UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*	
	*	
PIPELINE RUPTURE NEAR	*	
HUNTINGTON BEACH, CALIFORNIA	*	Accident No.: DCA22FM001
ON OCTOBER 3, 2021	*	
	*	

Interview of: NENAD DUDIC, Chief Engineer
MSC Danit

MSC Danit

Saturday,
October 16, 2021

APPEARANCES:

ANDREW EHLERS, Investigator in Charge
National Transportation Safety Board

LCDR [redacted], Investigating Officer
United States Coast Guard

LT [redacted], Legal Counsel
United States Coast Guard

[redacted], Interpreter
United States Coast Guard Auxiliary

MARC GREENBERG, Attorney
Tucker Ellis, LLP

JOCK MAWSON, Marine Consultant
Collier, Walsh, Nakazawa

I N D E X

I N T E R V I E W

LCDR [redacted]: This is Lieutenant Commander [redacted]. I am on the *MSC Danit*, it is October 16th, and this is the interview with the chief engineer. I'm going to briefly go around the room and do introductions.

LT [redacted]: This is Lieutenant [redacted], U.S. Coast Guard.

MR. [redacted]: This is [redacted], U.S. Coast Guard Auxiliary, interpreter, [redacted]

MR. GREENBERG: Marc Greenberg, legal counsel with Tucker Ellis, and counsel for the crew.

MR. MAWSON: Jock Mawson with Collier, Walsh, Nakazawa, I'm representing the (indiscernible).

MR. DUDIC: Nenad Dudic, chief engineer on the *MSC Danit* .

MR. EHLERS: And this is Andrew Ehlers, marine accident investigator at National Transportation Safety Board.

LCDR [redacted]: Okay. And with that, I'm going to kick us off a little bit and then I'm going to have -- Drew is going to actually -- Andrew is going to actually have some questions as well to follow up.

INTERVIEW OF NENAD DUDIC

BY LCDR [redacted]:

Q. Okay. So, thank you for coming, we appreciate it -- we appreciate you taking time out of your day to do this. Can you just briefly describe your roles and responsibilities on the ship?

A. Sorry, can you repeat?

Q. Can you repeat -- sorry, can you explain to me your roles and responsibilities?

A. Rules?

Q. Roles.

MR. MAWSON: Job.

MR. DUDIC: Okay, my job. Okay, I'm a chief engineer, so my job to keep engine in good condition, to give job to engine crew, to planning what we need to do together with the deck officer. So, I need to also to keep the engine health, this means the whole crew must be done to job -- following maintenance rules.

BY LCDR [redacted]:

Q. As far as anchoring is concerned, what is your role in anchoring?

A. In anchorage, we keep watching -- me, first engineer, and the third engineer, because on board we're missing second engineer, so I was on watch from 8:00 to 12:00 and then 2200 to midnight. So, engine must be ready in a moment to start if we need some request from the bridge. That is -- also, we write the -- any job or something in the logbook.

Q. Did you say one engine or both engines on the --

A. Excuse me?

Q. Did you say one engine or both engines on the ready?

A. Both -- all engine are ready to start. But one engine is in the connection, that's main in the parallel, you know. Main engine always must be ready -- engine -- main engine to start in a

moment must be ready.
Q. At anchorage?
A. In anchorage, yes.
Q. One on the ready?
A. Yes.
Q. What about the generators during anchorage?
A. Generator -- one generator running, second one -- the other three in a moment, ready to connect. This means ready (indiscernible) to prepare to be started, immediately to be put in a parallel.
Q. Okay. Is there any other equipment that needs to be ready to deploy as far as engineering is concerned?
A. All running.
Q. Nothing else that needs to be running besides the generators and mains that are ready?
A. The generator and the main engine, they are ready.
Q. Okay. Can you walk me through what you do as far as when there’s an anchoring evolution going on?
A. During the stay in anchorage?
Q. Yeah, when you're at anchorage, can you walk me through what you're doing?
A. It’s my job to check pressure, temperature, to go around if some leakage or something.
Q. Are you speaking to the bridge at that point?
A. Yes, if have any big problem, speak with the -- we advise the

bridge.

Q. Does the bridge make any commands down to the engine room about what they want you to do?

A. Practically no, because when we're doing the job down engine, no advise from the bridge nothing else. Also, if there's something -- a big problem, I must advise captain and the bridge to check to see what's going on.

Q. Okay. If there was something unusual, like a drag occurring with -- at anchorage, would you know -- would you be alarmed to it as far as being the chief engineer?

A. I will do a lot, but I still not have experience with that.

Q. You haven't experienced an anchor dragging and what you would do in that event?

A. No.

INTERPRETER: Can I?

LCDR [redacted]: Sure.

INTERPRETER: If he would explain the notification he would get in case of an anchor drag?

LCDR [redacted]: Correct.

MR. DUDIC: If I have any movement of the ship, we have alarm, advise from the bridge that engine must be immediately started, so that will be finished in a few -- one minute because engine all ready.

BY LCDR [redacted]:

Q. That alarm from the bridge, does it come down in the form of

a call -- a phone call?

A. Phone call.

Q. Is it logged in any way?

A. Must be writing in a logbook.

INTERPRETER: So, they don't have any books that would log calls like that.

LCDR [redacted]: Okay. So, would you know at any time that maybe your vessel had come out of its anchorage -- would you be aware of that?

MR. GREENBERG: I think you need to explain that better. You're saying another ship coming out of its anchorage or their ship?

LCDR [redacted]: No, I'm saying -- let me rephrase that.

Would you be aware that your vessel had come out of its anchorage as planned?

INTERPRETER: They would receive a message from the bridge.

MR. DUDIC: From the bridge.

MR. GREENBERG: Okay, Commander, just so you're clear, you asked as planned. So, I'm not sure whether you were intending to ask if something happened that was unplanned, but the last word you had in your question was as planned. So, I --

LCDR [redacted]: I see what you're saying.

MR. GREENBERG: Okay.

LCDR [redacted]: That's fine. I'm going to re-ask it a little bit differently.

BY LCDR [redacted]:

Q. Would you be made aware of your vessel, as you're the chief engineer, if it came out of anchorage?

A. Yes, we would be advised.

Q. Okay. And that would come from the bridge?

A. Come from the bridge.

MR. GREENBERG: Okay. If I may?

BY MR. GREENBERG:

Q. If the ship is at anchorage and it’s -- the captain is scheduled to leave at 8:00 in the morning and that’s the schedule, that’s when they’re going. He would notify you, correct?

A. Yes, one hour before.

Q. One hour before?

A. Yes.

Q. Okay. Separate from that, if it was at anchorage and for some reason it slipped out of its anchorage position, would they notify then?

A. Yes.

Q. Okay.

A. (Indiscernible).

Q. And again, to your recollection, that’s never happened?

A. No, never happened before.

BY LCDR [redacted]:

Q. That’s never happened?

A. Never happened.

Q. Okay.
A. Because for me, this (indiscernible).
Q. And it doesn't get logged anywhere if that was the case, right? There's no logs that would show that?
A. In the engine, no.
Q. Okay.
MR. GREENBERG: In the engine room.
LCDR [redacted]: Okay.
BY LCDR [redacted]:
Q. And I just have a couple more, so bear with me. Maintenance on the anchor and the windlass and all the components to go along with that, have you ever done any major maintenance in the last year on your anchoring system?
A. No, only left side, we changed the seal because of the leakage of oil.
Q. On which anchor was that -- what anchor was that?
A. Left side.
Q. Portside anchor?
A. Yes, portside.
Q. What was that?
A. It was a seal ring because the leakage of oil.
Q. Does that -- does the portside anchor leak oil?
A. Now, no.
Q. Did it leak oil?
A. Excuse me?

Q. Did it leak oil at one time?
A. Yes, some of the small.
Q. Do you remember what timeframe that was?
A. I do remember, it was ten days ago -- ten, 15 days ago.
Q. Oh, ten days ago, you just did that. Okay, last question and then I'm going to NTSB. Were you involved in the last dry docking?
A. The last dry docking was 2015.
Q. Okay. And do you recall any major -- any -- I'll say any work that was done to the anchor back then?
A. No.
Q. In 2015 there was no repairs done to the anchor?
A. No, I have not found any in the documents, now.
MR. GREENBERG: Were you personally involved in the dry docking in 2015?
MR. DUDIC: No.
LCDR [redacted]: Okay.
MR. DUDIC: No, I wasn't. This is my first time on the ship.
LCDR [redacted]: Okay, good. Okay, I think NTSB has some questions for you too.
MR. EHLERS: Sure.
BY MR. EHLERS:
Q. Thank you again. First of all, how long have you been on board -- when did you come on board?
A. I signed on 29, June.

Q. 29th of June, okay. And how long is your contract?
A. Six months.
Q. Six months, okay. And the person that you took over from, how long had they been on board, do you know?
A. Six months and 25 days.
Q. Six months and 25 days?
A. Yes.
Q. Okay. When you took over, did the person that you took over from report any maintenance problems or any issues with the vessel -- with the engineering?
A. If have any problem, they advise us. But for -- you mean for the anchors?
Q. Yeah. Let me ask about the anchor equipment, no problems?
A. No problem.
Q. Okay.
A. I have (indiscernible) down in engine if you want to check.
Q. Okay. And you said that you replaced a seal because of leaking oil, what component was that on?
A. Inside this gear.
Q. In the anchor windlass itself?
A. Yes.
Q. Okay. Was it a motor, a pump, a -- what was the gear, a gear box?
A. Gear box.
Q. It was a gear box?

A. Gear box, yes.
Q. Okay. And do you remember when it started leaking oil?
A. I don't remember.
Q. Was it prior to you coming on board?
A. (Indiscernible).
Q. Say again?
A. I didn't check.
Q. Oh, okay. You --
A. Because the first engineer told me they had small leakage, it must be replaced, get the job done.
Q. Okay. All right, when did he do -- when did he tell you about the leakage?
A. Just ten days, 15 days ago.
Q. Oh, okay. So --
A. He said that to me, that's not the leakage before.
Q. So, the first engineer reported the leakage and you fixed it almost right away, is that correct?
A. Yes.
Q. Okay. All right --
MR. GREENBERG: The leakage you saw there?
MR. DUDIC: No, small leakage.
MR. GREENBERG: No puddles?
MR. DUDIC: No.
MR. EHLERS: Okay, thank you.
BY MR. EHLERS:

Q. I want to confirm some things about your engines. First of all, how many main engines do you have?
A. One.
Q. Just one, okay. What manufacturer?
A. Burmeister.
Q. Say that again?
A. Burmeister.
Q. Oh, okay. Got it. And you said three generators?
A. Four.
Q. Four generators?
A. Four generators, yes.
Q. And when you're at anchor, you have one online?
A. Yes, one online.
Q. And two in standby, is that correct?
A. Three standby.
Q. Three in standby, okay. And when you're underway, how many generators do you normally run?
A. It depends on the load.
Q. Okay.
A. But usually, during navigation, usually one.
Q. Even during navigation just one?
A. It’s 4,000 kilowatts. It’s so strong.
Q. Okay. Are the generators auto start?
A. Yes.
Q. So, if there’s a larger load, a generator will come online?

A. Yes. And 80 percent start automatic second one for standby.
Q. Okay. All right, how are the main engines started, is it high-pressure air?
A. Yes, high-pressure air.
Q. Okay. And how is that air generated, do you have compressors?
A. No, they also have some sort of an air starter.
Q. Okay, I understand. So, the air starts the engine?
A. Yes.
Q. What creates the air that starts the engine?
A. From the main bottle.
Q. The main bottle?
A. Yes.
Q. Okay. How do you fill the bottles?
A. With a compressor.
Q. With a compressor. How many compressors do you --
A. Four.
Q. You have four compressors?
A. Yes.
Q. Okay. How many -- when you -- how many starts can you get from an engine from your main bottle?
A. By the book, they start 12 times.
Q. 12 starts?
A. Yes, that is ours.
Q. Okay. Do you need to stop and restart the engine to operate

a stern propulsion? So, if the ship is going forward, and you need to stop and go backwards, does the engine have to stop and get restarted in the reverse direction?

A. Yes. I had to start.

Q. Okay, ahead of stern. So, each time it goes ahead to a stern or a stern to ahead, has to stop and get restarted by air?

A. Yes.

Q. Okay. And again, you said 12 starts per --

A. Yes.

Q. Okay. Do you know how long it takes to fill the bottles from the compressor?

A. Time.

Q. Yeah.

A. One compressor need about five to ten minutes.

Q. Oh, that’s it?

A. To fill it, yes.

Q. Okay. And you have --

A. It’s small, different start, stop.

Q. Oh, okay.

A. You can transmit to start to stop the compressor.

Q. Oh, okay. How long does it take to fill the bottles for starting the engine, do you know?

A. Maybe 15 minutes maximum -- ten minutes, 15 minutes.

Q. Ten, 15 minutes, okay.

A. Yes, because usually, in the -- during the maneuvering, I use

both bottle.
Q. Both bottles?
A. Yes.
Q. So, you have two bottles.
A. For safety -- yes, because of safety.
Q. I see, okay. But you can refill them fairly quickly?
A. Yes.
Q. Okay. At anchorage, you said you have somebody in the engineering -- do you have an engineering control room?
A. Yes.
Q. And there’s somebody in that space?
A. Yes, always.
Q. One of the officers?
A. Yes.
Q. Okay. If there’s a need to start the engine, not planned in other words, does that person -- can that person start the engine, or do you have to be in the space to start the engine?
A. No, engineer who is down in engine can start the engine.
Q. Okay. If it’s an unplanned start, do they call you?
A. Yes.
Q. Okay.
A. Always call me.
Q. Okay. And is that after they start the engine or before they start the engine?
A. When they give the notification from the bridge, immediately

they call me and then they start the engine.
Q. Okay. And you said -- when the engine is in standby, it takes a minute, is that what you said?
A. Maximum a minute.
Q. Okay. Is -- once the engine is started, do you have to transfer control to the bridge?
A. The controller is on the bridge.
Q. It's always on the bridge?
A. During anchorage, always on the bridge.
Q. Okay.
A. Now it's control on the bridge.
Q. Okay. So, once it's started, the bridge has --
A. They just turn on the blower, it's a small turbine for start engine to fill fresh air in engine.
Q. Yeah.
A. It starts a few seconds and then they can immediately start the engine.
Q. Okay. And once they've done that process, the blower, the fuel start --
A. Fuel start already -- pump already on -- running.
Q. Okay. And then once they start the engine itself -- once the engine is running, the bridge has control already?
A. Yes.
Q. They don't have to -- you don't have to do anything to transfer the control to the bridge?

A. No.
Q. Okay.
A. Control already on the bridge.
Q. Okay. How does the bridge know when the engine has started?
A. I call.
Q. Okay.
A. Or duty officer. That's when we start our blower, then all four blower are running, then we call the bridge, attention, ready for start.
Q. Okay.
A. That's when few second need to start the blower.
Q. Okay. Do you have bow thrusters on this ship -- bow thruster -- propellers up near the bow of the ship to allow it to move sideways?
A. No.
Q. You don't have bow thrusters?
A. Yeah, four, yes.
Q. Four?
A. Two.
Q. Two, okay.
A. Yes, the bow thruster.
Q. Okay. Do you ever use those bow thrusters when you're anchoring?
A. Until now, yes.
Q. What do you mean by until now?

A. I'm still on board four months. When we go on an anchorage, they call me if they need the bow thrust.
Q. Oh, okay. So, you've used the bow thrusters -- or you've started the bow thrusters when the ship is going to an anchorage?
A. If required from the bridge.
Q. Okay. How long does it take to start the bow thrusters?
A. We connect all three generators, this is condition for start bow thruster.
Q. I see.
A. Then when we advise, then they can use bow thruster.
Q. Okay. So, first you have to start at least three generators?
A. Two.
Q. Two more, total of three online?
A. Yes, total three. This is --
Q. Okay, I understand. How long does it take to start a generator?
A. In the normal time, we -- first we start generator a little more to heating -- warming up.
Q. I understand.
A. But if emergency, we can directly connect. That's when automatically generator connect and then going in parallel with other one.
Q. I see. So, if the bridge called down and say we need the bow thrusters right now, you can start the generators, put them online, and then start the bow thrusters?

A. Yes, correct. Yes.
Q. Okay. How long would it take in an emergency to start the generators?
A. Two, three minutes maximum.
Q. Okay. Once the generators are online, is there another procedure to start the bow thrusters, or are they automatically available?
A. Available.
Q. Say again?
A. They're available.
Q. They're available right away?
A. Yes.
Q. Okay. And you've had to bring generators online so they can use the bow thrusters during anchoring, is that correct? It's happened in your --
A. Yes.
Q. Okay.
A. It's all when we get a request from the bridge. If they need the bow thrusters, we give it.
Q. Okay. I'm going to back up a little bit. You said this is your first time on this ship, correct?
A. On this ship, yes.
Q. Yes. Have you served on sister ships -- ships just like this -- have you served on ships similar to this?
A. Similar, yes.

Q. Similar size?
A. Similar size engine more or less with more different equipment, but it’s more or less the same.
Q. Okay. The generators, who’s the manufacturer for the generators?
A. Also --
Q. Man?
A. Yes.
Q. Okay. We talked to the first engineer earlier this morning or this afternoon, I can't remember which, and he was on board in January.
A. December last year.
Q. Yeah. And we’re investigating a possible incident in January, but he said that he was not aware of anything that might’ve happened. But he said that two days ago you told him about something might have happened. Do you remember what you told him?
A. Captain told me they’re coming -- Coast Guard because some incident was happened in January. So, I don’t know.
Q. Okay. So, that’s all he told -- that’s all the captain told you?
A. That’s all.
Q. And then you told the first --
A. Probably today or next week coming, Coast Guard, on board to --

MR. EHLERS: Okay. That's all I have. Thank you.

Thank you very much.

MR. DUDIC: You're welcome.

LCDR [redacted]: That's all I have too. Thank you again for taking the time out of your day to do this. That was very helpful for us. Thank everybody -- thank you and everything.

MR. EHLERS: Yeah, thank you, Chief.

MR. GREENBERG: Thank you.

MR. DUDIC: Have a nice day.

LCDR [redacted]: You too.

MR. EHLERS: That helped clear up a lot of things that I think the first -- he's first engineer, I guess, now, instead of second engineer?

LCDR [redacted]: Yeah.

MR. EHLERS: And that, through probably a language barrier, was harder to understand. So, that was helpful. He wasn't the first engineer, the person we interviewed earlier.

MR. GREENBERG: And I got to learn something new about bow thrusters, so that was all good.

MR. [redacted]: Yeah.

LCDR [redacted]: Yeah, that's interesting. No, that's good. Okay.

MR. GREENBERG: What are we up to?

LCDR [redacted]: Well, I got to kind of regather with everybody and see what we want to do as far as the interviewing and see how

far they got. I don't really know. Time warp, right, when you're in here.

MR. GREENBERG: Yeah.

LCDR [redacted]: I think it was only 24 minutes, but it seemed longer than it did.

(Whereupon, the interview was concluded.)

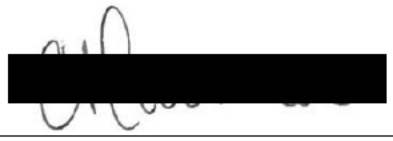
CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	PIPELINE RUPTURE NEAR HUNTINGTON BEACH, CALIFORNIA ON OCTOBER 3, 2021 Interview of Nenad Dudic
ACCIDENT NO.:	DCA22FM001
PLACE:	*MSC Danit*
DATE:	October 16, 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