

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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PIPELINE RUPTURE NEAR *

HUNTINGTON BEACH, CALIFORNIA *

Accident No.: DCA22FM001

ON OCTOBER 3, 2021 *

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Interview of: DAVID KATZ, VTS Watch Stander
Marine Exchange of Southern California

Via telephone

Wednesday,
October 27, 2021

APPEARANCES:

ANDREW EHLERS, Investigator
National Transportation Safety Board

██████████, Investigator
Department of Homeland Security/United States Coast
Guard

CASEY ROBERT, Manager
Marine Exchange of Southern California

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I N T E R V I E W

(7:51 p.m. CST)

1 MR. EHLERS: Okay, the recording has started.

2
3 MR. [REDACTED]: Okay, great. Today is Thursday -- I'm sorry,
4 Wednesday, October the 27th, at 7:51 p.m., Central Standard Time.
5 My name is [REDACTED], I'm with the U.S. Coast Guard, COE and we
6 also have Mr. -- Drew?
7

8 MR. EHLERS: Yes, this is Andrew Ehlers, I'm a marine
9 accident investigator with the National Transportation Safety
10 Board. My last name is spelled E H L E R S.

11 MR. [REDACTED]: Okay, and we are going to be interviewing Mr. --
12 MR. KATZ: David Katz, spelled K A T Z.

INTERVIEW OF DAVID KATZ

13
14 BY MR. [REDACTED]:

15 Q. Okay, and you are with who, Mr. Katz?

16 A. I'm with the Marine Exchange of Southern California. I'm a
17 vessel traffic specialist watch stander. Over.

18 Q. Okay, very good. So, how long have you been -- are you a
19 civilian employee or military?

20 A. Yes, I'm a civilian employee.

21 Q. Okay. And how long have you been with the VTS LALB?

22 A. I was hired August 1st, 2011, until today, so about ten
23 years -- a little over ten years.

24 Q. Okay. And have you always been assigned or worked for the
25 VTS in LALB?

1 A. Yes, I have. Since I've been hired, this is where I've been
2 assigned.

3 Q. Do you have prior experience working with any VTS in any
4 other city, sector, or region?

5 A. No.

6 Q. Okay. Are you a qualified watch stander?

7 A. Yes, I am.

8 Q. How long have you been a qualified watch stander?

9 A. I was qualified in January of 2012, and so I believe I
10 received my full qualification in January of 2013 when I was fully
11 qualified. My interim qualification was October 1st -- October
12 31st of 2011.

13 Q. Okay. And what was the process of becoming a qualified watch
14 stander?

15 A. The process is on-the-job training under supervision,
16 attending the vessel traffic school at MITAGS in Maryland for two
17 weeks, and passing different qualification standards established
18 by the Marine Exchange Vessel Traffic Center.

19 Q. Okay. So, at MITAG when you attended that there, was that
20 the IALA course -- you're IALA certified?

21 A. I'm not sure what the full certification is. I would
22 not -- I can't answer that.

23 MR. [REDACTED]: Okay.

24 MR. ROBERT: That is what it's called.

25 MR. KATZ: That is what it is? Okay.

1 MR. ROBERT: It's the IALA.

2 MR. KATZ: Okay, it's the IALA is what my -- okay -- manager
3 is saying.

4 MR. ROBERT: Yes.

5 BY MR. [REDACTED]:

6 Q. Okay. What are your duties as a qualified watch stander?

7 A. Essentially, we stand watch. Our watch shifts are 12 hours.
8 Our duties are to be on the radar system, C-Scope, monitoring the
9 shipping traffic, answering radio calls, passing information to
10 the ships, making sure that the ships are communicating with each
11 other, and then we do two hours there. And then we do two hours
12 on the watch desk answering phone calls, updating the Maris (ph.)
13 arrival departure system and so forth.

14 Q. Okay. And that's for watch stander, are you also a qualified
15 watch supervisor?

16 A. No, I'm not.

17 Q. What is your routine duty schedule?

18 A. Our schedule is three nights on and three nights off. We
19 start at about 5:30 p.m., and we get off about 5:30 a.m., 12
20 hours. And we do a rotation every two hours between the watch
21 desk, the radar, and then a break period, and we repeat that
22 twice.

23 Q. Okay. And when you take the rotation that's being done
24 between the three different stations of the three different areas,
25 are there different sectors of responsibility for watch standards?

1 Is your area broken down into multiple sections or sectors?

2 A. No, we basically have one sector here. We have -- our area
3 of responsibility goes from Point Fermin to 25 miles. We don't
4 have any other sectors that we're responsible for.

5 Q. Okay. How many watch standers are there on watch?

6 A. We have three watch standers: two civilians, the watch
7 supervisor, the watch stander, and then we have a Coast Guard
8 personnel watch stander who also fills in on the rotation. So,
9 there's three of us.

10 Q. Okay. In your own words, can you describe which -- can you
11 explain to us the function of the VTS and its program?

12 A. It's to -- or the function is to monitor, inform, recommend,
13 direct vessels 25 miles from Point Fermin to safely go into the
14 ports of Long Beach, Los Angeles, and to ensure that the vessels
15 are communicating between each other and that they -- their
16 arrival times are within their notice of arrival with the Coast
17 Guard.

18 Q. Okay. And does that area of responsibility -- does that
19 include the anchorages -- and I'm not real familiar, so you'll
20 have to forgive me. But the SF level in the anchorage area, is
21 that included in your area of responsibility?

22 A. Yes, it is.

23 Q. How many anchorages are there in your responsibility?

24 A. Well, they kind of vary because when we first started before
25 this whole overwhelming amount of traffic came in, I can't -- let

1 me see if there's -- I believe 25 regular anchorages and then with
2 the contingency anchorages, that number increased by about -- I
3 believe by about 18 -- about 24.

4 Q. Okay. And when a vessel is approaching the LALB area with
5 the intention of going to an anchorage, can you kind of go through
6 how that works, when you get notified, do you get notified, how do
7 they get assigned, if they have to be assigned a name?

8 A. 25 miles from Point Fermin, the vessels will check in with
9 us. At that time, we'll confirm whether or not they have pilot
10 orders to go into either one of the ports and if they don't, and
11 they need to go to an anchorage, and there's one available, we'll
12 ask them what their draft is so that we can assign them to a
13 proper anchorage. We'll then go ahead and assign them to an
14 anchorage and we'll tell them to continue to monitor channel 14.
15 When they get into the regulated navigation area or what we refer
16 to as the precautionary area, they'll check in with us again at
17 that time.

18 At that time, we'll ensure that the master is on the bridge,
19 the vessel's in the hand steering, and we'll go ahead and make
20 sure that they are going to their assigned anchorage. And then at
21 that point, we'll tell them that when they get into position to
22 drop anchor, to confirm with us that they're in a good position to
23 drop anchor. And then at that point, once they arrive and they
24 drop their anchor, they'll confirm with us that they've set their
25 anchor, and then we'll go ahead and log it and monitor them by

1 putting an anchor alarm on the vessel.

2 Q. Okay. So, the anchorage that the vessels are directed to or
3 assigned, those -- that designated anchorage comes from the VTS,
4 is that correct?

5 A. Yes, it does.

6 Q. Okay. And how do you all decide -- what factors are used to
7 assign a vessel to a particular anchorage?

8 A. We use a couple of different factors. One factor is the
9 length of the vessel, the other factor is the type of vessel, and
10 according to their draft, their size or length, and the type of
11 vessel it is, we'll assign them to an appropriate anchorage.

12 Q. Okay. And when these vessels come into anchorage from when
13 they contact you, have they got their pilotage?

14 A. No, the vessels will not use a pilot, they will use -- the
15 master will pilot themselves into the anchorage position.

16 Q. Okay, got you. All right, I'm going to go back in time a
17 little bit and ask you do you recall being on duty January 25th of
18 2021?

19 A. Yes, I do.

20 Q. Can you tell us what time your watch -- what watch you stood
21 on that day?

22 A. I stood the 5:30 p.m. until 5:30 a.m. watch. I was on break
23 from 1:30 until 3:30 a.m. At 3:30 a.m., I came out onto the watch
24 floor and at that time I went to the watch desk. So, I was on the
25 watch desk receiving orders from the pilots, updating arrivals,

1 and call -- making phone calls into the port as ships are
2 arriving, letting the line handlers and the different port know
3 that there's a ship in bound.

4 Q. Okay. Would you happen to recall any particular vessel in
5 those anchorages of your area inlay -- do you recall a vessel by
6 the name of *The Danit*?

7 A. From my reviewing of the information, yeah, I do recall *The*
8 *Danit*.

9 Q. Okay. How about the -- I'll think of another one -- how
10 about *Beijing*?

11 A. Also, *The Beijing*, I do recall that one also.

12 Q. Okay. Was there anything or any reason that either of those
13 vessels would have stood out to you on watch? Well, let me back
14 up, were they in the anchorage when you -- whenever you were on
15 the watch desk?

16 A. I can't really recall if they were in their anchorage at that
17 time. I didn't have the C-Scope, I didn't have our visual
18 information right in front of me, I have a computer screen. But I
19 can turn around and look at the radar system there and our visuals
20 and I can see if there are vessels over there. But we had quite a
21 few vessels at that time, so I can't recall that completely.

22 Q. Okay. Was there ever -- when you were on watch that evening,
23 did anything stand out to you for your attention to be drawn to
24 either of those vessels names for anything?

25 A. Nothing particular, not at the time that I came out onto the

1 watch floor.

2 Q. Okay. So, when you come on watch floor, what is -- you're
3 coming from a break to go on the watch floor or are you coming
4 from the desk when you go on watch floor?

5 A. Well, when I'm on the watch desk, I'm coming from the break.
6 I'm coming in from my break, and I'm going to the watch desk and
7 normally spend two hours there, and then go onto the radar for two
8 hours, and then go on break again.

9 Q. Got you. So, when you go onto the watch desk for your two
10 hours, what -- do you relieve another watch stander, is that
11 right?

12 A. Yes, I do. The watch stander that I relieve then move onto
13 the radar system, the C-Scope, and the person who is on the C-
14 Scope goes on the break.

15 Q. Okay. And what's the process of relief as you come from
16 break to the watch the watch desk to relieve the watch stander?

17 A. Normally, that watch stander will give me a breakdown or will
18 give me a pass down of, you know, what's going on, what ships are
19 going to need calls, or, you know, to call the port or call the
20 line handlers. We'll look at the orders and see if the orders are
21 current, if there's any changes, and then just kind of observe,
22 and just kind of back up the person on the radar if they need a
23 break or if they need something else.

24 Q. Okay. In your pass down, is it a common thing or would you
25 expect that if there were any issues with any particular vessels,

1 that would've been shared with you?

2 A. Yes, that's correct.

3 Q. Okay. How about any type of weather concerns, would that
4 also be shared with you?

5 A. Yeah, we would share information about the weather if there
6 was weather concerns, low visibility, high winds, high seas.

7 Q. Okay. Where would that information be derived from?

8 A. We have different ways to get that information. Number one
9 is visually, from our view point, we can look out and see if we
10 have low visibility. We also have weather information that we
11 receive, and we look at the sea state, we can look at the wind
12 directions, the wind speeds. We have all that information that
13 comes into us from different sources.

14 Q. Okay. Any outside sources?

15 A. What do you mean when you say outside sources?

16 Q. Weather reports, anything of that nature?

17 A. Yes, we have some apps that we have that we utilize for that
18 type of information. We do have a weather station. Generally,
19 the watch supervisor kind of oversees that information.

20 Q. Okay. And in the event that you would receive some inclement
21 weather reports approaching, what do you all do with that
22 information?

23 A. Well, we take that information and then we assess what needs
24 to be accomplished as far as the vessels, where they're anchored,
25 where they're coming from or going to. A lot of times we don't

1 know what's happening right down on the water. If a ship's coming
2 in from the traffic lanes and going into the port, they might ask
3 us hey, what are the conditions inside the port? We'll have them
4 refer to the pilots, either the LA or Long Beach Pilots because
5 they have more available information, what's going on inside the
6 break water.

7 Q. Okay. So, vessel at anchor and you had received inclement
8 weather reports, is that something that you would reach out, call,
9 and notify all the vessels in the area, make a general broadcast,
10 is that -- do you guys do anything like that?

11 A. We do some general broadcasts if there are some conditions
12 that need to be broadcasted. The low visibility, a lot of times
13 we'll go out to the vessels and ask the vessels themselves, what
14 is your visibility if we get into a low visibility situation. We
15 do some broadcast. That's about all I can say as far as that
16 goes.

17 Q. Got you. At any point is it ever know -- or is it the
18 responsibility of the VTS to direct any vessels to take act or to
19 avoid weather that may be approaching?

20 A. Usually, a directive to the ships is really one of the last
21 of our four steps. Our four steps are to monitor, inform,
22 recommend, and direct. To give a ship direction is one of our
23 last steps.

24 Q. Okay. One second, I apologize. The night that you were on
25 the watch, January 25, 2021, do you recall any inclement weather

1 that night of the watch?

2 A. The weather was starting to build so, it was -- the winds
3 were starting to pick up and we were having some inclement weather
4 and about maybe 3:00, the winds were starting to pick up. I came
5 out about 3:30 and at that time we were starting to see the winds
6 increase quite a bit.

7 Q. Okay. And would that have triggered any -- was that passed
8 onto you that there was a decrease in wind speed?

9 A. It was just starting to occur, I believe, about that time.
10 It was just starting to kind of develop and starting to increase
11 in velocity.

12 Q. Got you. Any other conditions that assisted -- or were a
13 part of that, heavy rains, anything like that?

14 A. No, there was no rain. It was pretty much just a wind event.

15 Q. Okay. And were there any broadcasts -- or any announcements,
16 general broadcasts made to vessels regarding that there were
17 higher -- were they, like, higher than normal winds you would say?

18 A. Yes, they were. They were getting up to around 30, 35,
19 almost up to 40 knots I believe if I recall correctly.

20 Q. And were any broadcasts or general information passed down to
21 the vessels?

22 A. I don't recall because I wasn't on the C-Scope or the radar
23 at that time.

24 Q. Okay. Which brings up a point, who would normally make that
25 announcement to the vessels, would that be the watch stander on

- 1 the train, the radar, or the supervisor?
- 2 A. It would be the person who's on the radar -- who's on the
3 radio, on the radar in communications.
- 4 Q. Okay, I got you. Okay, so he can make that broadcast and
5 what channel would that broadcast go out?
- 6 A. That would be on channel 14, that's our working frequency.
- 7 Q. That's the VTS working reporting frequency, right?
- 8 A. Yes, it is.
- 9 Q. Okay. Do you all -- what is the nav -- local nav channel?
- 10 A. The local navigation channel?
- 11 Q. Yes.
- 12 A. Well, between the shifts -- well, from shift to shift it's
13 channel 13, for emergencies it's channel 16, and the pilots
14 monitor their own frequencies, channel 12 and channel 73.
- 15 Q. Okay. And besides channel 14, do you -- does the VTS LALB
16 monitor any other channels?
- 17 A. We monitor 12, 13, 14, 16, and 73, along with 22A.
- 18 Q. Okay. And all of those are being monitored at the same time?
- 19 A. Yes, they are.
- 20 Q. Okay. When you're standing on watch, does the -- do watch
21 standers typically use headsets?
- 22 A. No.
- 23 Q. Open mics?
- 24 A. Open mics.
- 25 Q. Okay. At any point in your watch, do you recall any

1 situation or periods of discussions of (indiscernible) made a call
2 of a drug anchor or come out of there -- drug out of their
3 anchorage area?

4 A. I don't recall any conversations like that.

5 Q. Okay. And if you would have heard anything like that, what's
6 the process then, are they assigned to re-anchor or do they just
7 go in on their own and re-anchor? Has that ever happened to you
8 in your time that you've been in the VTS that where a ship has
9 drug anchor?

10 A. Except for that one event on January 25th, I don't recall
11 ever seeing a ship really drag anchor. Sometimes their alarms
12 will go off -- their anchor alarms will go off, we monitor it,
13 we'll watch it -- we'll watch the vessel to see if they're gaining
14 any speed. But we'll go ahead -- we'll go out to a vessel and ask
15 them to confirm that they are dragging anchor if we do have any
16 indication that they possibly are. Sometimes the ships will
17 actually swing around their anchorages. They're not dragging
18 anchor, they're just swinging around and maybe an alarm will get
19 set off and we'll watch that to see if it's a swinging vessel or
20 if it's actually a movement.

21 Q. Okay. And how about any type of obstruction to the area?
22 Are you familiar with obstructions, are you required to know where
23 pipelines may be, where fog horns may be, any type of obstructions
24 in the areas of these anchorages?

25 A. That's all part of our geographical training when we get

1 hired, to know where different points are in the harbor and
2 outside the harbor and yes, where the anchorages are, or where the
3 pipelines are, and where the platforms are and things of that
4 nature.

5 MR. [REDACTED]: Got you.

6 Okay, Drew, do you have anything?

7 BY MR. EHLERS:

8 Q. Yeah, I've got a couple of follow-up questions and Mr. Katz,
9 you'll have to bear with me, they'll kind of be all of the place
10 kind of based on some of the answers you've already give. So, my
11 apologies for that. You mentioned your work schedule, do you
12 always work nights?

13 A. Yes, sir, I do.

14 Q. Okay. Is that typical, does everyone on your team always
15 work nights or do some folks rotate?

16 A. No, our team kind of stays together. We work a regular three
17 nights on and three nights off. Maybe sometimes the Coast Guard
18 might change a watch stander, but generally, we always have the
19 same three people.

20 Q. Oh, okay. Does the Coast Guard run the watch bill for their
21 watch stander?

22 A. I'm sorry, say that again?

23 Q. Does the Coast Guard -- do they run the rotation for their
24 watch stander or --

25 A. They have their own schedule as far as their rotation, yeah.

- 1 Q. Okay. But you said --
- 2 A. But it kind of stays -- it kind of runs in conjunction with
3 ours.
- 4 Q. Okay. You said that typically they're -- it's a
5 pretty -- the same group is up there on watch at the same time?
- 6 A. Unless somebody's on vacation, or sick, or something like
7 that and they have to bring in a fill in.
- 8 Q. Okay. Where do the fill ins come from?
- 9 A. They do that among their own team.
- 10 Q. Oh, okay.
- 11 A. The Coast Guard will use -- you know, they say okay, this
12 guy's on vacation, so he's going to come stand in -- he's going to
13 fill in for this person -- he or she.
- 14 Q. Okay, how about -- yeah, how about for your civilian team,
15 how does a fill in work for that?
- 16 A. Well, it's the same -- basically the same. If one of us is
17 on vacation or sick, then the management will assign somebody to
18 come in and fill in for them.
- 19 Q. Okay. And is that usually somebody from the management team
20 or is that somebody from the day shift? How does that usually --
- 21 A. It could be either way. It could be one or the other
22 depending on what the schedules are and who's available.
- 23 Q. Okay. All right, you mentioned that when a ship comes into
24 anchorage you log it, is that a written log, is that an electronic
25 log, how specifically is it logged?

1 A. We do both. We have a sheet that the person sitting on the
2 radar system, when they check in we do a little hand entry there
3 and we put in the time they check in, where they're going to,
4 their estimated time of arrival to either port or to anchorage.
5 But we also have a computerized marine information system that we
6 use, Maris, and we log it all in there also.

7 Q. Okay. Would events like an anchor dragging either be logged
8 either in the paper or in the Maris log?

9 A. If there's an anchorage that gets dragged or a vessel that's
10 dragging anchor, we wouldn't log it in those areas, we would
11 probably -- well, the watch supervisor would do an incident report
12 and they would also put in the green log, they would notify the
13 on-duty person -- manager who's responsible that night. So, we
14 always like having someone in the management team who's always on
15 duty who we can call 24/7.

16 Q. Okay. So, an anchor dragging, would that be an incident --
17 considered an incident, or is it only if the anchor dragging leads
18 to something more serious?

19 A. I can't really answer that question. I would be just guess
20 on how we would do that. That's something the watch supervisor
21 would be more qualified to answer.

22 Q. Okay. All right, you mentioned the anchor alarm on the
23 computer system -- on the radar system and how it can sometimes be
24 set off by the ship swinging on the chain I think. Do you -- how
25 does that anchor alarm work? Is it a proximity if the ship passes

1 outside of a certain radius, or is it based on motion, do you
2 know?

3 A. Well, as far as the anchor alarm being set off, when the
4 ships anchor, we look at the length of the vessel, we determine
5 the -- how much they -- how much of an area that will allow that
6 vessel to move around in the anchorage and will set that in there
7 manually, and then we'll go ahead and set the anchor alarm to
8 that. Most of the anchorages -- I believe all the anchorages are
9 at least 600-yard radius' and within that.

10 Q. Okay. So, I'm familiar with the anchor circles on the chart,
11 is the alarm set to that or is it set to the specific length of
12 the vessel and length of chain?

13 A. It's set to the specific length of the vessel.

14 Q. Okay. All right, so you mentioned that you had reviewed the
15 materials -- or had reviewed information about January 25th, what
16 did you review? Did you review the video from -- the replay from
17 that night or how did you review that material?

18 A. Reviewed the video and reviewed some of the radio
19 calls -- radio transmissions, voice transmissions.

20 Q. Okay. And did you do that recently?

21 A. That was about maybe three weeks ago perhaps.

22 Q. Okay. And was that in response to the pipeline leak and the
23 reaction to that?

24 A. Yes, it was.

25 Q. Okay. Before that pipeline leak and you listened to the

1 audio and video, did you remember January 25th as a particularly
2 bad night?

3 A. Yeah. It was kind of a bad night. It was kind of something
4 that kind of stands out. A lot of the particulars, you know, kind
5 of fade away a little bit, you know, little specifics over time.
6 But it was a little bit hectic that morning, so, you know, it was
7 a little bit on the buy side because we not only had that going
8 on, we also had ships arriving and departing, and going to
9 anchorages, and, you know, that type of thing.

10 Q. Okay. So, is it fair -- and I don't want to put words in
11 your mouth, but maybe I'm going to attempt to here, is it fair to
12 say what you remember about it is being a particularly busy night,
13 not necessarily a weather specific night?

14 A. Our -- at 4:00 in the morning is usually when most of our
15 arrivals and departures are going on, so for us, it's
16 typically -- it's a typical, busy morning around that time.

17 Q. I see.

18 A. It depends a lot on how many ships are coming and going and
19 all that.

20 Q. Okay. That kind of brings me to my next question, you used
21 the words to refer to the current situation as overwhelming
22 traffic. Is -- at any time has the VTS become overwhelmed by the
23 amount of traffics that's in the VTS area over the last 12 months
24 or so?

25 A. It's not overwhelming where it's not manageable. When I

1 refer to overwhelming, I'm just referring to it being a little bit
2 more than usual.

3 Q. Sure.

4 A. Especially when we have all the ships that were anchored and
5 kind of making their own decisions on what they had to do.

6 Q. Yeah. Certainly, overall for the port it's overwhelming.

7 So, okay. So, you don't feel like the VYS has been -- in itself,
8 your team has been overwhelmed as far as being able to do the
9 duties that you're responsible for doing?

10 A. Not at all.

11 Q. Okay. As far as the business of that particular night, in
12 your ten years of experience, was that unusual -- particularly
13 unusual or do those kind of nights happen -- you know, over the
14 years they happen from time to time?

15 A. That night was a little bit more unusual.

16 Q. Okay. All right, you mentioned how ships are assigned to
17 anchorages based on -- you mentioned a couple of parameters,
18 draft, length, et cetera. Do you have a matrix or a chart that
19 you use to pick those out, how's that done?

20 A. We do have a guide sheet that we use to tell us the depth of
21 the anchorages, how many meters they are, how deep they are.
22 Also, the sheet indicates what vessels, according to their length,
23 can go into particular anchorages.

24 Q. Okay.

25 A. You know, for instance, tankers never go in the first rows.

1 We never put a tanker there, it doesn't matter if they're small or
2 big, they never go in the first row up by the break water.

3 MR. EHLERS: Okay. This is a question for Casey Robert.

4 Casey, is that in the manual, or do we have a copy -- have
5 you given us a copy of that list or matrix?

6 MR. ROBERT: Yes, so the standards of care are in the harbor
7 safety plan.

8 MR. EHLERS: Okay.

9 MR. ROBERT: So, most of our anchorage guidelines are
10 standards of care from there.

11 MR. EHLERS: Oh, okay. I recognize that terminology, so
12 okay.

13 MR. ROBERT: It's also in our IOP.

14 MR. EHLERS: Okay. All right.

15 MR. ROBERT: Yep.

16 BY MR. EHLERS:

17 Q. I think the last question I have -- you mentioned the four
18 tasks -- or the four activities, monitor, inform, recommend, and
19 direct, have you ever had a situation where you had to direct a
20 vessel?

21 A. I have never had a situation where I've had to direct a
22 vessel and if we get to that situation -- we always look pretty
23 far in advance. We always watch the vessels and make sure that
24 we're monitoring what they're doing and if they have any
25 questions, we do reach out to them. But I've never personally had

1 to direct a vessel.

2 Q. Okay. Does -- if it does come to a need to direct, does
3 that -- the authority to do that -- can the person on the watch
4 floor do that? Does that supervisor have to approve that -- does
5 it have to go to a manager?

6 A. It's actually a situation where the watch supervisor and the
7 Coast Guard have to come to an agreement that that directive has
8 to be made.

9 MR. EHLERS: I see, okay. All right, that's all I have for
10 the moment. Thank you, sir.

11 MR. KATZ: Thank you.

12 MR. EHLERS: [REDACTED]?

13 BY MR. [REDACTED]:

14 Q. [REDACTED] again, I have just two questions for you because it's
15 kind of hard for me to hear and I apologize. I'm down in New
16 Orleans and we are having some major weather pass through here
17 right. So, it's not only hard to hear you guys, but I'm starting
18 to get some skipping as well. But my question would be, when a
19 vessel -- if a vessel were in the anchorage and should they drag
20 anchor for any reason, would they normally call and check in with
21 you guys -- or call and report in with you guys if they have drug
22 anchor?

23 A. Normally, they would be calling us up and saying that they're
24 getting underway. We tell them to always give us a 15-minute head
25 notice -- heads up or a 15-minute notice that they've keeping

1 anchor or getting underway from their anchorage.

2 Q. Okay. Now, that would be like a departure, right? But,
3 like, a dragging -- an uncontrolled dragging that they're in?

4 A. I can't answer that question directly. They should be
5 calling us and letting us know hey, we're dragging anchor, we're
6 going to either reset or we're going -- they're going to get
7 underway. They should be doing that.

8 Q. Okay. Is there anything that you would like to share with us
9 that we haven't covered with you regarding the day, January 25th,
10 2021, watch (indiscernible)?

11 A. Not that this time. I think everything that we discussed is
12 pretty much what occurred. I can't really add anything to that at
13 this time.

14 MR. [REDACTED]: Okay. Well, I certainly appreciate your time and
15 thank you for your assistance.

16 MR. EHLERS: Hey, [REDACTED], sorry.

17 BY MR. EHLERS:

18 Q. And sorry, Mr. Katz. I do have a couple more easy
19 questions -- hopefully easy questions for you. These are standard
20 NTSB questions. We're always interested in the effect of fatigue
21 if there is any effect. How much sleep do you typically get a
22 night?

23 A. When I'm here on duty here or when I'm at home?

24 Q. Well, maybe that begs a better question. How do you -- what
25 is your normal sleep pattern? Do you sleep during your break

1 period, how does that work?

2 A. We have an opportunity to go back into our break room. We
3 have a sofa, we have a refrigerator, we have a TV back there, so
4 we're able to take some time to ourselves and, you know, relax,
5 maybe shut our eyes for a little bit. But we're always ready to
6 go back out on the watch floor if there's anything that takes
7 place.

8 Q. Okay. How much do you typically sleep then at home each
9 daytime, I guess, since you're on nights?

10 A. I generally -- I get home about maybe 6:30 in the
11 morning -- 6:30 to 7:00. I do a couple things, I go to sleep, I
12 usually wake up around maybe sometime between 1:00 and 3:00, I do
13 a few things, and then I head out of the house probably about
14 4:00, back to work.

15 Q. Okay.

16 A. So, I get about six hours of sleep a day.

17 Q. Okay. And then you have opportunity for -- you may have
18 opportunity for naps on the watch floor during your breaks if
19 you're on break, is that correct?

20 A. That's correct.

21 Q. Okay. Do you drink any caffeinated products, coffee, soda,
22 anything like that on a regular basis?

23 A. I usually have a cup of coffee on my way into work. I don't
24 usually drink coffee when I'm here at work. I might have a
25 sodas -- a couple of sodas -- maybe one soda a night over, like,

1 three nights, no more than that.

2 Q. Okay. And do you recall at all from January 25th whether you
3 were fatigued at all, tired at all, you had adequate sleep the
4 night before? I know it's months ago.

5 A. I'm sorry, what was the question?

6 Q. Do you recall in any way from January 25th if you were
7 fatigued at all, if you had gotten adequate sleep before? I
8 realize it was months ago.

9 A. No, I wasn't fatigued. I was alert and, you know, able to be
10 on top of my game.

11 MR. EHLERS: Okay. All right, I appreciate it. Thanks,
12 Mr. Katz.

13 MR. KATZ: Thank you.

14 MR. EHLERS: That's all I have, [REDACTED], I promise this time.

15 MR. [REDACTED]: Thank you, Drew.

16 Thank you very much, sir, I greatly appreciate your time this
17 evening.

18 MR. KATZ: All right, thank you.

19 MR. ROBERT: Do you guys want to go right into the next one?
20 We can send the next guy down.

21 MR. EHLERS: Just hold a second. I'm going to stop the
22 recording, hold on.

23 (Whereupon, the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

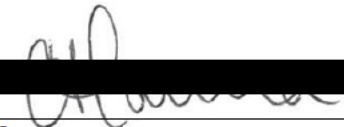
IN THE MATTER OF: PIPELINE RUPTURE NEAR
HUNTINGTON BEACH, CALIFORNIA
ON OCTOBER 3, 2021
Interview of David Katz

ACCIDENT NO.: DCA22FM001

PLACE: Via telephone

DATE: October 27, 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

