

**Subject:** RE: \*\*Weather Video\*\*FW: Seacor Power Incident

>  
> -----Original Message-----  
> From: [REDACTED]@yahoo.com>  
> Sent: Wednesday, April 21, 2021 8:28 AM  
> To: eyewitnessreport <[eyewitnessreport@ntsb.gov](mailto:eyewitnessreport@ntsb.gov)>  
> Subject: Seacor Power Incident

>  
> [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.

>  
> Hello, my name is [REDACTED]. I am the [REDACTED] on the Liftboat Vanessa, a 200 class liftboat that was jacked up in South Timbalier Field #21, approximately 4 miles from the Seacor Power when it went down (my vessel is still at that location). I experienced the weather conditions that day firsthand. I also overheard the radio transmissions that night between the Coast Guard Cutter Glen Harrison and the survivors who were hanging on to the Seacor Power that night.  
> There's been a lot of talk about this incident being the captains fault or that it was the captains decision to leave port when they did and I just wanted to shed some light on the the incident from my perspective.  
> The weather report that was received that day through Storm Geo (a weather forecast provider that a lot of offshore companies use) indicated that a strong cold front would pass through the area at approximately midnight that night. It also indicated that seas would reach up to 5-7 foot with winds 18-24 mph with gust up to 40. What we received though was much worse. At approximately 3:15pm the cold front reached my vessel. By 3:30pm we were recording 113 mph wind gust with sustained winds of 90-100 mph for a duration of no less than 30 mins. Seas were hard to judge because of limited visibility due to rain and winds but I would say anywhere between 12 and 15 foot seas. The weather conditions that day decreased dramatically and almost without warning. I personally have worked offshore in the Gulf of Mexico for over 16 years and this was one of the worst weather conditions I've ever seen. I believe that the captain that day, going off of that weather report, believed that he had enough time to make it to his location and jack up safely before the weather, that was supposed to arrive around midnight, hit. I have short video clips and pictures of the weather that day, if there's anything I can do to help the investigation please feel free to contact me.

>  
>  
> [REDACTED]  
> [REDACTED]  
> [REDACTED]  
> [REDACTED]@yahoo.com  
>

**Subject:** RE: Wind followup questions for Liftboat VANESSA

**From:** [REDACTED]@yahoo.com>  
**Sent:** Wednesday, April 21, 2021 6:22 PM  
**To:** [REDACTED]@ntsb.gov>  
**Subject:** Re: Wind followup questions for Liftboat VANESSA

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Correct, the wind was blowing from my STBD to my Port, in an East to West fashion with my heading at 335 degrees. And again there could be some slight deviation in those readings. And yes the wind gauge is approximately 60 feet above sea level. Our wind gauge is mounted atop of our crane gantry which is a Ram 125 with a 100 foot boom. Happy to help.

On Apr 21, 2021, at 5:34 PM, [REDACTED]@ntsb.gov> wrote:

Hello Captain [REDACTED]

Many thanks, 60 ft above sea level.

Kindly confirm the wind was blowing from starboard to port if you were heading 335 degrees true and the wind was coming out (direction from which the wind is coming from) of the west.

To my mind, if the wind was coming out of the east, it would more closely align with it blowing from starboard to port with a true heading of 335 true.

Kindly confirm.

Again, thank you so much &

Best Regards,

[REDACTED]

Capt. [REDACTED]  
Senior Marine Investigator  
National Transportation Safety Board  
Office of Marine Safety  
490 L'Enfant Plaza, SW  
Washington, DC 20594-2000  
Tel: [REDACTED]  
Fax: 240-752-6313

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**From:** [REDACTED]@yahoo.com>  
**Sent:** Wednesday, April 21, 2021 5:23 PM  
**To:** [REDACTED]@ntsb.gov>  
**Subject:** Re: Wind followup question for Liftboat VANESSA

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Good Afternoon Capt. [REDACTED]

To the best of my knowledge our wind gauge direction was working that day, It indicated the wind was blowing almost due west, although there could be some deviance in that direction. My vessel heading is 335 degrees and the wind was blowing from my STBD to Port. The wind sensor was approximately 60ft above water level. The only thing I did notice about the wind gauge reading was the date and time on it. It read that it was 4/12 at 5:56am however the time stamp on my iPhone put the picture taken at 3:37pm on 4/13. Feel free to contact me with any other questions or concerns.

On Apr 21, 2021, at 4:31 PM, [REDACTED]@ntsb.gov> wrote:

Capt. [REDACTED]

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**Subject:** RE: Wind followup questions for Liftboat VANESSA

**From:** [REDACTED]@yahoo.com>  
**Sent:** Friday, June 4, 2021 5:15 PM  
**To:** [REDACTED]@ntsb.gov>  
**Subject:** Re: Wind followup questions for Liftboat VANESSA

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Hello Captain [REDACTED]

I'd be happy to clarify these items for you.

1- The videos were taken as follows:

Video - 3:38pm

Video\_1 - 4:35pm

Video\_2 - 5:12pm

I still have the videos saved to my phone along with the time stamps for each.

2 - We did observe 113mph winds that day, those were the highest that the wind gauge on my vessel captured. The only picture I was able to get of the wind speeds were the 103mph. 113 mph observed, 103 mph recorded.

3 - The wind gauge we have onboard gives the actual "raw" wind speed recorded at the anemometer. The wind gauge anemometer is mounted to the top of our crane gantry. To my knowledge it does not reduce the wind speed.

4 - We did not receive any weather alerts before or during the storm, we regularly monitor the VHF channel 16 while offshore and our working channel was VHF 68, at no point did we receive any weather alerts.

Also, when I came back aboard my vessel I was able to pull up the StormGeo weather report that day for the field I was in at the time of the Seacor Power accident. I've attached it to the email. As I stated before the weather forecast we received for that day was nothing compared to what we encountered. And as stated before, the time of which the extreme weather occurred was incorrect according to that days forecast as well.

If you have any other questions please feel free to contact me, I don't mind helping at all.

Regards,  
[REDACTED]

On Jun 4, 2021, at 3:55 PM, [REDACTED]@ntsb.gov> wrote:

Hello Captain [REDACTED] t...

Thanks again for all the information you provided us. This is helpful. I do have just a few follow up questions for you to clarify several items. Hoping you'd be able to take a few more minutes for us...

1 – I have reattached three videos that you had sent us (“Video,” “Video\_1” and “Video\_2”). Do you know what time each of these videos were taken?

2 – In a previous email you indicated that you observed a wind of 113 mph. The image you had sent us (attached below) identifies a wind of 103 mph. Did you mean to indicate 103 mph in your email? Or was 103 mph the only wind you captured a picture of? Just want to clarify.

3 – Do you happen to know if the wind display gives the actual raw speed from the anemometer that is 60 feet above the waterline? Or if the wind display presents a wind speed that has been “reduced” down to 10-meters above sea level or other conversion?

4 – Do you recall any weather alerts going of on the bridge of your vessel on the accident day? This could be from NAVTEX, Inmarsat-C, Channel 16 or 22, or other sources? If so, what did those alerts say, what were the source(s) for the alerts and when did you receive them?

Again, greatly appreciate your time here.

Kind regards

[REDACTED]

[REDACTED]

Aviation Safety Investigator - Senior Meteorologist  
Operational Factors Division  
National Transportation Safety Board

[REDACTED] [@ntsb.gov](mailto:[REDACTED]@ntsb.gov)

[REDACTED] tel

<image002.jpg>

**Subject:** RE: Wind followup questions for Liftboat VANESSA

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**From:** [REDACTED]@yahoo.com>  
**Sent:** Sunday, June 6, 2021 11:10 AM  
**To:** [REDACTED]@ntsb.gov>  
**Subject:** Re: Wind followup questions for Liftboat VANESSA

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Hello Captain [REDACTED]

The 103 wind was captured at 3:37pm and the 113 mph was observed after the first video was taken which was at 3:38pm so I which would put the 113 at approximately 3:40 pm. If you have any other questions feel free to contact me. I have no problems helping anyway I can with the NTSB's investigation.

Best Regards,  
[REDACTED]

[REDACTED]

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**Subject:** RE: Seacor Power

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**From:** [REDACTED]@gmail.com>  
**Sent:** Monday, April 19, 2021 9:53 PM  
**To:** eyewitnessreport <[eyewitnessreport@ntsb.gov](mailto:eyewitnessreport@ntsb.gov)>  
**Subject:** Seacor Power

[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.

My name is [REDACTED], I am a consultant for Cox Operating and was on the L/B Vanessa 2.5 miles from the accident at the ST 26 block. We had gotten several weather reports ahead of the storm so we were aware of the incoming storm. We were fairly low and several of our crew went out so our Captain could jack us up a little higher to avoid the high seas impacting our boat. The crew noticed the Power underway and nobody could understand why in the rough seas. Normally a lift boat will not travel in anything over 4ft seas. Our weather reports warned of 80 knot winds and once the storm hit our Captain was showing 85 mph constant with gust of 113 mph, seas were 10 to 12 ft with occasional 15 ft. I don't have anything else to offer but if needed please don't hesitate to contact me.

[REDACTED]