

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:

CHRISTOPHER SUMAYLO

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

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

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3 MR. ROTH-ROFFY: Okay. The time is  
4 about 4:25, the date is the 26 of May 2003. And we  
5 are here to interview Mr. Sumaylo.

6 MR. SUMAYLO: Sumaylo.

7 MR. ROTH-ROFFY: From the vessel, the Norway.

8 Sir, my name is Tom Roth-Roffy, and I am the  
9 investigator, accident investigator with the National  
10 Transportation Safety Board in Washington, D.C. I and  
11 several other investigators are here to investigate the  
12 accident that happened onboard the Norway yesterday,  
13 the 25<sup>th</sup> of May 2003.

14 The National Transportation Safety Board is a  
15 Federal Government agency responsible for investigating  
16 marine accidents in the United States. Our  
17 investigation is strictly a safety investigation. It  
18 is not a legal investigation. We are not interested in  
19 assigning blame or fault to any person or party. We  
20 are just trying to find out what happened, and why and  
21 then to try to make a recommendation to try to prevent  
22 it from happening again. And again, we appreciate your  
23 coming down and talking with us. We believe that, you  
24 know, you might help us in our investigation. That is  
25 why we have asked you to come down here.

26 BY MR. ROTH-ROFFY:

27 Q So, Christopher, I would like if you would to  
28 think back to yesterday, yesterday morning when you  
29 came on watch. And tell me everything that you did, you  
30 know, from the time you woke up and what you did on  
31 watch and what you saw and what you heard and  
32 everything. And I would like you to just do that  
33 without me interrupting you.

34 A Okay. I start work four o'clock in the  
35 morning. I work in forward generator. So, at that  
36 time, I am watching the forward and then 6:30 in the  
37 morning, I heard some flume like this, shaking, at the  
38 time, I was in the forward boiler room. And then  
39 after that, two minutes, the blackout. And then I  
40 think that only blackout, I cannot tell some explosion  
41 because I am working in forward boiler room. So, I  
42 find some engineer, to help me because I am low on --  
43 so, I am the one who finds -- I go and in aft  
44 stabilizer, I see stabilizer is closed, so I do not go  
45 there. I come back. And then I find somebody to help,  
46 to go down in the engine, the motorman is the one who,  
47 I see motorman because the generator, close all the,  
48 some, like -- and then they stop all the generators.

49 And then after that five minutes -- so I go  
50 up and go to my master's station.

51 Q Okay. So, you went on watch a little bit  
52 before four o'clock in the morning, is that correct?

1 You relieved the watch?  
2 A Yes.  
3 Q And who did you relieve?  
4 A I relieved Manaman(ph).  
5 Q Manaman?  
6 A Yes.  
7 Q All right. When you relieve Manaman, did he  
8 tell you of any problems that he had experienced on  
9 previous watch?  
10 A No, he did not say, there was no problem.  
11 Q So, when you took over the watch, where did  
12 you go? What was the first thing you did?  
13 A I am checking all generators, like some 18  
14 something of fuel in the tank. Checking some  
15 temperatures. Also I check for some water in the pumps  
16 and you have water.  
17 Q I am sorry, could you say that again?  
18 A I check some water in the pump, because I  
19 have my -- every watch.  
20 Q You checked the water in the tanks.  
21 A Some, I was filling the engine --  
22 Q Clean the oil spill on the engines. Okay.  
23 What else did you do after that? Did you  
24 make a round, do you take readings? Do you have --  
25 A Because -- at seven o'clock, the time that  
26 happened, is 6:30, so that, everything 30 minutes I  
27 take check, every 30 minutes.  
28 Q Every 30 minutes you make a round and check  
29 the generators.  
30 A Yes.  
31 Q Does your round include the boiler room?  
32 A No, only in the forward stabilizer, forward  
33 engine room, forward boiler room and --  
34 Q So, during your watch you didn't go back to  
35 the aft boiler room?  
36 A No, I didn't.  
37 Q Not at all.  
38 A No.  
39 Q Are you assigned a particular equipment to  
40 maintain during off watch? When you are not on watch,  
41 do you work on some equipment?  
42 A When I am finished watch?  
43 Q Yes.  
44 A I am 4 to 8 and then 8 to 10 we are overtime  
45 in 24 hours.  
46 Q And do you have a particular piece of  
47 equipment or system that you work on or just wherever  
48 they want you to work?  
49 A I work on evaporators.  
50 Q Evaporators.  
51 A Yes.  
52 Q You work two hours overtime every day?

1           A     Yes, two hours. Except Sunday, because  
2 Sunday we have -- so, eight o'clock we are finished, I  
3 work --

4           Q     And what is your job for the bunker room?  
5           A     I am the one who measuring the solid tanks.  
6           Q     Okay. And the solid tanks you use a tape.  
7           A     With a tape.  
8           Q     Okay. During your watch did you hear or see  
9 anything that was abnormal that you recall?

10          A     No. Nothing.  
11          Q     Everything was normal.  
12          A     Right.  
13          Q     For your overtime work, do you ever work on  
14 the boilers?

15          A     No. My overtime I would on the evaporators.  
16          Q     Never on the boilers.  
17          A     No.  
18          Q     Do you recall any of the crew members talking  
19 to you about problems with the boilers?

20          A     No, I don't remember.  
21          Q     Do you have any friends that or stokers that  
22 work on a boiler?

23          A     Yes.  
24          Q     On your watch?  
25          A     Yes.  
26          Q     Has he ever told you about any problems that  
27 they were having?

28          A     No.  
29                MR. ROTH-ROFFY: Okay. I am going to go ahead  
30 and pass to Brian Curtis to ask some questions.  
31                BY MR. CURTIS:  
32          Q     Just a couple of questions.  
33                When the explosion occurred, do you recall  
34 hearing more than one explosion or was it just one  
35 blast? Was it a series of them, just one of them, more  
36 than one?

37          A     The explosion had been in the forward, but, I  
38 cannot tell the explosion -- impact, you know, like  
39 some area.  
40          Q     Only one impact and that was it.  
41          A     Only area --  
42          Q     How long did that rush of air last? How long  
43 did it last, a few seconds?

44          A     It was five seconds.  
45          Q     A lot of noise associated with it or just the  
46 blast of air?

47          A     Only air, I didn't hear blast.  
48          Q     Okay.  
49          A     Plus I am in the engine forward, forward  
50 engine room is all the generators are starting to --  
51          Q     Was it just, was it any black smoke or steam  
52 or just a rush of air?

1           A     Only air.  
2           Q     Okay. No black smoke or --  
3                     And there was no fuel oil or anything that  
4     came through.  
5                     Do any of your duties include working with  
6     the, lighting burners or extinguishing burners, oil  
7     burners? Do any of your duties include lighting off  
8     the boiler burners?  
9           A     No.  
10          Q     You never light the boilers or burners?  
11          A     No.  
12                     MR. CURTIS: I guess that is it.  
13                     BY MR. PAILLACAR;  
14          Q     Carlos Paillacar, U.S. Coast Guard.  
15                     Once you get into port, Chief Engineer told  
16     us that they close the water tight door in-between the  
17     compartments there. There is a water tight door that  
18     gets shut down. Is that the water tight door between  
19     the forward and aft stabilizer room?  
20          A     At that time I don't remember because I was  
21     in forward.  
22          Q     Right, but, you said you tried to get back  
23     after the, after you heard the movement, you said you  
24     tried to go back to the stabilizer.  
25          A     Yes.  
26          Q     And you said it was closed.  
27          A     Yes.  
28          Q     So, that water tight door was closed.  
29          A     Yes. It was.  
30          Q     Okay. So, there a rush of air that you felt  
31     or was it like just movement of the vessel that you  
32     felt, because with that water tight door, was there any  
33     air going through?  
34          A     No, no air.  
35          Q     No, sir, so, you just felt the vessel move.  
36          A     I felt the vessel move and I am in forward --  
37     that time when the blackout, I get my flashlight, I go  
38     to aft stabilizer and I see -- and then I come back  
39     again.  
40          Q     Okay. So there was no rush of air, then,  
41     there was a movement of the vessel. Okay.  
42                     BY MR. ROTH-ROFFY:  
43          Q     Just as a point of clarification, at the time  
44     of the explosion, was that water tight door closed or  
45     was it open?  
46          A     No, I don't remember because I am in the  
47     forward, forward --  
48          Q     It is possible that the door was closed after  
49     the explosion, I don't know. Is that possible? Is the  
50     door normally closed when you are at sea or in port?  
51     What is the normal condition of that door?  
52          A     That is closed, the water tight door, only in

1 the --  
2 Q That door is normally left open.  
3 A But, in the engine is --  
4 Q At sea and in port, that door is normally  
5 open.  
6 A No, at sea, the water tight door is closed  
7 and then it is --  
8 MR. ROTH-ROFFY: Okay. I am not sure that  
9 clarifies anything.  
10 MR. PAILLACAR: No, I think I recall the Chief  
11 Engineer said that when they tied up to the pier, he  
12 ordered the bridge to shut down the center door. So  
13 that is the reason why he might have not felt some of  
14 the effects of the blast because the water tight door  
15 was closed in between him and the compartment aft. It  
16 is a matter of checking the bridge logs.  
17 MR. ROTH-ROFFY: Identify yourself.  
18 MR. CMAR: This is Stephen Cmar, NCL. Sorry.  
19 What the Chief Engineer mentioned, I have in  
20 my notes, is that the water tight door fore was closed  
21 between the forward and aft stabilizer room.  
22 BY MR. CMAR:  
23 Q What number door was that that you saw when  
24 you went aft, you said the door was closed, do you know  
25 what number water tight door that is?  
26 A I think one. I think --  
27 Q It is between which spaces?  
28 A Forward and aft stabilizer.  
29 Q Okay. So, it is --  
30 (Pause.)  
31 MR. CMAR: That is all I have.  
32 MR. ROTH-ROFFY: Barry Strauch, NTSB.  
33 BY MR. STRAUCH;  
34 Q Mr. Sumaylo, how long have you worked on this  
35 vessel?  
36 A I start working in '96.  
37 Q Ninety six. Did you have experience on other  
38 vessels before that?  
39 A No.  
40 Q Had you had any, tell us about your training  
41 that you received before you got on this vessel?  
42 A I studied in engineering. I started my  
43 engineering --  
44 Q Where did you study it?  
45 A I study in -- We studied at the School of  
46 Technology --  
47 Q In the Philip?  
48 A Yes.  
49 Q When did you finish your studies?  
50 A I start '92 and I finish in '94. A two year  
51 course.  
52 Q And then you worked, started working here in

1 '96.  
2 A Yes.  
3 Q What did you do between '94 and '96?  
4 A I am work the lines like, I work in the --  
5 repairs.  
6 Q How did you come from your experience in the  
7 Philippines to this vessel? Can you tell us how you  
8 hired and how you found out about it, and how they  
9 found out about you?  
10 A I start, I get my position, I have -- and I  
11 started working --  
12 Q And who did you apply to?  
13 A I apply in the, in Manila, the Singhar  
14 Shipping Lines there --  
15 UNIDENTIFIED SPEAKER: Singha Ship.  
16 MR. SUMAYLO: Singha Ship Lines.  
17 MR. STRAUCH: Mannie Agency.  
18 BY MR. STRAUCH:  
19 Q So, did you express any interest to go to  
20 this particular line or you just wanted to get hired by  
21 any shipping line?  
22 A No, this is the one --  
23 Q And then the Norwegian Cruise Line hired you  
24 from this agency? Is it the agency that sent the  
25 agreement?  
26 MR. LEHRER: I believe it is spelled  
27 S-I-N-G-H-A.  
28 MR. STRAUCH: Okay.  
29 BY MR. STRAUCH:  
30 Q And you got hired from Singhar Agency?  
31 A Yes.  
32 Q Okay. And you began, when did you begin in  
33 '96?  
34 A I signed on the Norway February.  
35 Q What was your position when you hired on?  
36 A I start engine boy.  
37 Q Okay. What is your position now?  
38 A Now it is, I am stoker now.  
39 Q Stoker.  
40 A Yes.  
41 Q How long were you an engine boy?  
42 A I start engine boy, one year and a half.  
43 Q And then what were you after that?  
44 A Then I was oiler.  
45 Q Oiler?  
46 A Yes.  
47 Q And how long were you an oiler?  
48 A I think about four years.  
49 Q Four years. And after that you became?  
50 A A stoker, I become a stoker.  
51 Q Okay. When did you become a stoker?  
52 A Stoker, 2000.

1 Q 2000. Okay.  
2 Tell us how you got promoted? What was the  
3 basis for your promotion? Did you apply for it, did  
4 they ask you, do you have take tests? Just explain how  
5 that happened?  
6 A --  
7 Q Yes.  
8 A Engineer decide to promote, because when the  
9 waterman, when that position is waterman, so, that  
10 will, that position is how I got and also that --  
11 Q So, the engineer decided to promote you.  
12 A Yes.  
13 Q Did others get promoted at the same time,  
14 others with similar experience?  
15 A No.  
16 Q Did he tell you why he promoted you?  
17 A Because I was training in my position, like I  
18 was --  
19 Q I see. So you have been on the ship for  
20 about six or seven years.  
21 A Yes.  
22 Q What kind of changes have you seen in your  
23 area of operations in the engine in that six or seven  
24 years?  
25 A What do you want --  
26 Q Okay. Have you seen changes in the machinery?  
27 Has the machinery changed at all?  
28 A No.  
29 Q No. How about the people that work there,  
30 have they changed in any way?  
31 A Yes, also others working there, transferred  
32 to -- so, some new came.  
33 Q So, there has been what we call turnover,  
34 some people left, some new people.  
35 A New people come in.  
36 Q The people that replaced the people that  
37 left, what kind of, did they have comparable experience  
38 or was the experience different than the people that  
39 left?  
40 A Because the other people, new one, there is  
41 also some engine boiler.  
42 Q Okay. Has there been any difference in the  
43 reliability of the equipment in that time?  
44 A No.  
45 Q No, it has all been about the same.  
46 A Yes.  
47 Q Have, the things that you have worked on,  
48 have they changed in any way or are they kind of the  
49 same thing, the whole time that you have been there?  
50 The problems that you see, have they changed in any  
51 way, the machinery problems?  
52 A I don't think so.



1 MR. STRAUCH: Okay. No further questions.

2 MR. ROTH-ROFFY: Stephen, another chance?

3 MR. CMAR: No, thank you.

4 MR. ROTH-ROFFY: Okay. Christopher, I think  
5 that is about all the questions we have for you. We  
6 appreciate you coming in and talking with us and thank  
7 you very much.

8 (Whereupon, the interview was concluded.)