

Tue.

Apr. 13, 2021

No part of a report of a marine casualty shall be admissible as evidence in any civil or administrative proceeding, other than an administrative proceeding initiated by the United States, 46 U.S.C. 6308.

TRASH

GEN. PORT

0001 - 0145

S/B Base

0145 - 0645

E/R GC-18 15 Lifes 7 pass

0645 - 1215

DL + BIL

1215 - 1600

Dr Base 7 Lifes 2 pan,

*

1600 - 1945

SEARCH AND RESCUE FOR

*

Crew of the L/B SEACOR POWER

1945 - 2045

E/R MI-SWATO with 1 crew

member off of the L/B SEACOR POWER

2045 - 2100

E/R Base 7 Lifes 2 pan

2100 - 2400

S/B Base

* MAN Overboard at 1700 hrs. (NO DRILL) 1 crew member off of the L/B Seacor Power, *

F.O.B. 10,200

L.O.B. 208

REC. θ

REC. θ

USED 3300

USED 0

END 6900

END 208



Arrival/Departure Checks (System OK if Checked)
 Reliability verified in accordance with stability letter
 Tested Prior To Arrival/Departure

Date 4-13-21 Captain

Steering Gear

Required Alarms

Navigation Lights

Log/Procs-IMD 7

Comms/Int'l 8

Wind 10-15 G.R. Direction SE

Sea 3-4 LS 20 Visibility Clear 1.0 miles

Rudder Angle Indicator

Identification

SEACOR POWER MBI Exhibit 237
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On April the 13th 2021 Our vessel the Mr. Lloyd Was returning from offshore Platform GC-18.

The seas were running 3-4 ft with winds 5-10 kts out of the SE. An hour away from Bellpass jetties (roughly 1530 hrs) we ran into a strong weather front. We do not have wind gauges but it was reported over the radio the winds at the very start were reaching up to 60 to 65 kts from the North. The seas within 30 min had reached 8-10 ft.

Our vessel was approaching a cluttered field of platforms. Due to the wind and seas i was no longer able to safely guide us through the field and decided to try and wait out the front in a clearing.

Roughly 1600 hrs a call was made over ch 16 that the Seacor Power had flipped. Lat and long were broadcasts and we discovered they were 8 miles to our north and east. We decided to try and assist.

We got within 4 miles of the Seacor Power when the M/v Arata (120' crew boat) located a person in the water. Due to the seas which were approaching 10-12 ft seas and very high winds he was unable to get him aboard. The m/v Elise Mary (170' Utility boat) and I went to assist.

The Elise Mary was able to retrieve the person from the water. This was roughly 45 min after the initial call (around 1700hrs).

The Christen Chouest (280ft. Work Boat) announced they had a man in the water. They were about a mile behind us. The Arata, Elise Mary and I turned around to offer assistance.

It was decided while the Elise Mary assisted, the Arata and I would split around the Christen and search further south behind the Christen (facing East to west) i moved to go around the bow of the vessel while the Arata took his stern.

It was here around 300 ft. from the Christen bow we located another person in the water who thankfully had a lifejacket on. I announced it over the radio and we began our rescue by throwing a life ring with a 90 ft. lanyard to the crewmember in the water. The Arata continued south searching. We were able to get the person onboard after deploying our rescue ladder/platform overboard. Around the same time the Christian was able to get the other crewmember on board safely.

We all had continued towards the L/B Power for about 30 min when the Cape Cod announced they had found a person in the water 3 miles away to the east. They had other vessels in their area.

Due to the continuing bad weather and dark setting in, Vessels with rescued persons onboard were told to bring them to MI Swaco dock.

No medical was needed, just dried him off and got him in some blankets, then some warm clothes for transport.

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We were very fortunate to be initiating a rescue considering how bad the weather was, but thankfully it went smoothly and it was successful. A life was saved!