

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:            )  
                                  )  
                                  )  
SS NORWAY                    ) DCA 03 MM 032  
                                  )

Miami, Florida

Wednesday  
June 4, 2003

The above-entitled matter came on for the  
Interview of Ingmar Beork (phonetic), pursuant to  
Notice.

APPEARANCES:

For the National Transportation Safety Board:

JIM WALSH

For the United States Coast Guard:

JUAN TORRES

For Norwegian Cruise Lines:

JOHANNAS KERSON

Also Present:

I N D E X

WITNESS :

PAGE :

Igmar Beork - by Mr. Walsh

3

1 P R O C E E D I N G S

2 MR. WALSH: This is June 4 '03, this is a  
3 continuation of the Staff Captain of the SS Norway's  
4 interview concerning the accident May 25.

5 EXAMINATION

6 BY MR. WALSH:

7 Q Staff Captain, could you give us your name  
8 and then take us through the events of that day,  
9 please?

10 A Yes, sir. My name is Igmarr Beork, I am the  
11 Staff Captain on board the SS Norway. I proceeded to  
12 the bridge to fortify at the seawall before the pilot's  
13 arrival and together with the captain, pilot the ship,  
14 together with the pilot and the captain and chief  
15 officer, bring the ship from the seawall to the pier.

16 Q Staff Captain, when you were on the bridge,  
17 was there a watch officer when you went up at 2:45?

18 A Yeah. Actually, there was a watch officer,  
19 yes.

20 Q Did you relieve the watch officer?

21 A No, I didn't.

22 Q Who had the con when you went on the bridge?

23 A First Officer Fruda (phonetic).

24 Q The first officer had the con.

25 A No, not Fruda, it was Daniel Fleseland.

1 Q And Daniel kept the con all the way in?

2 A Yes. Until pilot (inaudible) and we handed  
3 over the con to the pilot.

4 Q So the pilot had the con?

5 A Yes.

6 Q And then what happened?

7 A Then the chief officer on the bridge and the  
8 team on the bridge will be at that time the captain,  
9 the pilot, me and the chief officer.

10 Q When you meet with the pilot, you discuss how  
11 you want to --

12 A Proceed, yes. And we have a short arrival  
13 briefing (inaudible) and about the speed, that we also  
14 try to get her up a little bit in speed here so we can  
15 do the draw up to the breakwater and we start to slow  
16 down at the breakwater, we pull her back to 50 RPM and  
17 at that time we also have to inform the engines to help  
18 us down to 50 RPM.

19 We take the ship from the breakwater, slowly,  
20 slowly past the Coast Guard installation and all the  
21 way to start of the turning and then we go down to  
22 approximately three knots.

23 And then we start to go a little bit, it's  
24 depend on the situation and on the current to go astern  
25 on the starboard engine.

1           Q     Who is maneuvering the ship at this point,  
2 Staff Captain?

3           A     The captain.

4           Q     The captain?

5           A     Yes.

6           Q     All right.

7           A     He do the turn this time.

8           Q     The captain did the turn?

9           A     Yes. With advice with me and the pilot. We  
10 discuss the action we will take. Especially it is  
11 important to keep the ship quite steady and almost dead  
12 in the water when we do the turn.

13          Q     And when you make this turn, are you using  
14 thrusters?

15          A     Yes, we do.

16          Q     Is there anything special you have to tell  
17 the engine room to turn on the thrusters?

18          A     No. The thruster is already -- we have  
19 already all of the thrusters before the seawall.

20          Q     So the thrusters were already ready by  
21 seawall?

22          A     By seawall, yes, so we have the thrusters  
23 stand by, all the thrusters stand by all the way to the  
24 turning.

25          Q     And the ship is now turned around facing

1       outbound on a channel?

2           A     Yes.

3           Q     And who is maneuvering now?

4           A     When we have done the turn, you know, we hand  
5       over again to the pilot.

6           Q     The pilot has the con.

7           A     Yes.  So then we stop for a while the stern  
8       thruster and put the rudder mid ship and pilot, you  
9       have the con, you're taking over.  Normally I say, if  
10      I'm pilot the ship, normally I say always when I hand  
11      over, if I am involved, I say you're taking over and he  
12      say yes, because I have a bad experience about that in  
13      the past when I thought I have hand over the ship to  
14      another officer, but obviously he didn't understand it.

15          Q     Do you know this pilot?

16          A     No.  It was the first time I think we have  
17      this pilot.  For me at least, you know.

18          Q     Right.  The pilot has the con.  Now what  
19      happens?

20          A     And then we proceed, we cross terminal, so we  
21      are abeam.  You know, this terminal with the sail, we  
22      have this one abeam, then we go out to the bridgeway  
23      and I take the con to take the ship along side.

24          Q     So the Staff Captain takes the con from the  
25      pilot?

1 A Yes.

2 Q And you're out on the starboard bridgeway?

3 A Yes. I have control on starboard bridgeway  
4 for the main engine and for the bow thruster and for  
5 the stern thruster.

6 Q You're out on the starboard bridgeway, the  
7 cover is off the controls?

8 A Yes.

9 Q You shift control from the center line of the  
10 ship?

11 A Yes.

12 Q To the starboard bridgeway?

13 A Yes. So I walk all the way from -- my  
14 position normally when we have the pilot on board is  
15 very close to the control for the main engine and the  
16 bow and stern thrusters. That is my position.

17 Q So almost center line of the ship?

18 A Yes.

19 Q So you walk from there?

20 A From there out to the bridgeway, take the  
21 control of the starboard and the main engine for the  
22 bow and the stern thruster.

23 Q Staff Captain, how is that done? How do you  
24 transfer control from the center line to the bridgeway?

25 A There is two blue press buttons on the

1 starboard console for the main engine and a black one  
2 for the thrusters.

3 Q A black button for the thrusters?

4 A Yes.

5 Q All thrusters with one black button?

6 A Yes.

7 Q And two blue buttons for --

8 A For the main engine.

9 Q Do you test the thrusters and the main  
10 engine?

11 A Yes.

12 Q How do you do that?

13 A I go a little bit to starboard and I go a  
14 little bit to port.

15 Q With the thrusters?

16 A Yes. All of them. And that I already do at  
17 the seawall, but when I take over, when I have the  
18 control on the starboard bridgeway, I do it again.

19 Q Is it one controller for the thrusters, all  
20 five thrusters?

21 A No, no. I have to use one handle for each  
22 thruster.

23 Q So there are five handles?

24 A Yes.

25 Q And for the engines, two?



1 A Two handles, yes.

2 Q Two handles, so seven handles total?

3 A Yes. That's a lot.

4 Q A lot of handles. So you've tested all the  
5 handles?

6 A Yes.

7 Q You have control?

8 A Yes.

9 Q And now what happens?

10 A Then I start to bring the ship along side  
11 slowly, slowly to the pier, make sure that I have the  
12 rudder mid ship.

13 Q Are you using thrusters?

14 A Forward thruster and the stern thruster.

15 Q Are you using your screws?

16 A Yes, I do that also. I put -- normally I put  
17 that on the fourth engine, I start with 30 RPM.

18 Q Walking you in?

19 A Yes. Slowly, slowly. I have to be patient  
20 here with the steamship.

21 Q Right.

22 A So I have to do a long of maneuvers with the  
23 engine (inaudible) if I see it go a little bit too  
24 fast, I have to go astern again and use the third  
25 thruster and the stern thruster too, to keep the ship

1 slowly, slowly along side.

2 Q How did the ship respond?

3 A She was -- this was a good one. That was a  
4 good arrival, actually. I was a little bit impressed  
5 by myself.

6 Q The time it took from giving an order to  
7 seeing a reaction was --

8 A Good, yes.

9 Q Good.

10 A Yeah. I was really happy with that.

11 Q When you maneuver the ship, do you know from  
12 your experience that it takes a certain amount of time  
13 from when you give the order to when the --

14 A Yes. I do, yes.

15 Q What kind of time frame are you looking at?

16 A Seconds.

17 Q Seconds. So you are moving the ship along  
18 side?

19 A Yes, slowly. We are roughly 100 meters left  
20 to our position, I slowly broke off to the fenders. I  
21 use the fender to slow down the speed as well, to try  
22 to get it down to 3.4 knots, to slowly coming up to our  
23 correct position.

24 Q Do you have a spot on the pier that you  
25 normally align to?

1           A     Yeah.  And the shore also, different places I  
2 see.

3           Q     Do you have any equipment that helps you line  
4 up when you maneuver into the pier?  Is there any laser  
5 guidance, is there any guidance system?

6           A     No.

7           Q     Do you log the first line over?

8           A     Yes.

9           Q     Do you remember which line went over first  
10 that day?

11          A     Always the spring line, forward spring line.

12          Q     Forward spring line always goes over first?

13          A     Always you take first, you know, to help us  
14 to stop the ship, so we always go on the spring line  
15 first.

16          Q     And then the --

17          A     Aft spring line.

18          Q     -- aft spring line.

19          A     All this line, you know, with the line that  
20 is coming almost at the same time.

21          Q     When all the lines are --

22          A     Also, when I am along side, I use the  
23 thrusters to press the ship against the pier, to keep  
24 her in position, because other ships is coming in as  
25 well.

1 Q Right.

2 UNKNOWN: What other ship was coming in?

3 THE WITNESS: Other ships.

4 BY MR. WALSH:

5 Q Other ships at this time?

6 A Yes. One (inaudible) ship and one Royal  
7 Caribbean ship. So I have the ship with the thruster  
8 to keep her tight to the pier.

9 Q Are you out on the bridgeway the entire time  
10 that the lines --

11 A Yes.

12 Q And you're in communication with --

13 A With the forward station and aft station.

14 Q Via?

15 A Via walkie-talky.

16 Q Your radio -- what channel do you communicate  
17 with?

18 A Five.

19 Q Channel five. How do they tell you that  
20 they're finished?

21 A All lines secure forward and all lines  
22 secured aft.

23 Q And then they do what when all lines are  
24 secure?

25 A Then they finish on forward station and they

1 finish on aft station and sometimes the officers coming  
2 up to the bridge so we have a little bit discussion,  
3 what we would do, what happened during our arrival and  
4 what will happen during the day.

5 Q Is that what happened on Sunday?

6 A Yes.

7 Q Your discussion, was there anything in  
8 particular that --

9 A No, not really, what I remember, I as captain  
10 and chief of the staff.

11 Q Do you remember anything of importance that  
12 was mentioned that day?

13 A No, there was nothing reported or mentioned.

14 Q And you have the con. What do you do with  
15 the con? Who do you give it to?

16 A Then I hand it over to the officer, the first  
17 officer.

18 Q The first officer.

19 A In this case, I hand it over to the chief  
20 officer.

21 Q So it went to the chief officer?

22 A Yes.

23 Q Was the chief officer the watch officer?

24 A No, not really. After arrival to Miami, when  
25 everything is clear, we get the chief officer, myself

1 and the captain is there and so we make up the time  
2 when we have to wake up for. And that we put on a note  
3 and so at this evening or this morning I don't remember  
4 who I handed over to, but it was one of our filipino  
5 officers. I think it was Frank. I'm not really sure  
6 on that, if it was Frank I handed it over to.

7 Q And then what did you do?

8 A Then I went to bed.

9 Q You went to your cabin and your cabin is on  
10 what deck?

11 A Fuel deck, aft.

12 Q Where is that in relation to the bridge?

13 A Starboard side.

14 Q Starboard side?

15 A It's in this corridor.

16 Q The same corridor as the bridge?

17 A My cabin is behind the captain.

18 Q So one cabin away from the bridge?

19 A Yes.

20 Q You're in your cabin, the time is  
21 approximately?

22 A That's the question. It was --

23 Q Let's go what time was it approximately when  
24 you knew something was going wrong?

25 A It was around 6:37.

1 Q And you knew that because?

2 A I know for the first, because after the last  
3 interview I double checked with my daughter what time I  
4 had called her, you know, and it was ten minutes past  
5 six.

6 Q So you were in your cabin at ten minutes past  
7 six, because you had called your daughter from the  
8 cabin?

9 A Yes. You know, I take a shower, I go and  
10 take my smoking coat on, you know, for relax. My  
11 intention was to go to bed, so I sit down and listen to  
12 music and then I hear this explosion.

13 Q You actually heard the explosion?

14 A No, I feel the shaking, but I didn't hear any  
15 explosion. More like a very strong shake of the ship.

16 Q You felt a strong shake?

17 A Yes.

18 Q What was the first thought that went through  
19 your head?

20 A The boiler, actually. The boiler.

21 Q You did think it was the boiler?

22 A Yeah, because I've been in -- as I mentioned  
23 before, I've been in three steamships.

24 Q And you've felt that shake before?

25 A No, but -- I don't really know how I should

1 tell you, it's a long story also about my feeling about  
2 boilers and these things. I think I leave that, I'll  
3 only say that I was quite sure. My first feeling was  
4 that it was the boiler or one of the boilers.

5 Q You've been on three other ships with  
6 boilers, propulsion boilers?

7 A Two.

8 Q Two other ships with propulsion boilers?

9 A Yes.

10 Q And when you were on those ships, did you  
11 have similar concerns with boilers?

12 A Yeah. I've been a little bit high pressure.

13 Q Are you aware of any accident that would have  
14 been with a boiler that would have given you these  
15 concerns?

16 A No.

17 Q But it's knowing that boilers have high  
18 pressure?

19 A Yes.

20 Q When we talked with some of the other crew  
21 members, they said that they also felt the shake and  
22 some say it felt like something hit the ship, some say  
23 it felt like lines parted and the ship shook. At least  
24 one other crew member said I knew it was an explosion  
25 and I felt the ship shake, I heard the noise and then I



1 felt my ears pressurize. You felt the ship violently  
2 shake and because of your past experience, you're  
3 saying --

4 A Exactly. But also because I have been hit by  
5 other ships also when I've been along side and --

6 Q It didn't feel like that. Okay. And then  
7 you left your cabin?

8 A I went to the bridge.

9 MR. WALSH: You went to the bridge. I think  
10 we have the notes from the Staff Captain from going to  
11 the bridge, so this is where we would have brought up  
12 and we've had the interview from that point on. I  
13 don't have any other questions. Anyone?

14 (No response.)

15 MR. WALSH: Staff Captain, we appreciate you  
16 coming back down so we could complete the interview.

17 BY MR. WALSH:

18 Q I have one other question, it's when you were  
19 on the bridge, you told us you are a mobile person,  
20 your emergency duty. What is the exact definition of a  
21 mobile person?

22 A Mobile, I coordinate the fire teams, the  
23 medical team, the crowd control teams.

24 Q So you can be sent from the bridge to the  
25 scene?

1           A     Yes. I can, yes.

2           Q     Do you do that during your drills?

3           A     That happened, yes. I go and inspect, do  
4 assessment on the area and that has happened, yes.

5           Q     During Sunday, did you get sent from the  
6 bridge down to the areas?

7           A     I told the captain like this, you know, when  
8 I see this tremendous a lot of smoke around the stack  
9 and the shake, you know, I understand that something  
10 was really bad, you know, so I tell him I run down and  
11 make the first assessment, see what's wrong in the  
12 area.

13          Q     And the captain said go?

14          A     Yeah.

15          Q     When you made your assessment, did you radio  
16 that back to the captain or did you come back up?

17          A     I come back up. I tried to do it as fast as  
18 possible.

19          Q     Did you go down the starboard side?

20          A     No, I go in mid ship through the main galley,  
21 as I mentioned before, and I come out on the starboard  
22 side. That was quite impressive thing, also, you know,  
23 I was thinking on, but I was quite sure, you know,  
24 that the problem was on the starboard side.

25          Q     Was that because when you were on the bridge

1 you saw something?

2 A I think because of that we have -- I see two  
3 crew members in the water. There was -- I think I had  
4 already, that the problem is on the starboard side of  
5 this gang deck.

6 Q When you came back up to the bridge, could  
7 you tell us what you told the captain that you saw?

8 A I say that there have been an explosion in  
9 the boiler room, actually. I think I said that. I  
10 said there is an explosion, this looks bad.

11 Q Was it at that time that the captain sounded  
12 the emergency signals?

13 A Yeah, I think shortly after. And I remember  
14 also that I (inaudible).

15 Q Did you leave the bridge again?

16 A No.

17 Q No?

18 A No, because then we get that there was no  
19 fire, there was explosion and we have a lot of injured  
20 persons, so I concentrate to assist, you know, to get  
21 all these people to the hospital and to get the  
22 information about any casualty we have, you know.  
23 Also, with all the passenger, I also assist, you know,  
24 sent out the deck officers, so everybody was there to  
25 take care about the guests, you know, coming down and

1 try to get some information if everything was okay with  
2 the guests and also I remember the water, because they  
3 have to stay in there for a while, so (inaudible)  
4 water.

5 Q So you brought up drinking water for the  
6 passengers on the scene?

7 A Yes.

8 Q Staff Captain, were you with the captain when  
9 he saw the crew members running ashore?

10 A I think so, yes.

11 Q Do you remember who he radioed to to tell  
12 them to stop?

13 A I think it was the security officer.

14 Q And he told the security officer -- do you  
15 remember close to the words that he told that security  
16 officer what he wanted him to do?

17 A No, I didn't.

18 Q But you knew that he wanted them to stop?

19 A Yes. I know that because they discussed, you  
20 know, on the bridgeway.

21 Q And the captain was pretty upset?

22 A Yeah.

23 Q Were you on the bridge when the captain found  
24 out that more crew members were leaving during the  
25 abandon ship signal?

1           A     Yeah. I was on the bridge, yes.

2           Q     And do you remember what the -- did the  
3 captain make an announcement at that time or do you  
4 know who made the announcement?

5           A     Maybe, because we have the cruise director is  
6 up on the bridge. We discussed also, I remember at  
7 that time I said better we let him do the announcement,  
8 all the announcement we have to do, we use him. You  
9 know, I speak to the first officer, the chief officer  
10 that we use him if we need to do that.

11          Q     So it was the cruise director then that made  
12 the announcement?

13          A     I think so, yes.

14          Q     Can you recall what he told those crew  
15 members?

16          A     No, I can't.

17          Q     But it was that the captain wanted them to  
18 not -- to stop going ashore?

19          A     Yes.

20          Q     Was it the cruise director that made the  
21 announcement telling all crew members to go to their  
22 abandon ship stations or was it the captain?

23          A     I think it was the captain who did that.

24          Q     And can you recall what he said,  
25 approximately?

1           A     Almost what you said, to go to the abandon  
2 ship station.

3           Q     Do you remember if a signal was then sounded  
4 after the announcement?

5           A     That was sounded after the announcement, I'm  
6 quite sure.

7           Q     And then do you remember an announcement  
8 dismissing crew members and what they were supposed to  
9 do once they were dismissed?

10          A     Yes, I remember that also.

11          Q     So that was the next announcement?

12          A     Yes.

13          Q     You're dismissed, go to the side?

14          A     Yes.

15          Q     Did fire fighters come up to the bridge when  
16 you were there that you can recall?

17          A     No, because the fire fighters, you know, I  
18 mentioned in my first interview that I speak to him in  
19 the early stage on the radio about I'd like him also to  
20 check, you know, because I didn't know anything when I  
21 coming on the bridge.

22          Q     Right.

23          A     So I have him to check maybe the airway or  
24 something because I see the smoke from the stack and he  
25 live -- his cabin is opposite mine, you know.

1           Q     I'm sorry, did any of the Miami/Dade fire  
2 fighters -- you're right, you told us that, but did any  
3 Miami/Dade fire fighter come to the bridge while you  
4 were up there?

5           A     No.

6           Q     So you don't recall seeing any --

7           A     No.

8           Q     -- of those men up there?

9           A     No. Only I try here with my security officer  
10 to have the Miami/Dade firemen to be guided aboard, you  
11 know, and to the right person.

12                   MR. WALSH: That covers it for me. Staff  
13 Captain, thank you very much. That ends the interview  
14 with the Staff Captain on the SS Norway.

15                           (Whereupon, the interview was concluded.)

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