

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

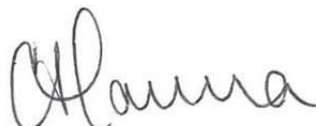
IN THE MATTER OF: CAPSIZING OF LIFT BOAT *SEACOR*
 POWER SOUTH OF PORT FOURCHON,
 LOUISIANA ON APRIL 13, 2021
 Interview of Zachary Louviere

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.



Carolyn Hanna
Transcriber