

UNITED STATES COAST GUARD

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Investigation of: *
*
ANCHOR DRAGGING PORT OF *
LOS ANGELES, CALIFORNIA *
ON JANUARY 25, 2021 *
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Transcript of the U.S. Coast Guard Recording of the
Interview of: YEVGEN YAKUBOV, Chief Engineer, *Beijing*
For the Coast Guard Marine Casualty Investigation

Onboard *Beijing*, Outer Anchorages

Thursday,
November 18, 2021

APPEARANCES:

LCDR [REDACTED], Investigator
Coast Guard Investigations National Center of Expertise

LT [REDACTED], Investigator
Coast Guard Sector LA/LB

[REDACTED], Translator
Coast Guard Auxiliary

CHRISTOPHER TRIBOLET, Attorney
Peacock Piper Tong & Voss

NATASHA KHARIKOVA, Translator for Mr. Tribolet

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I N T E R V I E W

(8:57 a.m. PST)

1
2
3 LT [REDACTED]: Good morning. This is Lieutenant [REDACTED] with
4 the United States Coast Guard. Today's date is November 18, 2021.
5 We are onboard the motor vessel *Beijing* at the outer Anchorages.
6 Today we are recording an interview with the chief engineer
7 onboard the vessel.

8 MR. [REDACTED]: [REDACTED], Coast Guard Auxiliary,
9 Russian, Ukrainian translator.

10 MR. YAKUBOV: I am Chief Engineer, the motor vessel *Beijing*.

11 MS. KHARIKOVA: I am Natasha Kharikova, interpreter.

12 LCDR [REDACTED]: Lieutenant Commander [REDACTED]. I'm with
13 the Investigations National Center of Expertise.

14 LT [REDACTED]: And, Chief, just one more time. Is it okay if we
15 record the interview?

16 MR. YAKUBOV: Yeah.

17 LT [REDACTED]: Great. Thank you.

INTERVIEW OF YEVGEN YAKUBOV

18
19 BY LCDR [REDACTED]:

20 Q. Okay, Chief.

21 A. Yeah.

22 Q. So you -- how long have you been onboard the *Beijing* this
23 last trip?

24 A. No, not -- six months already. I started from May,
25 (indiscernible) if May 2021.

1 Q. Okay. So you started May of 2021?

2 A. Yeah.

3 Q. And how long is that trip supposed to be?

4 A. Usually the four -- four plus/minus one months. Four months
5 plus/minus one.

6 Q. Four months --

7 A. Yes.

8 Q. -- usually?

9 A. Yes. Now we have the extension in the (indiscernible).

10 Q. And this tour that you're on is -- how long has this been
11 now?

12 A. Six months. Stop seven months.

13 Q. Six months?

14 A. Yeah, already six.

15 Q. Six months started you said? Right.

16 LT [REDACTED]: This is Lieutenant [REDACTED]. I'm going to stop
17 the recording. The time is 9:00 a.m.

18 (Off the record at 9:00 a.m. PST)

19 (On the record at 9:19 a.m. PST)

20 LT [REDACTED]: good morning. This is Lieutenant [REDACTED]. The
21 time is 9:19. We had a -- sorry --

22 MR. TRIBOLET: Chris Tribolet, Peacock Piper.

23 LT [REDACTED]: -- enter the room and he's going to be sitting in
24 on the interview with the chief engineer.

25 BY LCDR [REDACTED]:

1 Q. And that's good, Chief. Can you tell me, can you give me a
2 rundown of some of your duties as the chief engineer on board?

3 A. No, I responsible for all the engine department for engine
4 equipment for the -- for the deck equipment.

5 Q. And how long have you been a chief engineer?

6 A. So it's second time.

7 Q. In years? In years or months?

8 A. No, this is 10 months, already 10 months.

9 Q. You've been a chief for about 10 months?

10 A. Yes.

11 Q. And before making chief, how long have you sailed for?

12 A. Well, from 2006, I started the branch in 2006.

13 Q. 2006 you started sailing --

14 A. Yeah. Yes, and work (indiscernible). Every time the -- in
15 the ship.

16 Q. Okay, and how long have you been attached to the *Beijing*?

17 A. Only second time. I started on *Beijing* from July 2020 and
18 start the second -- and run second engineer after become the -- in
19 September of 2020 include chief engineer and after the
20 -- (indiscernible), after come right to *Beijing*.

21 Q. So you had -- you've served two tours on the *Beijing* as chief
22 engineer?

23 A. Yeah.

24 Q. Two?

25 A. Yes, two times.

1 Q. And the --

2 A. Yeah.

3 Q. Okay. So the first two are -- can you give me the months on
4 that?

5 A. The first contract --

6 Q. Uh-huh.

7 A. -- from July 2020 -- is saying around second engineer and --

8 Q. And so July 2020, you were the second engineer --

9 A. Yes --

10 Q. -- on the *Beijing*?

11 A. -- second engineer, yeah, and after that, in September 2020,
12 I become the chief engineer.

13 Q. Okay, and so were you onboard as the chief engineer in
14 January 2021?

15 A. Yes.

16 Q. You were?

17 A. Yes, I was onboard. After this, I go from, after come to
18 port. It was go home.

19 Q. Okay. So January 2021, do you remember any kind of weather
20 event that may have occurred during that time period when you were
21 in the port of Long Beach?

22 A. Yeah. Yes. I remember it, but I not remember the clear -- I
23 remember the general information. (Indiscernible) 25 that started
24 bad weather, 25 of January.

25 Q. You --

1 A. Start bad weather and 4:00 and the chief or captain called to
2 my cabin and ordered the -- prepare the engine for pick up anchor.

3 Q. So you -- okay. So let me slow you down a little bit. So
4 you were onboard January 2021 --

5 A. Yeah.

6 Q. -- and specifically, January 25th?

7 A. Yeah.

8 Q. Okay. Can you walk me through, I guess, January -- so
9 January 25th, you do recall that date then? You mentioned January
10 25th. Can you walk me through that day?

11 A. Yeah. Yeah. About 4:00 in the morning, captain called to my
12 cabin and ordered the prepare the engine for the pick up anchor.
13 I come down and prepare engine. After 10 minutes, we send control
14 from engine control room to bridge. 4:10, engine was ready.

15 After that, the captain call again to engine room and thought
16 -- told me that no possible to pick up anchor. The problem was
17 motor. I called electrician. The electrician go to -- no, go to
18 mooring station for investigation.

19 Q. Okay. Let me stop you a little bit so we can break that down
20 a little bit. So the captain called you in your state room about
21 0400, right --

22 A. Yeah.

23 Q. -- and he said --

24 A. About. About.

25 Q. -- and he said, "Can you make" --

- 1 A. Might be 3:50, 0350 --
- 2 Q. Okay.
- 3 A. -- maybe.
- 4 Q. And he said, "Can you make the engine ready" --
- 5 A. Yeah.
- 6 Q. -- "for getting underway"?
- 7 A. Yeah. So for the -- no, for the -- pickup of anchors and --
- 8 Q. To pick up anchor?
- 9 A. Yes, pick up anchor.
- 10 Q. Okay.
- 11 A. Yes.
- 12 Q. So that's what I wanted to just be -- I wanted to make sure I
- 13 knew what you were talking about. To pick --
- 14 A. But --
- 15 Q. To pick up anchor?
- 16 A. Yes.
- 17 Q. Okay.
- 18 A. I don't know. We receive information from the VTS maybe
- 19 change the position of don't know about --
- 20 Q. Sure. But you were -- so he asked you and just made the
- 21 engine ready to pick up anchor?
- 22 A. Yeah.
- 23 Q. Okay, and then so you made the -- you did the engine, made it
- 24 ready for picking up the anchor. How did that process go? Is
- 25 there any issues with that process?

- 1 A. It's during the anchorage, we have the 10 minutes ready 10,
2 15 minutes readiness for the prepare engine. It's I proceed down
3 to engine room, blow the engine by air --
- 4 Q. Uh-huh.
- 5 A. -- close the (indiscernible) valves --
- 6 Q. Yeah.
- 7 A. -- and the shifting the control from the room to bridge.
- 8 Q. And there was no issues with that process?
- 9 A. Yeah. It's during the anchorage. No, it's their for 10, 15
10 minutes readiness when the -- during anchorage or drifting.
- 11 Q. So the bridge was given successful control?
- 12 A. Yeah, yeah, of course.
- 13 Q. Is it -- do you have -- is it two mains or one main down
14 there? Two main engines or one engine?
- 15 A. The one.
- 16 Q. One main, right?
- 17 A. Yeah.
- 18 Q. So the bridge, at about 0400, was given --
- 19 A. It --
- 20 Q. -- control over the main --
- 21 A. -- well, right about the 0410.
- 22 Q. Okay.
- 23 A. Already the control was in the --
- 24 Q. And no issues with that, right?
- 25 A. No.

1 Q. Okay, and then so from there, you've given them control to
2 pick up the anchor at 0400 or zero -- let's say, what are we
3 thinking, 0415 he has main control?

4 A. No, it 0410.

5 Q. 0410. Okay.

6 A. Yeah. 0410, 0411.

7 Q. And at that point, is the anchor down?

8 A. Yes, yes.

9 Q. Anchor is down, right?

10 A. Yes.

11 Q. Okay. Okay, and then so once he has control, can you walk me
12 through the -- what you were doing at that point?

13 A. No. I wait in the engine room -- engine room control room.
14 I was went -- waiting there for other instruction from captain.

15 Q. Okay.

16 A. After that, the captain, about 4:15 call again the engine
17 room and told me that no possible pick up anchor.

18 Q. Oh, okay.

19 A. The problem with motor.

20 Q. The problem was what?

21 A. Yeah, with windlass motor.

22 Q. I'm not --

23 MS. KHARIKOVA: Motor.

24 LCDR ████████: Oh, okay.

25 MR. YAKUBOV: With the motor, yeah.

1 BY LCDR [REDACTED]:

2 Q. Okay, and that would be -- what motor are we talk -- are we
3 talking the winch, the anchor windlass motor?

4 A. Yes.

5 Q. Anchor windlass was the issue?

6 A. (No response.)

7 Q. And at that point, so at 0450 there's -- he relays down to
8 the engine room that there's a -- what anchor was down at that
9 point?

10 A. No. Port.

11 Q. Port. So he says there's a -- the port anchor windlass --

12 A. Yeah.

13 Q. -- has an issue?

14 A. Yeah. It was the problem portside windlass. It's not zero
15 -- not 15, 15. Yeah.

16 Q. Oh, 15?

17 A. Yeah.

18 Q. Oh, so it was very quick? Okay.

19 A. Yeah.

20 Q. Let me do that. 0415. Okay. That's when the captain
21 relayed down to you and said, "We have a problem with the port
22 windlass anchor?"

23 A. Oh --

24 Q. The windlass, right?

25 A. Yeah.

- 1 Q. And it's not -- the motor's not pulling the anchor up?
- 2 A. No, no, it's the malfunction of the tripping the motor.
- 3 MS. KHARIKOVA: The motor was tripping.
- 4 MR. YAKUBOV: Tripping. The --
- 5 BY LCDR [REDACTED]:
- 6 Q. Oh, the motor was tripping?
- 7 A. Yes.
- 8 Q. Electronically? So --
- 9 A. Yes. Yes.
- 10 Q. -- the electrical was tripping?
- 11 A. Yes. It's the electrical, they're overheating.
- 12 Q. Oh.
- 13 A. Or what. After that, I call the electrician and tell him
- 14 proceed to mooring station for an investigation.
- 15 Q. Okay. Bear with me here. Okay, and you contacted the
- 16 electrician. What was the prognosis or what did the electrician
- 17 come back with you to mention when he did some troubleshooting, if
- 18 he did?
- 19 A. No, he wrote an investigation and after that, he told me, he
- 20 told me that the motor there, always they overheating or heating
- 21 and tripping.
- 22 Q. Oh, he said -- oh, so the motor was overheating?
- 23 A. Yes, and tripping.
- 24 Q. Okay. Motor was overheating and tripping offline -- tripping
- 25 offline, correct?

1 LCDR [REDACTED]: Can you say that, please?

2 MR. YAKUBOV: Yes.

3 BY LCDR [REDACTED]:

4 Q. Yes, and so when -- okay. So I just want to make sure I'm
5 clear. When the windlass, when the -- when it trips electrically,
6 it shuts itself off and it doesn't have any power to it, correct?

7 A. Yes. Yes, yes.

8 Q. Okay.

9 A. It's --

10 Q. And --

11 A. No. It's the -- no, for safety, how the (indiscernible) yes
12 from the set (indiscernible).

13 Q. And how --

14 MS. KHARIKOVA: It's a safety mechanism so it doesn't explode
15 completely.

16 LCDR [REDACTED]: Okay.

17 LT [REDACTED]: Could you say that again, please?

18 MS. KHARIKOVA: It's a safety mechanism so that it doesn't --

19 MR. YAKUBOV: For tripping.

20 MS. KHARIKOVA: -- blow completely when it trips.

21 BY LCDR [REDACTED]:

22 Q. Okay, and then how long were -- was he troubleshooting this
23 motor failure?

24 A. No, no, maybe 20 minutes, maybe the -- no, about the half
25 hour. About half hour.

- 1 Q. So I could say maybe 30 minutes?
- 2 A. Yes.
- 3 Q. Up to 30 minutes?
- 4 A. Yeah. Totally time, yes, about the 30 minutes.
- 5 Q. Okay, and that timeframe between -- let me see here. So let
6 me just make sure I got my times right. So 4:15 -- so 4:15 to
7 about 4:45, if we're figuring 30 minutes, the anchor, port anchor,
8 was down, right?
- 9 A. That the -- well, as I stated, being this time from the --
- 10 Q. Uh-huh. Four -- maybe 4:15 --
- 11 A. -- 4:15 -- yeah.
- 12 Q. -- to 4:45?
- 13 A. Yes.
- 14 Q. Port anchor probably --
- 15 A. You have the other instruction from captain, "Prepare the
16 additional two diesel generator --
- 17 Q. Uh-huh.
- 18 A. -- for the use bow thruster because the captain keep the
19 vessel in position by the bow thruster and main engine.
- 20 Q. Okay. So let's --
- 21 A. No, it's about the 4:20, 4:25 we started more, the additional
22 diesel generator for the bow thruster.
- 23 Q. Okay. No, that's good. Let -- I'm going to slow you down a
24 little bit, so I don't miss something right there. So between
25 that 4:15 and 4:45, the captain made some recommendations --

- 1 A. Yes.
- 2 Q. -- down to the engine room --
- 3 A. Yeah.
- 4 Q. -- and can you just walk me through real slow, and then help
5 me out, so can I write it down. What were those recommendations
6 down to the engine room?
- 7 A. No. We start to prepare the bow thruster.
- 8 Q. The bow thruster?
- 9 A. Yes. Bow -- prepare bow thruster.
- 10 Q. Is there two bow thrusters?
- 11 A. One.
- 12 Q. One?
- 13 A. Only for --
- 14 Q. One, and is it center mass or is it a port/starboard side?
- 15 A. No, center.
- 16 Q. Center mass, right?
- 17 A. Yeah.
- 18 Q. Okay.
- 19 A. The location was central.
- 20 Q. Right. To make ready, right?
- 21 A. Yes.
- 22 Q. Did he -- did you make it ready or did you engage it?
- 23 A. No, ready as ready the captain can use. No, it --
- 24 Q. Make ready --
- 25 A. Yes.

- 1 Q. -- be online?
- 2 A. Yes. Yeah. Yes. We start the additional two diesels
3 generator because they use -- no, it's the normal procedure for
4 the use the bow thruster use three diesel generator.
- 5 Q. And then it was -- and no issues with that, right?
- 6 A. No, no.
- 7 Q. Okay. Successful operation there to be --
- 8 A. No.
- 9 Q. -- it was online with no issues?
- 10 A. Yeah, yeah, of course.
- 11 Q. Okay, and then you were talking about you usually bring two
12 generators online?
- 13 A. Three. Three.
- 14 Q. Three?
- 15 A. For the diesel -- for bow thruster three diesel generators.
- 16 Q. Right, and at that point, you made three generators ready?
- 17 A. Yes.
- 18 Q. Online? Any issues with that?
- 19 A. No, no. No.
- 20 Q. No issues?
- 21 A. No.
- 22 Q. Okay. All it -- so three gens online. Bow thruster comes,
23 center mass bow thruster comes online, no issues. Captain has
24 control of those at that point?
- 25 A. Yeah.

- 1 Q. And we -- at that point, and then what time do we think that
2 is?
- 3 A. Probably about 4:40.
- 4 Q. About 4:40 --
- 5 A. Yeah.
- 6 Q. -- he has bow thruster and two -- and three gens?
- 7 A. Yes.
- 8 Q. At ready. Okay. Okay. Can you see if he uses them down
9 there on your gauges? Can you see pressures going up and down?
10 Can you see that he uses them?
- 11 A. No, no. No. No, I can see only the by the load for diesl
12 generator, the power.
- 13 Q. You just see, like, a load --
- 14 A. Yes. Yes.
- 15 Q. -- of the generator?
- 16 A. The push the port or starboard bow thruster. No, use bow
17 thruster, port or starboard, we can check the load and diesel
18 generator.
- 19 Q. Right.
- 20 A. Another way when --
- 21 Q. And were there -- at 4:40 then was -- were -- was he using
22 the generators in parallel with the bow thruster then? Was he
23 making -- was he engaging anything?
- 24 A. Yes, yeah, yes.
- 25 Q. So around 4:40. What did the -- what was the captain

1 engaging at 4:40 then? What was he using?

2 A. No, I not remember that clearly. Oh, maybe in the main
3 engine and bow thruster because I not remember that clearly.

4 Q. Okay.

5 A. No. I think that it's his use the bow thruster and main
6 engine because the captain keep the vessel in position.

7 Q. Okay.

8 A. And every two, three minutes start the main engine, dead slow
9 ahead -- dead slow astern and keep in position was --

10 MR. TRIBOLET: I'm worried there might be a misunderstanding.

11 LCDR [REDACTED]: Sure.

12 MR. TRIBOLET: Have you been asking him whether the master
13 was actually controlling the generators from up on the bridge?

14 LCDR [REDACTED]: Engaging them and put a load on them.

15 MR. TRIBOLET: Okay, and that's not a question for you. That
16 might be something you just want to follow up with on with him.
17 I'm not sure if that was clear.

18 LCDR [REDACTED]: Yeah.

19 MR. YAKUBOV: Yeah. No. Yeah.

20 LCDR [REDACTED]: They were being --

21 MR. YAKUBOV: Yes, yes.

22 LCDR [REDACTED]: -- utilized.

23 MR. YAKUBOV: Yes.

24 BY LCDR [REDACTED]:

25 Q. A load was being put on them and they were being utilized in

1 some fashion, and then the main was engaged at that point, right,
2 and being -- was either making forward propulsion or astern at
3 that point?

4 A. Yeah. One -- yes. He have -- always they use the main
5 engine. Start, stop, start, stop.

6 Q. When he -- okay, and so when you start and stop the main
7 engine, can you walk me through that real briefly? If you're
8 getting under way, you give him control from the -- you're making
9 the main engine ready, right? He takes control and then he can
10 forward. Can he also go astern?

11 A. Yes.

12 Q. He can? Okay, and if he goes astern or forward and stops,
13 does he have to re-engage that main? Do you -- does he have to
14 ask you to bring the main back on to make it ready?

15 A. Yes. Yes.

16 Q. He does?

17 A. No, after -- yeah. No, after the -- we have the request from
18 the bridge finished with engine. We take the -- the engine room
19 take the control for the engine.

20 Q. And he can go forward, he can go astern --

21 A. Yeah.

22 Q. -- all that without having to re-engage the engine already
23 (indiscernible)?

24 A. No. No (indiscernible).

25 Q. Okay.

1 A. Of course. Of course. Yes. Still control on bridge all the
2 operations the bridge can you start, stop, and ahead and astern.

3 Q. Okay. So at 4:45, anchors, we know anchor's still down?

4 A. Yeah.

5 Q. Okay, and you haven't made -- when do you know, would you
6 know, that you were under way that morning?

7 A. So (indiscernible) what? No, no, we no have the
8 (indiscernible). Only the three route, only three route. That's
9 full ahead and that's full astern how the vessel then leave it so
10 soon (indiscernible).

11 MS. KHARIKOVA: We don't see the vessel and we don't have any
12 instruments.

13 BY LCDR [REDACTED]:

14 Q. When was -- when did you see the RPMs pick up to be
15 indicative of an underway status?

16 A. No (indiscernible). So we (indiscernible). No, dead slow
17 ahead (indiscernible). This all had -- is the 28 RPM, stop engine
18 at zero. Yeah. That's slow astern. It's, again, 28 RPM. It's
19 all this from the 4:10 until to 4:44 or 45 --

20 MR. [REDACTED]: Mr. (indiscernible) --

21 MR. YAKUBOV: -- always the moving vessel. The vessel, like,
22 captain keep the vessel the position by main engine. Always the
23 start the engine, stop engine. After a few minutes, maybe then --
24 maybe one minute start again, astern. The captain, no, the
25 (indiscernible).

1 LCDR [REDACTED]: Right.

2 MS. KHARIKOVA: The captain was looking at what he's been
3 doing.

4 MR. YAKUBOV: But I'm not seeing --

5 MS. KHARIKOVA: And then --

6 MR. YAKUBOV: -- and I know --

7 MS. KHARIKOVA: -- and then he said also that RPMs are always
8 changing.

9 LCDR [REDACTED]: Right.

10 MS. KHARIKOVA: Ready (indiscernible) slow ahead or slow
11 astern when he --

12 LCDR [REDACTED]: Gotcha. Okay.

13 MS. KHARIKOVA: -- and then he stopped it since he --

14 LCDR [REDACTED]: Gotcha. That means --

15 MR. YAKUBOV: Because we did sooner than -- no, we have
16 (indiscernible).

17 LCDR [REDACTED]: And you were still --

18 MS. KHARIKOVA: Whatever you were --

19 LCDR [REDACTED]: -- you --

20 MS. KHARIKOVA: -- doing, you and not seeing it below.

21 BY LCDR [REDACTED]:

22 Q. Right, and so you were in anchorage?

23 A. Yeah. Yeah.

24 Q. Okay.

25 A. When --

1 Q. Go ahead. Sorry. Go ahead.

2 MR. TRIBOLET: I just wondered what you meant by underway?

3 BY LCDR [REDACTED]:

4 Q. Underway being away from the anchorage or away from the
5 designated spot that you were maybe there, you know, anchorage and
6 that that the RPMs pick up to 1800 for 30 minutes, then that would
7 be indicative of being underway or drifting or anything like that.
8 That make sense?

9 A. No, no. (Indiscernible). No, no, only that's okay to slow
10 astern only -- only the changes to RPM.

11 LCDR [REDACTED]: Gotcha. Okay. Okay. At this point, I'm going
12 to turn it over to my colleague here. I think he's got some
13 questions and then I may have some. Go ahead, [REDACTED].

14 BY LT [REDACTED]:

15 Q. All right. Good morning, Chief. Lieutenant [REDACTED]. Thanks
16 again for speaking with us today. I just have a couple of
17 questions, kind of all over the place. My first question is, that
18 morning, on the 25th, were you on watch or were you asleep in your
19 rack?

20 A. No, no, sleeping.

21 Q. You were asleep?

22 A. Yeah.

23 Q. Okay, and do you stand a watch?

24 A. No.

25 Q. Okay.

1 A. We have the day work from 8:00 until the 6:00.

2 Q. Okay.

3 A. And, no, it's all the engineers and engineers, we have the
4 (indiscernible).

5 MS. KHARIKOVA: Where it's a 24-hour watch.

6 LT [REDACTED]: Okay.

7 MR. YAKUBOV: Yeah.

8 BY LT [REDACTED]:

9 Q. Okay, and is that while you're underway or while you're at
10 anchorage?

11 A. Yes. Yes. Always.

12 Q. Always? Okay.

13 A. Yeah.

14 Q. Okay, so could you just explain your responsibilities when
15 the vessel is at anchorage?

16 A. No, always they in the -- keep the main engine in the
17 readiness, the minimum times for the readiness main engine.

18 Q. What is the normal status of the main engine while the vessel
19 is at anchorage? Is the main engine online or offline?

20 A. No, usually online. It's need the 10 minutes for start the
21 engine, 10, 15 minutes for the prepare and start engine. It's
22 during anchorage and -- or drifting. During the port, we have the
23 -- before departure, we have one hour notice for prepare the
24 engine start the additional three generator, prepare the bow
25 thruster, turn the engine by jacking gear, when no --

1 Q. Okay.

2 A. -- it's the usually during the port. We have one hour.

3 So --

4 Q. Okay.

5 A. -- when we have the drifting or anchorage without the 15
6 minutes notice -- 15, 10 minutes notice --

7 Q. Okay.

8 A. -- to prepare the engine.

9 Q. Okay, and is that normal? Is that common while the vessel's
10 anchored that the main engine is always in a status so that it can
11 be prepared to brought -- be brought online in 10 to 15 minutes?

12 A. Yeah.

13 Q. Do you -- are there any situations where the main engine
14 would be in a different status completely online or offline while
15 the vessel's anchored?

16 A. No. No, always the keep the (indiscernible) 10, 15 minutes.

17 Q. Okay, and then what about the generators? How many
18 generators do you normally have online while your vessel is
19 anchored?

20 A. One. We have one.

21 Q. Okay.

22 LCDR [REDACTED]: The answer was how many?

23 MR. YAKUBOV: One.

24 BY LT [REDACTED]:

25 Q. And you mentioned that you brought two additional generators

1 online to -- because the captain ordered you to for the bow
2 thruster --

3 A. Yes.

4 Q. -- is that accurate? Okay.

5 A. Yeah.

6 Q. And is that -- that's normal to operate the bow thruster?

7 A. Yes. Three diesel generators (indiscernible).

8 Q. Okay. When the vessel is lowering its anchor or heaving its
9 anchor, how many generators do you have online?

10 A. One. One. No, here you have the one diesel generator.
11 First you have the -- usually the load you have 1,200, during the
12 anchorage, we have the 1,300 and this is diesel generator possible
13 work and 1,700 in the volt.

14 Q. Okay.

15 A. It's for this vessel, about one is the generator for the drop
16 or pick up the anchor.

17 Q. Okay, and then is that logged? Do you make a log of the
18 status of the main engine or of the diesel generators in your
19 engine room?

20 A. Yes. Yeah. We have the log in -- engine log book, yes. We
21 have the -- when we start diesel generator when we stop diesel
22 generator. When they go main engine by air. Yeah, we have the
23 anchors in logbook, engine logbook.

24 Q. Okay. Thank you. You mentioned that on January 25th, during
25 the event, the electrician investigated the issues with the

1 windlass motor for the anchor. What -- and he -- you said that he
2 reported to you that it was overheating and tripping offline?

3 A. Yeah.

4 Q. What was the -- can you just tell us, moving forward what was
5 your -- the course of action to -- after that incident?

6 A. Yes. After I waiting the electrician, electrical engineer.
7 When he come back, we goes together with him and call port office
8 and inform the office we have the problem. After awaiting
9 instruction from office, the shifting the one motor from the -- it
10 was number one from starboard to port side and start this process.

11 Q. Okay. So you said that you contacted the office?

12 A. Yeah.

13 Q. What? What is that or who is that?

14 A. It -- the electrician superintendent, electrical
15 superintendent.

16 Q. Okay. So someone ashore?

17 A. Yeah.

18 Q. Okay, and how do you contact them?

19 A. By phone.

20 Q. Okay.

21 LCDR ██████: Do you know what time that was? I hate to
22 interject.

23 MR. YAKUBOV: No. 4:50 maybe.

24 LCDR ██████: Okay. Sorry, ██████. Go ahead.

25 BY LT ██████:

1 Q. Okay, and then which -- where do you -- where did you make
2 that call? Is that from the engine control room or from the
3 bridge?

4 A. From bridge.

5 Q. Okay. Okay. How many anchor windlass motors are there?

6 A. Two, starboard and portside.

7 Q. And which motors do you typically use for heaving an anchor?

8 A. No. With the -- so how -- if we drop the port side anchor,
9 we use the port side windlass. If we drop the starboard side down
10 here, we use the starboard sign windlass. It was -- it's one
11 motor for each anchor.

12 Q. Okay.

13 A. One motor for the port side. One motor for starboard side.

14 Q. Okay, and so the port side -- you said the port anchor was
15 down. So the port motor, is that the one that was overheating and
16 tripping?

17 A. The port side, yeah, yes. This is port side. It was port
18 side.

19 Q. And so the shore --

20 A. No, no -- yes, port side. It was number two.

21 Q. Okay. I can -- yeah. So the number two, the port side, was
22 having -- overheating and tripping?

23 A. Yeah.

24 Q. The shoreside electricians informed you to use the starboard
25 side --

- 1 A. No. It was shifting the motor.
- 2 Q. Shifting the motor?
- 3 A. Yes, from the starboard side to port side -- remove the motor
4 from the port side, remove motor from starboard side and put the
5 motor from starboard side to port side.
- 6 Q. Okay. So you inter --
- 7 A. Yeah.
- 8 Q. -- so they do have a means of jumping each other?
- 9 A. Yes.
- 10 Q. So you just -- you inlined it with the starboard engine or
11 windlass?
- 12 A. No. Need to replace the motor, shifting the motor.
- 13 Q. Yeah. Sorry. Over --
- 14 LCDR ██████: You shifted the motor?
- 15 MR. YAKUBOV: Yes.
- 16 BY LCDR ██████:
- 17 Q. You pulled --
- 18 A. Yeah.
- 19 Q. -- the motor out?
- 20 A. Pull motor, yes. Shifted because --
21 (Crosstalk)
- 22 BY LCDR ██████:
- 23 Q. Okay.
- 24 A. Another way, we don't have them.
- 25 Q. Yeah. It's the only way you can --

- 1 A. When we've got the anchor (indiscernible) --
- 2 Q. -- because the electrical won't jump?
- 3 A. No.
- 4 Q. You can't just (imitates sound) --
- 5 A. No, no.
- 6 Q. -- switch it --
- 7 A. No.
- 8 Q. -- electric --
- 9 A. Only the --
- 10 Q. You've actually got to physically --
- 11 A. Yes.
- 12 Q. -- remove the motor?
- 13 A. Yes, and with the --
- 14 LCDR ██████: Go ahead. Go ahead.
- 15 LT ██████: Okay. This is Lieutenant ██████ again.
- 16 BY LT ██████:
- 17 Q. So you uninstalled the starboard side motor and installed it
- 18 onto the port side?
- 19 A. Port side, yes.
- 20 Q. And then what happened?
- 21 A. He -- what happened? It was out any problems the, the pickup
- 22 anchor.
- 23 Q. Okay.
- 24 A. After that we send the failed motor to shop and after that,
- 25 installed that and now we don't have any problem windlass.

1 Q. Okay.

2 A. But change -- replace the motor, pick up anchor, the --
3 without any problem.

4 Q. Okay. Have you had any issues with any -- either of the
5 anchor windlass motors before that date?

6 A. No. No.

7 Q. Okay. Have you, as an engineer, have you had to switch a
8 motor for an anchor windlass before? Have you been in a situation
9 like that before?

10 A. No. No.

11 Q. Okay.

12 A. (Indiscernible).

13 Q. Okay. Do you -- are you aware or do you suspect any reason
14 why the motor was having issues? Did you identify any cause for
15 the motor having the issue?

16 A. No. No, I don't know.

17 Q. Okay.

18 A. Don't have any ideas what happened with -- maybe old. Maybe.
19 I don't know.

20 Q. Okay. What type of reports do you -- did you make from that
21 repair and for the replacement? What -- how do you notify your
22 company and where do you log something like that?

23 A. No. We only inform by phone or by email, have a problem.

24 After that, prepare. No, it's already the other chief engineer

25 prepare the requisition for the -- the sent motor for recondition.

- 1 Q. Okay.
- 2 A. And after that, sent in China send the motor for recondition.
- 3 Q. Okay. How -- when did you disembark from that contract?
- 4 When were you finished with that contract?
- 5 A. 28th.
- 6 Q. Oh, wow.
- 7 A. Well, no. 28th of January.
- 8 Q. Okay, and so your -- you said that the other chief engineer,
- 9 was that your replacement?
- 10 A. Yeah.
- 11 Q. Okay. So he sent off the damaged motor in China --
- 12 A. Yeah.
- 13 Q. -- for replacement?
- 14 A. For recondition.
- 15 Q. Okay. Did you make any reports to the company, like --
- 16 A. No.
- 17 Q. -- paper or email?
- 18 A. No, but mail (indiscernible).
- 19 Q. What's that?
- 20 A. The mail how, yes. No. Sometimes we have the mail from the
- 21 motor prepare the requisition. We have the mail front office, the
- 22 office.
- 23 Q. Okay. Sorry, can you just explain what that process is? So
- 24 if you, for example -- if you had, you know, motor, what's -- what
- 25 type of communication do you have with your office for ordering

1 and --

2 A. (Indiscernible) yes. No, call to office and (indiscernible)
3 inform for him that we have the problem. After that, receive some
4 communication, check this, but after checking with, send our
5 report what we found and after cannot repair onboard, we send to
6 workshop.

7 Q. Okay, and then what type of report is that that you make?

8 A. Only by email.

9 Q. By email?

10 A. Yes.

11 Q. Okay, and so did you make a report for the anchor windlass
12 motor failing? Did you --

13 A. No.

14 Q. -- make a --

15 A. Mail. We have email.

16 Q. Okay.

17 A. Yeah.

18 Q. And then where do you email that from?

19 A. No, from bridge.

20 Q. From bridge?

21 A. Yeah.

22 Q. Okay. Is that you that takes care of that or is that another
23 crew member that makes that report?

24 A. I and the electrician together because I was electrical
25 engineer.

1 Q. Okay.

2 A. No. If they have problem with electrical parts together with
3 electrical engineer, they have problem from the mechanical parts,
4 it's the -- with second engineer.

5 Q. Okay.

6 LCDR [REDACTED]: So the electrician would've said something?

7 MR. YAKUBOV: Yeah.

8 LCDR [REDACTED]: Yeah.

9 BY LT [REDACTED]:

10 Q. Okay, and on the bridge, which computer do you use to make
11 those reports?

12 A. Any one.

13 Q. Okay. You can use any of the bridge --

14 A. Yeah.

15 Q. -- computers to make those reports?

16 A. Yeah.

17 Q. Okay. Do you remember which one you used for this report?

18 A. No, I don't remember.

19 Q. Okay. That's fine. Do you have a -- apart from the email,
20 do you have a different, like, maintenance checking program or
21 computer program or any software that you log? For example, the
22 damage windlass motor, do you -- is there another system,
23 electronic system, that you log or is it just the email?

24 A. No. No, no.

25 Q. Okay. Do you take any notes for, like, the incident? Do you

- 1 take any personal notes --
- 2 A. No, electrician have.
- 3 Q. Okay.
- 4 A. Electrical engineer.
- 5 Q. Okay, and you don't? You --
- 6 A. No.
- 7 Q. That's not necessarily something you would report? Okay. Do
- 8 you log or record, for example -- would that be recorded anywhere
- 9 in your log books or in the engine room?
- 10 A. No. About the windlass. No, we don't have any records in
- 11 the engine log books.
- 12 Q. Okay.
- 13 A. Maybe housed in bridge. Not --
- 14 Q. Okay.
- 15 A. -- in the engine room.
- 16 Q. Apart from -- so after you replaced the motor, did you have
- 17 any issues with any of the other anchoring equipment after
- 18 replacing the motor?
- 19 A. No.
- 20 Q. The anchor --
- 21 A. No.
- 22 Q. -- anchor was retrieved satisfactorily?
- 23 A. Yeah.
- 24 Q. Okay.
- 25 A. Yeah.

1 Q. Okay. For the bow thruster --

2 LT [REDACTED]: This is Lieutenant [REDACTED]. Just for the record, Mr.
3 [REDACTED] entered the room. I'm going to briefly stopped the
4 recording.

5 (Off the record at 10:05 a.m. PST)

6 (On the record at 10:06 a.m. PST)

7 LT [REDACTED]: This is Lieutenant [REDACTED]. Time is 10:06.

8 Mr. [REDACTED] departed the room and we're going to continue our
9 interview.

10 BY LT [REDACTED]:

11 Q. So, Chief, for the bow thruster, is that -- do you normally
12 have to bring that online when the vessel is anchored and you're
13 retrieving an anchor?

14 A. No. We need to make the 20 minutes for prepare bow thruster
15 start the additional diesel generator. It's not online. It's
16 only the prepare 20 minutes, about.

17 Q. Do you normally have to use the bow thruster to retrieve an
18 anchor?

19 A. No.

20 Q. Has --

21 A. Some captain use bow thruster. Some captain. It's
22 (indiscernible).

23 MS. KHARIKOVA: Depends on each particular captain.

24 LT [REDACTED]: Okay.

25 MR. YAKUBOV: Usually no use.

1 BY LT [REDACTED]:

2 Q. In your experience, in all of your years of experience, how
3 often does the captain like to use the bow thruster?

4 A. I don't know what's that question about. This is -- this
5 captain no use the bow thruster.

6 Q. Okay.

7 A. (Indiscernible) captain --

8 MS. KHARIKOVA: (Indiscernible).

9 BY LT [REDACTED]:

10 Q. At anchor, he doesn't use the bow thruster?

11 A. No. No, only bow because the -- what he calls the vessel.

12 If -- no. Usually use the bow thruster when the (indiscernible).

13 MS. KHARIKOVA: When you have other vessels too close by.

14 LT [REDACTED]: Okay.

15 MR. YAKUBOV: Including this, use the bow thruster.

16 LT [REDACTED]: Okay.

17 MR. YAKUBOV: If the -- how the enough space, no use it.

18 LT [REDACTED]: Okay. Okay. Mr. [REDACTED]?

19 LCDR [REDACTED]: Yeah. I have -- so I've got a couple follow on
20 questions.

21 BY LCDR [REDACTED]:

22 Q. So we talked about you guys swapped the starboard windlass
23 out with the port, right? How long did that approximately take
24 you guys?

25 A. No. Totally (indiscernible) with install the port side,

1 install the starboard side, the remove it, no, about 10, 12 hours.

2 Q. Ten or 12 hours to make that --

3 A. Yeah.

4 Q. -- repair?

5 A. We start -- no, from 5:00 and finished until the

6 (indiscernible) what time, until the -- when the 5:00 in the

7 evening --

8 Q. Until 5:00?

9 A. -- the next day.

10 Q. So my question then is, so the anchor was down at 0400,

11 right, and you made the engine ready for the captain and it

12 remained down until 5:00 p.m. The port side anchor remained down

13 until about 5:00 p.m.?

14 A. Yeah, about that (indiscernible). I know (indiscernible).

15 Q. Okay.

16 A. (Indiscernible).

17 Q. Yeah. 5:00 p.m. on --

18 MS. KHARIKOVA: I can't remember the exact time, but I just

19 remember that for 10 to 12 hours we all worked on and we

20 (indiscernible).

21 LCDR [REDACTED]: Yeah.

22 MR. YAKUBOV: It was very cold and very strong winter.

23 BY LCDR [REDACTED]:

24 Q. Did you -- and then my follow on question to that. Did you

25 go up to the bow and help them with that job?

1 A. Of course, yes. All engineers, second engineer, third
2 engineer, the electrical engineer. I only before engineer was in
3 the engine room.

4 Q. So, yes, you were up there for --

5 A. No. Fourth engineer and oilers was in engine room, all the
6 other engineers.

7 Q. So you did go up there?

8 A. Yeah.

9 Q. Okay, and then when you were up there, were you guys moving
10 position? Was the vessel moving in position or was it stable?

11 A. No, yeah, I don't have this information (indiscernible).

12 LCDR [REDACTED]: Okay. That's fine. I think I don't -- I may
13 not have anything else depending on --

14 LT [REDACTED]: Okay.

15 LCDR [REDACTED]: -- what you ask.

16 LT [REDACTED]: Yeah. I don't have any other questions. Chief, is
17 there anything else that you would like us to know just regarding
18 the incident or the anchor?

19 MR. YAKUBOV: No. No. I don't have any additional.

20 LCDR [REDACTED]: Okay.

21 LT [REDACTED]: Okay.

22 MR. YAKUBOV: No.

23 LT [REDACTED]: Well, this is Lieutenant [REDACTED]. The time is
24 10:11 on November 18th and we have concluded the interview with
25 the chief engineer and I'm going to now stop the recording.

(Whereupon, at 10:11 a.m. PST, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

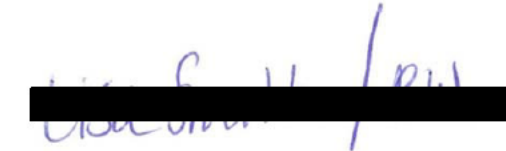
UNITED STATES COAST GUARD

IN THE MATTER OF: ANCHOR DRAGGING PORT OF
LOS ANGELES, CALIFORNIA
ON JANUARY 25, 2021
Interview of Yevgen Yakubov

PLACE: Onboard *Beijing*, Outer Anchorages

DATE: November 18, 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.



Lisa Smith
Transcriber