

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

*ENDO BREEZE* ENGINE ROOM FIRE \*

NEAR RARITAN BAY, NEW JERSEY, \* Accident No.: DCA22FM016

ON APRIL 29, 2022 \*

\*

\* \* \* \* \*

Interview of: ANATOLIY SHURPAKOV, Chief Engineer

*Endo Breeze*

On board the *Endo Breeze*

Monday,

May 2, 2022

APPEARANCES:

██████████ ██████████ ██████████ ██████████  
U.S. Coast Guard Sector New York Investigations

LUKE WISNIEWSKI, Investigator  
National Transportation Safety Board

██████████ ██████████ Investigator  
U.S. Coast Guard Sector New York Investigations

PAUL JAMES LLAMAS, Master  
*Endo Breeze*

ALTON EVANS, Attorney  
Betancourt, Van Hemmen, Greco & Kenyon LLC

RONALD BETANCOURT, Attorney  
Betancourt, Van Hemmen, Greco & Kenyon LLC

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Anatoliy Shurpakov:	
By Mr. [REDACTED]	5
By Mr. Wisniewski	10
By Mr. Betancourt	18
By Mr. Wisniewski	20
By Mr. [REDACTED]	23
By Mr. Wisniewski	29
By Mr. Betancourt	34
By Mr. Wisniewski	38

I N T E R V I E W

(12:22 p.m.)

1  
2  
3 MR. [REDACTED] My name's [REDACTED] [REDACTED] with Coast Guard  
4 Central New York Investigations. We are here conducting an  
5 investigation on the vessel *Endo Breeze* at Gravesend Anchorage on  
6 May 2nd. It's approximately 12:22 in the afternoon. My last name  
7 is spelled [REDACTED].

8 MR. SHURPAKOV: I am Chief Engineer of *ENDO BREEZE*. My name  
9 is Anatoliy Shurpakov. I am working now on my second contract on  
10 this vessel. This contract already (indiscernible). I took over  
11 this facility 18th of April.

12 CAPT. LLAMAS: I am Captain Paul James Llamas. I've been a  
13 Master on the ship since March 24 of 2022 in the port of Istanbul,  
14 Turkey. I am from (indiscernible). I am technical superintendent  
15 of (indiscernible) management, and we're here to carry out the  
16 issue of the investigation report and to try to rectify the  
17 problem caused by the fire.

18 MR. EVANS: All right. Alton, or AJ, Evans, E-v-a-n-s, an  
19 attorney for owners of the vessel. We've been instructed by Owen  
20 Sheenery Guard (ph.).

21 MR. BETANCOURT: My name is Ronald Betancourt. I'm a  
22 colleague of Mr. Evans with the firm of Betancourt, Van Hemmen,  
23 Greco & Kenyon, and we're ship's lawyers -- the owner's lawyers.  
24 As I've discussed before we went on the tape, I understand that  
25 this tape is going to be transcribed, and I would ask that a copy

1 of both of the transcription and a copy of the tape be provided at  
2 the (indiscernible).

3 MR. WISNIEWSKI: Good afternoon, Chief Engineer. Luke  
4 Wisniewski with the National Transportation Safety Board. W-i-s-  
5 n-i-e-w-s-k-i.

6 MR. [REDACTED] I'm [REDACTED] [REDACTED] with the U.S. Coast Guard  
7 Segment of New York. [REDACTED].

8 INTERVIEW OF ANATOLIY SHURPAKOV

9 BY MR. [REDACTED]

10 Q. All right, Chief. So you said you were on board  
11 approximately one month?

12 A. Yeah.

13 Q. Okay. Is this your first hitch on this vessel?

14 A. This second time I've (indiscernible).

15 Q. Second time? What's your typical tour length?

16 A. Sorry?

17 Q. How long are you typically on here for your contract?

18 A. Typical duration is four months.

19 Q. Four months?

20 A. Four months, plus minus one month.

21 Q. Okay. All right. So on April 29th, the day of the casualty,  
22 can you start from the time that you were told to get the engines  
23 ready to get underway and just go through the chain of events?

24 A. So it was 29 April, there was just one hour of  
25 (indiscernible) light, 16:00. The second engineer, fourth

1 engineer, (indiscernible) were preparing engine number 1, number  
2 2. At 16:36, engines were ready. (Indiscernible) normally make  
3 the man of the name Negir (ph.). So Negir make blow the air so  
4 start it from local standard with (indiscernible), so I said okay.  
5 I then transferred it from control room to bridge. After this  
6 moment, it was all okay. No any troubles. The second engineer  
7 was looking like (indiscernible) exists. Regularly, they checking  
8 of the management of number 1, number 2 location for leakage of  
9 (indiscernible). It was normal conditions. Engineer 1 was making  
10 the rounds (indiscernible), I went out for a few minutes. Second  
11 engineer is in port engineer location (indiscernible) engine room  
12 just only for a few minutes. They call me, then they come to  
13 (indiscernible) us. They call my telephone that they have some  
14 leakage with the (indiscernible) down in the engineer room. I  
15 found second engineer wasn't there because we have this camera,  
16 which (indiscernible) with this camera. I say to the second  
17 engineer we have number 2 engine. He opens and discover it wasn't  
18 operating. I call bridge immediately to inform captain that we  
19 have leakage. Immediately, the case of evolution was zero to  
20 disengage. Captain stopped ordering this evolution, and I was  
21 watching the second engineer (indiscernible) area from cylinder  
22 number 1. It was (indiscernible). I said this is a lot of  
23 (indiscernible). The (indiscernible) was (indiscernible). This  
24 was the fire. The second engineer (indiscernible) run away from  
25 the (indiscernible) because we have only one letter.

1 (Indiscernible) behind because one day he was using this  
2 (indiscernible) site (indiscernible) to create information. When  
3 he met around the engine, (indiscernible) was zero position. He  
4 stopped managing number 1, number 2. It was 20 second delay  
5 within number 1, number 2. That's the (indiscernible) already  
6 provided information (indiscernible) run away from engine room  
7 because it was already sounded the alarm. Normally, when you hear  
8 that you get (indiscernerible) station. Chief officer also  
9 (indiscernible). Everybody does it (indiscernible). There is  
10 nobody who left the engine on because we have four men in the  
11 engine room. All of them vacated immediately. Second engineer  
12 (indiscernible) because we have (indiscernible) opens this  
13 (indiscernible). We have master (indiscernible), we have four  
14 (indiscernible). We have a (indiscernible). We have  
15 (indiscernible) so we can switch off (indiscernible) system to  
16 four pumps because at the (indiscernible). When you open it,  
17 (indiscernible), but surely I (indiscernible) master station. I  
18 don't know how much time it was because it was very difficult to  
19 estimate how many minutes passed. (Indiscernible) the captain to  
20 release the CO2. Then, I come to the CO2 room and I open the disc  
21 information for the engine room because we have two  
22 (indiscernible). For the entire engine room, we have 100 bottles  
23 and one (indiscernible). I work with an (indiscernible) that I  
24 created because normally you have open trust to release air  
25 (indiscernible). If you open the main, the chef's

1 (indiscernible). After this, I open this one (indiscernible)  
2 bottles. (Indiscernible) was released because we stopped  
3 ventilation. Before then, when you're opening (indiscernible),  
4 there will be another (indiscernible) ventilation who  
5 (indiscernible). What we observed was smoke in the control panel.  
6 It was smoking, it was like (indiscernible) operate creates  
7 smoking.

8 Q. So at 19:00 -- around about --

9 A. Yes because --

10 Q. Were you relieved to go up for supper or dinner?

11 A. No, I didn't take dinner because there was no time.

12 Q. Who relieved you?

13 A. Second engineer.

14 Q. Second engineer. Okay, so you were --?

15 A. Because nobody -- just when you come out -- from the  
16 beginning, (indiscernible) because we have only four men in the  
17 engine room.

18 Q. Okay.

19 A. I went up for a few minutes and then he told me to be careful  
20 of the leakage. (Indiscernerible) this computer that we were  
21 already operating (indiscernible) and then the explosion.

22 Q. From the time that the vessel took off from the pier for  
23 maneuvering, did you do a round of the engine room yourself?

24 A. No, see, I was busy just when it (indiscernible) from the  
25 pressure. Second engineer was (indiscernible) and then four



1 minutes later, he said 'Okay, no problem.'

2 Q. So the second engineer and the fourth engineer that were  
3 doing the rounds, they didn't report any noticeable leaks?

4 A. Yeah because from the beginning, it was okay.

5 Q. Okay.

6 A. But after that, the second engineer eventually suggested the  
7 smell (indiscernible). You know when there's leakage in the  
8 (indiscernible) you can smell the fuel. Normally, there is not  
9 any smell and no leakage.

10 Q. Now did you secure the engines or did you request to have the  
11 engines secured from the bridge?

12 A. No, you see, when we (indiscernible) each vessel was brought  
13 to (indiscernible). (Indiscernible) took over the control room in  
14 the bridge -- the engine control room.

15 Q. And you secured it?

16 A. (Indiscernible).

17 MR. BETANCOURT: So, Chief Engineer, did you secure the  
18 engine?

19 MR. SHURPAKOV: Yes.

20 MR. BETANCOURT: Or did the bridge secure the engine?

21 MR. SHURPAKOV: No.

22 MR. BETANCOURT: You did?

23 MR. SHURPAKOV: Yes, yes.

24 BY MR. [REDACTED]

25 Q. And after you secured them, that's when everybody left?

1 A. Yes, we immediately left because this was very risk feeling  
2 the gas smoke because nobody can foresee the next scenario or the  
3 next moment because we have in the engine room was double side.  
4 Two fuel (indiscernible) tanks, one was (indiscernible). From  
5 double side, we have heavy (indiscernible) tanks. (Indiscernible)  
6 tank, it was full.

7 Q. Did you leave the engine control room to see the fire or see  
8 the smoke?

9 A. Yes. Just when I noticed it, there was an explosion because  
10 this is where we have (indiscernible). It was a very clear  
11 picture. It was fire, an explosion. It was a big explosion, not  
12 a small one.

13 Q. Right. Did you actually leave the engine control room?  
14 Like, walk outside of the engine control room?

15 A. Yes.

16 Q. And look? Or did you stay in the engine control room?

17 A. No, no. No, we went to look (indiscernible). When I seen  
18 this (indiscernible) second engineer and fourth engineer in the  
19 control room, and then I (indiscernible) one and two.

20 Q. Okay.

21 MR. BETANCOURT: For the tape, my voice is Ronald Betancourt  
22 -- when I spoke a few moments ago.

23 MR. [REDACTED] Luke, do you have any follow ups on something?

24 MR. WISNIEWSKI: I would, yes. This is Luke at NTSB.

25 BY MR. WISNIEWSKI:

1 Q. Chief Engineer, you were saying this is your second contract.

2 I think we clarified each was four months.

3 A. Yes. This is my second contract, one month already.

4 Q. And so how many months are you in on this contract? How long  
5 have you been on board?

6 A. The last contract I had been on board around five months.

7 Q. Okay. When did you come on board this vessel?

8 A. I come on board the 1st of April.

9 Q. 1st of April?

10 A. Yes, 1st of April. Then (indiscernible) to chief engineer  
11 because after then, we had a lot of this issue (indiscernible).1

12 Q. I just want to know a little bit more about your background.  
13 How many years have you been in the maritime industry?

14 A. Since 1982.

15 Q. '92?

16 A. '82.

17 Q. '82?

18 A. '82.

19 Q. How many years have you been a chief engineer with your  
20 current license?

21 A. I have license from 1993.

22 Q. '93? Okay.

23 A. Yes.

24 Q. And this type of vessel -- this class of vessel is tankers  
25 (ph.). Have you been on any other previous sister ships of this?

- 1 A. No, this is my second contract with this type of vessel.
- 2 Q. Okay.
- 3 A. I have only experience with an (indiscernible) working in  
4 Gibraltar (ph.) from the supply company (indiscernible). It was  
5 also Caterpillar when the engine.
- 6 Q. That's what I was going to ask you next; is Forest  
7 Caterpillar Engines --?
- 8 A. Yeah.
- 9 (Cross-talk).
- 10 A. Just only second time. I had previous experience with  
11 Caterpillar. We have single engine. We have proved the engine is  
12 much better than to have one.
- 13 Q. Yes.
- 14 A. We have several times that we were (indiscernible) in case of  
15 travel. It's a good design.
- 16 Q. Redundancy, yes.
- 17 A. Yes.
- 18 Q. That's what I want to understand. So you're chief engineer  
19 on other vessels similar with this Caterpillar-type of engine?
- 20 A. No, the last time had been two years.
- 21 Q. Two years?
- 22 A. Yes, when I was working in Gibraltar.
- 23 Q. Were you also a Second Engineer doing maintenance on this  
24 type of engine?
- 25 A. Yes, of course. Second Engineer already (indiscernible), but

1 he had experience with this sister vessel. He worked in sister  
2 vessel.

3 Q. I'm not worried about the second that you currently have on;  
4 I'm asking about your experience with this type of engine.

5 A. You have to take into account three years since I've been  
6 working this since Gibraltar. This Caterpillar we have seen here  
7 this second contract.

8 Q. Okay. You have a lot of experience is just what I'm trying  
9 to show.

10 A. Yeah.

11 Q. On this type of vessel, right?

12 A. (Indiscernible)

13 Q. I just want to now go on a little bit more. You did a very  
14 good detail of the chain of events, but I just want to hone in on  
15 a couple of them. When you spoke of -- you could see into the  
16 control room. You're referring to the closed circuit television  
17 that shows the main engines one and two, correct?

18 A. Yes, yes. Correct.

19 Q. Could you see the start or the origin of where the fire was  
20 from the camera?

21 A. Yes. Yes, I could see this. It was very visible.

22 Q. Which cylinder?

23 A. No. You see, it was from number 1 because the second  
24 engineer told me. When I come down, you can see because it was  
25 visible (indiscernible). When he approached engine number 2 he

1 opened cover number 4, then he proceed to number 1. Then he  
2 opened just number 1. It was pretty full. It was full.

3 Q. Okay.

4 A. And then after that it was -- I don't know how many second it  
5 was exploded. When he opened the (indiscernible), maybe contacted  
6 the surface. It exploded itself.

7 Q. Okay. Could you see after the explosion in the camera, or  
8 was it all --?

9 A. No.

10 Q. Was there a lot of smoke and fire? Could you see any more  
11 from the camera?

12 A. No, we could see just when it -- fire. Just when it was  
13 fire, then the smoke. (Indiscernible) because it had grown very  
14 fast from engine to control room and we stopped.

15 Q. Got it.

16 A. Yes, we stopped number 1, number 2. And then we left the  
17 engine room because we didn't want to stay more to watch this  
18 fire. It was still fire.

19 Q. We were downstairs in the engine control room and we asked  
20 questions, but I just want to have it recorded here. There's no  
21 way -- that's not recorded, right? The video footage that you see  
22 -- that's just a live feed?

23 A. No, it is not.

24 Q. There's no recording to capture?

25 A. Yes. Yes, just a live video. (Indiscernible). We have

1 camera installed and there is also communication in his office.  
2 (Indiscernible) separated because it is very sensitive.

3 Q. Yes.

4 A. (Indiscernible).

5 Q. I just have a couple more here. You indicated that when  
6 everyone came back into the engine room -- did you tell them to  
7 evacuate out of the engine space? I'm just trying to understand  
8 what commands you gave to the engineers that were in the space to  
9 get out of there? Did you say something to them?

10 A. No. When we come rush to engine control room and we stopped  
11 termination to evacuate quickly from engine room because there was  
12 not any chance to stay because we have to make a (indiscernible)  
13 count how many people there are. And not to leave anybody in the  
14 engine room before we release the CO2.

15 Q. Understood, thank you. And just to clarify; when the fire  
16 alarm went off in the engine space, did you also notify the bridge  
17 or did you pull the fire alarm?

18 A. No. You see, we just have maybe one block in the engine  
19 control room. (Indiscernible) because it's audible alarm and  
20 visual alarm.

21 Q. Okay, but I guess you relayed that to them?

22 A. No, excuse me. I didn't read because to (indiscernible) was  
23 to waste time because it was visual. Maybe you can see my  
24 atonement (ph.), of course. This is definitely (indiscernible)  
25 from down.

1 Q. But what I'm trying to understand is did the general alarm go  
2 off for the --?

3 A. No, it was --

4 Q. Or is it all timed because --?

5 A. Yes, fire are created in this detection system. It was  
6 created in the (indiscernible).

7 Q. It's all integrated?

8 A. Yes.

9 Q. To alarm once a fire is down in the engine room -- that the  
10 general alarm would go off up here as well?

11 MR. BETANCOURT: If you know.

12 BY MR. WISNIEWSKI:

13 Q. Yeah, if you don't know --

14 A. Yes, yes, yes.

15 Q. I'm just asking a question.

16 A. No, you see, with general alarm and fire alarm, there are a  
17 lot of sounds (indiscernible) some time, especially under this  
18 case. When you see the fire made and, of course, I go to  
19 (indiscernible) alarm because we've seen this before. This is a  
20 mess to evacuate people from the engine room.

21 Q. Understood. So my follow up is who did the mustering to make  
22 sure everyone was out of the engine space?

23 A. No, you see, this was announced because when this fire alarm  
24 sounded, everybody (indiscernible) it was an announcement.

25 Everybody knows if there are any fires, we have master station.



1 Everybody gathers in master station. The chief walks in and then  
2 from the bridge because I left my (indiscernible) in engine room.  
3 I didn't take it with me. Chief officer has his radio on him and  
4 he told me we should release the CO2 soon.

5 Q. Excellent. That's what I wanted to hear, I wanted to make  
6 sure. So you got verification from the first officer?

7 A. Yes, yes, yes.

8 Q. First officer relayed it to you --

9 A. He just only asked me. There's nobody in the engine room. I  
10 confirmed there is not because most men immediately evacuate.

11 Q. Excellent. And then as far as the ventilation dampers, you  
12 talked about the shut-off valves. Who was instructed to shut down  
13 ventilation and ensure they were all buttoned up?

14 A. Maybe this my mistake. I don't know because, you see, we  
15 have this additional valves on this machinery -- ventilation.  
16 (Indiscernible) me. Before the (indiscernible), I see to open  
17 this ventilation because we know the temperature is spreading and  
18 we have to immediately stop ventilation.

19 Q. Yes.

20 A. It was, of course, done by automatic release, but we were  
21 losing time. More supply of air, more (indiscernible) for fire.  
22 This was my (indiscernible) under-conscious. As soon as eliminate  
23 air supply, is main point because I have previously some types of  
24 fire because for my life -- you see, it's not first my fire. Just  
25 when I have to close them and empty them is just when it flops and

1 everything be closed later and I'll (indiscernible) ventilation  
2 flops from panel they closed because we have my (indiscernible) is  
3 separated.

4 Q. Okay.

5 MR. BETANCOURT: Can I ask a question?

6 MR. WISNIEWSKI: Go ahead.

7 BY MR. BETANCOURT:

8 Q. When you released the CO2, was it your understanding that the  
9 ventilation was shut at that time?

10 A. No. You see, I stopped ventilation before releasing, then I  
11 left engine room because the engineers left the room before. So  
12 the captain said CO2 release could be made. And we have this one  
13 additional panel; this is home to the circuit breakers, just like  
14 I mentioned. So nitrogen compressor for (indiscernible)  
15 ventilation number 3. Ventilation (indiscernible).

16 Q. So at the time you released the CO2 --?

17 A. No, before, then I left. Just when everyone rushed out from  
18 engine room, I opened this cabinet, I see (indiscernible)  
19 ventilation.

20 Q. Okay.

21 A. Yes.

22 Q. Let me ask you --

23 A. Then we hear this command to release the CO2. This already  
24 was (indiscernible).

25 Q. Let me finish my question.

1 A. Yeah.

2 Q. Think about the question. Before you released the CO2, was  
3 the ventilation closed? Yes?

4 A. No, that was (indiscernible), of course. Everybody has their  
5 own duties to close ventilation before releasing the flow  
6 (indiscernible) panel ventilation, flaps will close. The fans  
7 will be stopped before releasing, and then (indiscernible) is  
8 automatic in stopping all machineries. But before releasing, we  
9 close, manually, all the flaps because we have four levers that  
10 have flaps.

11 MR. BETANCOURT: It's my understanding from what he's saying  
12 is that ventilation system was shut down before the CO2 was  
13 released. Is that your understanding as well?

14 MR. WISNIEWSKI: Correct, and we can verify that based on the  
15 CO2 records, but yeah we just wanted to hear his take on it.

16 MR. BETANCOURT: Right. Sure. Yeah because I was a little  
17 confused because of the language issue.

18 MR. SHURPAKOV: Excuse me, because I (indiscernible) I am  
19 satisfied because it is designed very nice because even to have  
20 additional panel before releasing can be (indiscernible) stop our  
21 (indiscernible). And I have the permit of releasing the CO2, just  
22 so we can operate this so (indiscernible) ventilation fans.

23 MR. WISNIEWSKI: This is Luke, again, NTSB. I just have two  
24 more and then I'll pass the floor.

25 Q. I just wanted to follow up on you indicated that the first

1 shot was 45 bottles of CO2. When you were saying -- I wanted to  
2 clarify what the 45 bottles. Was that one shot into the engine  
3 room space? But you indicated you did all bottles.

4 A. No. Where you are releasing can be for engine room is for  
5 all hundred bottles for releasing. It's all open this  
6 (indiscernible) wall.

7 Q. Yes.

8 A. It was open, and who opened this put a fire room, also. And  
9 then all hundred bottles to release automatically itself.

10 Q. All right. Automatically released the full --?

11 A. Yes.

12 CAPT. LLAMAS: There are two systems, one for purified room  
13 and one for engine room.

14 MR. WISNIEWSKI: Yes.

15 CAPT. LLAMAS: If we get fire in purified room, we can  
16 release the five bottles only.

17 MR. WISNIEWSKI: That's exactly it.

18 CAPT. LLAMAS: But if we have fire in engine room, then I  
19 have --

20 MR. SHURPAKOV: Yes, the whole bottles are released.

21 CAPT. LLAMAS: All bottles released automatically, even  
22 purified room.

23 MR. WISNIEWSKI: Understood. Thank you for that  
24 clarification. And then the last one I have is your generators.

25 BY MR. WISNIEWSKI:

1 Q. Did you shut those down prior to dropping the CO2? Because  
2 you indicated you secured all the mechanical, but I want to make  
3 sure as far as generator. Did you shut down your generators?

4 A. No. Generator it didn't shut down because (indiscernible)  
5 into the panel near incinerator (ph.). (Indiscernible) upstairs  
6 with nobody over there close to engine room.

7 Q. Right.

8 A. Just only we left engine room because when (indiscernible)  
9 and the booster pumps stop. Actually, should stop generators  
10 itself when (indiscernible) inside pipes.

11 CAPT. LLAMAS: Let me explain another thing because the  
12 design of this vessel is quite different than others. We have the  
13 quick-closing fan that close all vents that the supply fuel to  
14 every engine. However, there is additional quick-closing per each  
15 engine that's located in the incinerator (ph.) room.

16 MR. WISNIEWSKI: Yes.

17 CAPT. LLAMAS: Usually if you close quick-closing fan,  
18 engines have about five minutes working because of the pure air  
19 exist in the system. Usually they don't (indiscernible) generator  
20 working for his (indiscernible).

21 MR. WISNIEWSKI: Okay. Yeah.

22 BY MR. WISNIEWSKI:

23 Q. So you did not secure your generators?

24 A. No.

25 Q. Okay. So your understanding is they did run for the

1 additional five minutes until they ran out of fuel?

2 A. Yes.

3 Q. Because I thought, also, the inert gas would stop them as  
4 well?

5 MR. [REDACTED] Yeah.

6 CAPT. LLAMAS: (Indiscernible) stop the air and stop the  
7 generator before, maybe, run out of fuel.

8 MR. WISNIEWSKI: Yeah.

9 BY MR. WISNIEWSKI:

10 Q. I just wanted to clarify because the ship loses power, you're  
11 very cutback on what's available to you now. So I just want to  
12 understand that so when we ask the deck officers questions --

13 A. No, you see, (indiscernible) mandatory system. It  
14 (indiscernible) disengage it from (indiscernible) station 1  
15 because it was indicated this (indiscernible).

16 Q. Yes.

17 A. But this was indicating (indiscernible) not to disconnect it  
18 from (indiscernible) because we have number 1, number 2 smoking  
19 from closed pipes. (Indiscernible) also smoking, not black  
20 smoking.

21 MR. WISNIEWSKI: Thank you, Anatoliy. That's all I have for  
22 now.

23 MR. BETANCOURT: And for the record would you please state  
24 your name again, so that when they make a transcript --?

25 MR. KARAGIORGIS: Yes.

1 MR. BETANCOURT: They know who is talking.

2 MR. KARAGIORGIS: Okay. My name is John (ph.) Karagiorgis,  
3 K-a-r-a-g-i-o-r-g-i-s.

4 MR. BETANCOURT: Good, thank you. Thank you.

5 MR. [REDACTED] Chief, this is [REDACTED] [REDACTED] [REDACTED]  
6 Central New York Investigations. So I want to ask you some  
7 questions about maintenance on the main engines.

8 BY MR. [REDACTED]

9 Q. You said that there was about an eight day change over from  
10 the previous Chief Engineer that you had.

11 A. Yes, yes.

12 Q. Was there any maintenance concerns or any issues that were  
13 brought up during that change over with the main diesel engines?

14 A. No, didn't (indiscernible) was installed. The last was a  
15 team assistance to familiarize with (indiscernible) because, you  
16 know, this very sensitive for (indiscernible) pollution, and the  
17 hazard makes some jobs (indiscernible). They asked me to work  
18 this to (indiscernible) my normal issue that is given three days  
19 to take over work to (indiscernible). That was after  
20 (indiscernible). I asked (indiscernible) more time to familiarize  
21 this new system installed.

22 Q. Okay. Was there any pass-down about the main engines  
23 themselves?

24 A. No, many engine it was a number 1 under (indiscernible) it  
25 was replaced six cylinder liners.

1 Q. Number 1 mainly (indiscernible)?

2 A. Number 1 it was already full, but (indiscernible) was  
3 overflowed that most those engines were open for cleaning by the  
4 dock team.

5 Q. And that was on the unaffected engine, correct?

6 A. Yeah.

7 Q. Okay. Was there any maintenance done to the number 2 main  
8 diesel engine?

9 A. No, just (indiscernible) fuel pumps. Number 1 and  
10 (indiscernible) was normally because its maintenance schedule 7.5  
11 thousand (indiscernible) we have to reassemble all this pumps  
12 (indiscernible). After 15,000, it shouldn't overflow  
13 (indiscernible) assemble all fuel pumps, just only because it's  
14 already due for number 1, number 8. Those pumps are already  
15 prepared. This new bottle plunger (ph.) breaks, is replaced by  
16 new one.

17 Q. Okay.

18 A. Normally, this during any disassembly and any maintenance.  
19 All consumables replacing.

20 Q. Okay. How many hours to do that on a single pump?

21 A. If already pumps overflow and prepared for installation to  
22 the places just when they went up -- around one hour.

23 Q. Well, I mean before you're required to replace it. So you  
24 said 15,000 for all. What about for one?

25 A. Well, you see, for number 2 -- from number 2 to number 7 was



1 over (indiscernible).

2 Q. Okay. What's the requirement?

3 A. It's normally 15,000. 15,000 should be for all pumps. After  
4 7.5 thousand, one pump.

5 Q. 7,500?

6 A. Yes, yes.

7 Q. Okay. When was number 1 and number 8 done?

8 A. Number 1 -- 28th April.

9 Q. In New York City?

10 A. Yes, yes.

11 Q. Okay. And who did that repair? Or, who did that  
12 maintenance?

13 A. Second Engineer.

14 Q. Okay.

15 A. Because he responsible for maintenance of (indiscernible).

16 Q. Now, you said the consumables are O-rings, gaskets, some --

17 A. Yes, yes. We have full set because (indiscernible) order  
18 supply and I accept (indiscernible).

19 Q. Okay.

20 A. (Indiscernible) attached to (indiscernible) full set.

21 Q. To your knowledge, is it a requirement to replace the banjo  
22 bolts and the tube?

23 A. No, you see -- actually, I give them (indiscernible) both  
24 replacement instead of the slide (ph.) just only. This very  
25 important that piston-piston (ph.) line makes (indiscernible) for

1 fuel injection.

2 Q. So that bolt or that tube -- is it a requirement to replace  
3 that or can you reuse that?

4 A. I didn't find for this me to (indiscernible). For bolts, I  
5 didn't find any requirement, just when they (indiscernible) just  
6 when they replace gasket. Of course, only gasket to find the  
7 leakage because normally all this bolts you have stuck to cable  
8 were tightening beginning from eight millimeters and continue to  
9 make (indiscernible) stable.

10 Q. Have you replaced these pumps yourself? Have you done this  
11 before?

12 A. No, I didn't use because just only my second engineer  
13 (indiscernible). Just when it (indiscernible) when you replace  
14 seal, but that seal is just (indiscernible) not to damage when you  
15 assemble.

16 Q. Now do you know if there is a torque specification for those  
17 bolts?

18 A. No, you can find it (indiscernible).

19 Q. Okay. Because we looked at the manual with the second and  
20 there was no torque specification in the manual.

21 A. No, no. (Indiscernible) because the computer very nice  
22 company with very detailed (indiscernible).

23 Q. Okay. We can dig into it.

24 A. Yes because there is -- in generator rules (indiscernible)  
25 the NW (ph.) has also table with (indiscernible) in it. All

1 machineries make (indiscernible). You can find it from  
2 (indiscernible), but also there's a table with (indiscernible)  
3 because it's very crucial. If you are very tired, you can  
4 (indiscernible) can damage.

5 Q. Is it typical when your crew is using a torque wrench to  
6 specifications -- is it typical for them to use that wrench for  
7 all operations, or do they use separate socket wrenches?

8 A. No, when we are doing (indiscernible) determinations we must  
9 tighten it because we still have this (indiscernible) tightening  
10 torque. We have flow of this (indiscernible) instruction.

11 Q. Okay.

12 A. It's impossible to assemble another way. We have tighten  
13 1,500 (indiscernible).

14 Q. Okay. So really what I'm asking; the difference between a  
15 socket wrench and a torque wrench --

16 A. No, of course it's different. It's different.

17 Q. Right.

18 A. Because anybody has (indiscernible) when you tighten it.

19 Q. Right. Okay. Now, when second's doing his maintenance, does  
20 he carry a card with him? Does he carry instructions with him, or  
21 do you --?

22 A. No. Normally, doing any maintenance, of course, we have two  
23 (indiscernible) meetings just only discuss every day work -- what  
24 to do because we have almost a maintenance plan. We have,  
25 sometimes, preventative maintenance to do based on observation.

1 And some leakage (indiscernible) we have to do in an inspected  
2 maintenance. Every time differs, but the main point we follow  
3 making it stop.

4 Q. Okay.

5 A. Because the (indiscernible) maintenance already if they did  
6 it among all this machineries.

7 Q. Was there any indication there was a fuel leak prior to this  
8 happening?

9 A. No, after the replacement of these two pumps, we  
10 (indiscernible) it so there's no leakage from pumps. Before  
11 (indiscernible) was done after assembly. This normal routine;  
12 this is like golden rule (ph.). After training with the  
13 maintenance, we have to (indiscernible) pumps or machinery are  
14 running, assembly it directly. No leak, no noise, no operation  
15 (ph.). And also, after the replacement (indiscernible) no leaking  
16 until given preparation (indiscernible) and after make stopping  
17 (indiscernible) unload. This normal routine second engineer.  
18 (Indiscernible) engineer stay (indiscernible) again to ship  
19 everything.

20 Q. Just one quick more question; when you change the speed --  
21 when they're giving control and they're changing the speed, does  
22 that pressure raise on the engine or does it stay the same?

23 A. No, you see, the fuel supply same pressure because just when  
24 the high pressure fuel injection (indiscernible) more injection  
25 because more speed. But for supply, the pressure is same. It's

1 not changing.

2 Q. And what would that pressure be? Do you know what the  
3 pressure --?

4 A. Yeah, it's around seven (indiscernible) because this booster  
5 unit -- we have some release valve issue and we cannot overpass  
6 design pressure because we already have (indiscernible) valve and  
7 (indiscernible). Supply pumps are just for four (indiscernible)  
8 supply then circulating pump create pressure to 10  
9 (indiscernible). But this not to change with this steady supply  
10 because this two booster pumps and supply pumps working result in  
11 a (indiscernible) pressure -- the steady pressure.

12 MR. [REDACTED] Okay. That's all the questions I have for  
13 maintenance.

14 MR. WISNIEWSKI: Okay. This is Luke Wisniewski again, NTSB.  
15 So I just want to talk a little bit more about after the change-  
16 out of the fuel pumps number 1 and number 8.

17 BY MR. WISNIEWSKI:

18 Q. Were you down there in the engine room when he starts them up  
19 to wear in? Essentially, warm up the engines to check for leaks.  
20 Were you part of that process?

21 A. No. We have (indiscernible) assistant. One (indiscernible)  
22 has own assistant; after the completion of this maintenance,  
23 replace it (indiscernible) revolution where it had no leaks.

24 Q. That's what I was going to ask; what's the manufacturer's  
25 recommendation on break-in period? So it's just --

1 (Cross-talk).

2 A. There's no special recommendation, just (indiscernible) no  
3 leaks. All it is.

4 Q. Okay. So you don't have to run it under a load? You just  
5 have to run it at 400 RPM?

6 A. Not really. There's not any instruction that have to change  
7 it to run a load.

8 Q. Do you make sure all the cylinder temperatures come up to  
9 even pressure?

10 A. Yes.

11 Q. Even temperature, I'm sorry -- correction.

12 A. We have this temperature monitoring system, which indicates  
13 each cylinder's exhaust temperature. They are monitoring all  
14 parameters; pressure, (indiscernible) pressure, and exhaust  
15 temperature after each cylinder's monitoring system continuously.  
16 We can estimate what is the deviation between (indiscernible) if  
17 you inject them -- inject the (indiscernible). It can estimate  
18 from temperature monitoring system.

19 Q. Okay. So I just want to make sure I clarify, once again, the  
20 engine manufacturer -- the technical manual doesn't tell you you  
21 have to run it under, let's say, 75 percent load or a certain time  
22 frame?

23 A. How we can do it. (Indiscernible). It cannot  
24 (indiscernible) the engines more than even 50.

25 Q. I understand it, but I want to make sure that you relay that

1 to us. So why can't you run it under a load, right? Because  
2 you're at anchorage; you can't put a load on the engine. Is that  
3 correct?

4 A. To erase the load, we have to use fish (ph.) that's with the  
5 movement. You cannot stay anchorage resolve movement. This will  
6 not (indiscernible).

7 Q. That's what I want, thank you. I just want to make sure you  
8 can't load up the engine because you have to actually get under  
9 way; you have to move. And were you at an anchorage or were you  
10 at the dock when you did this maintenance?

11 A. No, it's the --

12 Q. Were you at a pier?

13 A. Yes, yes.

14 Q. You were at a pier at the time, correct?

15 A. Yes, we use number 1 for sub generator for the  
16 (indiscernible) operation because this nitrogen compressor take  
17 the fish. And they go supply this around to slow to around 2,300  
18 to supply all (indiscernible) and for nitrogen compressors.

19 Q. Okay. Thank you for that clarification. Next portion I'd  
20 just like to go into a little bit is on the same line of  
21 maintenance with your requisitioning. As a chief engineer, you're  
22 responsible. Is that correct?

23 A. No. Normally I could (indiscernible) company any engineers  
24 could (indiscernible) operation by (indiscernible) to myself to  
25 notify no any mistake because sometimes junior engineers doesn't

1 have normal experience to prepare all the (indiscernible). I just  
2 wanted documents and drawings to (indiscernible) our next  
3 operation please supply more (indiscernible). Yeah, very  
4 (indiscernible) myself because (indiscernible) is possible for all  
5 this acquisition for deliveries. So (indiscernible) acquisition  
6 myself. They prepare me just a rough paper, then I will transfer  
7 to (indiscernible) after (indiscernible) because (indiscernible)  
8 incorrect pages.

9 Q. So is it the second engineer's responsibility to report up to  
10 you what material he needs for that job if he's out of it?

11 A. Yes. Normally, when men cannot (indiscernible) they are at a  
12 schedule not going to fit into all these calendars.

13 (Indiscernible) can see what maintenance to be done during one  
14 (indiscernible), or even one (indiscernible). They can  
15 (indiscernible) we can trace all this maintenance --

16 Q. Yes.

17 A. And, of course, to get this (indiscernible) past. Normally,  
18 we try to make minimal (indiscernible) so even (indiscernible) we  
19 can make a position toward this (indiscernible) and critical  
20 (indiscernible). This takes some time to deliver. You cannot get  
21 it immediately after request.

22 Q. And so my follow up question is for requisitions for this  
23 area we're talking about -- we're talking about this banjo bolts,  
24 the O-rings, the seals --

25 A. Normally, engineers responsible for machinery at their



1 requisition. Then I (indiscernible) see if I (indiscernible)  
2 every single thing.

3 Q. You'll review it?

4 A. Yes, yes.

5 Q. All right.

6 A. And then I send in to orders after (indiscernible).

7 Q. And so my question is was there anything that was brought up?  
8 Did you have enough spare parts to change out the banjo bolt, to  
9 change out these copper -- O-rings?

10 A. No, I cannot know when this requisition was made because when  
11 you stay for mass (ph.) on board, there (indiscernible)  
12 requisition. Then you leave and you cannot -- you have no time to  
13 receive this spare part.

14 Q. Understood. You can't see it, but I'm just saying did you  
15 have what you needed to get the job done? Did you have the  
16 material available to change out if you needed it?

17 A. Normally, all this consumables, which required for  
18 maintenance, it's stated in manual. But this boat -- actually,  
19 just the consumables they are replacing because if you see the  
20 (indiscernible), it is all spare parts marked star (ph.). Its  
21 consumables they're making to have for replenishment. So as the  
22 spare parts result in an indication, so that silver side may be  
23 longer, maybe -- I don't know for how long time. But all this  
24 consumable (indiscernible) marking just when the (indiscernible)  
25 you can see instead of pass.

1 Q. And that's what I'm driving at is the consumables.

2 A. Yes, they were marked which consumables required to have on  
3 board.

4 Q. Okay. And no deficiencies? You had your spare parts on  
5 board for this?

6 A. Normally, (indiscernible) restriction is sometimes to get  
7 spare parts takes longer time than before.

8 Q. Okay. The second engineer didn't tell you 'I'm missing  
9 something, I have to reuse what is there? There is a spare.'

10 A. No. Normally, when you planning to do any job you must  
11 prepare all spares to do. If no spares never touch because  
12 (indiscernible).

13 MR. WISNIEWSKI: Okay. That's all I have. Thank you,  
14 Anatoliy.

15 Would you guys like to ask questions?

16 MR. BETANCOURT: Yeah.

17 BY MR. BETANCOURT:

18 Q. Chief Engineer, what is your date of birth?

19 A. What do you mean?

20 Q. How old are you?

21 A. 62.

22 Q. And where were you born?

23 A. I born in Villa (ph.) Russia.

24 Q. Did you live in Russia during your childhood?

25 A. No. When I was a child my parent immigrated to south of --

1 Soviet Union was previous name -- to Moldova. From Moldova, when  
2 I was starting education from a (indiscernible) marine (ph.)  
3 school. I just joined this in 1977. I joined marine school for  
4 education, and then after completion after 1982, I was sent to  
5 (indiscernible). Yes. Yeah.

6 Q. When you were growing up when you lived in Russia and then in  
7 Moldova, what language did you speak?

8 A. Normally -- when I was children, I was speaking Romanian --  
9 Moldavian because a child -- baby (indiscernible) limit to teach  
10 us the language. I was normally speaking with Russia because my  
11 parents were full Russia.

12 Q. So is your main language --?

13 A. Yes, Russian.

14 Q. Russian?

15 A. Russian, yes. Because my city I live in now south of  
16 (indiscernible) all speak in Russian.

17 Q. Did you ever study English at school, or you learned English  
18 during your career?

19 A. Normally, when we -- I took this study in marine school. We  
20 were all ready to study this English.

21 Q. And then, currently, you have a chief engineer's license?

22 A. Yes.

23 Q. Before you were chief engineer, you were first assistant  
24 engineer?

25 A. No. When I (indiscernible) from family and school, I go

1 twice and (indiscernible) for engineer -- for engineers. I  
2 started to work as fourth engineer, then gradually, third  
3 engineer, second engineer, to chief engineer.

4 Q. Okay. And the vessels that you've worked on as engineer,  
5 those have been all diesel engines?

6 A. Yes.

7 Q. How many years have you sailed on ships with diesel engines?  
8 10? 20? 30?

9 A. No, see my whole life. I work not gas, just only diesel  
10 engines. Yes.

11 Q. So 40 years now?

12 A. No. If I graduated 1982 -- 41? 40 years because I had also  
13 during the (indiscernible), I had some -- cadet. I work as cadet  
14 and then motorman. 1978 I started.

15 Q. Have you worked on ships continuously with vacation times for  
16 40 years?

17 A. Yes, I have.

18 MR. BETANCOURT: Okay. Chief Engineer, thank you.

19 I have no questions, but I would like to state for the record  
20 that a lot of the chief engineer's answers were nonresponsive, and  
21 it was my belief that there was a significant language issue here  
22 since English is not his native language. I'm not sure how much  
23 he understood and how accurate his answers were as a result of his  
24 language problems. I think it would have been best had we had an  
25 interpreter, but under the circumstances I realize that that's not

1 possible.

2 Just for the record, in a normal deposition or hearing  
3 situation, I would have objected on the grounds that there was not  
4 sufficient language understanding. I make that same objection  
5 here just for the record.

6 MR. [REDACTED] But this is a Coast Guard (indiscernible)  
7 investigation, not a deposition.

8 MR. BETANCOURT: I understand.

9 MR. [REDACTED] Right?

10 MR. BETANCOURT: I understand fully.

11 MR. [REDACTED] And your purpose here is to aid us in fact-  
12 finding.

13 MR. BETANCOURT: Yes, and I'm not -- I'm just stating for the  
14 record what I view as what happened here so you'll hear from  
15 accurate record. I also -- this is fact-finding, I'm not  
16 questioning the witness right now. I didn't object to the  
17 questions as I normally would during hearing, but I reserve in the  
18 future the right to police objections to certain questions that  
19 were made. I understand this is used for purposes of the NTSB  
20 investigation and the Coast Guard inspection.

21 MR. [REDACTED] It's a Coast Guard (indiscernible)  
22 investigation.

23 MR. BETANCOURT: Investigation, correct. To the extent that  
24 this would be used for any other (indiscernible) and civil  
25 litigation as such or any other purpose, I would object to the

1 transcript and to the statements of the witness to be used for any  
2 other purposes. That's just for my purposes, gentleman.

3 MR. [REDACTED] But your purposes being here is because you're  
4 a party in interest to a Coast Guard investigation. Otherwise, we  
5 would ask you to leave. So when you're serving in the capacity of  
6 a party in interest, your main role, per our policy, is to aid us  
7 in our fact-finding, not to serve your own interest in a future  
8 deposition or something else.

9 MR. BETANCOURT: I'm just saying --

10 MR. [REDACTED] So you're here to help us, so you don't need to  
11 worry about these other things that you're stating as a party in  
12 interest. Or you don't have to be present at the interviews.

13 MR. BETANCOURT: No, I'm not interfering at all with your  
14 questioning, I'm just putting it on the record since we are  
15 recording it.

16 MR. [REDACTED] Right.

17 MR. BETANCOURT: I'm just putting it on the record, Mike.  
18 That's all. Not in any way interfering with your questioning.

19 MR. [REDACTED] We're going to move on to the next interview.

20 MR. BETANCOURT: Sure. I understand.

21 MR. [REDACTED] Okay. You good?

22 MR. WISNIEWSKI: Yep. This is Luke, NTSB.

23 BY MR. WISNIEWSKI:

24 Q. Chief Engineer, I would just like this opportunity for -- we  
25 asked you a lot of questions. Is there anything that you can

1 share with us, your experience? Have you ever seen this before on  
2 any of the type of vessels you were on before where you had this  
3 type of failure with a fuel leak?

4 A. This again to say, I have lost (indiscernible).

5 Q. Yep. So with your experience with sailing, have you ever  
6 seen a fire like this caused by a fuel -- this part of the portion  
7 of the line failure?

8 A. No. Gasoline really (indiscernible) the fire is a dangerous  
9 situation. It can spread alone. Just when I first  
10 (indiscernible) was we helped them (indiscernible) due to the  
11 (indiscernible) quickly (indiscernible) peoples how to isolate the  
12 compartment from air entering. It's very important that quickly  
13 (indiscernible) fire after detecting a possible gasoline explodes.  
14 So ventilation quickly in case we need to release any  
15 (indiscernible) CO2 and alarm system.

16 Q. Yeah, I would just like to say thank you. I mean, your  
17 description, what you've done, your crew. You should be very  
18 happy and thankful that your crew did a great job. It goes to  
19 your leadership. Thank you for your time.

20 A. Yeah. All the vessel. A lot of this maintenance  
21 (indiscernible) special pipes it's very difficult. You cannot  
22 foresee when this pipe can leak, start leaking.

23 Q. Have you ever seen that pipe break before?

24 A. No. No because it's short pipe. It doesn't affect operation  
25 if fixed. It's short pipe. There is no any bends, only just a

1 straight pipe. Maybe, I don't know. Maybe, there's some aging  
2 pipe and maybe make some cast (ph.) defect. (Indiscernible), but  
3 this short pipe, I've never seen it.

4 MR. WISNIEWSKI: Sure.

5 MR. SHURPAKOV: Yeah.

6 MR. WISNIEWSKI: Great. This concludes our interview, and I  
7 really appreciate your time and your efforts. Thank you.

8 (Whereupon, the interview was concluded.)  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25



CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:            *ENDO BREEZE* ENGINE ROOM FIRE  
NEAR RARITAN BAY, NEW JERSEY,  
ON APRIL 29, 2022  
Interview of Anatoliy Shurpakov

ACCIDENT NO.:                DCA22FM016

PLACE:                         On board the *Endo Breeze*

DATE:                          May 2, 2022

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.

A black rectangular redaction box covers the signature of Brandy Wainright. There are faint blue ink marks above and to the right of the box, possibly remnants of a signature or initials.

---

Brandy Wainright  
Transcriber