

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: DMITRY IOGONIN, Master
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

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

I N D E X

<u>ITEM</u>		<u>PAGE</u>
Interview of Dmitry Igonin:		
By [REDACTED]		5
By [REDACTED]		8
By Mr. Johnston		12
By Mr. Flaherty		19
By Mr. Johnston		21
By [REDACTED]		21

I N T E R V I E W

(8:48 a.m.)

1 [REDACTED]: All right. We are recording. All right.

2 Good morning. The day is July 29' 2022. The time here in
3 Houston, Texas is 8:48 local time a.m. We are on the *Thorco*

4 *Basilisk* at the City Docks in Houston, Texas. I'm

5 Lieutenant [REDACTED], marine investigator.

6 [REDACTED]: Chief Warrant Office [REDACTED], marine
7 investigator.

8 [REDACTED]: Captain, if you'd introduce yourself?

9 MR. IGONIN: Captain Igonin, Dmitry, captain of the vessel,
10 *Thorco Basilisk*.

11 [REDACTED]: And, NTSB, if you would introduce
12 yourselves?

13 MR. JOHNSTON: This is Derek Johnston, marine accident
14 investigator with the NTSB.

15 MR. FLAHERTY: Hi. This is David Flaherty, marine casualty
16 investigator with the NTSB. Last name is spelled F-L-A-H-E-R-T-Y.

17 [REDACTED]: All rightie. Is that all parties? Any
18 others from NTSB?

19 MR. FLAHERTY: Yes.

20 [REDACTED]: Okay. Great.

21 MR. FLAHERTY: No.

22 [REDACTED]: All right. Thank you. All right.

23 INTERVIEW OF DMITRY IGONIN

1 BY [REDACTED]:

2 Q. So, Captain, we'd like to start off with a general timeline
3 from before the incident occurred, you know, essentially, just
4 your perspective of what happened; and then, from the time after
5 the incident; and then, after securing from that incident.

6 A. Okay. It was Saturday. Standard working day. Just cargo
7 (indiscernible) discharge hold number three, tween decks the same
8 cargo, without any problems (indiscernible) discharge hold number
9 one. Two, two nacelles was, was discharged before, and the third
10 nacelle unit (indiscernible) the incident happened. And this
11 moment, I was on the bridge. I just had made some paperwork, you
12 know, as usual (indiscernible) some message to just -- this was
13 the regular -- well, chief officer is under control discharging,
14 second officer in charge of the watch (indiscernible), although he
15 was on deck during when this, this incident happened.

16 Justin -- okay, just 14 -- this happened 14, 14, 14, and I
17 feel that something -- what, what I feel, I feel that the vessel
18 stopped moving, you know, stopped moving. I, I hear some noise.
19 Just this boom. And the first question was -- no, I got up from
20 my, from my chair, and I see that the cranes are -- boom of cranes
21 is shaking. And first, my question was, what's happened? Second
22 (indiscernible) and second, and second question, any injuries of
23 that? This was my first question, because it's very important.
24 Safety first. And after -- I don't remember what, maybe
25 (indiscernible) second report, knowing injuries, all, all people

1 escape, no injuries, no death (indiscernible).

2 After chief officer -- after a few minutes, chief officer
3 also reported to me that the, the cargo is falling down. Why, a
4 cargo hoist wire is damaged. And after, after falling down, the
5 cargo and hook of the cranes fall inside of the cargo.
6 (Indiscernible) we have some damage of cargo and damage of tween
7 decks of the vessel. And after I call him on the (indiscernible),
8 he came; and I start to call to my DPA, to my owner I should
9 inform as soon as possible by phone, by phone, to my owner. And I
10 informed that we have incident, just the cargo wire, wire broken,
11 cargo falling down, we have damage, and ask to provide
12 (indiscernible).

13 Okay. Justin contacted to superintendent. Also, he
14 contacted his -- my, my operational department, because she's
15 responsible for (indiscernible) cargo operation, because after we
16 stop any cargo operation, just until (indiscernible) second
17 officer came on the bridge. I sent him to prepare a statement
18 what's happened, just to write what was before and what, and what
19 happened. I prepared (indiscernible) 15, 20 to my office.
20 There's pictures, of course. (Indiscernible) make pictures, and
21 they send the information to my office. After 10 or 20 minutes, I
22 sent the same message, but including already, including already a
23 statement of (indiscernible) statement from second officer what's
24 up, what's up, just -- and informed already BBC charter
25 (indiscernible) BBC and all concerned about, about this. Later, I

1 (indiscernible) after, I called my agent and informed that some
2 situation happened on board. That's all. This is just what --

3 Q. Okay.

4 A. -- just what, what I, I did --

5 Q. Yeah. Okay.

6 A. -- at this moment.

7 Q. Great. Thank you. So, just some follow-up questions. So,
8 we'll have some follow-up questions. I have one; and then, we'll
9 pass it to the NTSB if they have any questions. So, do you have
10 any awareness, how many times was that crane, crane number one,
11 used prior to the incident? How many other nacelles or other
12 cargo did it lift that morning?

13 A. Two, two, two nacelles were discharged before.

14 Q. Just from that number one crane?

15 A. From number one.

16 Q. And nothing else?

17 A. And nothing, yes.

18 Q. Okay.

19 A. It, it was three on tween decks.

20 Q. Okay.

21 A. Two was discharged and one remaining.

22 Q. Okay. And there was nothing above it that they lifted off
23 the fork? Okay.

24 A. No, no.

25 Q. All right. So, three nacelles, total?

- 1 A. Yes.
- 2 Q. Okay.
- 3 A. Two was discharged --
- 4 Q. On the third.
- 5 A. -- nacelle.
- 6 Q. Okay.
- 7 A. Yes. The weight of this nacelle's 69 tons.
- 8 Q. Yeah.
- 9 A. Safe working load of crane, 80 tons.
- 10 [REDACTED]: Okay. All rightie. [REDACTED], do you have
11 anything?
- 12 BY [REDACTED]:
- 13 Q. Captain, you said in the beginning that you had -- three were
14 discharged; and then, you changed to the number one --
- 15 A. Yes.
- 16 Q. -- cargo hold?
- 17 A. Yes.
- 18 Q. What was the previous cargo that was discharged using the
19 number one?
- 20 A. Oh, previous cargo, I cannot say to you, because just when I
21 came on board, the cargo hold was empty --
- 22 Q. Okay.
- 23 A. -- when I came on board this --
- 24 Q. Okay.
- 25 A. -- this vessel, we have (indiscernible) we have -- vessel

1 came from Mexico.

2 Q. Okay.

3 A. And on board was different kind of cargo from different
4 ports. Just, I cannot throw at you what exactly cargo, what was
5 exactly cargo.

6 Q. Okay.

7 A. But this crane number one, we use first time. During my
8 contract, we use --

9 Q. Okay.

10 A. -- for discharging --

11 Q. Yes, sir.

12 A. -- only first time. Before, we use (indiscernible).

13 Q. Okay. So, it's only -- so, crane number one, previous to the
14 incident, had only discharged, or had moved the tween decks
15 throughout the vessel?

16 A. Yes.

17 Q. Okay. Is there a way to get access to or some sort of
18 stowage or loading plan to identify what the previous cargos that
19 crane had moved?

20 A. I -- we can provide you just if you require us. The chief
21 officer --

22 Q. Yes.

23 (Crosstalk)

24 Q. If you can review those documents and identify any particular
25 cargos or the specific cargo that was moved with crane number one

1 prior to the incident would be very helpful.

2 A. Okay, okay.

3 Q. Okay?

4 A. Because yesterday, (indiscernible) this chief officer about
5 what this cargo was before.

6 Q. Understood.

7 A. But, but we not remember. Just, we just (indiscernible) this
8 crane not pick up heavy cargo before.

9 Q. Understand. And just to confirm, we're saying that crane
10 number one, prior to the incident, it had not moved -- how many
11 nacelles had it moved that morning? None?

12 A. Two, two nacelles.

13 Q. Two nacelles. Okay. Perfect. Thank you.

14 A. Two nacelles (indiscernible), and the third nacelle wouldn't
15 keep it up.

16 [REDACTED]: It fell. Got it. Okay.

17 [REDACTED]: All right. Anything else?

18 [REDACTED]: No.

19 [REDACTED]: NTSB, any follow-on questions? Please feel
20 free to go ahead.

21 MR. JOHNSTON: Sure. Yeah, I've got a couple.

22 BY MR. JOHNSTON:

23 Q. So, Captain, before coming into the terminal there, were
24 there any issues with crane number one that you knew about?

25 BY [REDACTED]:

1 Q. Any issues with crane number one you were aware of before
2 coming in?

3 A. No. In April, this crane was greased, wires was greased by
4 crew.

5 Q. Routine maintenance, or --

6 A. Maintenance, routine maintenance.

7 Q. Scheduled maintenance?

8 A. Yes, just as a --

9 Q. Okay.

10 A. -- as a greasing.

11 Q. They greased?

12 A. Yes, greased. In April, three cranes pass annual survey from
13 DNV-GL, annual survey the cranes passed in, oh, in, in April in
14 Baba, Panama.

15 Q. Okay. Baba, Panama? Okay.

16 A. Panama, yes.

17 BY [REDACTED]:

18 Q. That greasing that happened in April, was that just a hand
19 slushing from the buckets and we'd pull through, or is it actually
20 a mechanism --

21 A. No.

22 Q. -- that injects, or --

23 A. If you like, I can show you how we performed, because in
24 June, we performed greasing crane number two, number three --

25 Q. Okay.

1 A. -- the same procedure. I show you how we perform this job.

2 (Indiscernible) is usual, and the guys, by hands --

3 Q. Hand slushes?

4 A. Yes, kind of --

5 Q. Understood.

6 A. -- hand slush.

7 Q. Okay. Yeah. So, there's no machine, there's no cleaning
8 mechanism --

9 A. No, no, no.

10 Q. -- there's nothing (indiscernible)?

11 A. Only, only by hands on old --

12 Q. Yeah.

13 A. -- of course, on old (indiscernible), so --

14 Q. Understood.

15 A. -- you cannot wash and remove all the grease.

16 Q. Okay.

17 A. Just (indiscernible).

18 [REDACTED]: Got it. Okay.

19 MR. JOHNSTON: Okay. So, that job, just to confirm, you said
20 the lubrication of the lines is done manually? Is that what --

21 [REDACTED]: Correct. Hand, hand slushed and last performed in
22 April.

23 MR. JOHNSTON: Okay.

24 BY MR. JOHNSTON:

25 Q. And how often does that, does that maintenance get done, the

1 relubrication of the line?

2 BY [REDACTED]:

3 Q. How frequently do they relubricate?

4 A. Oh, it's (indiscernible) check manual, but it should -- if
5 you read it, you'll, you'll -- as maintenance, you, you regularly
6 check condition of the wire. If you see the condition of the wire
7 (indiscernible), it's required for to make grease and perform
8 greasing. If time permit of course, weather permit just we, we
9 tried to grease. Not, not (indiscernible) perhaps, you know,
10 just, you should do this one after three months or after --

11 Q. Right.

12 A. -- five months. It's visual. Every month, chief officer
13 perform inspection of cargo cranes --

14 Q. Okay.

15 A. -- and wire condition.

16 Q. Okay.

17 A. Weather, you see weather, rains, I mean showers, wet weather
18 conditions (indiscernible). Frequently, cargo duration
19 (indiscernible) greases out. That's why, if you see
20 (indiscernible) --

21 Q. Okay.

22 A. -- just, we, we will try to do it as soon as possible.

23 [REDACTED]: Okay. Do you understand? NTSB, did you get
24 that?

25 MR. JOHNSTON: Yeah.

1 [REDACTED]: Okay.

2 MR. JOHNSTON: Yeah.

3 MR. IGONIN: Because --

4 BY MR. JOHNSTON:

5 Q. Okay. So -- all right. So, Captain, can you describe the --

6 what's the certification and inspection process for the cranes?

7 Is there, you know, a designated inspection organization that

8 verifies the crane?

9 BY [REDACTED]:

10 Q. So, who inspected the crane? Who certified it?

11 A. What do you mean? Before -- you mean during (indiscernible)

12 or you mean class?

13 Q. Is it class --

14 A. Well --

15 Q. -- certification?

16 (Crosstalk)

17 Q. Okay.

18 A. -- DNV-GL would make the class inspection.

19 Q. Okay.

20 A. But monthly, it's (indiscernible) chief officer check the

21 condition of the crane.

22 Q. Okay. So, monthly inspection's conducted by the chief

23 officer?

24 A. By the chief officer.

25 Q. And then, the annuals are done by DNV GL?

1 A. Yes.

2 Q. And they certify it?

3 A. Yes.

4 BY MR. JOHNSTON:

5 Q. Okay. Those are done every year --

6 [REDACTED]: Annually --

7 Q. -- right?

8 MR. JOHNSTON: -- correct?

9 MR. IGONIN: They're done in April.

10 [REDACTED]: Yep, yeah, and it was done in April, the
11 last one.

12 BY MR. JOHNSTON:

13 Q. It was done in April? Okay. Were there any corrective
14 actions or any kind of issues during the inspection?

15 A. No.

16 BY [REDACTED]:

17 Q. Any conditions from that April inspection?

18 A. No. I will, I will provide you documents if you, if you --

19 Q. Okay.

20 A. -- require. Just --

21 Q. Okay.

22 A. -- I sent you (indiscernible).

23 Q. I believe I've already seen those. Was that when they
24 performed the weight test --

25 A. Okay.

1 Q. -- the load test?

2 A. Load test was done 2018.

3 Q. Load test done in 2018.

4 A. Five, five, five years.

5 Q. Every five years --

6 A. Every five years --

7 Q. -- load test.

8 A. -- yes.

9 Q. Okay.

10 A. In January, this was done, 2018 January.

11 [REDACTED]: Okay.

12 MR. JOHNSTON: Okay. And I just have one last question it's
13 more operational.

14 BY MR. JOHNSTON:

15 Q. Are the onboard cranes, are they always used to load and
16 offload cargo, or would there be an instance where a shoreside
17 crane would be used to either load or offload cargo?

18 A. Oh, it -- now, a vessel on the BBC charter. Before
19 two months ago, vessel was on the Thorco charter. In Thorco,
20 usually, the vessel, you use shore cranes for discharging. BBC
21 charter, sometimes, they request to use shore crane -- well, ship
22 cranes, because to save money, of course. All cargo was loading
23 in Europe by shore cranes. Oh, shore cranes, not ship cranes.
24 Oh, no. Sorry, sorry, sorry, sorry. Hold number two, in UK,
25 steel wire or the coils was loaded by, by ship crane, ship crane.

1 In UK, hold number two, wire rope and coils was loaded by ship
2 crane. Hold number one and number three nacelles, the nacelles
3 (indiscernible) we'll be using shore cranes for them.

4 Q. Okay. So, to make sure I understand, so, the nacelle, the
5 one that fell on the deck, when that was loaded onto the ship, you
6 said, in the UK, that was loaded by a shoreside crane?

7 A. In UK, loaded by ship crane. Rope, rope coils --

8 Q. Oh.

9 A. -- wire rope coils was loaded by ship crane number two in UK.

10 Q. By ship crane?

11 [REDACTED]: The nacelles.

12 [REDACTED]: How did the nacelle get there?

13 MR. IGONIN: A nacelle, nacelle --

14 [REDACTED]: How did the nacelle get there?

15 MR. IGONIN: Nacelles was loaded by shore crane.

16 [REDACTED]: Shore crane?

17 MR. IGONIN: Shore crane.

18 [REDACTED]: Okay. So, to confirm, the nacelle was loaded by a
19 shore crane --

20 MR. IGONIN: Crane --

21 [REDACTED]: -- in the UK?

22 MR. IGONIN: No, in Rostock.

23 [REDACTED]: Or, Germany?

24 MR. IGONIN: In Germany.

25 [REDACTED]: Germany.

1 [REDACTED]: Germany. Okay.

2 MR. IGONIN: Rostock. We could lift our cargo, which was
3 one, two, three, four (indiscernible).

4 [REDACTED]: Okay.

5 BY MR. JOHNSTON:

6 Q. Okay. But you said there were like three or four previous
7 lifts before the one that parted the line, which, the nacelle that
8 was dropped was that the first nacelle (indiscernible) the first
9 one that was taken out, or were the other two about the same,
10 about the same weight?

11 [REDACTED]: So, the two nacelles that were taken out by
12 crane one prior to the last --

13 MR. IGONIN: Was the same weight.

14 [REDACTED]: They were the same weight --

15 MR. IGONIN: Yeah.

16 [REDACTED]: -- same specifications?

17 MR. IGONIN: Yeah, same.

18 [REDACTED]: Okay.

19 [REDACTED]: Same configuration --

20 MR. IGONIN: Yes.

21 [REDACTED]: -- with the straps and the harnesses, and the --
22 okay.

23 MR. IGONIN: The same, yes.

24 MR. JOHNSTON: Okay. That's all the questions I have.

25 David, did you have anything?

1 MR. FLAHERTY: Just a question.

2 BY MR. FLAHERTY:

3 Q. Are the cranes inspected at all prior to their operation?

4 BY [REDACTED]:

5 Q. Prior to lifting any cargo, are the cranes -- is any type of
6 pre-inspection completed before using for cargo on that day or --

7 [REDACTED]: Morning checks?

8 MR. IGONIN: Morning checks.

9 BY [REDACTED]:

10 Q. For the crane?

11 A. Before, before using cranes, of course, it should pass visual
12 inspection.

13 Q. Okay.

14 A. Just only visual inspection, condition of the wires,
15 (indiscernible), what you can reach, of course, because --

16 Q. Okay.

17 A. -- just, it's only visual inspection before --

18 Q. Okay.

19 A. -- before loading.

20 Q. Any type of checklist or procedure?

21 A. (Indiscernible) chief officer.

22 Q. Okay, okay.

23 A. Before, before, it's the same cranes, when I was chief
24 officer, (indiscernible). That's crane number one. Two,
25 (indiscernible).

1 Q. Okay.

2 A. Like this. But now, we have new system. You'll ask the
3 chief officer maybe (indiscernible), but I'm not sure of it.

4 [REDACTED]: Okay. Any outstanding questions?

5 MR. FLAHERTY: Yeah, just a follow-on.

6 BY MR. FLAHERTY:

7 Q. When the chief is examining the cranes, are they -- are the
8 wires pulled out so they can examine the wires, or is it just the
9 mechanism, and he just looks at the spool? Could you just
10 elaborate a little bit more on that?

11 BY [REDACTED]:

12 Q. The chief's inspection that he conducts monthly, what does
13 that include? Does he look at all cable? Does he only look at
14 the spool?

15 A. He checks condition.

16 Q. Do they --

17 A. Yes, we --

18 Q. -- lower the crane down?

19 A. Yes, the visual condition. Just, you boom up the whole
20 running hoist wire, so pull on the drum, and you see the condition
21 of this wire on the drum. Also, you come on the top, on the top
22 of the crane and see condition (indiscernible) like this. You
23 can, you can come back to visual inspection.

24 Q. Okay.

25 A. And also, you lower the hook, and you see this, this piece.

1 Q. Okay. So, complete inspection monthly?

2 A. Yeah.

3 [REDACTED]: Okay.

4 MR. FLAHERTY: Okay. That's all the questions I have.

5 [REDACTED]: Okay. Are there any outstanding questions
6 or --

7 MR. JOHNSTON: I have one more question just to follow up on
8 kind of the operations of it.

9 BY MR. JOHNSTON:

10 Q. So, the two or three other nacelles that were taken out
11 first, with the third one that drop, was it being offloaded to the
12 same point on the shoreside structure as the other, the previous
13 ones, or was it going to a different location?

14 BY [REDACTED]:

15 Q. Was the third nacelle -- it was being dropped at the same
16 location that the other two were dropped before, correct? They
17 were --

18 A. Yes.

19 Q. -- offloaded at the same location?

20 MR. JOHNSTON: Right.

21 MR. IGONIN: Yes, yes, yes.

22 [REDACTED]: Yeah. Yeah, same location.

23 MR. IGONIN: Same location. Same operator --

24 MR. JOHNSTON: Okay.

25 MR. IGONIN: -- same stevedores.

1 [REDACTED]: Same stevedores, same everything?

2 MR. IGONIN: Yeah.

3 [REDACTED]: Okay.

4 MR. IGONIN: Same everything.

5 [REDACTED]: Okay. All right.

6 MR. JOHNSTON: That's it for me. Thank you.

7 [REDACTED]: Okay. NTSB, any outstanding questions from
8 NTSB side? All right.

9 MR. FLAHERTY: No, we're good.

10 [REDACTED]: Hearing none --

11 MR. JOHNSTON: Yes, I'm good, thanks.

12 [REDACTED]: -- we do not have any outstanding questions.

13 We will end the interview at this time if there are no outliers.

14 Last chance for anything outstanding or -- all right. Hearing
15 none, this -- I'm going to stop recording.

16 (Whereupon, the interview was concluded.)

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CERTIFICATE

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

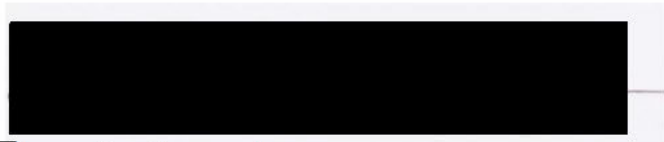
IN THE MATTER OF: CRANE EQUIPMENT FAILURE ONBOARD
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 Interview of Dmitry Igonin

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.



Lisa D. Sevarino
Transcriber