

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CRANE EQUIPMENT FAILURE ONBOARD  
CARGO VESSEL *THORCO BASILISK*, IN  
HOUSTON, TEXAS ON JULY 26, 2022

Accident No.: DCA22FM031

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Interview of: RUSLAN BEZUGLYY, Chief Mate  
*Thorco Basilisk*

Houston, Texas

Friday,  
July 29, 2022

APPEARANCES:

██████████, Lieutenant, Marine Investigator  
United States Coast Guard Sector Houston

██████████, Chief Warrant Officer, Marine Investigator  
United States Coast Guard Sector Houston

DEREK JOHNSTON, Marine Accident Investigator  
National Transportation Safety Board

I N D E X

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I N T E R V I E W

(9:12 a.m.)

1  
2  
3 [REDACTED]: All rightie. It is July 29, approximately  
4 9:12 a.m., in Houston, Texas. We're on the *Thorco Basilisk* at the  
5 City Docks. I'm Lieutenant [REDACTED]; Chief Warrant Officer  
6 [REDACTED]. And if you'd introduce yourself, Chief?

7 MR. BEZUGLYY: Yeah. So, (indiscernible).

8 [REDACTED]: Introduce yourself, your name.

9 MR. BEZUGLYY: My name is (indiscernible). Ruslan Bezuglyy.

10 [REDACTED]: Okay, thank you. And, NTSB, would you  
11 introduce yourself, please?

12 MR. JOHNSON: This is Derek Johnston, J-O-H-N-S-T-O-N, marine  
13 accident investigator, NTSB.

14 [REDACTED]: Okay, and any others? Are we -- David, can  
15 you --

16 [REDACTED]: -- introduce yourself?

17 [REDACTED]: Oh, that was him.

18 [REDACTED]: Oh.

19 [REDACTED]: David. Any others? Okay. All right.

## INTERVIEW OF RUSLAN BEZUGLYY

20  
21 BY [REDACTED]:

22 Q. Chief, if you don't mind, would you please start from the  
23 beginning to end sort of timeline of what occurred and what you  
24 witnessed?

25 A. Yeah. After, after lunch. Is it okay for you?

1 Q. Yeah, yeah.

2 A. Yeah. So, from 12 to 1300, we have break, yeah. 1300, I  
3 came on deck, and I needed to supervise how my guys working. At  
4 that time, we had started shifting three decks, because hold  
5 number three -- I mean, tween deck level was finished, and we need  
6 to open the lower hold. We shifted tween decks. Approximately,  
7 roughly, 1400, I left deck. I had upper work, some  
8 (indiscernible) every day. I need -- at the end of the day, I do  
9 some paperwork. And during 30, 35 minutes, I did this job; and  
10 after then, I left on deck. When I was (indiscernible) deck,  
11 after living accommodation on main deck, I heard some noise and  
12 shaking of the vessel, and I understood that before, when  
13 stevedores came on board, I heard my radio (indiscernible)  
14 loading -- discharging, sorry, discharging preparations. So,  
15 everything was okay. (Indiscernible) some suspicious things. A  
16 second officer, like a duty officer, he supervised the cargo  
17 operations, discharging (indiscernible).

18 I, when I came on main deck, I, I heard some noise. It looks  
19 like something's wrong. First of all, immediately, I start  
20 running to that area, our cargo operations area, and during  
21 running, I heard by radio second officer inform captain we have  
22 accident. A wire was torn. So -- and one big unit, 69 tons that  
23 was nacelle fell down from height of 1 meter, roughly. And later,  
24 I ask a stevedore, and I met port captain and a stevedore, and I  
25 ask, what, what is height? They told me, 1 meter. Yeah, but they

1 (indiscernible) 1 meter. So -- and captain first (indiscernible)  
2 asked the second officer, some injured people, some killed people,  
3 or something happened? No, nobody had injuries. So, all people  
4 (indiscernible) down this unit. And I start looking around  
5 together with port captain and with surveyor, cargo surveyor,  
6 three of us, we start to investigate, check the damage. And, of  
7 course, all cargo operations immediately stopped, and stevedores  
8 escaped, and only me -- only crew members, and the port captain,  
9 and the cargo surveyor, we were on board that moment.

10 So, captain called (indiscernible), and later, he and I came  
11 on board, and I awaited orders from captain. And captain told me,  
12 of course, stop every (indiscernible), and he came in few minutes  
13 to the hold number one and a full investigation. How's, how's  
14 damage? We had two dents from nacelle, 1 meter quite enough for  
15 69 tons, and we saw a piece of wire and (indiscernible) and hook  
16 inside the unit and a broken wire on the frame. We didn't touch  
17 anything, and we awaited (indiscernible) surveyor. That's it.  
18 What can I say?

19 Q. Okay.

20 A. (Indiscernible), yeah.

21 [REDACTED]: Okay. Thank you. So, I'll start with  
22 questions; and then, I'll see if my colleague here has any; and  
23 then, we'll pass it back to NTSB.

24 BY [REDACTED]:

25 Q. So, Chief, do you know how the nacelles were -- how were they

1 secured on the tween deck?

2 A. Nacelle?

3 Q. Yeah. How ere they secured to the tween deck?

4 A. Tween deck?

5 Q. Yeah.

6 A. On tween deck, you're in position, we have (indiscernible) in  
7 port of loading, yeah, after, after loading the nacelle, we  
8 secured tween deck side to side and use some wooden  
9 (indiscernible), and wedges, and avoid any shifting of tween deck.  
10 We closed all gaps, port and starboard, because there is some gap,  
11 some (indiscernible) between wall of hold and the tween deck side.  
12 And this nacelle, shore people, welders, secured by stoppers.

13 Q. Okay.

14 A. For each nacelle, each side, one, two, three. Twelve for,  
15 twelve -- six one and six -- 12 stoppers.

16 Q. Twelve stoppers welded --

17 A. Yeah, welded, properly welded --

18 Q. Okay.

19 A. -- by (indiscernible) welders --

20 Q. Okay. And --

21 A. -- from shore.

22 Q. And then, when you arrived in port, people came in and  
23 removed the --

24 A. Yeah, (indiscernible) came on board, several welders, and  
25 they cut by torch.

- 1 Q. Okay.
- 2 A. And (indiscernible) come on, guys, stop grinding, because --
- 3 Q. Okay.
- 4 A. -- we cannot, we cannot load cargo while (indiscernible).
- 5 Q. Okay.
- 6 A. So, be careful. Get some food (indiscernible).
- 7 Q. Before it was lifted, was it verified that it --
- 8 A. Oh, yeah, yeah.
- 9 (Crosstalk)
- 10 A. They, they got everything.
- 11 Q. Okay.
- 12 A. They didn't leave anything.
- 13 [REDACTED]: Okay.
- 14 BY [REDACTED]:
- 15 Q. Chief, kind of to understand how the nacelle is removed,
- 16 right? And I'm just going to kind of use this as an example. If
- 17 this is the nacelle, I understand that there are some straps and
- 18 things that go down inside, and a hook would attach --
- 19 A. Yep.
- 20 Q. -- up top, yes?
- 21 A. Yep.
- 22 Q. Those straps that go down inside the nacelle, who --
- 23 A. Yeah. Yeah, the --
- 24 Q. -- who attaches those?
- 25 A. All -- in all operations (indiscernible) people, all



1 stevedores. Crew members didn't touch any rope, any slings, any  
2 cargo materials.

3 Q. So, only the stevedores went inside the nacelle and attached  
4 the --

5 A. Yeah.

6 Q. -- nylon --

7 A. Yeah.

8 Q. -- sling?

9 A. 100 percent.

10 Q. And then, they hold them up; and then --

11 A. Yeah.

12 Q. -- who makes the attachment, the crane actual to the --  
13 stevedore, as well?

14 A. Everything, stevedores. Crane operator stevedores, welders.  
15 Crew didn't do anything. We just supported it -- up to  
16 completion. We just (indiscernible) and shifted the three decks.  
17 That's it. We didn't do anything without any permission, and we  
18 didn't participate in cargo operations --

19 Q. Okay.

20 A. -- and discharging (indiscernible).

21 Q. The nylon slings that are inside --

22 A. Yeah.

23 Q. -- who provided those? Are those ship-provided, or --

24 A. No, no, no.

25 Q. -- is that provided by the stevedores?

1 A. All lifting materials also belong to shore people.

2 Q. So, all of --

3 A. Yeah, the --

4 Q. Okay.

5 A. Everything, all lifting materials, from shore side, not from  
6 ships.

7 [REDACTED]: Okay.

8 [REDACTED]: And is this the maintenance and stuff like  
9 that?

10 [REDACTED]: This is for the crane operator.

11 [REDACTED]: Okay.

12 BY [REDACTED]:

13 Q. A question comes to me, Chief. I understand you are  
14 responsible for a visual inspection --

15 A. Yeah.

16 Q. -- of the crane and the running gear. Can you describe for  
17 me, what specifically do you look at when you do your visual  
18 inspection?

19 A. So, even once I make -- anyway, before, before cargo  
20 operation, I check wires and sheaves. So, regarding the crew  
21 maintenance program, I carry out maintenance, so I check  
22 (indiscernible) all gears, sheaves, cable, hoops, enough or not  
23 enough greade because every -- for example, like if some item,  
24 every six months or 500 hours, I must go out (indiscernible) I  
25 used a crane and checked the hook down, hook up. I -- my visual

1 inspection, the cable, cable looks nice. So, full of grease, but  
2 again, that's (indiscernible), and --

3 Q. Sure.

4 A. Yeah.

5 Q. Understood.

6 A. So, all sheaves, even yesterday, renovating a cable, a wire  
7 rope, I check each sheef. I couldn't find any damage inside in --

8 Q. Okay.

9 A. -- and all sheaves working by hands, you can move by hands,  
10 besides one moving a little bit hard, but I couldn't check by  
11 hand, because there was tension, tension by wire, and --

12 Q. I understand.

13 A. Yeah.

14 Q. Okay.

15 A. (Indiscernible) using its normal operation, all sheaves were  
16 working properly.

17 Q. Okay.

18 (Crosstalk)

19 Q. So, I just want to confirm the way I understand that. Your  
20 monthly inspection that you perform on each crane --

21 A. Yeah.

22 Q. -- you boom out of the saddle, you lower the hook --

23 A. Although --

24 (Crosstalk)

25 A. Yeah.

1 Q. -- range of motion; and then, you walk out on deck, and you  
2 look at the hook, you check the swage --

3 A. Yeah.

4 Q. -- fitting, you visual as much as you can, you boom back up;  
5 and then, you lay back in the saddle, so we --

6 A. Yeah.

7 Q. -- function-tested --

8 A. Yeah. It's a function test.

9 Q. Okay.

10 A. Yeah, it's normal procedure. So, I went to (indiscernible)  
11 when I came on board, that crane, number one, hold number one was  
12 completely empty, and we didn't use crane number one for heavy  
13 lifts, even port of loading for the nacelles, stevedores used only  
14 a shore crane --

15 Q. Understand.

16 A. -- a ship's crane.

17 [REDACTED]: Okay.

18 BY [REDACTED]:

19 Q. Okay.

20 A. So -- but the heaviest weight for crane number one, 32 tons  
21 weight of the tween decks, we just shift the tween decks.

22 Q. Right.

23 A. Yeah. And that time was first time when we used crane number  
24 one for heavy lifts. I mean, 69 tons.

25 Q. How long --

- 1 (Crosstalk)
- 2 Q. -- have you been on board, Chief?
- 3 A. Since 21st of May of this year. Two months.
- 4 Q. Okay.
- 5 A. Roughly two months.
- 6 Q. So, within the last two months, crane number one has only
- 7 been used to lift the nacelle, and then the tween decks?
- 8 A. Yeah, but -- yeah, we --
- 9 Q. And then, prior to movement of the tween decks, any other
- 10 cargos that --
- 11 A. Yeah.
- 12 Q. -- you are aware of?
- 13 A. We, we didn't use for the cargo.
- 14 Q. Okay, understood. And you said the tween deck weighs 32?
- 15 How much, roughly?
- 16 A. 32, yeah, but a different weight, or --
- 17 Q. Okay.
- 18 A. -- maximum weight, is 32 tons.
- 19 Q. Okay. So, is there any reason why a crane, the ship crane,
- 20 wasn't used at port of loading? Why use the short crane?
- 21 A. Well, a short crane or ship's crane?
- 22 Q. Why use short crane at port of loading instead of ship crane?
- 23 A. Ah. Because more easier. They're more faster, as
- 24 (indiscernible) very good cranes.
- 25 Q. Okay.

- 1 A. More capacity than our crane, they're more faster --
- 2 Q. Faster. Okay.
- 3 A. Yeah.
- 4 Q. If it's --
- 5 A. (Indiscernible) I loaded several times in Rostock port of
- 6 loading. They always use a shore crane. They're more faster.
- 7 Just --
- 8 Q. Okay.
- 9 A. -- they are.
- 10 BY [REDACTED]:
- 11 Q. How long have you been on board, Chief?
- 12 [REDACTED]: Two months.
- 13 MR. BEZUGLYY: Two months.
- 14 BY [REDACTED]:
- 15 Q. Two months?
- 16 A. Two months.
- 17 Q. Okay.
- 18 A. It's just --
- 19 Q. So, you weren't here for the April inspection by class?
- 20 You --
- 21 A. No, no, no, no.
- 22 Q. No?
- 23 A. Previous.
- 24 Q. Okay, previous to --
- 25 A. Yeah.

1 Q. Okay.

2 A. Previous.

3 [REDACTED]: Yeah. All right. Any other questions?

4 [REDACTED]: No.

5 [REDACTED]: Okay. NTSB, if you have any questions,  
6 please go ahead.

7 MR. JOHNSTON: Sure.

8 BY MR. JOHNSTON:

9 Q. Chief, this is Derek Johnston, NTSB. I just wanted to ask  
10 you about some of the components of the lifting equipment. Are  
11 the -- most components for the lift are provided by the stevedores  
12 versus -- what is the responsibility of the ship?

13 A. You mean, the ship (indiscernible) decks?

14 [REDACTED]: Just --

15 [REDACTED]: No.

16 [REDACTED]: -- clarifying what I said.

17 [REDACTED]: The components --

18 [REDACTED]: The cranes.

19 MR. BEZUGLYY: Components?

20 [REDACTED]: Components --

21 [REDACTED]: Straps, shackles --

22 [REDACTED]: -- of lifting. What's provided by  
23 stevedores, and what's the ship's responsibility?

24 MR. BEZUGLYY: You mean for cargo?

25 [REDACTED]: Yeah.

1 [REDACTED]: Yes.

2 MR. BEZUGLYY: Yes, is from -- I told, I have told already,  
3 from shore side, the components. Lifting, all the lifting  
4 equipment, we don't have lifting equipment for this cargo.

5 [REDACTED]: Correct.

6 [REDACTED]: Okay.

7 MR. BEZUGLYY: Yeah, no on board. (Indiscernible) we, we  
8 have, but not for this cargo.

9 [REDACTED]: Okay.

10 MR. BEZUGLYY: For this cargo, absolutely nothing.

11 [REDACTED]: So, NTSB, he says no lifting equipment was  
12 provided by the ship for this type of cargo. All was provided by  
13 the stevedore offloading personnel.

14 MR. JOHNSTON: Okay. So, basically, everything from the hook  
15 down --

16 [REDACTED]: Yes.

17 [REDACTED]: Essentially, yes.

18 MR. JOHNSTON: Not including the hook, right?

19 [REDACTED]: Correct. Yeah.

20 BY MR. JOHNSTON:

21 Q. Are you aware of any specialized lifting equipment, like a  
22 loading crane or sling that was provide by the manufacturer of the  
23 nacelle?

24 [REDACTED]: To do the (indiscernible)?

25 MR. BEZUGLYY: Sorry? Say --



1 [REDACTED]: Are you aware of any specialized equipment  
2 they should -- what specialized equipment did they use for  
3 lifting?

4 MR. BEZUGLYY: You mean stevedores?

5 [REDACTED]: Yes.

6 MR. BEZUGLYY: The special dimension for (indiscernible) and  
7 it should be enough legs because of the specific (indiscernible)  
8 for three windows. Yeah, we have shackles, shackles  
9 (indiscernible) we have on board, but we don't care for such size  
10 and capacity of grommet.

11 [REDACTED]: Okay.

12 MR. BEZUGLYY: Yeah, this grommet, it's special.

13 (Indiscernible). Yeah, and that's it.

14 [REDACTED]: We have paperwork on that. We can follow up  
15 with you all to show you that type of equipment that he's  
16 referring to.

17 MR. JOHNSTON: Okay. Yeah. I thought. That's kind of why  
18 I'm curious about it.

19 [REDACTED]: Okay.

20 BY MR. JOHNSTON:

21 Q. But those lifting procedures that come from the manufacturer,  
22 they're pretty specific as far as lifting points and --

23 A. Yes.

24 Q. -- attachment points, and how the slings are to be arranged.

25 Are those procedures kept on the ship, and then given to the

1 stevedores when they offload it, or how is that communicated?

2 [REDACTED]: Lifting procedure, did you have that?

3 MR. BEZUGLYY: Well, lifting procedure for the stevedores, we  
4 don't have on board. In other words, they have their own safety  
5 (indiscernible), and that's it. They didn't give me anything --  
6 oh, just, I gave them some certificates last test of cranes, and  
7 no wires, no -- only some documents (indiscernible). I mean, the  
8 -- all cranes are in good  
9 condition --

10 MR. JOHNSTON: Okay.

11 MR. BEZUGLYY: -- under my test middle of February of this  
12 year, of this year. That's it. Nothing special.

13 BY MR. JOHNSTON:

14 Q. Okay. All right. During the lift, all the personnel  
15 involved in the lift are stevedores, or are there any of your crew  
16 or yourself that did supervising, or spotting, or any kind of role  
17 in the operation?

18 A. Second officer was supervise for discharging, but we, we must  
19 understand what (indiscernible) how it was going, so that's -- I  
20 don't know exactly what you want to hear. Second officer was on  
21 duty only here, but other guys (indiscernible) nacelle dropped.

22 Q. Oh, yeah.

23 A. A nacelle dropped, they shifted tween decks. Also, we had,  
24 after discharging hold numbers, we -- I mean, tween deck,  
25 (indiscernible), and we need before shifting tween decks and

1 before (indiscernible) properly. That's why everybody was busy  
2 and was grinding. That's why only the second officer was on duty.  
3 But I finished paperwork, and I went to hold one for helping. But  
4 this is normal procedure for, for a duty officer, look after  
5 discharging or loading preparations. Normally, every  
6 (indiscernible). So, we help each other. And anyway, one guy  
7 always supervise discharging and loading preparations, participate  
8 in cargo operations.

9 MR. JOHNSTON: Okay. I think that's about all I have.  
10 David, did you ever join us here?

11 MR. BEZUGLYY: Oh, no, no.

12 [REDACTED]: He never did.

13 MR. BEZUGLYY: I, I didn't --

14 MR. JOHNSTON: Okay. I guess he's not here. Thank you,  
15 Chief.

16 MR. BEZUGLYY: Thank you.

17 MR. JOHNSTON: LT, that's all the questions I have.

18 [REDACTED]: Okay. All right. Thank you. I'm going to  
19 go ahead and stop recording now.

20 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           CRANE EQUIPMENT FAILURE ONBOARD  
                                  CARGO VESSEL *THORCO BASILISK*, IN  
                                  HOUSTON, TEXAS ON JULY 26, 2022  
                                  Interview of Ruslan Bezuglyy

ACCIDENT NO.:               DCA22FM031

PLACE:                       Houston, Texas

DATE:                         July 29, 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 rectangular area of the document is completely redacted with a solid black fill, obscuring the signature of the transcriber.

Lisa Sevarino  
Transcriber