

UNITED STATES COAST GUARD

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Investigation of: \*  
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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: ANDRIY KHADZHYOGLO, Electrician, *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 Los Angeles/Long Beach

[REDACTED], Translator  
Coast Guard Auxiliary

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Peacock Piper Tong & Voss

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I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Andriy Khadzhyoglo:	
By LT [REDACTED]	4
By LCDR [REDACTED]	13
By LT [REDACTED]	14
By LCDR [REDACTED]	15
By LT [REDACTED]	15
By LCDR [REDACTED]	28
By LT [REDACTED]	30
By LCDR [REDACTED]	35

I N T E R V I E W

(10:23 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 18th,  
5 2021. The time is 10:23. We are onboard the motor vessel *Beijing*  
6 at the Outer Anchorages and today we're going to be interviewing  
7 the electrician on board the vessel.

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

10 MR. KHADZHYOGLO: My name is Andriy Khadzhyoglo. I am ETO  
11 from *Beijing*, motor vessel *Beijing*.

12 MS. KHARIKOVA: Natasha Kharikova, interpreter.

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

15 MR. TRIBOLET: Chris Tribolet with Peacock Piper.

16 LT [REDACTED]: All right. Thank you, and if at any time if you  
17 need to use the restroom or need some water, that is fine. I will  
18 stop the interview.

19 MR. KHADZHYOGLO: Okay.

## INTERVIEW OF ANDRIY KHADZHYOGLO

20  
21 BY LT [REDACTED]:

22 Q. How long have you been onboard the *Beijing*?

23 A. Two months. Two months from September, 24 of September I  
24 (indiscernible).

25 Q. And how long is your contract?

1 A. Two plus minus one (indiscernible).

2 Q. Okay. When does your contract end? When are you  
3 disembarking?

4 A. When I disembark?

5 MS. KHARIKOVA: Supposed to be the 24th since I --

6 MR. KHADZHYOGLO: Two months plus minus --

7 MS. KHARIKOVA: -- started September 24th --

8 MR. KHADZHYOGLO: -- one.

9 LT [REDACTED]: Okay. You know --

10 MR. KHADZHYOGLO: It's going to be another month. Can be  
11 this month.

12 BY LT [REDACTED]:

13 Q. Okay. So you might be leaving this --

14 A. Yeah.

15 Q. -- month, maybe next month?

16 A. Yes.

17 Q. Okay.

18 A. Yes.

19 Q. And how long have you served at sea?

20 A. Total time?

21 Q. Yeah.

22 A. Maybe more than 20 years.

23 Q. Ah.

24 A. Yeah. I don't remember when.

25 Q. Wow. How long have you been in an electrician?

1 A. Electrician? Fifteen years.

2 Q. Okay.

3 A. Approximately. I'm not sure (indiscernible).

4 Q. And how many times have you worked on the *Beijing*?

5 A. On the *Beijing*?

6 Q. Yeah.

7 A. It's the second contract.

8 Q. What were the dates of your first contract?

9 A. First contract was last year start in October or November. I  
10 didn't remember and disembark in the May also 20 of  
11 (indiscernible), which (indiscernible) today.

12 Q. May of this year?

13 A. Yes.

14 Q. Okay.

15 A. Yes. Last contract I was onboard seven months.

16 Q. Months?

17 A. Yeah.

18 Q. Okay, and what was your position on the *Beijing* during that  
19 contract?

20 A. A2.

21 Q. Electrician?

22 A. Yes.

23 Q. Okay.

24 A. Electrician.

25 Q. What are your responsibilities onboard the vessel as the

1 electrician?

2 A. Electrician. Check and service all electrical equipment  
3 including collecting equipment in the -- in engine room, on the  
4 deck, deck device, electrical device. Everything where is it have  
5 power and wires, it's my responsibility.

6 Q. Okay, and then who do you report to? Who is your supervisor?

7 A. Chief engineer.

8 Q. Do you stand a watch onboard?

9 A. No.

10 Q. Okay.

11 A. Work day.

12 Q. And what is your work schedule?

13 A. Work schedule? Start from 9:00 monitoring whole equipment in  
14 engine control room after on the bridge, on the deck. Later open  
15 the Ship Sure, check which one routine jobs I have. If there  
16 comes some problem, I have to first require and after continue the  
17 working job.

18 When they have some emergency situation, I repair that  
19 problem.

20 Q. Okay.

21 A. (Indiscernible). It depends which ones are broken  
22 (indiscernible).

23 Q. Okay, and is that same schedule while the vessel's at  
24 anchorage?

25 A. Yes. Yes. Same there. Same schedule.

1 Q. While the vessel is at anchorage, what type of -- do you  
2 check any -- as part of your routine duties, do you check any  
3 generators or equipment? What do you check in regards to the  
4 anchoring equipment?

5 A. First I open them in system. I check all the lamps coming  
6 through the night, for example. If they have some alarm, I talk  
7 with the engineers. It's some problem or it's a false alarm or  
8 what is it, what's the cause of the alarm. If they have some  
9 problem, I investigate and repair. If not, if it's a routine  
10 sound alarm, a level or something like that, it's a not problem.

11 Next step, I go to the engine room for check for visual  
12 inspection. That means the generators, that means some noise of  
13 electrical motors, it's can be any on device of the location of  
14 engine room or outside.

15 Q. And where -- you said that you first check alarms. Which  
16 alarm panel do you check or where are those alarms?

17 A. It's history a lot.

18 Q. Okay.

19 A. I check history of.

20 Q. Okay.

21 A. If they have some activity alarm, I talk his chief  
22 engineer -- with engineer, why the -- this alarm. Needs something  
23 do or it's mechanical problem or electrical problem or it's not  
24 problem.

25 Q. Okay.



1 A. We will talk about it.

2 Q. And is that in the engine room you check the alarm history?

3 A. Yes. It may have on my system. My system has all history  
4 alarms and summary alarms, also have the page --

5 Q. Okay.

6 A. -- on the screen.

7 Q. Okay. So part of the reason we are speaking with you today  
8 is an event from January of this year, January 25th --

9 A. Yeah.

10 Q. -- while the vessel was anchored.

11 A. Yeah.

12 Q. Do you remember January 25th?

13 A. Yes.

14 Q. Okay.

15 A. Something I remember.

16 Q. Can you just walk us through what you remember from January  
17 25th when the vessel was anchored?

18 A. Which from time you interested?

19 Q. Beginning on January 25th, maybe that morning. Do you  
20 remember anything in particular?

21 A. Yes. I stand up -- stand up because I didn't remember who is  
22 called to me -- called to me. I think it's or second or chief  
23 officer. I don't remember. I'm not sure.

24 Q. Okay.

25 A. I stand up and we inform them we have problem with the

1 windlass. I go down, take my tools. I also didn't remember which  
2 one time, maybe 4:00, maybe after 4:00. But this was night  
3 because I'm resting. I was asleep. I go down, take my tools, my  
4 tool bag already every time in my workshop.

5 Inside there's a tester for some spanners, screwdrivers,  
6 tapes, everything for job. Take the box and go to the forward and  
7 on the forward was the bosun, chief officer, second officer, and  
8 they, for me, has a problem -- has a problem with the windlass.

9 Which one the problem, I ask. He answer me, cannot control.  
10 He moves the lever. I see the motor stay not moving up, down. I  
11 go down in the control in the power panel of windlass and I see  
12 there's a supply breaker was tripped. I open, switch off for the  
13 power after switch on -- no.

14 I check the, take the tester, looking and check the  
15 insulation and the winding for the electrical motor for be sure if  
16 the motor, it's good or not. Everything in that moment was okay.  
17 I give the power. I give the power and check the each phase  
18 whether the voltage and between phase and each phase.

19 The next step, next and the remote relay also was tripped. I  
20 push the remote relay. Remote relay location also inside the  
21 starboard command. Each speed, each speed the windlass has -- has  
22 (indiscernible) remote relay. First speed also was.

23 Next step, I go up, inform the chief officer what I found and  
24 also don't remember how many time I was, maybe 10 minutes, maybe  
25 20, maybe half hour because I check everything step by step for,

1 for be sure. And then I inform everything report to chief officer  
2 because I cannot report to captain because I was in the inside on  
3 the forecastle on bosun store and not clear the connection bridge  
4 and -- with the bridge and the forward. For the deck, it's no  
5 problem.

6 I inform the chief officer everything. Report everything to  
7 the chief officer and then after inform the chief officer, he will  
8 try to move the windlass. He back off anchor. When he start,  
9 after few seconds, maybe 20 seconds, maybe one minute, I don't  
10 know. He will try, he will try heave up.

11 The coming same problem. It is always a trip just from the  
12 other mode release disconnect of system and electrical motor is  
13 stopped because it was over current. I inform the chief officer.  
14 Chief officer informs the captain. Captain said me, "Push again.  
15 Maybe we'll try to do something. We have to do something. Maybe  
16 needs a" -- maybe ah, when are you coming?

17 First time I attach of electrical motor. Electrical motor  
18 will not -- was overheating. Just was a heat. It's normal during  
19 the operation and during the motor operation, the temperature was  
20 good by touch by hands and after (indiscernible). So it was  
21 second time was overload. Overload only was stopped.

22 I tried to push back, needs waiting time -- needs a time for  
23 waiting for the ventilation inside the load really have the --  
24 needs a little bit stages of the power, and after you can activate  
25 again -- again the motor. So I waiting few minutes and push

1 again. Inform the chief officer if we are continue do that we  
2 can, we can damage of electrical motor, because the current can  
3 damage everything.

4 I mean the burn it -- winding can burn it inside, burn it  
5 inside, damage electrical motor that because when he'll try again,  
6 I have the local ampere meters on the connect. I see was big, big  
7 current. It's not working because during the start electrical  
8 motor, the current should be jumping and after few minutes should  
9 be go down, the (indiscernible) should be go down.

10 Current at the moment was high, because I maybe, I think,  
11 maybe it's broken ampere meters or -- I take my current clamps and  
12 check the local, each phase. Put on the phase and check again  
13 during also. The current clamp shows high voltage. I also I  
14 didn't remember sure is voltage is, but it was more than three or  
15 500 volts.

16 It's going to be shortly, but not long time. When's a long  
17 time to high, high current he gives a signal to a remote relay,  
18 the remote relay disconnect the electrical motor and system is  
19 stop. So that how many times we are continue this pushes, I also  
20 don't remember and last time was also (indiscernible). Chief  
21 officer tried to heave up, heave up, also short time.

22 Short time continued. Heave up, heave up, heave up,  
23 electrical motors is also give a high current and coming  
24 malfunction. Again, stop the other load relay and the winding I  
25 think was heating inside because inside have also additional

1 protection for the high temperature winding thermistor, have  
2 inside.

3 So I check again. I check again everything. Power, voltage  
4 and check each speed, first speed, and the moment was died, was a  
5 burned.

6 BY LCDR [REDACTED]:

7 Q. Was what now?

8 A. Burned.

9 Q. Burned?

10 A. Yes. First speed. I inform the chief officer, chief,  
11 captain and I come back to the bridge and call to the office,  
12 which one time I also (indiscernible). I call to the junior ETO,  
13 Mr. Linas (ph.), and inform everything. He asked me what I mean  
14 about this one.

15 I explain to him what I mean, "Sir, the motor is damaged."  
16 We remain on the -- we remain only two speed, speed number two and  
17 number three. We can use only speed number one because when they  
18 use windlass, you can use only two speed, speed number one and  
19 speed number two.

20 Number three speed you don't use. Number three speed we use  
21 only when the -- we use this electrical motor like the mooring  
22 winch, not like windlass. So we remain only speed, speed number.  
23 I explain to him if we are continue, we can damage all winding  
24 inside.

25 Try to do.

1           Okay. I come back, push again the other load relay and they  
2 will try to start the second speed also. The electrical motor  
3 start, the current was also height-ness in the second speed, and  
4 after maybe short time because I don't know it. it's maybe 14  
5 seconds, maybe one minute. I don't know.

6           The electrical motor stop and I check everything again  
7 because the other load relay, I check everything, same speed, was  
8 (indiscernible). Number one speed and number two. I turn back  
9 inform cause chief officer turn back to the bridge, called to the  
10 office and take them out to the change electrical motor. Shift  
11 from the shift, electrical. When I receive the email from the  
12 office, we will start to that, shifting the electrical motor.

13           BY LT [REDACTED]:

14 Q.   Okay, and then so you said that you received an email to  
15 shift the motors?

16 A.   Yes.

17 Q.   Okay.

18 A.   We have some -- it's chief engineer resting can find this  
19 email.

20 Q.   Okay.

21 A.   Or captain, chief officer. It's in the mailbox. I think you  
22 can have.

23 Q.   Okay, and then did you -- were you involved in shifting the  
24 motor?

25 A.   Yeah.

1 Q. Okay.

2 A. We start to do that, pull the feeder, feeder prepare special  
3 construction for the transferring because electrical motor have  
4 weigh two tons and weigh very big size, very heavy to move it. We  
5 start to do that. That take the time -- ah, before that, when I  
6 talk with Mr. Linas, I say to him, "It's very can take too much  
7 time. It's maybe 10 hours, maybe more, because it's already very  
8 difficult job and we can lose too much power."

9 Okay. He said to me by phone, "Do that," and we are wait  
10 receive the -- I receive message and after he sent the message, we  
11 start to do, and that job take also I'm not sure, maybe more than  
12 10 hours. We start at 7:00 and heave up, heave up the anchor, it  
13 was darkness. I was like (indiscernible).

14 BY LCDR [REDACTED]:

15 Q. Did you say what type of anchor was heaved up?

16 A. I'm not sure. I'm not sure. Was not sure, sorry. Maybe was  
17 dark, which (indiscernible) I'm not sure.

18 BY LT [REDACTED]:

19 Q. You said it was dark out though?

20 A. Yeah.

21 Q. Okay.

22 A. We heave up the anchor without any problem. Just the start,  
23 first speed, second speed, heave up very fast and which on time  
24 I --

25 Q. I don't care about that. Good job on the repair.

1 A. Yeah, because I -- if I make some forty -- if I make -- if I  
2 check the time because -- and then that time I have another  
3 problem with her how to do that because it's her too needs a --  
4 needs experience for this job. It's very dangerous because it's  
5 two tons for the construction how to do that to manage the guys  
6 around. We can damage using not correctly tool.

7 Q. Oh.

8 A. We do that plus weather, it's not good condition. Was a bit  
9 windy and cold outside. That's all.

10 Q. Did you have any issues with the repair, the process of the  
11 repair or replacing the motor?

12 A. Any problem?

13 Q. Any problems with the repair?

14 A. After start or during the --

15 Q. During --

16 A. -- shifting?

17 Q. Yeah. During and after.

18 A. No. We do this everything definitely puts transferring very  
19 accurately put bags of wires inside, inside the through the,  
20 through the holes so it was a very difficult precision because the  
21 wire have -- we have three wires for three speed and with the  
22 three diameters. When the cold outside and the short, very  
23 difficult to move by hands.

24 Q. Have you ever had to make a repair like that before?

25 A. No, but I see on the picture.



1 Q. Okay.

2 A. I see on the picture and that picture helped me because I see  
3 this special construction how to move this. I see this process on  
4 the photos. It was long time ago on the vessel.

5 Q. Okay, and which pictures was that? Was that something you  
6 were following during the repair?

7 A. No, I just had seen it --

8 Q. Oh.

9 A. -- how it was done before --

10 Q. Yeah.

11 A. -- and I just remembered it and I thought that's how it could  
12 be done.

13 Q. Good memory. Okay. You mentioned -- could you just, just an  
14 estimate, of how many times you tried to engage the windlass and  
15 how many times it shut off total?

16 A. So it was too much time I not count because I was inside.

17 Q. Okay.

18 A. I was inside the -- of the forecandle near the star board  
19 panel.

20 Q. Okay.

21 A. Because I must monitor what the process, what's happened  
22 during have some spark but it have some smell, maybe some the --  
23 you -- because the highness current, it's can be any problem. I  
24 visual check what's maybe something inside I found some problem,  
25 but at the moment I didn't found anything.

1 Q. Okay. Was the breaker tripping each time?

2 A. When the -- you mean when they use remote control?

3 Q. Yes. When they tried to engage and when it shut off was that  
4 because the breaker was tripping each time?

5 A. Breaker on the winch you mean or handle or you mean the  
6 electrical magnetic?

7 Q. The -- yeah. The electrical switch, when it was tripping,  
8 did that happen every time that they --

9 A. Yes. If the not, I think -- I think, yes, because it's  
10 cannot see.

11 Q. Okay.

12 A. Because the electrical breaker location inside the electrical  
13 motor. You just can normally only listen to noise how to -- how  
14 the breaker is moving.

15 Q. Okay, and that's the --

16 A. But --

17 Q. Okay.

18 A. -- when the working at that time bow thruster, it's very  
19 difficult to listen something.

20 Q. Okay.

21 A. Is it broken, the damage or -- uh, I forget to say. When I  
22 come first time, when I start to check, I disengage for a check is  
23 out boarding electrical motor. I moving two speed forward aft.  
24 The electrical motor is working without any problem.

25 Q. Okay.

1 A. Afterwards, engage and start to heave up also (indiscernible)  
2 little bit start and --

3 Q. Okay. So there were two electrical overcurrent protections.

4 A. Yeah.

5 Q. So because you said there was a fuse panel, a box with the  
6 breakers?

7 A. No.

8 Q. Okay.

9 A. No. In a fuse just only control. Control motor have the --  
10 transformer has one or two fuse --

11 Q. Okay.

12 A. -- that it trip. Maybe one, and each speed have over volt  
13 trip.

14 Q. Okay.

15 A. Yeah. That's all. That's all protection.

16 Q. Okay.

17 A. And then the protection on the -- and protection on the  
18 circuit breaker. Circuit breaker is a not work any load relay.  
19 This circuit breaker also can automatically trip off main power.

20 Q. Okay. Did that trip off at all?

21 A. It --

22 Q. Did that breaker trip at all?

23 A. One time was, yes, what I got was a trip and I don't really  
24 was stop.

25 Q. Okay.

1 A. When I can come first time.

2 Q. Okay. But most of the times it was the motor, the  
3 overcurrent protection and the motor that was turning the motor  
4 off in the motor, is that correct?

5 A. Yeah. Yeah. Yeah.

6 Q. Okay.

7 A. Just the overload relay.

8 Q. Okay.

9 A. One time or -- one time was a trip.

10 Q. Okay. You said that you spoke with Mr. Yavoens (ph.), Yavons  
11 (ph.) -- Yovans (ph.)?

12 A. Yowanious (ph.). Yowanious.

13 Q. Yowanious?

14 A. Yes.

15 Q. Okay, and who is that? Who is Mr. Yowanious?

16 A. Mr. Yowanious, it's a junior ETO officer, superintendent.  
17 It's -- how to explain to you?

18 Q. Shore side?

19 A. Yes. Shore side, yes.

20 Q. Okay.

21 A. Yeah. Yeah.

22 Q. And how did you -- did -- how did you speak with him, over  
23 telephone or --

24 A. Yes.

25 Q. Okay.

1 A. By telephone.

2 Q. Okay. Did you make any --

3 (Bell ring over speakers.)

4 ANNOUNCEMENT: Can I have your attention, crew electrician,  
5 please come to the bridge. Electrician, please come to the  
6 bridge.

7 LT [REDACTED]: This is Lieutenant [REDACTED]. The time is 10:57. We're  
8 going to take a quick break because the electrician was informed  
9 to contact the bridge.

10 (Off the record at 10:57 a.m. PST)

11 (On the record at 11:05 a.m. PST)

12 LT [REDACTED]: The time is 11:05. We're going to resume the  
13 interview with the electrician. He had to go up to the bridge for  
14 some of his duties. Okay.

15 BY LT [REDACTED]:

16 Q. So just going back, electrician, I'm not sure if we covered.  
17 Which anchor was down and which windlass were you -- did you have  
18 the initial issues with, the problems with?

19 A. That's windlass number 2.

20 Q. Okay.

21 A. It's port side.

22 Q. Right. Okay.

23 A. And remote control use from port side also. We have three  
24 place for remote control, center, port side, starboard side.

25 Q. And what is that -- what is remote control?

- 1 A. What is remote control? It's a lever with the speeds.
- 2 Q. Okay.
- 3 A. From one to three.
- 4 Q. And you have -- do you have three different remote controls
- 5 or --
- 6 A. Yes.
- 7 Q. Okay.
- 8 A. Yes. The location one remote control, port side -- port,
- 9 starboard side, one in the center.
- 10 Q. Okay.
- 11 A. And windlass also have same.
- 12 Q. Okay, and you were using the port remote control?
- 13 A. Yes.
- 14 Q. Okay.
- 15 A. Every time use which one controls is more covered for the
- 16 (indiscernible).
- 17 Q. Okay. Let's see. After you spoke with the superintendent
- 18 regarding the problems --
- 19 A. Yeah.
- 20 Q. -- did you -- do you make any reports, like, any written
- 21 reports regarding this repair or any emails? Do you, as part of
- 22 documenting --
- 23 A. No.
- 24 Q. -- the repair?
- 25 A. I just to inform by, inform, inform my telephone.

1 Q. Okay.

2 A. And the (indiscernible) by use of the telephone.

3 Q. Okay, and then did you -- do you make a written report or  
4 request for parts or a new motor?

5 A. No.

6 Q. Is that part of your responsibilities?

7 A. At that moment? No.

8 Q. Okay. Who normally -- who would normally do that, written  
9 requests or written reports?

10 A. Well, I think the captain might be prepare some because he  
11 was on the bridge every time.

12 Q. Okay.

13 A. Maybe navigation officers, might be chief. I don't know  
14 because --

15 Q. Okay.

16 A. -- I only talk with the office with Mr. Yowanious.

17 Q. Okay. Do you keep a log or do you keep notes about your work  
18 that you accomplish or finish or repairs that you make?

19 A. Yes. I make the weekly jobs. I -- yes, I feeling works was  
20 form but it's for office.

21 Q. Okay.

22 A. Monthly and weekly report, yeah. But inside, not the  
23 details, details of job, just only which ones equipment and two,  
24 three words about the job. For example, I -- if I feeling about  
25 the windlass shifting the motor, I think shifts of motors. That's

1 all. Or burn of motors or change the seal. No have details.

2 Q. Uh-huh.

3 A. Take outs, which one adjusted. It's only for information  
4 what I do during the week or during the day.

5 Q. Okay, and is that on a computer or is that on paper?

6 A. It's on my computer in my folder I can found.

7 Q. And --

8 A. Is -- yeah, if I need to check.

9 Q. Okay.

10 A. If I need to check, yeah.

11 Q. Do you have your own computer or is that in the engine room?

12 A. Yes, in the engine room. I don't have -- my folder.

13 Q. Okay. Which, just so we have an idea, are there multiple  
14 computers in the engine room? Like, which computer do you --  
15 would you record that in?

16 A. Which computer? It's engine control room number 2 --

17 Q. Okay.

18 A. -- computer.

19 Q. Okay. Okay. Besides keeping track on the computer, do you  
20 take any notes or anything, make any recordings besides that?

21 A. About the motor?

22 Q. Yeah. About repairs. Like, for example, for that motor  
23 replacement?

24 A. I have some photos for -- but it not exactly during the big  
25 job. I make the photos when we are told shifting the electrical



1 motors and put back the permanent motor on the place because we  
2 need to close this whole log they get.

3 Q. Okay.

4 A. And we have this photo, it's for general notes  
5 (indiscernible). So that's to be used as a visual graphic device  
6 for seeing how -- for looking at how it works.

7 Q. Okay.

8 A. It's for the future is there some -- another times it happens  
9 this one --

10 Q. Okay.

11 A. -- the man can use this picture for the more easy --

12 Q. Repairs.

13 A. -- shifting gears.

14 Q. Okay.

15 A. Yes.

16 Q. Is that also electronic?

17 A. Yeah. We have few, and for have some photos this  
18 construction in the electrical motor with chain logs just like  
19 this.

20 Q. Okay.

21 A. Yeah. That also details of step-by-step each step we don't  
22 make the (indiscernible). Just only --

23 Q. And so did you make that for this repair?

24 A. Yes.

25 Q. Okay.

1 A. Not it's -- I make the photo when the electrical motor from  
2 the windlass number 1 was on the place, number 2, I make the photo  
3 only windlass number 1 with the motor number 2. It's different  
4 motor.

5 Q. Okay.

6 A. Because I put back him before the (indiscernible).

7 Q. And you said that's a photo?

8 A. Yes.

9 Q. Okay, and then where do you --

10 A. I make the photos just here, the electrical motor  
11 construction and cables.

12 Q. Yeah.

13 A. That's all.

14 MR. [REDACTED]: It's like a --

15 MR. KHADZHYOGLO: It's (indiscernible) --

16 MR. [REDACTED]: -- (indiscernible).

17 MR. KHADZHYOGLO: -- it's just --

18 MR. [REDACTED]: Not step-by-step.

19 LT [REDACTED]: Okay. He takes pictures of the repair?

20 MR. [REDACTED]: Yeah. It's -- yeah. It's not step-by-step.

21 He only took, like, a couple pictures.

22 LT [REDACTED]: Okay.

23 UNIDENTIFIED SPEAKER: Okay. So and then he has those  
24 pictures on the computer somewhere?

25 MR. KHADZHYOGLO: Yeah. (Indiscernible).

1 LT [REDACTED]: You have them somewhere, the pictures?

2 MR. KHADZHYOGLO: Yes, yes, yes.

3 UNIDENTIFIED SPEAKER: Okay.

4 BY LT [REDACTED]:

5 Q. Are those photos on the computer or are those --

6 A. Yes, on the computer.

7 Q. Okay. Great.

8 A. In my folder.

9 Q. Okay. Well, do you use -- do you have a camera onboard the  
10 ship that you use or which camera do you use for --

11 A. You mean on the deck?

12 Q. No, sorry. For the photos that you took, how do you -- do  
13 you -- which camera do you use for this?

14 A. On the phone.

15 Q. On your phone?

16 A. Yes.

17 Q. And then you transfer it to the computer?

18 A. Yes. I have to transfer it to --

19 Q. Okay. Great. Thank you.

20 MR. [REDACTED]: I'm sorry. I'm just going to make a note  
21 that the purpose he said that the reason why he takes pictures for  
22 the future reference, if it ever comes to this again, so it can be  
23 used as a reference.

24 LT [REDACTED]: Yes. Understood. Understood.

25 BY LT [REDACTED]:

1 Q. Okay. After you made the repairs and you were able to  
2 retrieve the port anchor after you switched the motors, what --  
3 were you involved with the giving the new replacement motor in?

4 A. No. We are turn back, they go to Los Angeles. After turn  
5 back to Shanghai, and in Port Shanghai we had to charge this  
6 electrical motor. A few ports was in Chinese and turn back to the  
7 Los Angeles and received in Los Angeles this motor after I  
8 reported and we take on board, and during the process from the Los  
9 Angeles to Oakland, we installed it this electrical motor, check  
10 everything.

11 BY LCDR [REDACTED]:

12 Q. Can -- sorry. Can you go through that one more time and kind  
13 of -- to me, that didn't make much sense. I mean, for me. I just  
14 wasn't tracking it. You say you went to *Beijing*, got the  
15 windlass, then came back to LA?

16 A. Yeah, well, Shanghai I think he said.

17 Q. Where? Shanghai?

18 A. No. We are turn back to -- go to Los Angeles. We was on the  
19 -- Los Angeles getting the (indiscernible). After (indiscernible)  
20 operation at Los Angeles, we turned back to the Shanghai,  
21 discharged at Shanghai, turned back to Los Angeles and received in  
22 Los Angeles.

23 Q. So you came -- so you went -- okay. So discharged, right?

24 A. Yeah.

25 Q. All right. I write that down.

1 A. Discharge in Shanghai.

2 Q. So you discharged --

3 A. For the -- I recorded.

4 Q. And you went foreign?

5 A. Yeah.

6 Q. And then went to Shanghai?

7 A. Yeah. Discharged in Shanghai.

8 Q. And then came back to LA --

9 A. Come back to the Los Angeles.

10 Q. -- with still one anchor and windlass?

11 A. Yes.

12 Q. Okay.

13 MR. TRIBOLET: He had two anchor windlasses. Do you want to  
14 clarify that?

15 BY LCDR [REDACTED]:

16 Q. He had -- well, he was down -- you were down one?

17 A. Yes.

18 Q. Right. So you -- at -- but one wasn't functioning?

19 A. Yeah.

20 Q. So you discharged in the US with the port down. You left the  
21 US, went to Shanghai, and then came back to the US still with down  
22 one anchor windlass? Did I get that right?

23 A. Yes.

24 (Knocking on the door.)

25 LCDR [REDACTED]: That's correct?

1 MR. KHADZHYOGLO: Yeah, yeah. That's correct.

2 LT [REDACTED]: This is Lieutenant --

3 UNIDENTIFIED SPEAKER: Okay.

4 LT [REDACTED]: -- [REDACTED]. I'm going to briefly stop the recording.

5 We had someone enter the room.

6 (Off the record at 11:18 a.m. PST)

7 (On the record at 11:20 a.m. PST)

8 LT [REDACTED]: Okay. The time is 11:20. We had Lieutenant [REDACTED]  
9 (ph.) enter the room just to drop something off and we're going to  
10 continue the interview.

11 BY LT [REDACTED]:

12 Q. All right, electrician, just to clarify for everyone. So  
13 initially the port anchor windlass motor failed?

14 A. Yeah.

15 Q. You replaced it with the starboard motor?

16 A. Yeah.

17 Q. So the starboard motor was now replacing the port. So you  
18 had one functioning motor that was installed on the port side when  
19 you went to the Port of Los Angeles immediately after that  
20 anchorage in January. After that, you went to Shanghai?

21 A. Yeah.

22 Q. That is where you shipped off the damaged motor into the Port  
23 of Shanghai, is that correct?

24 A. In Port Shanghai, we had discharge for the recording windlass  
25 number 2 burn.

- 1 Q. Okay. So the damaged motor from --
- 2 A. Yeah.
- 3 Q. -- number 2 --
- 4 A. Yeah.
- 5 Q. -- was taken ashore in Shanghai --
- 6 A. Yeah.
- 7 Q. -- for repairs?
- 8 A. Yeah.
- 9 Q. Then you sailed back to Los Angeles --
- 10 A. Yeah.
- 11 Q. -- where you received the repaired motor?
- 12 A. In Los Angeles.
- 13 Q. In Los Angeles?
- 14 A. Yes.
- 15 Q. Okay. Okay, and then from Los Angeles, you sailed up to
- 16 Oakland, is --
- 17 A. To Oakland, yes.
- 18 Q. Okay.
- 19 A. We put back electrical motors, but --
- 20 Q. Okay. So when did you have both motors operating after Los
- 21 Angeles, do you recall? Was that before Oakland or was that after
- 22 Oakland?
- 23 A. Both motors together or you mean step-by-step one motors?
- 24 After Oakland.
- 25 Q. After Oakland? Okay.

1 A. No. Before Oakland.

2 Q. Okay.

3 A. Before. After Oakland already winch number 2 was -- because  
4 we put back and coming to the Oakland to the anchor also. I'm not  
5 sure. But I should recheck the repair motor. We put down the  
6 anchor into the water and up back two times, three times.

7 Q. Okay.

8 LCDR [REDACTED]: That was in --

9 MR. KHADZHYOGLO: So be sure.

10 LCDR [REDACTED]: -- in Oakland?

11 MR. KHADZHYOGLO: Yes.

12 LCDR [REDACTED]: In Oakland?

13 MR. KHADZHYOGLO: Yes, in Oakland.

14 BY LT [REDACTED]:

15 Q. So you made the repairs from Los Angeles to Oakland. When  
16 you arrived at Oakland, you tested the --

17 A. Yeah.

18 Q. Did you test both anchors?

19 A. During the process we installed it when they coming on the  
20 anchor station, we are check with repair --

21 Q. Okay.

22 A. -- windlass.

23 Q. Great, and so after you made the repair on January 25th until  
24 you arrived in Oakland and you replaced and tested, you only had  
25 one operational motor, correct, on the --



1 A. Yeah.

2 Q. -- port side, is that correct?

3 MR. TRIBOLET: Well, that's not what he said earlier. I  
4 think you need to back one port.

5 LT [REDACTED]: Okay. Sorry.

6 BY LT [REDACTED]:

7 Q. So on January 25th, when you had the damaged motor on the  
8 port side, in-between that time period and you sailed to Shanghai  
9 back to Los Angeles, got the refurbished motor and installed it up  
10 to Oakland, during that time period you only had -- it was just  
11 the one operational motor?

12 A. One motor, yes.

13 Q. Okay.

14 A. Yes. Motor was on the place but it's motor not in the  
15 working condition.

16 Q. Okay. Thank you. Do you, in your experience -- what would  
17 cause a motor to overheat like on January 25th?

18 A. It's very difficult to answer this question because the  
19 weather is -- was very bad --

20 Q. Okay.

21 A. -- in that moment. It was a strong winding and that's all.  
22 It's, in this situation, very difficult to (indiscernible). I  
23 feel this for (indiscernible) was difficult (indiscernible) on  
24 that moment. So --

25 Q. Okay. So are you saying that the heavy winds could make it

1 difficult for the motor to perform?

2 A. I think I didn't see the position of chain at that moment,  
3 the position of chain on the vessel. I didn't see, but I see only  
4 current. I see on the repeat and I see on the current, it was  
5 (indiscernible).

6 MR. [REDACTED] Resistance. Resistance.

7 MS. KHARIKOVA: So -- okay. Resistance has been created.

8 LT [REDACTED]: Okay.

9 BY LT [REDACTED]:

10 Q. And would that cause the motor to work harder?

11 A. The current is jaggng up. That's -- this can -- I don't  
12 even know what it could be caused by but the resistance of the  
13 wind and if the anchor had pulled up in the wrong position, or  
14 something.

15 Q. Okay. Okay. Have you had any other similar experiences with  
16 -- similar to this where the anchor windlass motor becomes  
17 overheated?

18 A. No. It's first time.

19 Q. Okay.

20 A. So yeah.

21 Q. Okay. Was there any conversation about the anchor  
22 potentially being stuck on anything?

23 A. You mean between the crew members or which one?

24 Q. Yeah. Just with your interaction or --

25 A. Before they use anchor?

1 Q. At any point?

2 A. Before we use windlass?

3 Q. Yeah. At any point during the repairs or event was that  
4 discussed?

5 A. No.

6 Q. Okay.

7 A. Before the -- this was everything okay but the water drop  
8 (indiscernible) motor, use the motor not the drop -- drop down the  
9 anchor use the motor.

10 Q. Okay.

11 A. It was everything okay. Just very easy (indiscernible) put  
12 the anchor. Nobody told to me. Nobody informed me about any  
13 problem.

14 Q. Okay.

15 A. So I don't know who is drop anchor. It maybe chief. I don't  
16 -- might be chief.

17 Q. Okay, and you said no issues when you lowered the anchor --

18 A. Yeah, yeah.

19 Q. -- with the motor.

20 A. Yeah.

21 LT ██████: Okay. Great. Mr. ██████?

22 LCDR ██████: Yeah. Let me just go back real quick.

23 BY LCDR ██████:

24 Q. You talked about the timeframe. Just so I could solidify  
25 some of the time stuff. You were woken up during sleep you

1 mentioned. Is there an estimate on what time you think that was  
2 on the 25th?

3 A. After 4:00 because when I come, it was the chief 4:00 it's  
4 the time of keep watch of chief officer. I go to the forward and  
5 chief already was there and the second also was, bosun was and  
6 also on something.

7 Q. Okay, and then you guys -- you immediately went down I --  
8 seemingly immediately went down and began to troubleshoot it. Can  
9 you give me a rough -- can you give me an estimate on the  
10 timeframe between you were troubleshooting it and before you guys  
11 determined to make the permanent -- more permanent repair? Can  
12 you give me that timeframe?

13 A. You mean they were shifting the motors.

14 Q. Before that part, right? So the troubleshooting between  
15 trying to fix, trying to make that repair to they determined that  
16 they were going to make the switch?

17 A. No. It's maybe approximately one hour, 40 minutes maybe.  
18 I'm not for sure also because --

19 Q. Any --

20 A. -- I'm jumping inside the forecandle and turn back jumping to  
21 second.

22 Q. It's a long time ago.

23 A. It's long -- yeah, yeah, yeah.

24 Q. Yeah.

25 A. So and not was on the control at time.

1 Q. Right, and then my -- I guess my last question. What time  
2 did you guys decided to start making that permanent repair?

3 A. I didn't remember. I'm not too sure this time, but I -- I  
4 understand when I check, when I check each the winding. I check  
5 each the winding or I make the megger test. Check the each  
6 winding. I see the whole winding is burned and I understand this  
7 -- that's all for electric. But which, what time, I am not -- it  
8 was about 6:00, 7:00 or 8:00.

9 Q. That's when the superintendent said, "Make the switch?"

10 A. I called the superintendent, yes, after the check --

11 Q. Yeah.

12 A. -- but also I didn't remember each one thing. It's each step  
13 is a record by captain is. You can found --

14 Q. The exact time --

15 A. Yes, yes, yes, because (indiscernible).

16 Q. Okay, and then this may be my last question. In Shanghai,  
17 when you discharged the port side motor, windlass motor, was that  
18 a complete loss for that motor or was it able to be repaired and  
19 brung back to you or sent to the US, however you guys did that?  
20 Was it able to be repaired or was it a total loss?

21 A. Yes, it's after overhauling. They changed the windings.

22 Q. Windings?

23 A. They overhauled it. Yeah.

24 Q. They changed the windings on it and replaced it?

25 A. Yes. Overhaul was but including overhaul. No, I think they

1 change everything inside, just remain only the body. Usually it's  
2 the electrical motor is gone, take out from inside the permanent  
3 winding and make new one coils or back.

4 Q. Would you consider that, like, it needed to be replaced or it  
5 couldn't be repaired onboard is my question. Could it have been  
6 repaired onboard or no?

7 A. Electrical motor? No, it's very difficult because we need  
8 the -- I know how to do it but for big motors very difficult in  
9 this special case or.

10 MR. TRIBOLET: Mr. [REDACTED], may I --

11 LCDR [REDACTED]: Yes.

12 MR. TRIBOLET: -- interject? He said -- I believe he said I  
13 guess that they probably did the following things. Would you mind  
14 just following up on that?

15 LCDR [REDACTED]: Yeah.

16 MR. TRIBOLET: Whether he actually knows?

17 LCDR [REDACTED]: Yeah.

18 BY LCDR [REDACTED]:

19 Q. So do you know the specific repairs that were done to that  
20 motor?

21 A. No, I don't know.

22 Q. Okay.

23 A. Which one exactly. Just receive (indiscernible). We receive  
24 only electrical motor and I check before that put back -- check  
25 the insulation, check the winding, was everything okay

1 transferring to the forward and can (indiscernible) and after the  
2 test is sure everything okay and so current was good each speed.  
3 I check that.

4 Q. But it was sent? It was sent for repairs in Shanghai though?

5 A. Yes.

6 Q. Okay.

7 A. Discharged in Shanghai and received in Los Angeles.

8 LCDR ██████: No, that's great. That's all I've got.

9 LT ██████: Okay. Is there anything else that you would like  
10 us to know?

11 MR. KHADZHYOGLO: No. That's all.

12 LT ██████: Okay. The time is 11:37 and I'm going to stop the  
13 recording device because we have concluded the interview with the  
14 electrician.

15 (Whereupon, at 11:37 a.m. PST, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

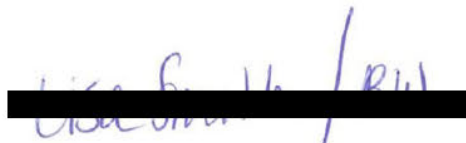
UNITED STATES COAST GUARD

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

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.



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Lisa Smith  
Transcriber