

DEPARTMENT OF TRANSPORTATION  
NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF MARINE SAFETY

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In the Matter of:

MAJOR MARINE ACCIDENT,  
DCA 03 MM 032

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May 26, 2003

INTERVIEW OF:

THORVALD BENJAMINSEN

The above entitled matter came on  
for hearing, pursuant to notice.

PRESENT:

TOM ROTH-ROFFY, NTSB  
BRIAN CURTIS, NTSB  
BARRY STRAUCH, NTSB  
CARLOS PAILLACAR, USCG  
STEVE CMAR, NCL  
RICHARD LEHRER, Attorney  
JOHN BUTCHKO, Miami Dade Homicide  
NANCY MCATEE, NTSB

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P R O C E E D I N G S

MR. ROTH-ROFFY: Good afternoon. It is about 3:20 in the afternoon. My name is Tom Roth-Roffy, I am with the National Transportation Safety Board. I and several other investigators are here to investigate the accident that occurred onboard the Norway on May 25, 2003.

For your information, the National Transportation Safety Board is conducting a safety investigation. It is not a legal investigation. We will make no attempt to assign blame to any party or person. Our only desire is to determine the cause of the accident and then to, as a result, to make recommendations aimed at preventing future accidents such as this.

What I would like to do now is ask each of the interviewers in the room to go ahead and identify themselves and their affiliation.

MR. CURTIS: Brian Curtis, NTSB, Marine Engineering Accident Investigator.

MR. PAILLACAR: Carlos Paillacar, U.S. Coast Guard, Miami Investigation.

MS. MCATEE: Nancy McAtee, NTSB, Fire Explosion Specialist.

MR. STRAUCH: Barry Strauch, NTSB, Human Performance.

MR. BUTCHKO: I am John Butchko, Miami Dade Police Department, Homicide Bureau.

MR. CMAR: Stephen Cmar, Norwegian Cruise Line.

MR. LEHRER: I am Richard Lehrer, attorney for the Norwegian Cruise Line.

MR. ROTH-ROFFY: Actually you are here assisting the witness.

MR. LEHRER: That is true. I am here as --

MR. ROTH-ROFFY: If you are representing the NCL, I would have to ask you to --

MR. LEHRER: I understand, but I am actually here representing Thor.

MR. ROTH-ROFFY: Okay. Very good. Thank you for clarifying that.

Thor, I would like to give you my card.

MR. BENJAMINSEN: Thank you.

MR. ROTH-ROFFY: At any time you, anything occurs to you, you can please feel free to give me a call.

MR. BENJAMINSEN: Yes.

BY MR. ROTH-ROFFY:

Q So, what I would like to do, sir, is go ahead and start from when you work up the morning before you went on watch and tell me everything that you heard and saw and conversations and any observations that you

1 had.

2       A     Yes.     I was on the four to eight work. And  
3 I was not suppose to be to work, because I was signing  
4 off, so I had to reach the Immigration before 7:30 in  
5 the morning.     But, my duty was in the engine room and  
6 I had to be there during the standby and the maneuvers.  
7 I had to be there during the maneuvers.     And after  
8 the ship has docked, then the maneuver is stopped and  
9 we are engaged in the turning gears.     It was, it was on  
10 fit to leave for Immigration.

11             And it was not only me in the engine room.  
12 It was, I am a second engineer.     It was the third  
13 engineer, Rosar, and it was the stoker, -- and it  
14 was -- Bernell and it was the watchman, Sumaylo.     And  
15 everything was, was normal during the maneuver session  
16 and everything else that I experienced.

17             About 7:30, I think, I talked with Tor, no,  
18 it was before 7:30, but I did not exactly at the watch,  
19 but about that, that I had to leave to reach  
20 Immigration, I have to go to my cabin, and go to  
21 Immigration and sign off the ship.     Back in the engine  
22 room was, it was the responsible engineer that would be  
23 third engineer, Rosar and the other crew I mentioned.

24             So, when I was finishing my duties in the  
25 engine room, I went, first I went up to talk with Tor  
26 in the control room, and then I went down, and because  
27 I wanted to say goodbye to the people in the engine  
28 room.     So, I talked with, with Rosar and I talked with  
29 Bernell first and Bernell, the watchman and said that,  
30 see you in 10 weeks, September.

31             Then at that time being everything, I saw  
32 nothing that was not normal in the boiler room or in  
33 the engine room compartments.

34             Then I went forward and into the area to the  
35 forward engine room, the area where the elevator up to  
36 the, to the living compartment or the compartments in  
37 the ship.     I live on Olympic Deck.     It is the boat  
38 deck.     So, there I met Sumaylo, the watchman, and I  
39 talked with him and said goodbye.     And then I went to  
40 the elevator, to the elevator up to Olympic Deck, and  
41 my intentions was to go to the cabin, but before I go  
42 to the cabin, I always go out and get some fresh air on  
43 the sundeck.     So, then I went out to have some fresh  
44 air, and I was standing by the railing not far from my  
45 cabin.     And I heard a very, hard to describe, a bang.  
46 I thought something on the shore side that had hit, hit  
47 the -- shimming or slightly, not very, not very because  
48 this is in far away from the explosion area.     And I  
49 could feel it.     And, but when I looked up, I saw lots  
50 of black smoke from the, from the aft chimney.     And  
51 then I was very certain that something has gone very  
52 wrong in the boiler room.

1           So, I ran in and there I met the staff  
2 engineer, who came out from his cabin, so we met there  
3 and then we ran down to the control room, to see what  
4 was happening. And then when we come down there, it  
5 was black out. It was started. And we were running  
6 from that deck, with lots of, it was terrible. And we  
7 ran down into the machine control room in the aft and  
8 when we come there, we were, me and the staff chief  
9 engineer, were, need to go down there to the aft engine  
10 room, to see if was anything we could do or see or any  
11 people. To find out what, what was, was happened.  
12 And then we come down to the aft engine room, it is out  
13 of the boiler room. When we come down there, we ran  
14 into, into the, into Rosar, the third engineer. He was  
15 conscious. And we take, took him up to the engine  
16 control room. He was complaining about he could not  
17 see, he was moaning. And he was, he could not  
18 breathe. So, so, I sat beside Rosar, and to take care  
19 of him and to talk with him and comfort him. And there  
20 was called for some, for medics and oxygen. And the  
21 medics and the oxygen came. They put an oxygen mask on  
22 him. And we took him on the stretcher, the stretcher  
23 team and the medics carried him away.

24           After that, I was supporting the, another  
25 engineer to go in the generator room to help get these  
26 generators -- And so, that was briefly what happened in  
27 this.

28           So, if you would like --

29       Q     Okay. I will go ahead and ask you some  
30 questions now.

31           When you reported to watch, about what time  
32 was that?

33       A     I report to watch 10 minutes before the watch  
34 starts, to get, to talk with the relief -- to ask what  
35 has been on the watch, and he said anything special to  
36 be, to be, to take care of.

37       Q     And who is that person that you relieved,  
38 what was his name?

39       A     His name is Pettersen.

40       Q     Pettersen.

41       A     Pettersen. And his second engineer also --

42       Q     I am sorry, can you say that name again?

43       A     Ferrer.

44       Q     He was the third engineer.

45       A     Yes, he was.

46       Q     Okay. On the 12 to 4 watch.

47       A     Yes, 12 to 4.

48       Q     Okay. After you relieved Mr. Pettersen, what  
49 did you do, did you make a round through the engine  
50 room?

51       A     Yes. Always do that, but that is also the  
52 time of standby, so, so, I went to my maneuver position

1 in the aft engine room. And that there was, that was  
2 in the, in the boiler room.

3 Q Okay. Where is your position in the aft  
4 engine room?

5 A It is behind, it is with main turbines. And  
6 we were monitoring turbines and had to do some manual  
7 adjustments to keep, maintain the level in the -- and  
8 to monitor the rate of vacuum. If he lost vacuum, he  
9 has to do certain steps to --

10 Q Okay. Which valve did you manually operate to  
11 control the hot well level?

12 A To control the hot well level we, we, we can,  
13 it is two -- for the, for that number level, so we  
14 dropped from the regulator down to the hot well, to  
15 help the regulator in the system. It is -- by passing  
16 the system. That is how it is suppose to be, so the  
17 watch, on the standby is just to monitoring the level,  
18 the levels.

19 Q Okay. So, was the automatic regulator not  
20 working?

21 A It is working. That is how it is suppose to  
22 be. So, if the, it could work without doing these  
23 steps. But, if the level is coming too low, we have  
24 to, so, that is not a big issue. You can do it. You  
25 can adjust it during the maneuver and just watch it,  
26 monitor it. So, that is what the main issue to, to very  
27 sure that the hot well level is correct and that, that  
28 is most important, that vacuum is correct. So, if you  
29 lose the vacuum, the turbine is complete. But,  
30 nothing, I mean, occurred during that standby.

31 So, my place is there during standby. And  
32 if, yes.

33 Q What time do you recall the standby, what  
34 time was that started? Was it before you reported for  
35 watch?

36 A The standby was before I reported for work.  
37 So, I came, I came there a time before, before the work  
38 just to have a check, but everything was okay.

39 Q And then after standby is finished.

40 A Yes.

41 Q Then what did you do?

42 A After watch terminates, the standby, is that  
43 we engage the turning, turning gears. So, we don't,  
44 you don't use steam for, to turn the turbines. You  
45 close down the steam, and engage the turning gears.  
46 There is an electrical motor with the gear and it is  
47 suppose to, to turn the turbines, all the time we are  
48 docked, we cannot stop it, stop it because then we  
49 would damage it, because of the heat, changes in the  
50 temperatures.

51 Q The valves, the steam valves that you close,  
52 are they electric operated or manual valves?

1           A     They are, we operated manual. And this was  
2 our -- you open just one time and when you start  
3 standby and you close it one time, and then you turn it  
4 after standby.

5           Q     Okay. So, after you engage the jacking gear.  
6           A     The turning gear.

7           Q     The turning gear, where did you go from  
8 there? Is that when you left the engine room?

9           A     After that I went to the boiler room and  
10 talked with the stoker and Rosar there, and everything  
11 was very normal. And I said to Rosar, go up and go to  
12 the control room and talk with, with Tor, the engineer  
13 on watch in the control room. And then I went off, off  
14 duty. But, I went down to the engine room to say  
15 goodbye to them.

16          Q     While you were down on standby, do you have  
17 communications with the control room, telephone?

18          A     Yes, yes, yes. And I also have an alarm  
19 display that I can see. The same, the same display  
20 they have in the control room and the same display that  
21 they on the, in the boiler room. So, every alarm that  
22 occurs, we will receive from the, my position on the  
23 standby. The stoker will see the same, and the  
24 engineer in the control room will see the same. And  
25 they are also rotating --

26          Q     A beacon.

27          A     Beacon. Yes, yes.

28          Q     Did you have any alarms, abnormal alarms  
29 during standby?

30          A     No. No, no abnormal alarms at all.

31          Q     Did you have any alarms at all? Do you  
32 recall if you had any, any alarms?

33          A     It is all, always alarms about something, but  
34 that is nothing serious. That is things that are  
35 easily fixed. Because we have the hot well alarm, I  
36 record on the, on the two turbo generators, so we have  
37 to bypass the, the regulating system to maintain the  
38 correct hot well. And that is normal due to excess use  
39 of, not excessive, but use of the -- because -- and we  
40 have to, that turbo engine run on big load.

41          Q     Do you recall any other alarms that you got  
42 during standby?

43          A     No. Not in particular. No, not during, not  
44 as I can recall. But, there are alarms, I don't recall  
45 the alarms. But, that is not abnormal.

46          Q     Right.

47          A     That happened -- very hard.

48          Q     Do you ever stand watch in the boiler room?

49          A     Yes, I am there to relief.

50          Q     Normally at sea you have five burners in  
51 operation?

52          A     Yes.

1 Q And when you come into port --  
2 A There are four.  
3 Q You have four.  
4 A Four. So, the burner, the one burner were  
5 shut off, due to the -- the amount of, of steam.  
6 Because it was all due with the turbo generators for.  
7 Q Which burner is normally shut off?  
8 A Burner one.  
9 Q Burner one. Is that the top one?  
10 A No, it is the, it is bottom left, bottom  
11 left.  
12 Q Do you know what the normal range of pressure  
13 for the fuel oil to the burner is?  
14 A Yes, this, the flow was, when we were running  
15 four burners was, as I can recall, 1.4, 1.4, 1.5, yeah,  
16 five.  
17 Q That is the pressure?  
18 A That is the flow cubic meter an hour and, and  
19 three an hour.  
20 Q Do you recall what the pressure?  
21 A Yes, it is 10 bars.  
22 Q That is what the pressure was --  
23 A Yes, I, I can't recall, I looked at the  
24 pressure gauge and it was 10 bars. That means normal.  
25 Q Okay. And what is the normal range?  
26 A Ten to 15.  
27 Q Ten to 15.  
28 A Yes. It should not be beyond 10 bar, below,  
29 I mean, lower than.  
30 Q Right.  
31 A Yes.  
32 Q Atomizing steam, what is the normal pressure  
33 for that?  
34 A Atomizing steam pressure is about five bars,  
35 five bars, yes.  
36 Q What is fuel oil temperature to the burners?  
37 A It is, should be around 130 bars, 130  
38 centimeters. So, we will have the low temperature and  
39 high temperature alarm, so.  
40 Q Do you recall seeing any high or low  
41 temperature alarms on the fuel oil?  
42 A I mean, it was a high temperature alarm  
43 about, yes.  
44 Q You had that alarm go off during standby?  
45 A Yes. But, I did not, I was not there. I was  
46 on the, and they fix it with adjusting the bypass to  
47 the fuel -- It is normal. It is not dangerous  
48 situation.  
49 Q Okay. So that was after you had left the  
50 engine room?  
51 A I am not very sure, I mean, it was when I was  
52 on the, on the, on the standby or when we were

1 finishing standby and we were closing down the  
2 maneuver.  
3 Q Who controls the level in the DA rating tank?  
4 A It is a regulator.  
5 Q Okay. So that regulator does work.  
6 A Yes. There is nothing in that, that I can  
7 recall, as I can recall.  
8 Q What about the feed water regulators for the  
9 boilers, did they work or were they manually  
10 controlled?  
11 A No, no, no, they worked like very good, very  
12 good condition.  
13 Q Were you involved in maintenance work on the  
14 boiler number 23?  
15 A No. It is not my area.  
16 Q Which is your area?  
17 A My area is the evaporators.  
18 Q And how many evaporators do you have?  
19 A We have, we have three. Three that we, that  
20 we use. We have one that is building up and we have  
21 one emergency. And we also have reverse system, that  
22 we use.  
23 Q Okay. One is emergency, and one is, you say  
24 building up.  
25 A Yes, one is building up, it is operating  
26 number 11. It is building up. And --  
27 Q I am sorry, I don't understand what that  
28 means, building up?  
29 A It is not finished. It is --  
30 Q Being constructed?  
31 A It is constructed, yes, that was --  
32 Q Overhauled or repaired?  
33 A Yes. No, no, no, not overhauled, it is  
34 constructed. That has not been built before. So,  
35 because there were some out, evaporators before that.  
36 They are removed and they, we have two new evaporators.  
37 And one of them is in use and the other is in  
38 construction phase.  
39 Q Okay.  
40 A Forgive my English, but I am not, it is my,  
41 my first language.  
42 Q That is okay. I understand.  
43 MR. ROTH-ROFFY: Okay. I am going to go ahead  
44 and let Brian Curtis ask his questions. Thank you.  
45 BY MR. CURTIS:  
46 Q Brian Curtis.  
47 Fuel oil strainers, what is the frequency of,  
48 frequency of cleaning the strainers?  
49 A The oil strainers.  
50 Q Yes.  
51 A For the boilers.  
52 Q Yes.



1           A     I can't tell you about that because it is, it  
2 is not my responsibilities.  
3           Q     Okay. All right. Yesterday morning, the  
4 morning of the accident, you were aware of any burner  
5 maintenance going on during that, during your watch  
6 before, changing burners, cleaning burners?  
7           A     There is, there is -- proceeded to change  
8 burner on one, one boiler, on the 12/4 watch. So, it  
9 is, it is rotating between the burners. It is 12/4  
10 watch in the light, they are, no, no, no, not 12/4,  
11 8/12 watch, it is suppose to change burners in the, in  
12 the evening.  
13          Q     They rotate them through --  
14          A     In the rotating schedule.  
15          Q     Okay. On the burners, securing them, I  
16 understand they go down to four burners per boiler.  
17          A     Five.  
18          Q     You come down to four when you --  
19          A     Yes, yes, yes, yes.  
20          Q     You approach port.  
21          A     Yes.  
22          Q     Or in port. And you have a manual valve in  
23 series with the cylinodes, to cut the, the cylinodes  
24 cut the fuel off.  
25          A     Yes.  
26          Q     Is it normal operating practice to secure  
27 that manual valve once you have gone down to burners,  
28 or do you leave that open with the cylinodes?  
29          A     I cannot answer on that because we, no, I  
30 can't answer that question.  
31          Q     Okay.  
32          A     Because I am aware shut down on there, but I  
33 am not operating that. I cannot answer if, if we close  
34 them.  
35          Q     Okay.  
36          A     Before, before the clyinode.  
37          Q     So, when you get in port, you secure this  
38 stops to your turbines, so you have all four boilers  
39 feeding just your turbo generators at that point.  
40          A     Three boilers. Three boilers.  
41          Q     I am sorry, three boilers and only feeding  
42 the turbo generators.  
43          A     Turbo generators that is on the long, load on  
44 the boilers, on the --  
45          Q     Okay. Did you ever have in port where on  
46 that low fire rate, with your burners, do you  
47 experience any extra carbonization in the burner tips  
48 or any problems like that?  
49          A     I have not experienced that.  
50          Q     Okay. You spoke of the alarm panels.  
51          A     Yes.  
52          Q     At your duty station.

1 A Yes.  
2 Q Who is the manufacturer of that?  
3 A Oh --  
4 Q Do you know?  
5 A I can't recall. It is old -- The boiler  
6 automatic Siemens, but the manufacturer of the  
7 displays, I can't say.  
8 Q Is the display a type with an LD light  
9 that --  
10 A No, no. It is like old fashion monitor for  
11 computer, big, big monitor.  
12 Q Okay. So you actually have a readout on the  
13 monitor.  
14 A Yes.  
15 Q Of the alarm.  
16 A Yes. You have all the alarms present with  
17 readouts.  
18 Q Okay.  
19 A From the --  
20 Q And if you --  
21 A No, not the, just actual alarm at this time,  
22 but, you see all the alarms.  
23 Q Okay. So if you corrected an alarm, does it  
24 clear up on the monitor?  
25 A Yes, it does.  
26 Q And once again, there were no abnormal alarms  
27 for the boiler pressure or anything?  
28 A No, no, no.  
29 Q Previous on that watch in the morning, you  
30 didn't experience any fluctuations in --  
31 A Everything was very, very like it should it  
32 be. It was not, not, not any abnormal.  
33 Q Had you checked the previous watch's  
34 logbooks, the previous entries, or was --  
35 A The logbook is in the control room, so, we  
36 don't have that book down in the engine rooms. But, it  
37 is, it is used in -- is talked about abnormal alarms,  
38 and I always go check to see if there is anything.  
39 Q The high and low fuel temperature alarm, what  
40 do they, do you know what they trigger at, what  
41 temperature they --  
42 A Yes. It is high 140 centigrades.  
43 Q Okay.  
44 A And the low is 125 centigrades.  
45 Q Okay. Are there any trips on those if it were  
46 to exceed a certain temperature, it would trip that  
47 burner or are they just monitoring --  
48 A No, I mean, no, we don't, they don't trip.  
49 Q They don't trip.  
50 A I am 90 percent sure of that.  
51 MR. CURTIS: Okay. That is all I have right  
52 now.

1 MR. LEHRER: Richard Lehrer. Thor, when you  
2 are answering a question like that, were you 90 percent  
3 sure or less than a 100 percent. Probably it would be  
4 better to just tell them, I am speculating, if you  
5 don't really know for sure.

6 MR. BENJAMINSEN: Yes, that is, that was  
7 speculating. But, I should remember that, but it is  
8 not --

9 MR. ROTH-ROFFY: The 90 percent gives us an  
10 idea of how certain he is and when he is speculating.

11 MR. BENJAMINSEN: I should I have --

12 MR. ROTH-ROFFY: Okay. Carlos, U.S. Coast  
13 Guard.

14 BY MR. PAILLACAR:

15 Q Yes. One quick question regarding the watch  
16 relief. When you relieve, do you have a checklist?

17 A No.

18 Q You don't, you don't go --

19 A No, it is not, it is not -- think about that.

20 Q Right.

21 A No.

22 Q -- okay, check this, this and this and that.

23 A We don't do that.

24 Q -- check this, this and that, signature of  
25 each officer at the end. That is not done.

26 A Yes, we have, we have a checklist, however,  
27 because it is a written, oh, I don't remember the  
28 number, but it is a checklist that we sign on, and the  
29 list is in the control room, and every item that you  
30 were talking about, is written down on the list, and  
31 we, so when we sign our names in the book, we have gone  
32 through this, but it is not a list that we -- We just  
33 write our names down and down on there, the back of the  
34 number of the checklist.

35 Q Okay.

36 A So, that check is about fitness for watch  
37 keeping, and things like that.

38 Q So you confer with the officer that you are  
39 relieving for about how long?

40 A At least, at least 10 minutes, at least 10  
41 minutes.

42 Q At least 10 minutes.

43 A Yes.

44 Q Information that is normally relayed from one  
45 to another.

46 A No, it is information about, things that  
47 shall be done and -- things that are going on.

48 Q Okay.

49 A For instance, work in that compartments and  
50 whatever.

51 Q Okay.

52 A Communications, whatever.

1 Q One more quick. When you started that you  
2 went down to respond after you felt the explosion, and  
3 you saw the smoke and you went down with the staff  
4 engineer.  
5 A Yes.  
6 Q You said there was a blackout. For how long  
7 was the lights out?  
8 A Well, it was just the emergency generator,  
9 that keeps the elevators and turning the lights on  
10 would come in, as it should. It was record and then  
11 emergency generator came in. So, that the lights were  
12 on, the elevators were working. So, and then the,  
13 the -- is suppose to be started manually.  
14 MR. PAILLACAR: All right. Okay. That is  
15 all.  
16 MR. STRAUCH: Okay. Barry Strauch, NTSB.  
17 BY MR. STRAUCH:  
18 Q Sir, how long have been on this vessel?  
19 A Just one year, one year.  
20 Q One year.  
21 A This is my third contract.  
22 Q How long is each contract?  
23 A Ten, ten weeks, approximate.  
24 Q Whatever vessels --  
25 A Yes.  
26 Q Active vessels?  
27 A I have been in, in -- tankers. I have been  
28 on -- I have been -- tanker, -- tanker, that is long  
29 time ago. In Norwegian Navy in the submarine. I have  
30 been, in the Coast Guard for -- year.  
31 Q How would you compare the maintenance on this  
32 vessel to the other vessels you have been on?  
33 A I don't find anything to criticize.  
34 Q Have you seen any changes in anything on this  
35 vessel, in the year that you have been on, any changes  
36 in the nature of the machinery maintenance and so?  
37 A No.  
38 MR. STRAUCH: All right.  
39 BY MR. CMAR:  
40 Q Yes, Stephen Cmar, NCL.  
41 I just want to clear up the questions asked  
42 before, I wasn't sure I understood it.  
43 You said when there was an alarm and you had  
44 this screen.  
45 A Yes.  
46 Q And when it corrected, does it show, does the  
47 alarm go away or does it show corrected and the alarm  
48 is still on the screen?  
49 A Well, when the alarm is corrected, it is  
50 away.  
51 Q It is off the screen.  
52 A It is off the screen, but if you are in the

1 control room, you can, you can press, even look, you  
2 can, you can prompt readouts and then you will have --  
3 Q Okay. I didn't understand it from before.  
4 And one last question, also, when you have  
5 watch relief, do you have any other way that you pass  
6 information like a whiteboard or anything, you write  
7 down --  
8 A Yes, yes, that is, yes, yes, we do that, too.  
9 Q Yes.  
10 A In the control room, we have a whiteboard,  
11 and in the, in the boiler room we have a blackboard and  
12 chalk.  
13 MR. CMAR: Thanks, that all.  
14 BY MR. ROTH-ROFFY:  
15 Q You mentioned that you went down to the aft  
16 engine room.  
17 A Yes.  
18 Q With the staff chief engineer.  
19 A Yes.  
20 Q And is that when you found the third  
21 engineer?  
22 A Yes.  
23 Q About where was he when you found him?  
24 A I could draw a sketch, if you would like.  
25 Q Okay. That would be great.  
26 MR. BENJAMINSEN: I am not a good drawer, but.  
27 (Pause.)  
28 MR. BENJAMINSEN: Okay. Here is the boiler  
29 room, here we are, water tight door, control boilers,  
30 too.  
31 (Pause.)  
32 MR. BENJAMINSEN: Starboard 21, 23, 22, 24.  
33 Here we have three water pumps, it is -- and we have  
34 some auxiliary pumps. We have bilge pumps and  
35 whatever. It is not the right proportions, but it is a  
36 sketch. Here is something we called, it is a big,  
37 with electric units and lot of units inside and on that  
38 side it is only, what we call a door. And on this side  
39 we, on this side we have many meters, and gauges and  
40 whatever. And here we have a turnout, so you can go  
41 through it and it looks like the french --, so we call  
42 it that. So, and here we have ladder going down from  
43 the ladder, going down the ladder here, here is the  
44 place where we, where I am or the engineers on duty  
45 are -- Here I found, we found Rosar.  
46 BY MR. ROTH-ROFFY:  
47 Q Okay. Could you just maybe mark a circle or  
48 something there and put Rosar found.  
49 A Yes, yes.  
50 Q And just put down Rosar or something.  
51 A Yes.  
52 (Pause.)

1 BY MR. ROTH-ROFFY:  
2 Q And was he, what condition was he in when you  
3 found him?  
4 A He was, he was in terrible condition, but he  
5 was, he was conscious, so he was moaning. He was  
6 coated with heavy --  
7 Q Was he walking or sitting down or --  
8 A He was --  
9 Q Crawling?  
10 A No, not, what do you call it, he was partly,  
11 he was very, in a very bad condition, but he was not  
12 lying down. And he was, said that he could not see,  
13 and he had, he could not breathe, terrible. And we  
14 managed to get him up to the control room.  
15 MR. ROTH-ROFFY: Okay. Does anybody else have  
16 any questions?  
17 MR. BUTCHKO: Just one. John Butchko from  
18 Miami Dade Police.  
19 BY MR. BUTCHKO:  
20 Q As far as, I believe it was Villonova.  
21 A No, it was --  
22 Q Vanquela?  
23 A No, no, no. It was Rosar.  
24 Q No, I understand that, but there is another  
25 one who was severely injured.  
26 A Yes, it was, it was, he was down in that  
27 engine room compartment, was I can't, it was --  
28 Q Vanquela?  
29 A No.  
30 (Pause.)  
31 MR. BENJAMINSEN: And it was Roma. Roma is  
32 the stoker. -- was the waterman.  
33 BY MR. BUTCHKO:  
34 Q Where was Roma?  
35 A The last time I saw Roma was with the boiler  
36 22.  
37 Q Okay.  
38 A Boiler 22.  
39 Q Okay.  
40 A He was standing in the ladder and he was, he  
41 was cleaning -- with oil --  
42 Q Okay.  
43 MR. ROTH-ROFFY: Okay.  
44 MR. BENJAMINSEN: So, this was --  
45 (Change of tape.)  
46 MR. ROTH-ROFFY: Okay. It is about 10 minutes  
47 after four. We are resuming our interview of the  
48 Second Engineer Benjaminsen.  
49 Sir, you were talking about where you last  
50 saw the crew members.  
51 MR. BENJAMINSEN: Yes. I last saw Roma with,  
52 in front of boiler 22.

1 MR. ROTH-ROFFY: Okay. Could you just maybe  
2 again make, indicate on there, and then --  
3 MR. BENJAMINSEN: Yes.  
4 MR. ROTH-ROFFY: -- and then off to the side.  
5 (Pause.)  
6 MR. BENJAMINSEN: And here we are, we have the  
7 stabilizer. And here we have Bernell. And here we  
8 have, when I, when I was saying goodbye to these  
9 people, I met Rosar here, here he was running ballast  
10 pump, that is encased here with, besides the Boiler 22.  
11 MR. ROTH-ROFFY: Okay. Could you, again, just  
12 make a little mark there and say ballast pump and  
13 Rosar.  
14 MR. BENJAMINSEN: Yes.  
15 UNIDENTIFIED SPEAKER: And that was before the  
16 explosion you saw.  
17 MR. BENJAMINSEN: This was about five, it is  
18 difficult to say, but I guess about five minutes before  
19 explosion. So, so, I don't when I went up, but, after  
20 that. But, Rosar was working with the ballast system,  
21 because when we come to Miami, before starting to  
22 dunking, he has to get rid of the ballast.  
23 (Pause.)  
24 MR. BENJAMINSEN: So, this is time I talked to  
25 Rosar. He is very --. So, this is important, you  
26 know.  
27 BY MR. BUTCHKO:  
28 Q And Bernell, when you found Bernell, was he  
29 on the --  
30 A Bernell was out.  
31 Q No, I understand that, yeah, over here. But,  
32 when you found Bernell, was he on --  
33 A No, no, I did not --  
34 Q You did not find him.  
35 A The only person I was with, found was me and  
36 the staff engineer, Chief Sjøhaug, was Rosar.  
37 Q I see.  
38 A So, we managed to get him up into the control  
39 room and then the fire crews to look for --  
40 MR. BUTCHKO: Okay. Thanks.  
41 BY MR. ROTH-ROFFY:  
42 Q And, again, could you describe what Mr. Roma  
43 was doing near boiler 20?  
44 A Yes, he was standing on the ladder, behind  
45 the burner, I don't recall the name of the burner, but  
46 it is not on that floor, you have to use a ladder. And  
47 that is normal procedure, it is nothing abnormal about  
48 that.  
49 Q And Bernell, he was doing what?  
50 A He was just standing here with the, with the,  
51 what do you call it --  
52 Q Clipboard.

1           A     Clipboard, yes. And with, with long sheets,  
2 because he was about to go his watch round, with lots  
3 of things -- and whatever, and give them to the  
4 engineer on the, in the control room. So, he had to  
5 get it down in the logbook.  
6           Q     So, he was making the rounds.  
7           A     He was making his, making his rounds, so he  
8 has to do, I guess the doctor, I went here this way,  
9 and down this way.  
10          Q     So, you walked --  
11          A     In this room.  
12          Q     You walked forward.  
13          A     I walked forward and --  
14          Q     And he walked aft.  
15          A     I don't know really, because when I went, I  
16 didn't turn back. So, so, then I walked forward to  
17 the forward engine room and it is about here. And then  
18 I met Sumaylo, and then I went up another to, another  
19 deck and seen --  
20               MR. ROTH-ROFFY: Okay. Sir, could I just ask  
21 you to sign your name and put a date so, we would like  
22 to keep that drawing just as a reference.  
23               MR. BENJAMINSEN: Yes. Okay.  
24               (Pause.)  
25               MR. ROTH-ROFFY: That is fine, that is  
26 perfect. It is much better than we have without it.  
27               (Pause.)  
28               MR. ROTH-ROFFY: Today is the 26<sup>th</sup>.  
29               MR. LEHRER: Will that be attached to the  
30 final transcript?  
31               MR. ROTH-ROFFY: Well --  
32               MR. LEHRER: Is it likely that it will?  
33               MR. ROTH-ROFFY: Likely it won't be, but,  
34 probably the best thing to do is, if you want us to  
35 make photocopy.  
36               MR. LEHRER: Photocopy. That is what I want.  
37               MR. ROTH-ROFFY: It will become a document in  
38 our, probably a document in our records. You know, it  
39 is difficult for us to attach them.  
40               MR. CURTIS: Have they brought in copier yet?  
41  
42               MR. ROTH-ROFFY: Again, I would just like to  
43 do the interview and we can talk about that afterwards.  
44               MR. BENJAMINSEN: It is important for me to  
45 state this is not really, it is very, I saw them, the  
46 last time I saw them.  
47               MR. ROTH-ROFFY: Okay. Understood.  
48               MR. BENJAMINSEN: Last seen.  
49               MR. ROTH-ROFFY: That is fine.  
50               (Pause.)  
51               MR. BENJAMINSEN: Yes.  
52               MR. ROTH-ROFFY: That is fine. That is fine.



1 That is very good there.  
2 MR. BENJAMINSEN: It is various --  
3 MR. ROTH-ROFFY: Okay.  
4 BY MR. BUTCHKO:  
5 Q John Butchko, Miami Dade Police. I have  
6 another question. Can Dikto Vanquela, do you know  
7 him?  
8 A Yes.  
9 Q Do you know where he was at the time --  
10 A Oh, no, no, not, no, no, no, I don't know.  
11 Q You don't know. Okay.  
12 A No.  
13 MR. BUTCHKO: Okay. Thank you.  
14 MR. BENJAMINSEN: No, no, in the -- I asked  
15 him his name --  
16 MR. BUTCHKO: I understand.  
17 MR. ROTH-ROFFY: Does anybody else have any  
18 other questions for the Second Engineer?  
19 Okay, sir, it is about 15 minutes after four.  
20 And that will conclude our interview. Thank you very  
21 much. You have been very helpful.  
22 (Whereupon, at 4:15 p.m., the interview was  
23 concluded.)