

On Tuesday April 13th we departed Fourchon for FMEA trials near the Rabbit Field. We arrived at our trials location just West of the field and began testing at 1230. We were expecting rain later in the day so made sure we were well clear of the platforms. Our trials location was: 28°-59.4852'N X 90°-17.0070'W.

By 1530 it had started raining and we realized that the weather was much worse than predicted. (Note: Actual reading at 1538 is 71knot gust from 005° with sustained winds of 55+)

By 1600 we were recording gusts to 75 knots and visibility was less than a quarter of a mile.

At 1615, we lost out port main and bow thruster due to an issue with the engine's governor but the vessel maintained position on DP so our chief engineer and techs [REDACTED] continued to troubleshoot the issue so we could resume trials.

At 1621 the wind was from 040° and steady at 45+ knots. By that time we had recorded a gust to 98 knots with the wind steadily shifting to the East. Visibility was improving to about 400 meters.

Shortly thereafter at about 1630 we heard another vessel calling the Coast Guard to tell them the Seacor Power had capsized. Once we received the position we plotted it and realized we were only about five miles away. I went to the engine room and told the men the situation and asked them to get the engine running if they could. They did just a few minutes later and after discussing my intentions with my coordinator, the DP team and ABS surveyor aboard, we went to search for survivors.

At 1700 we were underway and looking for people in the water.

At approximately 1745, after about 45 minutes of searching, AB [REDACTED] saw a man in the water. As we got closer we could see he was clinging to a mattress and appeared exhausted. He could barely lift his arm to wave at us. We sounded the general alarm, mustered the crew. When he was within 10 meters of the starboard bridge wing we deployed that side's light/smoke marker buoy as a reference point.

At 1802 the men were able to get the survivor, the Seacor Power night captain, aboard the vessel using a lifering with line and the embarkation ladder. Once aboard the team provided first aid to head and hand wounds received exiting the Power, blankets and clothing and we continued to search. The survivor told of the vessel flipping over unexpectedly while he was in bed and crossing the hall to the company man's cabin where they were able to break a window using a fire extinguisher. They were both able to exit the vessel through the window but were separated in the heavy seas.

At 1815 we continued searching the debris field. We encountered three empty liferings and 15 or so empty life jackets. We did not stop to retrieve any of these as we did not want to waste time.

At 2040 after finding no more targets we ended our search after asking the Coast Guard cutter on scene if there was anything else we could do to be of assistance. We were told no and proceeded to Fourchon.

At 2210 we docked at MI Swaco and dropped off the survivor with Harbor Police and a waiting ambulance.