

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

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CAPSIZING OF LIFT BOAT \*

SEACOR POWER SOUTH OF \*

Accident No.: DCA21MM024

PORT FOURCHON, LOUISIANA, \*

ON APRIL 13, 2021 \*

\*

\* \* \* \* \*

Interview of: ZACHARY LOUVIERE, Survivor  
Cardinal Coil Tubing

Via telephone

Tuesday,  
May 4, 2021



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: ZACHARY LOUVIERE
RECORDED ON MAY 4, 2021

Table with 4 columns: PAGE NUMBER, LINE NUMBER, CURRENT WORDING, CORRECTED WORDING. Contains 13 rows of correction data.

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. \_\_\_\_\_
Initials

Marcel L. Muise

Printed Name of Person providing the above information

Handwritten signature of Marcel L. Muise

Digitally signed by Marcel L. Muise
Date: 2021.06.16 12:00:49 -04'00'

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16 June 2021

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Date

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I N T E R V I E W

(10:00 a.m.)

MR. MUISE: This is Marcel Muise with the NTSB. It's 1330 on the East Coast on May the 4th. We are online with Mr. Zach Louviere discussing the accident involving the *Seacor Power* which happened on April 13 of this year.

Zach, can you introduce yourself for us and spell your name?

MR. LOUVIERE: Zachary Louviere, Z A C H A R Y  
L O U V I E R E.

MR. MUISE: And we'll go around the virtual room and everybody will let you know who else is with us please.

MR. EHLERS: Hey, good afternoon, Zach. My name is Drew Ehlers. I'm the Investigator in Charge for the NTSB for this investigation. Thanks for talking with us today.

MR. KUCHARSKI: Good afternoon, Mr. Louviere. Thank you for being here. And my name is Mike Kucharski, I'm the group chairman for operations in this investigation.

MR. MUISE: And Coast Guard, please?

CAPT TRACY PHILLIPS: Good afternoon. I'm Tracy Phillips, last name P H I L L I P S. I'm the Coast Guard's chair for the Marine Board of Investigations.

MR. MUISE: Any more of Coast Guard on board?

MR. VERDIN: Good afternoon. Erik Verdin, also a member of the Coast Guard Marine Board of Investigations.

MR. MUISE: And ABS, please.

1 MR. PRESTON: Good afternoon. John Preston with American  
2 Bureau of Shipping. J O H N, P R E S T O N.

3 MR. MUISE: And Seacor, please?

4 MR. CENAC: Michael Cenac, Seacor Marine.

5 MR. MUISE: So Zach, again, thank you for joining with us and  
6 sitting down. The -- none of us were out there, obviously, and  
7 we're really interested in hearing, you know, from your  
8 perspective what went on out there so we can learn from it. So --

9 I apologize. Derrick, go ahead, and introduce yourself. I'm  
10 sorry.

11 MR. EARLES: Yeah. My name is Derrick Earles and I'm the  
12 attorney -- and I represent Zach Louviere.

13 One question I do have, Michael Cenac with Seacor, is he  
14 their attorney, or is he in house with Seacor, or -- what's his  
15 role here?

16 MR. MUISE: No, sir. Mike is a subject matter expert from  
17 Seacor. There's no other attorneys other than -- we have one NTSB  
18 Captain who just happens to be an attorney but not in this role.

19 MR. EARLES: So Mike's title is Subject Matter Expert?

20 MR. CENAC: I'm a filer. Designated person ashore for Seacor  
21 Marine.

22 INTERVIEW OF ZACHARY LOUVIERE

23 BY MR. MUISE:

24 Q. So, Zach, like I mentioned, we're interested in hearing your  
25 story because none of us have been through anything like this. So

1 just to get started, would you tell us a little bit about  
2 yourself, your career, and what you do for Cardinal?

3 A. I've been working -- I work at coil tubing, (indiscernible)  
4 coil tubing for 20 years, but I've been working for Cardinal since  
5 December. That's pretty much it, you know?

6 Q. Okay. And what was your role on this job?

7 A. A crane or anything you can supervise, you know?

8 Q. Okay. So what I'd like for you to do is just walk us through  
9 that day from the time you got on the boat to the time you got  
10 back to shore, okay? I'm not going to interrupt you. In fact,  
11 I'm going to turn my camera off so you can just talk to the  
12 computer. Yeah. Take your time. Give us as much detail as you  
13 can, please. If you need to take a break that's fine as well.  
14 Like I said, we're really interested in hearing what -- your  
15 perspective of this tragedy.

16 A. Of the strategy, you said?

17 Q. No. This tragedy, sorry.

18 A. This tragedy, okay.

19 Okay. So my day started at 3:00 in the morning. We actually  
20 drove -- we had to be at the shop by 3 to drive there to Fourchon  
21 to be there for 6 in the morning. We got there about 6, 6:15. We  
22 had check-in with the boat but then we had to go back to the other  
23 dock to check in with, like -- I forget what it's called. ISN  
24 which is, like, this system that -- to make sure we're going --  
25 who's going off shore and where. And we went back to the boat and

1 about 7 we started off-loading trucks and equipment onto the jack  
2 of the boat -- the deck of the jack of the boat, just kind of  
3 spotting everything where we can drive it out there. And we had  
4 to leave a gap on the side, like a cross-angle on the boat. So  
5 where we -- when we get out there we move everything and rig it up  
6 that way.

7         There was sonar on the boat because when we get out there  
8 there's -- they had to rig up at a certain angle -- park at a  
9 certain angle because there's already (indiscernible) holds out  
10 there. So we offloaded all the equipment and everything, and  
11 about 11:30, 11:40 -- and this is why, because we usually eat  
12 lunch on the boat. You know, like, once you working out there,  
13 like, they probably had breakfast cooked this morning -- that  
14 morning. And then so I went to eat and it started to drizzle and  
15 lightening and I said, well, if you don't finish it, I'll get the  
16 rest when I come back. But I went to eat and when I come out they  
17 was done with the lifts and it was -- like I said, it was just one  
18 lightning strike but it wasn't, like, consistent where we shut it  
19 down because it pretty much passed.

20         So then we just picked up the walkway, and it was roughly  
21 about 12 o'clock because I called my friends at -- before we  
22 actually left. And so we picked -- I went and helped pick up the  
23 walkways, secured everything, and I went back in the front to get  
24 something for somebody out of the tool box, closed it up and we  
25 left. We backed off and left. I went upstairs and took a shower.



1 I already eat -- had eaten. The other guys were eating. And when  
2 I got out of the shower, my other guy was actually just getting  
3 out of the shower when I went in, the one that was living in my  
4 room, a guy named Brandon. And then the other guy, Jay, he went  
5 to take a shower when I was walking out, and I asked him where's  
6 Phillip, another guy that worked -- a supervisor. He's in bed. I  
7 said, well, he ain't taking a shower? And he's like, no. So I  
8 went over there in his room and messed with him, like, why are you  
9 not taking a shower? You know, why you want to be dirty? But  
10 that was the last I seen of him. I went in my room, laid down.  
11 And I went -- I got up about 1 o'clock to just go outside and  
12 smoke, because we still traveling. And it almost in the jetties  
13 -- like, right out the jetties. And I went back in my room.

14 And probably about, I don't know, 40 minutes -- like,  
15 almost -- like, right around 2 o'clock -- right before 2 o'clock  
16 it started to rock left and right. And that's kind of like whoa.  
17 Small waves right at the side hitting us. You know, like, we're  
18 riding over them, and then there was one wave where I was in my  
19 bed and I felt it go over the balance point. So I jumped up, went  
20 in a bed -- one with a window and watched it and just watched it  
21 fall fast into the water. The lockers fell off the wall, the beds  
22 came apart. I mean, mattresses everywhere. Climbed out of that,  
23 went to my locker to try to find a life jacket but it wasn't in  
24 the life jacket. Apparently it was under the beds. But at this  
25 time I wasn't trying to look for it. I figured, you know, there's

1 life jackets outside. I'll get one when I get outside.

2 Well, I didn't think about breaking a window to climb out  
3 because I thought I could open the door. Well, the lockers had  
4 everything jammed up on the door. So I climbed in the  
5 ceiling -- in the attic -- the little crawl space to the  
6 wall -- corner of the wall to the hallway and looked down and the  
7 water was, like, halfway through the boat already. So then I  
8 opened up the door -- there was a door and there was an outside  
9 door. Opened up the first door and locked it open. And then I  
10 opened -- I went to open the top and there was another guy -- one  
11 of the boat guys, I do not know his name. But he said -- he  
12 worked with me on the deck before while we was loading the boats.  
13 He was taking down all the weights. Well, he opened the door.  
14 And once then I could see I could get out right here I talked to  
15 my other guy in the room and told him I would, like, try to break  
16 the window and climb out the window, find a life jacket. So I  
17 hear him breaking it with the fire extinguisher and I said let me  
18 know when you get out. So he hollers I'm out. So once he got out  
19 then I climbed out the rest of the way.

20 Now, at this time, I'm just wearing, like, jogging pants and,  
21 like, a pullover -- like, a hoodie shirt. But when I open up my  
22 locker I had everything right there. Looking for the life jacket  
23 there was my keys, wallet, phone, so I grabbed all that. But now  
24 I just climbed out and there's multiple people right here on the  
25 side of the building and it's completely at the top the wheel

1 house. And the other two levels were completely submerged where,  
2 like, the water levels right below the first living quarter area.

3 So we're standing right here and it was two of my guys -- a  
4 guy named Jay Rivera and Brandon Aucoin. Brandon was in the room  
5 with me. And there was two boat-hands, I didn't know their names.  
6 But I knew people by faces from just working with them on the boat  
7 and it was the night cook. And I knew it was the night cook  
8 because I -- when I was eating lunch he asked me how long is this  
9 job going to take? And I'm telling you -- I told him probably  
10 Sunday, you know? So I mean I was talking to him prior. Well, it  
11 was him, the night cook, two boat-hands, and my two guys -- two of  
12 my guys and me. So six of us.

13 Well, initially, I'd seen the company man floating by in a  
14 life jacket. So he's coherent, you know, he can -- he's moving  
15 around. So I have a boat-hand, I say can you cut that water hose?  
16 So he cuts the water hose and we try fishing him with the water  
17 hose, trying to pull him to the boat. Because at the time that's  
18 what I thought that was the best thing to do. Get him to the  
19 boat -- some solid structure instead of just floating in abyss,  
20 you know, away. Well, we couldn't reach him. And to kind of  
21 honorable (verbatim) that story, when this boat gets pulled out  
22 you'll see on the first level the water hose is still screwed in  
23 but it been cut, you know.

24 So then it starts getting rough, waves are crashing  
25 over -- like, we're getting wet. We're standing on this little

1 stool -- like, a square, long stool capped off because it's  
2 slippery with the water and then diesel started pouring out the  
3 vent above us. So now we're slipping in the -- we're using the  
4 stool as a -- standing on. Well, the water started -- so the  
5 water gets lower so it starts getting higher into the hallway.  
6 I'm just looking in the hallway every now and then to see if  
7 somebody's came out their rooms or floating in there, you know,  
8 like, their alive or something. But there's a life jacket in  
9 there. So I try fishing the life jacket with the water hose and I  
10 -- but it's caught on something. So the same boat-hand that cut  
11 my -- cut the water hose, he cut the life jacket free from a bag  
12 it was hooked on. Like, somebody's work bag. And I pull it up  
13 and -- shit and it ends up being the strap that you strap it onto  
14 you with.

15 So now I've got this life jacket that just kind of -- I put  
16 it on around my neck and my other two guys have life jackets. But  
17 the other three -- the boat-hands and the cook don't. So then the  
18 water starts coming up a little higher and this stool that we were  
19 using -- this ditch became a battering ramp because it started  
20 floating. And this is all around 2:00, 2:15 roughly. I know they  
21 have reports saying it was 4:43 when the beacons went out and  
22 stuff. But it was earlier than that because we was only -- I was  
23 on there a good while.

24 So this -- once this bench starts floating and it hit  
25 my -- one of the guys, Brandon. I think it broke his ankle. I

1 heard him say something but I really wasn't -- I was trying to pay  
2 attention to what we was -- what we had going on because we're  
3 slipping and sliding on diesel. So me and Jay take this bench and  
4 throw it over the boat in the water. Then it hits the crane  
5 pedestal, this bench, and explodes, like somebody would throw it  
6 off of a truck, you know, going a hundred miles an hour. So that  
7 made me decide I didn't want to get in the water because I can't  
8 stop myself from getting busted up by this crane podium or just  
9 dying in the water.

10 Well, we standing -- we there for about another 20 minutes  
11 and then a big wave hits and takes Brandon into the water. And we  
12 had talked about if we go in the water we're all going and we'll  
13 stick together. But when it happened one of the guys -- well,  
14 Brandon goes into the water and he goes through the, you know,  
15 underneath the water and pops out and he's waving his hands so  
16 he's fine. Well, I look behind him and there's a boat coming,  
17 like a work grade -- a gray work boat. So I'm figuring they're  
18 going to pick him up. And I'm watching as far as I could until he  
19 got out of sight. And then that boat turns so that tells me they  
20 were going to pick him up.

21 And then right at -- I mean five minutes later here comes a  
22 Coast Guard boat around the corner. So they deployed their little  
23 boat for the -- out. And before they can get to us everybody  
24 started climbing higher and higher. Now there's some exhaust  
25 stacks and an engine room that was at the top. The two boat hands

1 and the cook had climbed up to where they got way up there and me  
2 and Jay were still on that first level.

3 Well, the water got so low -- so high when I was standing in  
4 it waist deep. And it kind of -- the current was pulling us and  
5 washed us into the water. And then we kind of, like, washed back  
6 and I grabbed the hand rail, pulled myself up, and I'm sitting on  
7 the sides of the hand rail like you would use to go up to the  
8 first level. And I'm sitting there and Jay's trying to get up and  
9 I see he's got a big gash across his forehead -- about an inch and  
10 a half, like, all the way across and he's struggling. So I pull  
11 him up by the life jacket -- I tried pulling by his arm first but  
12 everything's slippery with the diesel. So I pulled him by the life  
13 jacket and I'm not trying to be too detailed but he's like, man  
14 pull my pants up because his pants had washed off passed his  
15 ankles -- like, to his ankles. So I pulled him up and he wants to  
16 climb to the top. Well, I can't climb when I don't have any shoes  
17 and I keep slipping. I done fell three times trying to move  
18 around. So he ends up getting up and climbing all the way to the  
19 top with the boat-hand -- the two boat-hands and the cook.

20 At this time I still have the life jacket in my hands because  
21 I grabbed -- I caught it the water and threw it on top of the hand  
22 rails and then I ended up hooking it on this pipe -- or this light  
23 fixture right by me. So if I needed it I have it but I can't  
24 really hook it because every time a wave would hit it jerked me  
25 back, you know.

1 Well, Jay gets up to the top and one of the boat-hands -- the  
2 waves start getting worse and one of the boat-hands slips and  
3 falls. And I caught him by his shirt and it tore his shirt. I  
4 don't remember his name. I knew him because he worked with me on  
5 the deck, he was taking down the weights. But he gets back in  
6 this little, like -- it's a side wall but he's in this hole. I  
7 said man, I wouldn't -- if water comes up I wouldn't stand there,  
8 you know, you get beat up. So he climbs up and -- climbed back up  
9 there. And maybe an hour later -- 45 minutes later this -- the  
10 waters getting lower because the boat's sinking more -- I mean,  
11 higher because the boat's sinking a little more. And a wave hits  
12 and knocks my life jacket past me into the water behind me. So  
13 then when I turned around and the wave hits me and I got pulled  
14 off into the water.

15 So I'm underneath the current in the -- under water. I went  
16 to the handrails on this little podium that they used to pick up  
17 the zodiac in and out the water. Get the pedestal, went around  
18 it, went through the handrails and I caught the handrails that run  
19 on the base of the jack of the boat -- like, the bottom floor that  
20 run all the way around it. I hit that and then kind of floated up  
21 and went through it, grabbed it and it ripped off my pants with  
22 everything in my pockets that I was holding on dear for. So when  
23 I popped up I didn't have a life jacket or nothing. There was  
24 nothing close by to grab. So when I turned -- and probably about  
25 three football fields ends to a quarter mile away was the Coast

1 Guard boat.

2 Now prior to that, Coast Guard had backed out the little boat  
3 and tried to come to get close. But the whole boat was rocking up  
4 and down, I mean it was beating up the little boat they had. They  
5 couldn't really get on and I mean there was really now where's to  
6 climb onto the boat to help out.

7 (Cell phone ringtone plays)

8 UNIDENTIFIED SPEAKER: I am so sorry.

9 MR. LOUVIERE: But so then once I looked -- when I came out  
10 the water I looked up and the -- my -- all four guys were still up  
11 there. And they hollered and I just kind of like I'm good. I  
12 mean I'm not going to try to climb back on in the waves. I could  
13 hear them and talk to them and then when I just turned around and  
14 I just started swimming towards the Coast Guard boat. Probably  
15 about 30 to 45 minutes to the boat in ten-foot seas, no life  
16 jacket, and then got there. They dropped a ladder down and then I  
17 climbed up about three or four -- two or three steps and then they  
18 pulled me up.

19 They brought me to a shower to get -- I cleaned off the  
20 diesel the best I could. They gave me some clothes -- like,  
21 uniform to put on. Then I kind of went in their little galley and  
22 sat there, then they brought me to a room. One of the guys -- the  
23 Coast Guard guys knew my cousin that's in the Coast Guard. And so  
24 he kind of helped me out. He gave me socks -- my feet were  
25 freezing. I laid in bed for a good while and then I went



1 downstairs with him. We went to the engine room to try to warm  
2 up. Then we went back in the room, laid down, and then I kind of  
3 got up towards the end of the night, about 12:00. And they were  
4 still there focusing in on a boat with a -- I don't know what you  
5 call that -- infrared or night vision. Whatever you want to call  
6 it.

7 And then we left because apparently when I was in bed I had a  
8 cut on my foot from the boat or the wreckage and I never felt it.  
9 It was pretty deep so they brought me in so I could get it  
10 stitched up before 68 hours. And then when I got to the dock they  
11 sent me to the hospital and that was pretty much it.

12 BY MR. MUISE:

13 Q. Okay, Zach, thank you. I'm getting a little bit of an echo.  
14 Just a couple follow-up questions on that. You were in Brandon's  
15 room? Is that right?

16 A. What was that?

17 Q. You were in the same room with Brandon?

18 A. With Brandon? Yes.

19 Q. Is that the very first room by the door?

20 A. Yes, 101.

21 Q. And was Dillon and Jay in the next room?

22 A. No. They were in 105, the far room way (indiscernible).

23 Q. Way on the starboard side?

24 A. Yes.

25 Q. Okay. So you don't who were in the rooms between?

1 A. I know that there was the -- I can't -- I don't know his  
2 name. I saw him, too. He's the big day cook. He was in 103.  
3 There were -- to my knowledge there was nobody in 102. And I want  
4 to say it was either 104 was empty

5 ALARM STARTS GOING OFF

6 MR. LOUVIERE: -- or it was the Sonar guys I think. I'm not  
7 -- I don't exactly remember what room the Sonar guys were in.

8 BY MR. MUISE:

9 Q. Sorry. That was my weather radio going off.

10 The life jacket that you -- I'm sorry, you told me the life  
11 jacket that you had came up from through the doors -- you guys  
12 fished it out. Was that with the fire hose when you say water  
13 hose?

14 A. With the water hose. You know, like, the little gray, cheap,  
15 handle water hose?

16 Q. Oh, just the garden hose, not the fire hose?

17 A. Yeah. Just the garden hose. I just -- I caught it with  
18 that.

19 Q. Okay.

20 A. That's the hose he cut with his knife. And I'm sure the  
21 connection is still screwed on -- there was a cut -- the hose was  
22 cut from the second -- the first level, you know?

23 Q. Okay. Before you guys left the dock did you have some sort  
24 of safety briefing from the crew?

25 A. We had a, like, a safety meeting in the morning before we

1 left -- before we started, like, loading the boat and everything.  
2 And he kind of went over the orientation for the boat. You know,  
3 don't do this, you know, don't be -- don't go in the engine rooms.  
4 If you need something get with us or -- when you -- because the  
5 corona virus or, you know, just normal. Use the bathroom, wash  
6 your hands. If I see you don't wash your hands you're off my  
7 boat, you know, stuff like -- general stuff, you know?

8 Q. Okay. Did you talk about life jackets and where they were in  
9 your room?

10 A. No they usually posted it -- well, I don't remember if he  
11 actually said where they were, you know? But I'm pretty sure  
12 there was a briefing -- like, a paper we sign where you read. And  
13 the life jackets are in your state room. Now it doesn't  
14 really -- because normally they put them under the beds or in the  
15 closets, you know?

16 Q. Okay.

17 A. On top of the closets.

18 Q. The -- how about some more survival training? Where did you  
19 take your training?

20 A. I took mine at M&A. I think it's M&A. It's in Coteau or,  
21 like, by Youngsville area. I just recently took it, like -- in  
22 fact I took it New Year's Eve this year.

23 Q. Okay. Was that the HUET training or is that just some  
24 general water survival training?

25 A. No. It was the HUET with the, you know, half helicopter,

1 drops in rows in the water. The full --

2 Q. Did that training help you out at all in this scenario? Or  
3 was this completely different?

4 A. You know that training trains you just to float if you have  
5 to or try to, like, practice getting into those inflatable life  
6 capsules. But I don't think nothing's going to you for tempered  
7 seas unless you go to the arctic one. You know that -- there's  
8 another water survival that's for, like, the North Sea, you know?

9 Q. How about getting through the window? Was that any -- was  
10 that the same as the HUET or is it a little bit different?

11 A. I didn't go through the window. I went through the attic  
12 into the hallway.

13 Q. Oh, okay. All right. I'm sorry.

14 A. It's not a problem.

15 Q. Brandon went through the window.

16 A. I told Brandon to go through the window. Yeah. Because he  
17 wouldn't have fit through the attic or the hallway. He wouldn't  
18 have went to -- he wouldn't have made it through the attic. The  
19 attic only had, like, a ten inch crawl space.

20 Q. Oh, okay. I'm sorry. Where was this attic at?

21 A. In the corner of the room -- my room. It would be like -- so  
22 if the room was facing like this, the door was like this, when it  
23 fell it's the corner of the wall in the attic. I just -- I  
24 crawled through that corner to climb into the hallway in the  
25 attic. I couldn't move my door. It opens in and it was lockers

1 and everything blocking it.

2 Q. I'm going to try to share my screen with you, okay? Let's  
3 see if that works. Okay. Can you see this drawing?

4 A. Yes.

5 Q. Okay. So this is, I think, is your room that you're room  
6 that you're describing.

7 A. Yes, sir.

8 Q. Okay. Is -- when you say the attic are you talking about  
9 this little airlock?

10 A. You see where that locker is?

11 Q. Yes, sir.

12 A. On the wall?

13 Q. Yes, sir.

14 A. Go up a little bit towards the door.

15 Q. Right.

16 A. Right there. That's where I climbed out into the hallway.

17 Q. You went through this wall?

18 A. Yes.

19 Q. Okay.

20 A. On -- in an attic. Because that -- my door in my room was  
21 jammed up by the lockers once they fell --

22 Q. Right.

23 A. -- off the wall.

24 Q. How did you get through this wall? Did it bust open from the  
25 lockers?

1 A. No. I pushed the cement -- the attic out. It's just a  
2 celotex attic. Like, it got an -- it's got like a ten inch crawl  
3 space.

4 Q. Oh, you went through the crawl space in the overhead?

5 A. Yes. To get over the wall.

6 Q. I understand now. So you went over the wall, not through it.

7 A. My attempt was to kick the door in to open the door. You  
8 know so I could open the door for Brandon to get out but it was  
9 jammed up. You know I figured I could try to push it from the  
10 other side instead of trying to pull it.

11 Q. Okay.

12 A. Because we tried to move the lockers but there isn't much  
13 room in there once you --

14 Q. So let me --

15 A. -- so, like, everything was mixed up.

16 Q. Let me make sure I have this right. This door -- the wall  
17 between your room and -- what is this called? The  
18 vestibule -- that wasn't solid steel all the way to the next deck  
19 then? There was a crawl space above that?

20 A. Yeah there's an attic space.

21 Q. Oh, okay. I understand now. And for the record we're  
22 looking at the general arrangement of the zero two deck for the  
23 *Seacor Power*. Okay. I understand. Thank you. Let me get this.

24 That's all the questions I have for you right now, actually,  
25 Brandon. I'm going to pass this off to my -- oh, one more. Your

1 cut, did you wind up getting stitches in the end?

2 A. Yes. I ended up getting stitches in my right foot -- five  
3 stitches but it was deeper than it was long, I guess. I don't  
4 know where -- what happened or what, you know?

5 Q. Okay. And did you -- how long did you stay at the hospital?

6 MR. EARLES: Marcel, you referred to him as Brandon. This is  
7 Zach.

8 BY MR. MUISE:

9 Q. I'm sorry, Zach. I apologize.

10 A. No, it's good.

11 Q. Did you stay at the hospital overnight or --

12 A. No. They brought me and I was there for about two  
13 hours -- almost three.

14 MR. MUISE: Okay. All right.

15 Drew, do you have anything for Zach?

16 BY MR. EHLERS:

17 Q. I do. Thank you, Zach. I just have some questions based on  
18 what you told Marcel. So, Zach, you mentioned starting out at  
19 your shop at 3:00 in the morning. Where is your shop at?

20 A. In, like, New Iberia area.

21 Q. Okay --

22 A. Coteau, New Iberia.

23 Q. Okay. And I must admit I don't have a lot of experience in  
24 the oil and gas industry. Can you tell me a little bit more about  
25 what coil tubing is?

1 A. It's just like an inch and a half or -- let's just say inch  
2 and a half. Inch and half pipe that's hollow on the inside and  
3 it's reeled up on a big reel -- big drum. And you rig it up to  
4 run down the wells and pump through it. Pretty much.

5 Q. Okay. All right, then. That's helpful. How long is it coil  
6 tubing -- like, how is it --

7 A. It can be -- I mean I've seen them anywhere from 10,000 foot  
8 or small strings to 30,000 foot, 28,000 foot, 25, you know? It's  
9 depending on what length you need for that well.

10 Q. I see. All right. Do you remember what you had for that  
11 well?

12 A. I'd be lying if I said a number. I would say around 15- to  
13 16,000 foot max, you know?

14 Q. Okay. Yeah. And if you don't know something no need to  
15 guess. That's fine. So you were describing the load  
16 out -- loading the equipment on board the vessel. And did you  
17 actually participate in the load out itself?

18 A. No. Prior to that, the day before, I was on a job and -- on  
19 a land job, Monday. And I came in around 2 o'clock or 3 o'clock  
20 and they had already finished getting everything together for it.  
21 So at that point what they do is they'll get it all together, then  
22 they'll call for trucks, and they'll start loading the trucks.  
23 But we don't load the trucks, the shop-hands load it. And this is  
24 all happening between 5 o'clock at night, in the evening to  
25 2 or 3 in the morning because it's kind of like a race to get down



1 to the dock. Not a race, but, like, we got to be there -- they  
2 try to beat us there so the equipment's ready to be offloaded when  
3 we get there.

4 Q. And the equipment was there on time?

5 A. Yes, sir. Actually, most -- some of it was there the  
6 day -- like, the day we were working, a lot of the (indiscernible)  
7 were already on the docks sitting there waiting.

8 Q. Okay. And do you have a manifest -- a list of all the  
9 equipment that's supposed to go on board?

10 A. Oh. That's kind of hard to say. We have a load-out sheet  
11 that we prepare, like go through and everything. But I personally  
12 don't need it. I know exactly everything I needed for the job no  
13 matter what. I'm talking to connections, hoses, and everything.  
14 But there's not really a check list that we have one at our shop  
15 that we use and signoff on. We just go by hopefully the truck  
16 gets there with it all, you know, nothing falls off. But for the  
17 most part there's a -- you've kind of got the basics and then  
18 just, you know, small support equipment, you know?

19 Q. Okay. All right.

20 A. And then there's other equipment that gets brought in by the  
21 company man and Sonar, another pump company. There's extra stuff  
22 that we didn't supply for. So I never sit on a dock unready.

23 Q. Okay. Do you know who prepares the loadout sheet?

24 A. It's usually the coordinator on call. And I really -- I'd be  
25 lying to you if I told you which one was on call that week, you

1 know?

2 Q. Okay. But that's a Cardinal guy?

3 A. Yeah. It's a Cardinal guy. And it's usually, like, a  
4 meeting. They sit down with the company. Okay we're going to  
5 need this, we need this, we need this, we need that, you know?

6 Q. Okay. So once all that equipment gets to the vessel, do you  
7 help with the loading of the vessel at all?

8 A. Yeah. We usually put two people on the boat, and two people  
9 on the dock. One signaling and one hooking up or tying tag lines  
10 and two of the guys are on the other side are unloading it,  
11 signaling, and unhooking it, you know?

12 Q. Okay.

13 A. Tying it --

14 Q. That's your guys -- the Cardinal guys doing that?

15 A. Yeah. For the most part. I mean there was an extra guy  
16 there from Majors Equipment. I do not know his name. Like I  
17 said, I really don't care to know any of their names. I know them  
18 by faces, you know?

19 Q. Yeah. Understood.

20 A. And then the boat-hand, he was helping us too. I forget his  
21 name -- I don't even know his name. But he was right down the  
22 weights as we picked them up and put them on the boat.

23 Q. The crane operators are boat hands?

24 A. Yes, sir.

25 Q. Okay. So where -- you mentioned putting the equipment on

1 deck, I think, in a certain way -- I think you said cross-angled  
2 because of the way that the lift boat was going to be situated  
3 when you got up the platform. And if I'm misspeaking you can tell  
4 me. First off all, is that correct?

5 A. Well, so the boats -- that boat -- particular boat is so big.  
6 We can put a line equipment in it and still have a half -- more  
7 than half the boat left. We just had to put it in certain spots  
8 for whenever we get out there. They got to take on  
9 preload -- take on the water to preload, you know, set the boat.  
10 So we couldn't cover hatches. And there was a section where we  
11 were going to be going across the boat at an angle with the  
12 equipment. And what we're trying to leave clear so when we get  
13 out there we're just moving stuff, putting it in their spots, and  
14 just start rigging up.

15 Q. Okay. Does the ship's crew tell you where they want the  
16 stuff placed? Or is that -- do you have an input on that?

17 A. I mean we just try to rig it up with a reel because that's  
18 the heaviest thing. And, like, the consul, and our power packs,  
19 our iron equipment -- our main part of our equipment are real  
20 heavy. We try to put that center of the boat to the back. And  
21 all the rest of the equipment is, like, just small support  
22 equipment. We just kind of put it around each other real tight.

23 Q. Okay. So that reel, do you have any idea how much one is?

24 A. At least over 45,000 pounds.

25 Q. Okay.

1 A. It may weigh more, you know? But it's at least over that.

2 Q. Okay. And you remember where it was placed on the deck?

3 A. From the handrail I would say there was about ten to 15 foot.  
4 Then my consul which is about 12 to 15 foot long and then the reel  
5 right in front of it, you know? So it was probably about 30 feet  
6 from the back of the boat to center, you know?

7 Q. Okay. How about from the side of the boat to the center?  
8 Was it off center? Was it right in the middle? I'm talking about  
9 the --

10 A. No. It was pretty much centered. Dead center, you know?

11 Q. Okay. And you consul, where was that as far as centered on  
12 the boat?

13 A. Directly behind the reel. Like, center of the boat but right  
14 behind the reel more towards the back of the boat.

15 Q. Okay. And was there space between the equipment? Or was it  
16 all put all together and compacted together?

17 A. Some things were right up against each other real tight,  
18 compacted because -- just for falling. You know, like, something  
19 falling over. We have some -- we have a tubing works guide, like  
20 a wicker build that goes on top of our injector. These are just  
21 parts of equipment but it's odd shaped and it pivots on, like,  
22 four little pin points. So you put it up against something and  
23 you kind of tied it off with a rope. The objective is to hit the  
24 main brain of our system. So we put it up against the consul  
25 tight and kind of tie it down with a rope so hold, you know, just

1 to hold it from, like, tipping over.

2 Q. Was anything else tied down?

3 A. No. I mean -- and when I say tied down it was, like, one  
4 piece of equipment tied to the other piece of equipment. Not  
5 really tied to the boat or chained down.

6 Q. Nothing was chained down to the boat itself?

7 A. No, sir. I mean we've never actually -- the only time we've  
8 ever chained any equipment was on, like, work boats or crew boats,  
9 you know, to take offshore. Those are a little more rough than  
10 these jack-up boats.

11 Q. So it's usual practice not to latch stuff down on the jack-up  
12 boats?

13 A. Not normally, no.

14 Q. Okay.

15 A. I've never seen it done, you know?

16 Q. Okay. The -- you described the rocking motion of the boat  
17 right before it flipped over. How long was it rocking like that  
18 before it rolled all the way over?

19 A. Not long. I mean it was really, pretty quick. We probably  
20 had three or four, like, little incidents where it came -- where  
21 we got little side seas, you know, if it comes under the side.  
22 Just two -- like, three or four times it kind of got, like, rocky  
23 like that. And, like, the third or -- the fourth or fifth time it  
24 just kind of all went over steady.

25 Q. Okay. So up until that time even from the time you left the

1 jetty until just before those couple oscillations -- the couple  
2 rocks it was pretty smooth?

3 A. It was smooth. I mean that's normally your smoothest boat  
4 right ever, you know?

5 Q. Yeah.

6 A. And especially that one, it's so wide and big.

7 Q. Yeah. So, again, just kind of repeat what you said and make  
8 sure I got it right. It was pretty smooth and all of a sudden you  
9 felt a couple rocks rocking back and forth and the last one it  
10 went over?

11 A. Yes, sir.

12 Q. Okay. Those couple rocks that you felt right before it went  
13 over, had you ever had a lift boat that rocked like that before?  
14 Like, if it were in heavier weather or anything like that?

15 A. Not traveling. I mean if it got rough they usually try to  
16 stop or jack-down. I mean I've done that a couple times, you  
17 know? But I really think it was it -- because it got quiet right  
18 before, like, it cut off the engines. And I can't tell you yes or  
19 no if I heard it because once we flipped I just kind of zoned it  
20 out. But it was real quiet. I didn't hear no tilt alarm or  
21 nothing. And I'm not saying it didn't have an alarm, I just -- I  
22 didn't hear it, you know?

23 Q. And you actually answered my next question. You didn't hear  
24 any alarms or anything like that?

25 A. When it was going over I heard a guy hollering from outside

1 the window or the walls because everything was quiet, like he had  
2 shut the engines off. And I heard everybody get a life jacket and  
3 get everybody, get a life jacket. And then when it fell over I  
4 didn't hear nothing until I climbed out and saw that guy, one of  
5 the boat-hands on the door.

6 Q. I'm sorry that I kind of repeats the same thing over and over  
7 again. When did it get quiet? Was it before the rocking started,  
8 as it was rocking, or as it was going over, or some other time?

9 A. Like right before it went completely over. Like, on that  
10 last rock it was, like -- it rocked three or four times and then  
11 it got quiet, like he shut off the engines. And then it rocked  
12 again and that's when everything was quiet. And then it just kind  
13 of went over.

14 Q. All right. Thanks. This has been very helpful. Thank you  
15 very much.

16 MR. MUISE: Mike Kucharski, please.

17 BY MR. KUCHARSKI:

18 Q. Is that -- thank you, Mr. Louviere. Great information.

19 So back to the rocking motion. Now think about this for a  
20 little bit. Did it start out -- you said it was maybe three or  
21 four rocks, did they seem to increase up to that final one?

22 A. They seemed -- to me they seemed exactly the same. And that  
23 last one was just one big -- like, I felt us over the point, you  
24 know, of balance.

25 Q. Okay. And you -- I think you mentioned you actually saw the

1 waves coming over the side. Is that correct?

2 A. Once it flipped over.

3 Q. Oh, okay. So you didn't look out your window --

4 A. No. My window was actually to the back of the boat which you  
5 wouldn't see nothing but the heliport and the bottom deck, you  
6 know?

7 Q. Okay. So you didn't actually see any of the waves coming up  
8 on the deck you just saw tug boats --

9 A. The bedrooms are to the back of boat and there's a bathroom  
10 and galley and stuff to the front of the boat.

11 Q. Okay. And when -- do you remember which way the rolls  
12 started first?

13 A. From left to right which points to starboard to me.

14 Q. So it was the starboard -- okay. Great. And was there any  
15 wind associated with that roll? Did you hear any wind? Did you  
16 pick that -- did you get any sense for the wind at that time?

17 A. I'm pretty sure it was very windy for the simple fact that  
18 once it fell in less than a minute, maybe two, when I got outside  
19 it was windy. Like, barely holding on, like -- strong winds, you  
20 know?

21 Q. Okay.

22 A. So it tells me the wind was there right prior to it flipping  
23 or at the flip.

24 Q. Okay. Great. And the engines, you heard them right up until  
25 the time it flipped?



1 A. Yes. Because the whole -- the engines are entrained with the  
2 whole system. So when they run the cranes you can hear but not as  
3 loud. It's just hydraulic motors. But when they're running the  
4 boat system it's throughout the whole boat. You can hear it  
5 through the walls, through the floors. It's just loud vibrations.  
6 And it stopped right between the third and fourth little cock. It  
7 stopped right before the big tip over.

8 Q. Okay. That's good information also. And the last thing is  
9 you said it got really quiet there for a bit, what -- but just  
10 prior to that as it's rocking or that went over, did you hear the  
11 cranes? Or could you get a sense if the cranes were moving at  
12 that time?

13 A. The cranes? No, they were in a rack.

14 Q. Okay.

15 A. And laid down in a racks. So it wouldn't have  
16 (indiscernible) those or picked them up. You know what I mean?  
17 In order to pick the cranes up you have to have legs down and out  
18 the water to be stable. Kind of, like, a land crane when you put  
19 the legs down -- out riggers or whatever. The crane was  
20 actually laying on the side of my building. And when I climbed  
21 out there was no crane. It was already slid down the leg and into  
22 the water.

23 MR. KUCHARSKI: Okay, great. That's good information. Thank  
24 you very much. That's the end of my questions. Thank you.

25 MR. MUISE: Captain Phillips, please.

1 BY CAPT PHILLIPS:

2 Q. Good afternoon. Tracy Phillips. Like, what everybody else  
3 has said, thank you very much. This is really helpful.

4 Going back to the things that you mentioned before getting  
5 underway. You said you had an orientation but you also had to  
6 sign a sheet that said you were familiar with the boat? Is that  
7 what I heard?

8 A. Yeah. Well, we have the sign in sheet, you know? It kind of  
9 goes with, like, this is your orientation/sign in on board, you  
10 know?

11 Q. Okay. And do you do that every time you get on a Seacor  
12 boat?

13 A. Well, whether it's a Seacor boat or any company, yeah, you  
14 sign on when you get on. And they don't really make it or push it  
15 sometimes you got to sign when you get off. But this year I'm  
16 coming when you're working out there, you're going home, and I'm  
17 coming to relieve you.

18 When I get on there I got to sign in and if I've been on  
19 Seacor within the last -- or well, not Seacor, if I've been on  
20 that location within the last six months or with that company you  
21 don't have to really go through the orientation. You have an  
22 orientation sticker that's kind of, like, regional, you know, I  
23 guess. Like, hands on a little bit of everything.

24 But for the most important you get a quick run through and  
25 you have to sign on every time you get on every location. Now

1 that's lift boats, rigs, platforms, anywhere, you know? That's  
2 even on if you get on a work boat or on a crew boat in the water  
3 to travel out there you got to sign in and sign off, you know?  
4 That's pretty standard, you know?

5 Q. Okay. And so did that sign in sheet for the *Seacor Power*  
6 talk about where safety equipment was located or what to do -- how  
7 to evacuate the boat or anything like that?

8 A. Well, it's got a station built on a wall that showed where  
9 everything was. Kind of points out when he was talking throughout  
10 his little orientation. But, like, for the bedrooms they pretty  
11 much just say, you know, there's life jackets in your room. I'm  
12 going to tell you right now my number one things was just try to  
13 get out the room because I knew we in the water. I didn't want to  
14 get trapped in the room with water. I wasn't really looking for a  
15 life jacket. Sorry.

16 Q. Yeah.

17 A. I think it was to clear them out and get out as soon as I  
18 could, you know?

19 Q. I bet. Yeah. Sounds like you're good at handling  
20 emergencies because you were thinking through all of your actions.  
21 That's good.

22 A. I mean there's some little bitty details that, you know, I  
23 left out because it wasn't really prominent. But, like, I talked  
24 to my people like, man, they about to pay us some extra hours for  
25 this. You know, because we was there for hours -- two hours, you

1 know? I've been supervisor for 14 years so I was kind of -- he  
2 was kind of like man, what we going to do? I said look, this is  
3 the situation we have. All we can do is get out of it. Or deal  
4 with it. I don't know what to tell you. I can't -- I'm not going  
5 in that boat looking nobody. But, you know, that's the only thing  
6 I can -- I mean I kept my head the majority of the time, you know?

7 Q. Okay. What kind of -- did you ever have any conversations  
8 with anybody about the weather in the morning before you got  
9 underway?

10 A. I didn't personally. And I really didn't see any  
11 conversations about it. Now from what it looked like to me it  
12 started to rain a little bit. It lighteninged one time but it was  
13 far away. We still had a couple of lifts left on the  
14 dock -- three or four. They pulled those up while went to eat.  
15 When I came back they were just taking the handrails -- the  
16 walkway. Because there's a walkway from the boat to the  
17 landing -- the dock. They pick that up, put it on the boat, we  
18 kind of tied it off and tied off another long extension 24 foot  
19 ladder with a rope. And then -- because that was just loose. We  
20 just put it out the way. We needed it for later on. And that was  
21 it. They laid the cranes down.

22 As for the weather when it was -- they started the engines up  
23 right before we left. It was just kind of gloomy. It wasn't  
24 raining but it wasn't sunny, you know? I don't know if  
25 I -- that's pretty much what it was that I remember.

1 Q. Yeah. Okay. And you -- do you check the weather for your  
2 own personal information ever before you get underway?

3 A. Actually I don't because I'm not driving the boat. And I'm  
4 not trying to put this on anybody else but I have no control over  
5 like, man, it's raining just pull over, you know?

6 Q. Yeah.

7 A. I -- like, I don't know what their boat's capable of handling  
8 opposed to -- okay let's see if we out there regular working if  
9 it's lighting and wind blowing and raining real hard? Yeah, we'll  
10 have to shut down or stop and just kind of sit there and wait.  
11 But for the most part it doesn't, you know, we work in the rain.  
12 You know? It doesn't matter. Unless it's unworkable, you know?  
13 If the rain's sideways we can't work. If it's coming straight  
14 down you working. You got to work. So --

15 Q. Got you. Okay.

16 A. But like I said, to get back, I wasn't in a position to make  
17 that call because I don't know what their boat's capable of  
18 handling pretty much, you know?

19 Q. Okay. Have you been on a lift boat before where they said we  
20 can't get underway now because there's bad weather coming, we've  
21 got to wait it out?

22 A. I've been in -- I've been on them a bunch of times in, like,  
23 20 years. Like, I've been on them a lot. I've came -- we've  
24 rigged down and jacked down and came in because of a hurricane --

25 Q. Okay.

1 A. -- and got to the dock, went home. Couple of days later came  
2 back rode it back out. I've seen where they jack them down to the  
3 water. I've never -- honestly, I've never been on one where we  
4 finished loading the boat and just sat at the dock because the  
5 weather was bad. I've never been put in that spot, I guess, you  
6 know? It's never -- I don't know. It's never happened, you know?

7 Q. Okay.

8 A. It's never coincidentally happened where it got -- the  
9 weather the bad when we was ready to go, you know?

10 Q. Okay. Did anybody talk about the watertight doors before you  
11 got underway? Did anybody say anything about you got to close  
12 these doors, you can't open them? Or you can't use this door?

13 Or --

14 A. The only thing is they, you know, they kind of stress if you  
15 going to have to go downstairs to the galley don't use the outside  
16 doors. Because they dog down the outside bottom doors -- like,  
17 lock them down. But the water doesn't get to the second level or,  
18 like, the, you know, the first living quarter level. So those are  
19 really just opened or they may just be one lock -- one handle just  
20 kind of barely holding it on. But they said if you need to go  
21 downstairs for anything use the internal stairway. And if you got  
22 to smoke go outside the doors, you know? It's not moving at a  
23 super-fast pace. I mean we're doing -- you could probably walk  
24 just as fast as the boat can travel. And it was 18 hour boat ride  
25 so, I mean, think about it, there's no signal -- satellite signal

1 for TV. That means there's no internet signal so you have nothing  
2 to do but either smoke if you smoke or is take a nap, you know?  
3 So if I had to guess the top doors were dogged down tight, like,  
4 all the handles -- maybe just one handle.

5 But if the bottom ones were locked because there's -- if it  
6 were getting -- the water was starting to get on top it's  
7 usually -- I've seen it before where the water will get above the  
8 level. You know, it just -- if they're trying to pull legs free  
9 or something the water will get up. But then they pop out, you  
10 know, and the water drains off. So in my experience I've only  
11 seen the bottom levels get locked down if that's the answer you're  
12 looking for.

13 Q. Okay. But they did tell you go through the inside if you  
14 want to get to the galley?

15 A. Yes, ma'am.

16 Q. Okay. Thanks.

17 A. Now this was an odd boat because not many boats have an  
18 internal stairway, you know? There's a shield, like, few to many,  
19 not many if they do. So that was just a good chance that they had  
20 one, you know? So that's their way. Don't use the bottom deck.

21 Q. Yeah. How many different companies would you say you work  
22 for? Or work on different boats? Different companies that have  
23 boats? How many different ones do you work on?

24 A. Okay. This is the trick right here. So that boat right  
25 there used to be called *The Dixie Endeavor*. It was owned by

1 Superior in 2002 when it came out. I worked on it when it first  
2 came out for years. So I've worked on *Dixie Endeavor*, *The Legend*,  
3 *Legacies*. So it was Superior, I don't know this name, it's M O.  
4 It might be Monowak (ph.), or Operations, or Oceaneering -- I  
5 don't know. It's M O.

6 But there's -- I mean there's at least five or six different  
7 companies, you know? Ram -- I can't even remember them all  
8 because they -- so from doing research, just looking at the  
9 different boats that Seacor owned. They owned *The Katie*, *The*  
10 *Paul* -- and that's the black and white boats. They used to be  
11 black and white, owned by M O. I don't their -- what it stands  
12 for.

13 And then there's some other boats like this one, *The Legacy*,  
14 *The Endeavor*, the -- you know, a Superior and now Seacor owns  
15 these boats. So just from looking at that online just seeing what  
16 boats -- they pretty much bought all the boats in the Gulf, you  
17 know? All the jack-up boats that I know of, you know?

18 Q. Okay. I was -- yeah, I was thinking along the lines of if  
19 you were working for a bunch of different companies I wanted to  
20 see how you ranked the different companies as far as safety? But  
21 if --

22 A. I mean they're all pretty much the same because they  
23 all -- at some point in time if you worked for -- let's say you  
24 worked for this jack-up boat company. Well, this one over here is  
25 paying a little more. Well, guess where you going? So I've seen



1 a bunch of guys throughout the times, you know, where they working  
2 for this company, and then this company, you know, back and forth.  
3 But for the most part their system -- their safety system is all  
4 the same, you know? Orientation, you get on a boat, here's this,  
5 here's that, you know, don't go in the engine room, help yourself  
6 to the galley, whatever you want, you know?. Keep it clean  
7 because you got to live here and we're not your momma. That's  
8 what I've heard my whole life, you know?

9 CAPT PHILLIPS: All right. Thank you very much. That was  
10 really helpful. That's all the questions I have.

11 MR. MUISE: Okay. Thank you, Captain.

12 And, Zach, just if you see people dropping off there's  
13 another interview going on there at 2:30. So that's where people  
14 are disappearing to.

15 John Preston with ABS.

16 BY MR. PRESTON:

17 Q. Thank you.

18 I do have a question for you, Zach. Where did the fire  
19 extinguisher come from?

20 A. It was hanging on the wall right below the window. Every  
21 room had one.

22 Q. Okay. All right. And do you remember if any of the  
23 emergency lights came on? Or did you see any lights when you were  
24 moving around?

25 A. No. Because, in fact, the light that I was standing on at

1 the end -- it was out too. So I didn't see any lights at all.  
2 It's not bright daylight, but it was, like I said, kind of gloomy.  
3 But the lights weren't on or nothing. It stayed, like -- when it  
4 flipped over it lost all power, everything. Even back-up power or  
5 whatever, you know?

6 MR. PRESTON: Okay. All right. Thank you, sir. Like  
7 everybody else said, I really appreciate your assistance here.  
8 You explained, you know, what you saw.

9 MR. LOUVIERE: Yes, sir.

10 MR. MUISE: Erik, please.

11 BY MR. VERDIN:

12 Q. Hey, good afternoon. About the life jackets in your room,  
13 did -- were you aware of them in the past? Or just forgot? Or  
14 were they moved? Or just general location of the life jackets?

15 A. A lot of times they're above the lockers. But I've seen them  
16 where they in the beds. Now these were above the lockers but then  
17 whenever it went over they fell over -- under the lockers before  
18 the lockers landed on top of them.

19 Q. Oh, okay. Yeah, that explains --

20 A. So I couldn't move nothing in there. Everything was binded  
21 up, the beds came apart, like, it just kind of opened up then went  
22 forward. So I couldn't move anything. That's why I decided to  
23 try to climb out, you know, to try to move stuff to get -- I  
24 didn't want to waste time moving stuff, trying to get a door open  
25 and we start getting water in our room.

1 Q. Right. Yeah, obviously. Could you tell that -- were these  
2 lockers secure just any kind of where or they were just standing  
3 lockers? Or -- could you tell? I mean I know it was quick and  
4 everything but --

5 A. I'm pretty sure you couldn't move them if you just grabbed  
6 them. But I would say they probably had one screw or something  
7 holding them down, you know, like, nothing really secure-secure.

8 Q. Only if you know what --

9 A. Yeah. So I'm just saying, like, I knew I couldn't pull on  
10 them to take it off. You know what I'm saying?

11 Q. Right.

12 A. So they were secure some kind of way but I don't really know  
13 exactly.

14 MR. VERDON: Okay. That's all I got.

15 MR. MUISE: Seacor, please?

16 MR. CENAC: Yes, Michael Cenac with Seacor. Thank you for  
17 taking the time out to tell us your story. I appreciate it and I  
18 don't have any follow-up questions.

19 MR. MUISE: Okay. Thank you, Michael.

20 I have a few follow-ups but I'll let everybody else go first  
21 because I know they want to jump off and go to the next one. Does  
22 anybody else have some follow-up questions?

23 BY MR. MUISE:

24 Q. Okay. All right. I do have a few. Zach, the -- I  
25 understand it was supposed to be a cement job?

- 1 A. Yes, sir.
- 2 Q. So where is the cement and drill water coming from? Is that  
3 onboard as well?
- 4 A. The cement -- it was 13 cement sacks on deck.
- 5 Q. All right. Is there, like, one big pea tank on the deck?
- 6 A. No. These were individually -- pallets with a sack of -- a  
7 15 hundred pound sack of cement. It's got mixtures in it and it's  
8 covered in -- it was tied tight, everything's closed up. You  
9 know, it's wired tight where can't get no spillage. And there  
10 is -- it's kind of got, like, a plastic over it and melted on it  
11 tight. So it can't really get too wet to harden up before.
- 12 Q. Okay --
- 13 A. 13 of them. 12 of them stacked and one single on the ground.
- 14 Q. And the drill water?
- 15 A. The water was just going to be saltwater from the overboard  
16 pump.
- 17 Q. Oh, okay. All right.
- 18 A. Everything we use is pretty much saltwater from the overboard  
19 pumps on the -- from the boat.
- 20 Q. Okay. I understand now. The --
- 21 A. We don't really use no water unless we're trying to, well,  
22 control with a heavier fluid, you know?
- 23 Q. Okay. The ceiling tiles to get into the attic, did they just  
24 come loose when the boat went over? Or --
- 25 A. The one of them -- the one next to it -- the one next to

1 where I climbed in fell in. Because it's on its side now so it  
2 kind of, like, shifted and fell in. I mean I do a lot of little  
3 side jobs so I know how the ceiling works. So I just went and  
4 pushed it open and tried to look over the side and I couldn't so I  
5 climbed into it and I was able to see inside the hallway and get  
6 out right there. I climbed out. So that's why I didn't go back  
7 in the room. I was already out.

8 Q. Were they just the little plates with, like, sheet metal  
9 screws?

10 A. No they're actually -- it's a frame just, like, a regular  
11 building. It's got eight -- like, a spider web frame kind of  
12 squares.

13 Q. Right.

14 A. And the squares just sit it in it, you know?

15 MR. VERDON: Sit like that?

16 MR. LOUVIERE: Yeah. Just like that.

17 BY MR. MUISE:

18 Q. Oh, so it's just acoustic tiles? Not actually --

19 A. Yeah. It's just the tiles that's -- it's kind of, like, a  
20 hovering cement -- ceiling. It's got a little --

21 MR. VERDON: Suspended ceiling.

22 MR. LOUVIERE: -- a suspended ceiling.

23 BY MR. MUISE:

24 Q. Okay.

25 A. It's got a little top (indiscernible) --

1 MR. VERDON: I think it's a 40, but --

2 MR. LOUVIERE: Yeah, no, that's it. And it isn't much space.  
3 The reason why -- because I got a few scratches from climbing in  
4 there on my back. Just -- it's real tight. You know?

5 BY MR. MUISE:

6 Q. You mentioned the injury that Jay had. How about the other  
7 *Seacor* hands, did they get hurt at all before you left?

8 A. I don't know if they were injured or not. I do know that one  
9 of them said he hurt his ribs when he fell from the top. That's  
10 the one I grabbed and caught his shirt and tore it. I know his  
11 ribs were hurting him but we didn't really sit there and talk  
12 about our injuries. I only knew Jay had a scratch because I saw  
13 it -- I pulled him up, you know? His face -- and me right there  
14 and his forehead looking up at me I saw it. You know I didn't  
15 want to alarm him. I didn't even tell him he had a scratch.

16 Q. Oh, okay. All right.

17 A. I didn't tell him he had a cut or anything.

18 Q. So --

19 A. If I'd have told him he was bleeding and had a cut then I'd  
20 have -- he might've freaked out worse, you know?

21 Q. I do have a difficult question for you. Where was the  
22 last -- when was the last time you saw Dillon?

23 A. I never seen Dillion.

24 Q. Okay.

25 A. No.

1 MR. VERDON: When was the last time you saw him?

2 MR. LOUVIERE: Oh. Like, prior to that before I went to bed.

3 BY MR. MUISE:

4 Q. Okay.

5 A. In his room.

6 Q. And you never saw him after the boat went over?

7 A. No, sir. After I left the bathroom I put my shower-kit thing  
8 in my room. And I went to Dillon's room because I'd worked with  
9 Dillon several times prior to this. And even at another company  
10 before this company. And I said man, you're not going to wash  
11 your dirty ass? And, you know, I don't want to curse. But he  
12 said man I ain't did nothing. So I was like, all right, that's  
13 about right, you know. So I closed his door -- like, slammed it.

14 Q. Okay.

15 A. And that was it. That's probably -- I don't know. Jay's  
16 seen him before -- prior or not, you know. I went in my room and  
17 went and laid down.

18 Q. Okay. Thank you, sir. Is there anything else that you think  
19 helped you survive that night that we can share with other crews?  
20 Training or a piece of equipment? Procedure?

21 A. Man all I can say is if you're one to panic -- I don't know,  
22 it's kind of, like, hard to say, you know? Either you're prepared  
23 for it or you're not.

24 Q. Okay.

25 A. Either work well with the situation or you don't. Either be

1 a listener, or a follower, or they lead -- I don't know. It's  
2 hard to say. You got to just pick your role whenever it happens.  
3 I wasn't saying I was the boss or the leader. But one of the ones  
4 that kind of listened to me is -- he's at his house, you know?

5 Q. The guys that were still on board with you -- the four or  
6 five of you, did they say anything about swimming? Like, that  
7 they couldn't swim? Or some that could swim?

8 A. I know the cook couldn't swim. And I'm pretty sure Jay  
9 mentioned he couldn't swim. I mean he didn't want to get in the  
10 water because he couldn't swim. So I said I won't get in the  
11 water unless you get in the water. But I know the cook couldn't  
12 swim. I want to say that the two boat-hands said they could swim.  
13 Because we kind of, you know, like -- if we got to get in the  
14 water, you know, who can swim and who can't? So we know to help  
15 or not help, you know?

16 Q. Okay.

17 A. It seems like this happened fast but there was a lot of  
18 minimal talking going amongst each other, you know?

19 Q. Of course.

20 Erik, I see you're still on. Did you have anything else?

21 MR. VERDIN: No, sir. I'm just glad to hear his story. And  
22 I thank him for sharing it.

23 MR. MUISE: Likewise, Zach. Thank you for taking the time to  
24 talk to us today. Sorry to meet under these circumstances. But  
25 what you've given us today is valuable. Is -- a lot of the pieces



1 of your story we didn't know before. So I very much appreciate  
2 this. And if you have anything else at all that you want to share  
3 you can always reach me through Derrick. We have a generic email  
4 address too. It's witness@ntsb.gov. And somebody from our TBA  
5 office should be in touch with you as well.

6 MR. EARLES: So, Marcel. When will we get the transcript of  
7 this meeting?

8 MR. MUISE: We have a 20 day -- 20 business day turnaround  
9 with the transcriptionist. And they're pretty -- they usually  
10 come ahead of that, so -- at the latest --

11 MR. EARLES: Okay.

12 MR. MUISE: -- 20 days. And again, that would be for you to  
13 proofread. I'll give you a blank errata sheet that you can -- we  
14 can attach to the transcript. And then obviously if you want to  
15 clarify anything else you can submit a separate correspondence  
16 which I'll also include in the docket.

17 MR. EARLES: Okay. All right. Well, if you could just send  
18 it to me I'll -- Zach and I will get together and we can read it.

19 MR. MUISE: Okay. With that it's 1437 on the East Coast.  
20 And I'm going to shut off the recorder.

21 (Whereupon, the interview was concluded.)

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           CAPSIZING OF LIFT BOAT *SEACOR*  
  *POWER* SOUTH OF PORT FOURCHON,  
  LOUISIANA ON APRIL 13, 2021  
  Interview of Zachary Louviere

ACCIDENT NO.:               DCA21MM024

PLACE:                       Via telephone

DATE:                        May 4, 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.



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Carolyn Hanna  
Transcriber