCHARSKI:

11 Q. Yes. Hello again, Mr. Daigle. So the screenshot that
12 Mr. Ehlers put up there which shows the -- it says from Nick
13 Daigle to -- you have all those people in copy weather forecast.
14 Is this the vessel report you were talking about, or is there a
15 separate vessel report you send out?

16 A. There's a separate vessel report. That is just our weather
17 forecast report.

18 Q. Oh, okay. Great, great. And also a follow-on question for
19 that particular weather. You said you get this at about sometime
20 between 6 and 7 o'clock; is that correct?

21 A. Yes. We log in sometime between 6 and 7.

22 Q. Anywhere in there does it tell you what time that forecast
23 was actually made by Buoy Weather? Was it for that time? Let's
24 say you log onto it. It's 6:45. Is that the weather right -- the
25 forecast right at 6:45, or do you know if it's an earlier time

1 that they actually first produced that report, that information?

2 A. I'm not sure. I've never seen anything that tells you when
3 it's updated.

4 Q. Okay. Great. Thank you very much. Thank you.

5 MR. EHLERS: Okay. Mr. [REDACTED].

6 BY MR. [REDACTED]:

7 Q. Yes. Good morning. Those list of vessels that you sent this
8 email to with this weather, are all those vessels working out of
9 Fourchon, where the area that you -- that you collected -- that
10 you selected? Are these vessels all in that general area, do you
11 know?

12 A. No. That's just the vessels that are active that could be
13 heading to that area or not. Just the active vessels that usually
14 work out of that area.

15 Q. Okay. I don't remember all the names, but I remember seeing
16 the liftboat *Robert*. Is the liftboat *Robert* working that area, or
17 do you know where they're located, north --

18 A. No, they're not currently.

19 Q. Okay. Do you know where they're located?

20 A. Mexico, I believe.

21 Q. Okay. So the weather in Fourchon would be really -- work for
22 them down in Mexico?

23 A. That's just the prepared distribution list that sends it out
24 to those vessels.

25 Q. Okay. That's --

1 A. You know.

2 Q. All right. That's all that I got. Thank you.

3 MR. EHLERS: Okay. And Mike Richards, you have a follow-up?

4 MR. RICHARDS: Yes, sir.

5 BY MR. RICHARDS:

6 Q. Mike Richards, NTSB, just a couple quick follow-up questions.

7 Have you ever sent a second weather update to vessels by email
8 during the day?

9 A. In addition to the first one? No.

10 Q. Yes, sir. Are you aware of any other dispatchers or people
11 at the company who have updated vessels about weather during a day
12 after the morning email that you or another dispatcher send?

13 A. I haven't heard of anything like that.

14 Q. Okay. Last question. Is there anybody in your office or
15 with the company who you're -- who would be responsible for
16 monitoring weather for vessels in case there's a change in the
17 forecast?

18 A. I'm not sure.

19 Q. Okay. Thank you.

20 MR. EHLERS: Okay. Thanks.

21 [REDACTED], I see your hand is still up. Is that just a stray hand
22 from a previous question?

23 MR. [REDACTED]: Yeah. I forgot to take it down. Sorry about
24 that.

25 MR. EHLERS: Okay.

1 MR. [REDACTED]: And it's [REDACTED] with the Coast Guard. I don't
2 know if I identified myself properly.

3 MR. EHLERS: Okay. No worries.

4 BY MR. EHLERS:

5 Q. Okay. With no further questions on the weather report, what
6 I'd like to do now, and this is going to take some time, and if
7 you need some time to take a break at any time, just let me know.
8 But what I'd like you to do now is describe what happened on the
9 accident day during your dispatch watch, your dispatch shift. And
10 I want you to begin from literally the moment you woke up in the
11 morning, and take us through the day until your shift ended or
12 until your day ended that day. And I want you to give as much
13 detail as possible. Even the most mundane stuff might be somehow
14 useful. But please just take us through the day that day.

15 A. Honestly, I don't remember much before or much after. It was
16 just a normal day basically. Few phone calls here and there, the
17 normal duties and things like that.

18 Q. Okay. Well, take us through then from your first indication
19 that something might be wrong with the *Seacor Power*.

20 A. It was that first phone call that I got from the Coast Guard.
21 It was around 4 -- I think 4 in the afternoon. I was at the
22 warehouse loading supplies into a truck for another vessel when I
23 got the call.

24 Q. Okay. And what was discussed during that call?

25 A. Someone with the Coast Guard called to let us know that an

1 EPIRB went -- EPIRB unit went off on the power, and they were
2 asking if it was an emergency, or was it just a faulty signal.

3 Q. Okay. And we have a recording of that phone call. And I
4 believe you responded initially that the vessel was in port. What
5 was that information based on?

6 A. I honestly don't remember.

7 Q. You don't remember the phone call?

8 A. I don't remember saying it was in port.

9 Q. Okay. All right. So when you got that notification, what
10 did you do after that?

11 A. I went back to my office next door and tried to contact the
12 vessel.

13 Q. Okay. How did you do that?

14 A. On my way back to my office I tried to call it, but it didn't
15 go through.

16 Q. What number did you use?

17 A. It's in our phone system. I searched for the boat name and
18 hit call.

19 Q. Okay. Do you only have one phone number for the vessel?

20 A. I think there's a couple, but I just did the main number that
21 was at the top.

22 Q. Okay. Did you try any of the other numbers?

23 A. No. I called that one, and it didn't go through. And by
24 that time, I was already at my office.

25 Q. Okay. And then what actions did you take?

1 A. I went in, and I typed up an email and sent it to the vessel.

2 Q. Okay. What else? Keep going.

3 A. Oh. I sent an email to the vessel to see -- basically to
4 find out if it was just an accidental whatever, a faulty unit, and
5 to see who -- if they actually needed some help or something.

6 Q. Okay. And --

7 A. And --

8 Q. And continue on. What I'd like to hear is the -- what
9 follow-on. You know, keep going after this. You sent an email,
10 and then what happened? Just keep going.

11 A. Yeah. I sent an email asking them to contact me at the Coast
12 Guard to find out, you know, what was going on. And I think it
13 was a minute to a couple minutes later I got a phone call from the
14 captain of another liftboat saying that the *Seacor Power* had
15 capsized.

16 Q. And who was that who called you?

17 A. I can't remember the guy's name. He was a captain on board
18 the liftboat *Rockfish*.

19 Q. Okay. How long after you got the call from Coast Guard and
20 when you got the call from the *Rockfish*. Can you estimate?

21 A. I'm not sure. I can guess and say maybe ten minutes or so.
22 I'm not sure.

23 Q. Okay. And what actions did you take from there?

24 A. I jotted down the phone number he called me from, the
25 location where he was, things like that, and contacted our safety

1 person.

2 Q. And who is that?

3 A. Michael Cenac.

4 Q. Okay. And what did Michael say to you?

5 A. I let him know what happened and that -- the phone call that
6 I got. And he asked for the information for the person on the
7 *Rockfish*. So I typed up an email with the phone number and stuff
8 and sent it to him.

9 Q. Okay. Did you send that email to anyone else?

10 A. I don't think so.

11 Q. Okay. All right. So after you'd done that, continue. What
12 else -- what other actions did you take, or what did -- what did
13 you do?

14 A. After I did that, I called Joey Ruiz to let him know what's
15 going on and told him I had already contacted Michael and that he
16 was aware of it and asked him if there's anybody else I needed to
17 call or contact or anything like that that I need to do.

18 Q. Okay. And what instructions did he give you?

19 A. He just said just stay by the phone, that he was going to
20 talk with Michael, and they were going to go through and figure
21 out what was going on.

22 Q. Okay. Anyone else you talked to or emailed?

23 A. I don't think -- Derek (phonetic) called about something
24 about the company vehicles.

25 Q. Okay. Who is Derek? Sorry.

1 A. Derek, he's a facilities manager. He's in charge of all the
2 company vehicles and the offices and things like that.

3 Q. Okay. Was that a normal daily call, or was that something
4 related to the response to the accident?

5 A. It's just a normal daily call.

6 Q. Okay. So take me through the rest of your shift then. So
7 you got instructions from Joe Ruiz to monitor the phone. Take me
8 through the rest of your shift.

9 A. I think after that I did get a phone call from Barrett who is
10 one of our other safety guys.

11 Q. Okay. And what did he have to say to you?

12 A. He would just -- he called just to say, you know, just write
13 down any phone numbers that may contact us looking for information
14 or anything like that.

15 Q. Okay. After that first phone call from the Coast Guard about
16 the EPIRB alert, did you have any other -- did you call or speak
17 with the Coast Guard at any other time after that?

18 A. I don't think so.

19 Q. Okay. Did you communicate with any of the -- of the other
20 Seacor vessels out in the water?

21 A. No.

22 Q. Okay. Is it common to get phone calls from the Coast Guard
23 about EPIRB alerts?

24 A. It's common to get phone calls. I don't -- I don't know if
25 it would be EPIRB but other systems that failed or that vessels

1 aren't reporting in, things like that.

2 Q. Okay. And when I say common are we talking daily, every
3 couple days?

4 A. No. It's not common like an everyday occurrence, but it does
5 happen.

6 Q. Okay. And have you had a situation where the Coast Guard
7 called you about an EPIRB previous to the accident?

8 A. I believe I did.

9 Q. Okay. And what was the result of that phone call, and what
10 was -- what happened then?

11 A. I think it was just a faulty unit or something that had gone
12 off, and it was -- I contacted the vessel, and they had it
13 replaced or fixed or something like that.

14 Q. Okay. All right. Do you have standard procedures for
15 response to an EPIRB alert from the Coast Guard?

16 A. Standard procedures as a list of people to call or things
17 like that?

18 Q. Yeah. What actions you should take if called by the Coast
19 Guard with an EPIRB alert.

20 A. Normally we contact the vessel or attempt to and -- to see of
21 it's an actual emergency. And then after that we contact safety
22 and operations.

23 Q. Okay. Is that a written procedure, or is that just the
24 standard way you do things?

25 A. I'm not sure. It's just how we've always done with all

1 our --

2 Q. Okay. Do you have any standardized, written procedures for
3 emergencies involving vessels?

4 A. I'm sure we do somewhere. I just don't know where they would
5 be.

6 Q. Okay. There's nothing that you're aware of for dispatchers
7 in particular?

8 A. Not that I'm aware.

9 MR. EHLERS: Okay. All right. I'm going to pause there and
10 ask my fellow interviewees if they have questions.

11 Okay. Oh, yeah. Mr. Kucharski.

12 BY MR. KUCHARSKI:

13 Q. Mike Kucharski, NTSB. Mr. Daigle, a quick question. Can you
14 get updates for the weather service that you had?

15 A. Can I get updates?

16 Q. At any time of day?

17 A. Yeah. I could log in and look at the weather.

18 Q. Okay. Have you done that in the past?

19 A. During the day after I sent the reports in?

20 Q. Yeah.

21 A. (No audible response.)

22 Q. Never have. Okay. Did you get any training for the use of
23 this buoy weather system?

24 A. No. They just provided name and password login information.

25 Q. Okay. Great. And you said you -- Mr. Ehlers asked you

1 about, you know, who you contact regarding EPIRBs after the
2 vessel, and you -- I believe you said safety and operations; is
3 that correct?

4 A. Yes.

5 Q. So names again, would you tell me were there particular names
6 of people you contacted?

7 A. Safety department was Michael Cenac, and operations, Joey
8 Ruiz.

9 Q. Okay. No operations manager that you contacted?

10 A. Just Joey.

11 Q. Just Joey. Okay. That's it. Thank you.

12 MR. EHLERS: Okay. Thank you. Captain Phillips.

13 BY CAPT PHILLIPS:

14 Q. Good morning. Tracy Phillips. As part of your duties and
15 responsibilities, do you track where the vessels are?

16 A. If we need to know where the vessel is, we can look it up and
17 track the vessel.

18 Q. How would you look it up?

19 A. We can use PortVision. It's a website where we log in, and
20 it shows location.

21 Q. Okay. And so is the dispatcher responsible for keeping a
22 status of vessels when they're underway and when they're at the
23 dock?

24 A. I mean, we can look it up, but we don't keep it up on the
25 screen all day long monitoring the vessels or anything like that.

1 Q. Okay. And are vessels required to report to you when they
2 get underway?

3 A. I'm not sure.

4 Q. Okay. Do you get emails or phone calls from them on a
5 regular basis that says --

6 A. We get emails whenever -- when they're preparing to do things
7 like that, to depart a port or something like that. But as far as
8 like who is, you know, handling that would be operations.

9 Q. Okay. But they do let dispatch know when they're --

10 A. They don't let us know personally or call us to let us know
11 when they're leaving or anything like that. No. Uh-uh.

12 Q. Okay. So the day of the incident or the day before did you
13 get -- did you see any correspondence or hear any correspondence
14 that said the *Seacor Power* was getting ready to get underway?

15 A. No. I don't remember seeing anything.

16 Q. Okay. Thank you.

17 A. Um-hum.

18 MR. EHLERS: Thank you.

19 BY MR. EHLERS:

20 Q. And this is Drew Ehlers again. I have a follow-up to Captain
21 Phillips' question, and that is when you got the notification of
22 the EPIRB did you look at PortVision to see where the vessel was
23 at?

24 A. I believe I did at some point. I just don't remember where
25 in the timeline during that afternoon. I did look it up to see

1 where the vessel was. Yes.

2 Q. Okay. And do you remember what you saw when you looked it
3 up?

4 A. I saw the vessel *Rockfish* that had called me. They were
5 pretty close to the *Power*, because the *Power* was showing up on the
6 PortVision map. And also within a few minutes after that I saw
7 the Coast Guard cutter show up at location.

8 Q. Okay. And was the *Power* showing as an active AIS contact?
9 Do you remember --

10 A. When, at the point when I looked it up? Yes, it was active.
11 And it showed it was there.

12 Q. Okay. And this was after you had gotten the call from the
13 *Rockfish*?

14 A. Yes.

15 Q. Okay. All right.

16 MR. EHLERS: Mr. Kucharski, you have a follow-up?

17 MR. KUCHARSKI: I do.

18 BY MR. KUCHARSKI:

19 Q. Mike Kucharski, NTSB. Mr. Daigle, just a couple quick
20 questions. How far is -- when you got the initial notification of
21 EPIRB, where were you, did you say? Were you in the warehouse at
22 the time, or were you actually there?

23 A. Yes, sir. I was at the warehouse next door.

24 Q. And next door, how far is that from your office?

25 A. It's I guess a quarter of a mile down the road. Like, it's

1 the same property. It's just across on the other side.

2 Q. Okay. About a quarter of a mile away. Okay.

3 MR. KUCHARSKI: And I missed this earlier on. Drew, if it's
4 okay with you, I'd like to ask a question about his -- who he
5 converses with generally on the vessels.

6 MR. EHLERS: Yeah.

7 BY MR. KUCHARSKI:

8 Q. When you converse with a vessel, you send an email out to
9 them, does it go to the master of the vessel?

10 A. Yes.

11 Q. Okay. So that email you said you sent to the vessel after
12 was specifically to the master of the vessel?

13 A. They give us the main email address for the vessel. That
14 should be the captain or the master of the vessel.

15 Q. Okay. Does the vessel also have a separate email address
16 just for the vessel, or does it say master on there?

17 A. I think it just shows the main name of the vessel.

18 Q. Okay. Name of the vessel. Okay. Thank you very much.
19 That's all.

20 MR. EHLERS: Okay. Let's see here. Any other questions,
21 first of all, before I get started here again?

22 (No audible response.)

23 MR. EHLERS: Captain Phillips, can you try to play the audio
24 from that call from the EPIRB?

25 CAPT PHILLIPS: I can give it a shot. My speakers aren't

1 super loud, but I'll put the phone right next to it, and see if we
2 can hear some of it.

3 (Whereupon, recording was played as follows:)

4 MR. DAIGLE: Seacor Marine.

5 UNIDENTIFIED: (Inaudible.)

6 MR. DAIGLE: (Inaudible.)

7 UNIDENTIFIED: (Inaudible.)

8 MR. DAIGLE: They -- they're going to dock at
9 Fourchon right now.

10 UNIDENTIFIED: (Inaudible.)

11 (Recording stops.)

12 CAPT PHILLIPS: Could you hear that?

13 MR. DAIGLE: Yes. I heard that.

14 CAPT PHILLIPS: Okay. Hold on. That was the first of two
15 clips. Let me try and play the second one.

16 (Whereupon, recording was played as follows:)

17 MR. DAIGLE: Yeah. I'm (inaudible) I'm the dispatch.
18 I'm sure I (inaudible) charge of it or something like
19 that. But they're just sitting in the dock doing
20 maintenance on the vessel.

21 UNIDENTIFIED: Can you (inaudible) on it. I need
22 (inaudible).

23 MR. DAIGLE: Yeah. I'm going to just send them an
24 email and have them call in.

25 UNIDENTIFIED: (Inaudible.)

1 (Recording stops.)

2 BY MR. EHLERS:

3 Q. So if you could hear it I -- you -- in response to the Coast
4 Guard's request about the EPIRB you said regarding the *Seacor*
5 *Power* they're sitting at a dock in Fourchon. And then later on
6 you said they're sitting at the dock doing maintenance. Where did
7 that information come from?

8 A. I just must have got confused when I was loading the supplies
9 for the one vessel and talking on the phone about the other one.
10 I must have gotten confused.

11 Q. Okay. All right. And you mentioned that you didn't talk to
12 the Coast Guard later on or after that phone call. Do you know if
13 anyone called the Coast Guard to correct the initial report?

14 A. I'm not sure.

15 MR. EHLERS: Okay. All right. Does anyone have follow-up
16 questions on that?

17

18 BY MR. [REDACTED]:

19 Q. Yeah. Good morning again. [REDACTED] with the Coast Guard, [REDACTED]
20 [REDACTED] with the Coast Guard. I got a question back for the emails
21 for the other. Is there any confirmation that the (brief audio
22 lapse 48:47) any kind of a confirmation back to you, sent back to
23 you saying that they received the weather from the vessel?

24 A. I don't think there is.

25 Q. Okay. You don't get any type of confirmation. You just

1 submit the weather, and nothing comes back saying that they've got
2 it in an inbox or that the weather's -- you know, confirmed that
3 they've received it?

4 A. When I send out the report it comes back with a dual log
5 email saying that it was sent out and that it went through.

6 Q. Okay. I was just checking. Thank you.

7 MR. EHLERS: Any other questions related to any of the things
8 we've talked about thus far? I have a couple of follow-up
9 questions but just a few more.

10 And John Preston, go ahead.

11 BY MR. PRESTON:

12 Q. John Preston with ABS. Were there any other vessels out
13 there working in that area for the same operator, Talos?

14 A. I'm not sure.

15 Q. Okay. So you don't know of any other Seacor units operating
16 for Talos?

17 A. I'm not really sure.

18 Q. Okay. Thank you.

19 BY MR. EHLERS:

20 Q. Okay. Another follow-up from me. On the day of the
21 accident, was there another Seacor vessel or other Seacor vessels
22 loading in Port Fourchon that day?

23 A. I think there was.

24 Q. Do you remember which vessels?

25 A. No, not right offhand.

1 Q. Okay. Was there a liftboat, another liftboat operating or in
2 port that day?

3 A. I don't remember.

4 Q. Okay. All right. Okay. Just some sort of administrative
5 questions here. Do you remember how much sleep you got the night
6 before?

7 A. Just a normal amount I would imagine.

8 Q. What's a normal amount for you?

9 A. Seven hours or so.

10 Q. Okay. Do you have any inkling of how well you slept? Did
11 you sleep well that night?

12 A. As far as I can remember.

13 Q. Okay. And the reason I'm asking these questions is as you
14 can imagine with a transportation safety organization we're
15 interested a lot in fatigue and the impact that has on any
16 accident. Do you normally sleep well?

17 A. Um-hum.

18 Q. Okay. Do you ever work overtime, or you have just a standard
19 shift?

20 A. Standard shift.

21 Q. Okay. You didn't work overtime the day before?

22 A. No.

23 Q. Okay. And excuse me. You may have told me this already.
24 What time did you wake up on the morning of the accident?

25 A. 4:45.

1 Q. Is that your normal time to wake up?

2 A. Um-hum.

3 Q. Okay. Do you drink any caffeine products during the day?

4 A. No.

5 Q. None at all.

6 A. Uh-uh.

7 Q. Okay. You're a better man than I so -- all right.

8 MR. EHLERS: I think that's all I have. So for the rest of
9 the group here, that's the extent of my questions that I would
10 like to ask. So if you have any questions on any topic, please go
11 ahead.

12 And I'll start with Mike Kucharski. Did you have a question
13 or not?

14 MR. KUCHARSKI: Yes, I do.

15 MR. EHLERS: Go ahead.

16 BY MR. KUCHARSKI:

17 Q. Mr. Daigle, can you tell me if you have a job description,
18 you know, that, so to speak, tells you what your duties are?

19 A. Not -- a description in particular?

20 Q. Yeah. I've seen job descriptions in the fleet operations
21 manual for different positions, shoreside positions, for all
22 pretty much of shoreside positions. But I don't see any for the
23 dispatcher. Have you ever seen a sheet or, you know, electronic
24 or whatever of what your duties or what you're supposed to do on a
25 regular basis or on a daily basis or anything like that? Have you

1 ever seen that?

2 A. I've never seen anything like that.

3 Q. Okay. We'll follow with the party coordinator and ask to see
4 if there is one then. Okay. Thank you.

5 A. Um-hum.

6 MR. EHLERS: All right. John Preston.

7 BY MR. PRESTON:

8 Q. John Preston with ABS. So Buoy Weather allows a location to
9 be selected, set coordinates chosen on a map. Does this get
10 changed from day to day, or do we always use the same location?

11 A. Same location.

12 Q. The same location. So can we please get the coordinates that
13 have been selected?

14 A. I don't have them right offhand. I don't know exactly what
15 they --

16 MR. PRESTON: So I guess following up with this, can we get
17 something like that, Drew?

18 MR. EHLERS: Yeah. I'll ask Michael Cenac if we can collect
19 that information.

20 MR. PRESTON: Okay. Thank you. That's it.

21 MR. EHLERS: And Michael, did you copy that request?

22 MR. CENAC: Yes. The coordinates for Buoy Weather, I
23 believe?

24 MR. EHLERS: Correct. These daily report Buoy Weather lat
25 and long at that location as taken.

1 MR. CENAC: Understood.

2 MR. EHLERS: All right. Thank you, Michael.

3 Mike Richards.

4 MR. RICHARDS: Thank you. And just on the request that you
5 just talked about, it sounds like it might be different
6 coordinates for different days based on where the mouse click
7 happens. So I think -- I don't want to speak for the gentleman
8 that made that request. But we may be trying to emphasize the
9 coordinates used on the email for the morning of the accident.
10 Just want that for consideration.

11 MR. EHLERS: Yeah. I concur.

12 BY MR. RICHARDS:

13 Q. Okay. Just two follow-up questions, sir, both regarding
14 the -- again, the email forecast -- the weather forecast email.
15 In general, do you ever get questions from vessels or anybody in
16 response to those weather forecasts that you forward?

17 A. Questions about the forecast?

18 Q. Yes, sir.

19 A. No. No, sir.

20 Q. If there were questions, would that be something -- well, I'm
21 not sure how to ask this question. Would you feel comfortable
22 taking questions if they had questions about the weather forecast
23 that was provided in that email?

24 A. I don't know why I would get any questions about the
25 forecast.

1 Q. Okay. Thank you.

2 MR. EHLERS: All right. Thanks. And Mike Kucharski.

3 BY MR. KUCHARSKI:

4 Q. Yes. Thank you again, and this is Mike Kucharski, NTSB.

5 Mr. Daigle, do you know why you were initially contacted by the
6 Coast Guard for the EPIRB signal from the *Seacor Power*?

7 A. I just assumed they called the main Seacor phone number which
8 gets transferred to me.

9 Q. Okay. Do you have anything to do with registering the EPIRBs
10 and who gets designated for the EPIRB signals?

11 A. No, sir. I don't have anything to do with that.

12 Q. Have you ever received calls from the Coast Guard for other
13 EPIRB signals that have gone off?

14 A. I believe I have.

15 Q. Okay. Do you know if anyone else is notified for the EPIRB
16 signals, or is it always dispatch?

17 A. I couldn't tell you. I'm not sure.

18 Q. Okay. Fair enough. Thank you very much for your candor.
19 Thank you.

20 MR. EHLERS: And John Preston, I see your hand up. But I
21 have a follow-up I'm going to inject here.

22 BY MR. EHLERS:

23 Q. Mr. Daigle, have you ever been trained on EPIRBs or other
24 search and rescue devices for vessels?

25 A. Trained, no.

1 Q. You haven't received any kind of training on those devices.

2 Are you familiar with what an EPIRB does?

3 A. Basically, yes.

4 Q. Okay. And what's your understanding of what an EPIRB does?

5 A. It just basically pops out and sends a beacon that the Coast

6 Guard can receive.

7 Q. Okay.

8 A. As far as I'm aware.

9 Q. Okay. All right. Thanks.

10 MR. EHLERS: All right. John Preston, I'll turn it over to
11 you.

12 MR. PRESTON: Thank you.

13 BY MR. PRESTON:

14 Q. John Preston with ABS. Have you ever had any boats report
15 that they're coming in due to weather or report to you that
16 they're changing their activities due to weather?

17 A. Like, specifically? I can't --

18 Q. Okay. In general that's not a common occurrence?

19 A. No. Not in general, no, no. It's not a common thing. I
20 don't really get notified on things like that.

21 Q. Okay. And so on this day did you have anybody advise that
22 they were changing activities due to weather?

23 A. I haven't seen anything, no.

24 Q. Okay. Thank you. That's all.

25 MR. EHLERS: And Mike Richards, did you have a follow-up?

1 MR. RICHARDS: No, sir. I failed to lower my hand.

2 MR. EHLERS: Right. Okay. [REDACTED].

3 BY MR. [REDACTED]:

4 Q. Good morning again. You said the weather reports from a
5 place just south of Fourchon that -- you know, that may change
6 according to the mouse, wherever the mouse reaches. Have you ever
7 had or is it possible for a vessel to call you and request a
8 weather report from a special -- from their location possibly, an
9 ultimate location, say like, you know, instead of just Fourchon?
10 Have you ever gotten those calls before?

11 A. No.

12 Q. So is it possible to get weather in a different location,
13 different site if the vessel requests it?

14 A. Yeah. I'm sure I could. I just -- I've never been asked to
15 do that.

16 Q. Okay. That's what I wanted to know. Thank you.

17 MR. EHLERS: Okay. Mike Kucharski, you have a follow-up?

18 MR. KUCHARSKI: Yes, I do.

19 BY MR. KUCHARSKI:

20 Q. Mr. Daigle, I just really need to sort of be clear about
21 this. I'm used to dispatchers from different marine entities, if
22 you will, and different companies. And it may be just my
23 stupidity but the -- I'm not understanding this. So do you
24 actually -- you don't -- so you don't send the vessels -- you
25 don't dispatch -- send the vessels to do anything; is that

1 correct?

2 A. No. I don't give any orders whatsoever to the vessels,
3 frankly.

4 Q. Okay. Again, you know, and it may be just the terms, you
5 know. I hear certain terms, you know, like I said, you know,
6 dispatcher, but I'm thinking dispatching. What do you actually
7 dispatch? Do you -- vehicles or anything? Do you tell the
8 vehicles like some dispatchers, you know, in companies where they
9 have trucks and things? Do you send any -- do you --

10 A. Yes.

11 Q. Yeah.

12 A. Yes. I do when there are crew changes, things like that, I
13 send the guys in the company vehicle to the vessel, things, back
14 and forth.

15 Q. Okay. And I think we heard from the crewmembers that got off
16 on the crew shift, the chief engineer and the captain that got
17 off, Timmons (phonetic) and Emmers (phonetic), I think it is.
18 They mentioned it was like some kind of a bus or something to
19 transport them to the -- to the vessel; is that correct?

20 A. A company vehicle, yeah.

21 Q. Yeah, yeah. And did you dispatch that vehicle with them in
22 it?

23 A. No.

24 Q. Okay. Okay. But it would be a vehicle like that you
25 would --

1 A. Yes.

2 Q. -- dispatch; is that correct? Okay.

3 A. Yeah.

4 Q. And do you have any, I don't know, pickup trucks? A fairly
5 big company, you know. Do you dispatch them also, like, if they
6 have to go pick something up?

7 A. Occasionally, yeah, I'm asked to set up something. Yes.

8 Q. Okay. Okay. Great. Thanks. That was very helpful. Thank
9 you very much.

10 MR. EHLERS: Okay. Mr. Daigle, I have one final question,
11 but I want to give a one last opportunity for anyone else to ask a
12 question.

13 (No audible response.)

14 BY MR. EHLERS:

15 Q. Okay. Seeing none, final question I have for you is this.
16 Is there anything we haven't asked you about that perhaps would be
17 useful as far as our safety investigation that we should take a
18 look at, any comments or anything you have?

19 A. Nothing that I can think of.

20 MR. EHLERS: Okay. All right. Mr. Kucharski, looks like
21 you've got a save round.

22 MR. KUCHARSKI: Yes, I do. I do. I have one last.

23 BY MR. KUCHARSKI:

24 Q. Sorry, Mr. Daigle. You're almost off. So I can put this all
25 together also, so you were in the warehouse when you were

1 contacted by the Coast Guard about the EPIRB hit, correct, of the
2 *Seacor Power*?

3 A. Yeah.

4 Q. And then it's about a quarter of a mile away. How did you
5 get from the warehouse to your office?

6 A. I drove the truck that I loaded the supplies in. I drove
7 that truck back to the office.

8 Q. Okay. Did you finish loading your supplies, or did you go
9 immediately to the office?

10 A. I was already finished. I immediately just got in the truck
11 and left.

12 Q. All right. Okay. Thank you so much. That's very helpful.
13 Thank you.

14 MR. EHLERS: Okay. I think we're complete here. What I
15 would say to you, if there is anything you think about later on
16 that you might think would be useful for our investigation, please
17 feel free to contact me -- you have my contact
18 information -- either through Mr. Tompkins or from the invitation
19 to this interview.

20 I do appreciate you taking the time to talk with us. I know
21 for everyone in the company it was a bad day, to say the least.
22 So I appreciate your efforts to help us with this investigation
23 and hopefully prevent this from ever happening again. So thanks
24 again.

25 MR. DAIGLE: Yeah.

1 MR. EHLERS: All right. And with that, I will stop the
2 recording. It is 10:11 Central Daylight Time and recording at --
3 (Whereupon, the interview was concluded.)

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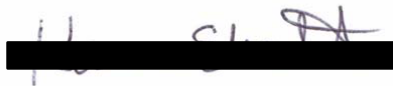
IN THE MATTER OF: CAPSIZING OF THE LIFTBOAT *SEACOR*
 POWER SOUTH OF PORT FOURCHON,
 LOUISIANA, ON APRIL 13, 2021
 Interview of Nick Daigle

ACCIDENT NO.: DCA21MM024

PLACE: Via Microsoft Teams

DATE: April 29, 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.



Karen Ehatt
Transcriber