

THORWALD BINJAMENSON-2nd engineer

He was on the 0400 to 0800 watch. He was in process of signing off to arrange with immigration before 0730, and he had to be there for standby and maneuvers. After ship had docked the maneuvers stopped and ship is turning gears and he was free to go to immigration. Everything was normal during the maneuver session. Before 0730 he was talking to Thor and he knew that he had to go to his cabin and sign off for immigration. Back in engineer was the 3rd engineer, a Filipino. He said goodbye to the engineers and told them that he would see them in 10 weeks, he went to the forward engine room, there he met the watchman, said goodbye, took the elevator to the pax cabins deck, the Olympic deck, then he heard a bang. He thought it was something shore side but when he looked up he saw lots of black smoke and he realized something went very wrong with the boiler. He met the staff engineer who left his cabin and they went to the control room, and he saw that it was very dark. They were running from the Biscayne deck into the engine control room then they went to the aft engine room to see if there was anything they could do or people to see to find out what had happened. When they got to the aft engine room, located aft of the boiler room, they ran into the Rosar, the 3rd engineer, he was conscious,. They took him to the engine control room. He complained that he could not see and could not breathe. He sat next to him to comfort him and there was a call for medics and O2. They took him on stretcher and they carried him away. After that he supported another engineer to go into the generator room.

He reported to watch ten minutes before watch started to relieve the watch person and to be briefed. He relieved Mr. Pettersen. He is a 2nd engineer, and federas, the 3rd engineer on the 0400 to 0800 watch. After leaving Mr. Petters he went around the engine room, his position is main turbine in engine room.

He manually controlled , dropped.

Main issue is that the hot level and vacuums are correct. Otherwise, with vacuum the turbine can trip, but during the standby watch, nothing was wrong or unusually. Went into standby before he reported for watch. After standby is finished they engage the trim and turning gears, an electrical motor supposed to turn turbines, they cannot stop it in port without causing damage.

In control room can communicate with engine room, and has same displays as in engine and boiler room, and he would get same alarms. There are always alarms but most are readily fixed. This is not abnormal. Alarms go off pretty regularly. He is in the boiler room as well. Normally 5 burners in operations, but 4 when they are coming into port.

Flow in cubic meters/hour is around 1.4, pressure is around 10 bar, which means normal, with the rang being 10 to 15. Atomizing steam is --, fuel oil should be 130 C.

Was not involved in maintenance work on boiler No. 23. The rotate burners according to a schedule. All readings were as they should be, nothing was abnormal. Hi and low fuel/oil temp is 140 C and 125 C respectively. No checklist when relieving watch.

This is his 3rd contract with this vessel. Has been on oil tankers, motor tankers, chemical tanker, Norwegian Navy. He does not have anything to criticize on the vessel the Norway. He has seen no changes in the year that he has been on it. They have a white board in control room and a black board in boiler room that they use when they have a hand off.