

13APR2021

GLEN HARRIS was conducting commissioning crew training off shore of Port Fourchon, LA when initial reports from other vessels on scene began being heard over Channel 16 VHF. The reports were that a Lift Boat had capsized and several Good Samaritan vessels were already in the vicinity and responding. [REDACTED] each held conversations with shoreside personnel seeking guidance on how to proceed given the pre-commission status of GLEN HARRIS (the log keeper has no knowledge of the content of these conversations, only that they took place). During these conversations, GLEN HARRIS was en route the incident location. Once on scene, GLEN HARRIS small boat was deployed.

TIME	REMARKS
2210Z	GLEN HARRIS arrived on scene with the turned over lift boat. GLEN HARRIS observed 5 POB climbing on the structure via FLIR. GLEN HARRIS reported findings to SECTOR New Orleans.
2223Z	Near by Good Samaritans report possible people/PFD in the water and had intermittent communications with Sector New Orleans. GLEN HARRIS is named OSC by SECTOR NEW ORLEANS. GLEN HARRIS begins organizing the response of all on scene assets.
2227Z	GLEN HARRIS SMALL BOAT was recovered (GLEN HARRIS small boat launched prior to the establishment of this log at approximately 2200Z). The crew of the small boat reports that due to on scene weather and sea conditions that a rescue from the capsized M/V SEACOR POWER would not be possible but that helicopter hoist may be an option. Additionally, the crew reports large amounts of diesel and debris coming from the vessel. Finally, the crew reported seeing 04 POB the M/V SEACOR POWER (the crew on board GLEN HARRIS had already positively counted 05 while using FLIR. This was later confirmed again via FLIR on board GLEN HARRIS).
2228Z	M/V ARATA (a good Samaritan vsl) reports that they have a PIW in sight but they have not been able to successfully pull them from the water. They are monitoring them and continuing to attempt rescue using life rings.
2229Z	M/V ELISE MARY (a good Samaritan vsl) overhearing the M/V ARATA stated that they were en route to the M/V ARATA to assist them in recovering the PIW.
2232-34Z	GLEN HARRIS updated SECTOR NEW ORLEANS with the on-scene situation (WX, intentions, good Samaritan information).
2237Z	M/V ROCKFISH (a good Samaritan vsl) relayed communication from SEACOR that the personnel capacity of M/V SEACOR POWER was 18 POB.
2242-46Z	GLEN HARRIS telephoned SECTOR NEW ORLEANS and passed the bearing and range of the reported PIW from M/V SEACOR POWER so that this information could be incorporated in a drift model.
2242Z	The PIW originally reported by M/V ARATA was recovered by M/V ELISE MARY (a good Samaritan vsl). They reported that the survivor was shaken but appeared to be in good

shape with minimal lacerations but would not require immediate transfer to a higher level of care. The survivor stated that there were 17 POB M/V SEACOR POWER when the vessel got underway.

2248Z M/V CHRISTIAN CHOUEST (a good Samaritan vsl) located another PIW in position 28°58.459N 090°15.972W (approximately 4NM at 244° T from the capsized SEACOR POWER).

2248Z M/V ELISE MARY was en route to assist M/V CHRISTIAN CHOUEST in recovering the PIW.

2305Z M/V CHRISTIAN CHOUEST recovered 01 PIW in position 28°58.110N 090°16.954W

2306Z GLEN HARRIS updated SECTOR NEW ORLEANS

2309Z GLEN HARRIS FLIR operator witnessed 01 POB SEACOR POWER fall into the water. Crew on board GLEN HARRIS stationed a Jacob's ladder off the port side and [REDACTED] maneuvered GLEN HARRIS for a rescue attempt.

2315Z GLEN HARRIS recovered 01 PIW. The survivor reported that they were in their rack sleeping at the time the vessel capsized. He was unsure of the number of persons on board at the time M/V SEACOR POWER got underway. They were not wearing a PFD when they fell into the water. The survivor was suffering from (and treated for) shock but otherwise had no major injuries.

2316Z M/V CAPE COD (a good Samaritan vsl) reported that they were on scene with a PIW in position 28°56.987N 090°17.956W

2328Z SECTOR NEW ORLEANS updated by GLEN HARRIS.

2330Z The survivor on board GLEN HARRIS passed that M/V SEACOR POWER had 8 life rafts on board but believed that none had been successfully deployed and manned by the crew. In addition to the 8 life rafts there was also a dingy on the stern of the vessel. (GLEN HARRIS had previously heard reports from good Samaritan vessels of perhaps 2 life rafts which were unoccupied and possibly the skiff, which was also unoccupied.)

2335Z M/V CAPE COD recovers 01 PIW.

2337Z CGR45687 and CGR45674 arrive on scene.

2346Z CGR45674 closed into the M/V SEACOR POWER to survey the situation and passed that a rescue directly from the M/V SEACOR POWER would not be possible due to current conditions on scene and suggested that the only possibility for recovery of POB would be from the water or possibly via helicopter.

2353Z CGR45674 reported that POB M/V SEACOR POWER were shifting around on deck and might have been preparing to jump into the water.

2356Z CGR45674 stated that POB M/V SEACOR POWER were moving on board and appeared to be making an attempt to jump into the water.

2358Z CGR45687 recovered 01 PIW who had apparently jumped from M/V SEACOR POWER. GLEN HARRIS notified SECTOR NEW ORLEANS.

2359Z CGR45687 reported that the survivor had an approximate 5" laceration across their abdomen.

New Radio Day 14APR2021Z

0001Z SECTOR NEW ORLEANS passed to GLEN HARRIS that a Bristow Helicopter was en route to assist, no ETA was available.

0004Z SECTOR NEW ORLEANS passed to GLEN HARRIS that the Bristow Helicopter has a swimmer on board and hoist capable.

0006Z CGR45674 relieved CGR45687 from the primary PIW recovery position down swell from M/V SEACOR POWER. CGR45687 departed the scene in order to transport their injured survivor to higher medical care.

0022Z M/V CAPE COD notified GLEN HARRIS that they intended to follow a track toward M/V SEACOR POWER following the debris line in an attempt to locate further PIWs.

0024Z M/V LOYD notified GLEN HARRIS that they intended to follow a track toward M/V SEACOR POWER following the debris line in an attempt to locate further PIWs.

0025Z M/V ELISE MARY notified GLEN HARRIS that they intended to continue searching for PIWs until dark.

0027Z M/V CHRISTIAN CHOUEST notified GLEN HARRIS that the PIW they had recovered was the off duty CAPT who was in his rack at the time of the capsized. GLEN HARRIS attempted to confirm the exact number of POB M/V SEACOR POWER and the CAPT was unable to recall this information.

0036Z CGR2317 initiated contact with GLEN HARRIS and notified that they had a 15 min ETA to on scene.

0040Z Bristow Helicopter 739 initiated contact with GLEN HARRIS and notified that they had a 15 min ETA to on scene.

0043Z M/V MR LOYD notified GLEN HARRIS that they would be discontinuing their search and returning to port.

0044Z M/V ELISE MARY notified GLEN HARRIS that they would be discontinuing their search and returning to port.

0047Z SECTOR NEW ORLEANS notified GLEN HARRIS that they had established M-I SWACO as the rendezvous point for all survivors.

0048Z Bristow Helicopter 739 notified GLEN HARRIS that they had 05 min ETA to on scene.

0052Z GLEN HARRIS was no longer able to confirm via FLIR that there were still 03 POB M/V SEACOR POWER. (The concern at this time was that perhaps one or more had fallen off

during periods when waves were crashing which obstructed our view of the POB. We were later able to see all three of the remaining POB.)

- 0054Z Bristow Helicopter 739 arrived on scene and began surveying the capsized M/V SEACOR POWER for possible locations to deploy their swimmer.
- 0105Z Bristow Helicopter 739 began an attempt to lower their swimmer.
- 0116Z Bristow Helicopter 739 recovered their swimmer. There was too much rigging and tangle dangers for them to safely deploy their swimmer.
- 0125Z Bristow Helicopter 739 notified GLEN HARRIS that they were approximately 30 min to BINGO.
- 0134Z Bristow Helicopter 739 reiterated to GLEN HARRIS that they were approximately 30 min to BINGO.
- 0141Z M/V CHRISTIAN CHOUEST notified GLEN HARRIS they were discontinuing their search and returning to port.
- 0141Z(+/-5) During this time GLEN HARRIS requested to know if Bristow Helicopter 739 would be capable to lowering PFD's (2 of the remaining POB M/V SEACOR POWER did not have on PFD's) as well as a VHF radio. Bristow Helicopter 739 agreed to attempting to lower the supplies to the POB using a sacrificial line, which they successfully did. (They successfully retrieval of these items by POB M/V SEACOR POWER was witnessed via FLIR on board GLEN HARRIS and the remaining personnel without PFD's donned them immediately).
- 0147Z GLEN HARRIS established radio communications with POB M/V SEACOR POWER. Environmental conditions were such that it was very difficult for POV M/V SEACOR POWER to understand what was being said by GLEN HARRIS. Communication from POB M/V SEACOR POWER was broken however mostly readable. The majority of communications from M/V SEACOR POWER were frantic requests for help. GLEN HARRIS responded with reassurance that the Coast Guard was working on a rescue and to continue to hold on.
- 0159Z CGR45687 arrived on scene from transfer of their survivor.
- 0201Z Bristow Helicopter 739 BINGO and departed the scene.
- 0206Z CGR2317 offered to drop a life raft to one of the responding CGR45' boats in an attempt to drift one back to the POB M/V SEACOR POWER. CGR45674 did not believe this plan would be successful. CGR45687 notified GLEN HARRIS that they would be willing to make an attempt.
- 0210Z CGR2317 relayed their plan to drop 02 uninflated life rafts tethered together by a line and the CGR45687 agreed to recover them and make an attempt to get them to the POB M/V SEACOR POWER.
- 0219Z POB M/V SEACOR POWER notified GLEN HARRIS via their radio that one of the POB had fallen overboard. GLEN HARRIS, CGR45674, CGR45687 began to search for the PIW. (If

any asset on scene saw this PIW surface at any point then GLEN HARRIS was not notified of it).

0224Z M/V STIM STAR notified GLEN HARRIS that they were spot lighting and searching for the PIW along the debris field down swell of M/V SEACOR POWER.

0228Z GLEN HARRIS notified SECTOR NEW ORLEANS

0251Z Bristow Helicopter 739 notified GLEN HARRIS that they had a 20-minute ETA to on scene and for deconfliction purposes they intended to be operating at 500ft and below and conduct a PIW search.

0253Z POB M/V SEACOR POWER notified GLEN HARRIS that they intended to seek shelter just inside a hatch they could access where they felt a bit more secure.

0257Z Bristow Helicopter 739 notified GLEN HARRIS they were 1.3 hours to BINGO.

0303Z GLEN HARRIS has TALLY HO on Bristow Helicopter 739

0313Z CGR45687 notified GLEN HARRIS that they had 1.5 hours remaining on scene and that the CGR45674 had bagged out and would be RTB.

0328Z GLEN HARRIS attempted to reestablish communications with POB M/V SEACOR POWER and was unable to reach them.

0339Z Bristow Helicopter 739 notified GLEN HARRIS that rigging on board M/V SEACOR POWER prohibits them from safely lowering their swimmer as well as safe egress for the POB M/V SEACOR POWER. This information was passed from Bristow Helicopter 739 to POB M/V SEACOR POWER (GLEN HARRIS was not able to copy the POB M/V SEACOR POWER during this exchange).

0343Z CGR6506 Established communications with Bristow Helicopter 739 and deconflicted the airspace.

0345Z Bristow Helicopter 739 coordinated with CGR6506 and broke away from M/V SEACOR POWER and began another PIW search.

0358Z CGR6506 arrives on scene.

0412Z CGR6506 notified GLEN HARRIS that they have approximately 50-60 min to BINGO.

0427Z CGR45687 notified GLEN HARRIS that they were bagged.

0451Z GLEN HARRIS conducted a passdown with SECTOR NEW ORLEANS via telephone, OSC shifted to CGR6506 and GLEN HARRIS departed the scene for Port Fourchon.

