

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 31, 2003

INTERVIEW OF:

JAKOB SAEBO

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

PRESENT:

TOM ROTH-ROFFY, NTSB  
BRIAN CURTIS, NTSB  
STEVE CMAR, NCL  
CHRIS OELSCHLEGEL, USCG  
CHRIS FOONG, NCL  
CARLOS PAILLACAR, USCG

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

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MR. ROTH-ROFFY: Good afternoon. It is ~~January-June~~ 2, 2003-(sic) and the time is about 1:30 in the afternoon. We are here to interview Mr. Saebo, first name Jakob, the second engineer onboard the Norway.

Welcome, sir, and thank you for coming here to talk with us.

MR. SAEBO: Yes.

MR. ROTH-ROFFY: I am an investigator with the National Transportation Safety Board. And we have come here to investigate the accident that occurred aboard the Norway on May 25, 2003. And the reason we have asked you to come here is because we believe that you may have some information that may assist us in our investigation.

Just for your information, the National Transportation Safety Board is a United States Government Agency that is responsible for investigating transportation accidents in the United States. In this case it is a marine accident and the Office of Marine Safety, of which I am an employee, investigates the marine accidents. So, we have come down to see if we can find out what happened here.

Our investigation is strictly a safety investigation. It is not a legal investigation. We have no interest in pointing the finger at anybody and attributing legal responsibility, strictly safety. We are interested in finding out what happened and making a recommendation to try to prevent it from happening again. Okay.

MR. SAEBO: Okay.

MR. ROTH-ROFFY: And you have, you know, if you like you can have somebody assist you with the interview and you have a representative here to help you with that, so at any time you need to refer to him, you know, we can stop the tape. Also if you, anytime you need to take a break, for example, you know, have a cigarette or drink water, whatever you need to do, just tell me and we will stop for a break.

MR. SAEBO: Okay.

MR. ROTH-ROFFY: So, with that I would like to go ahead and ask all the participants in the interview to introduce themselves.

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

MR. FOONG: My name is Chris Foong, I am the vice president of Mechanical Operations, NCL.

MR. PAILLACAR: Carlos Paillacar, Coast Guard Marine Safety Office, Miami, Investigation.

MR. OELSCHLEGEL: I am Chris Oelschlegel. I

1 am with the Coast Guard, U.S. Coast Guard, Traveling  
2 Inspector from Washington, D.C.  
3 MR. CMAR: Stephen Cmar, Norwegian Cruise  
4 Line.

5 BY MR. ROTH-ROFFY:

6 Q Okay. What I would like to do now is if you  
7 would, sir, tell me from the time you awoke on the day  
8 of the accident, what you did and until, you know,  
9 until the time that the accident scene had, you know,  
10 been secured, you know, the emergency was over.

11 A Yes.

12 Q And please describe in as much detail as you  
13 can, what you saw, what you heard, and what people may  
14 have told you or what you told other people. So, that  
15 we can get a pretty good idea of what happened. So,  
16 start from the time you woke up either Sunday morning  
17 or --

18 A I was off duty. I was in my cabin. And I  
19 was awake and watched the -- in the ship. I think that  
20 was -- but, at sometime the ventilating pumps stopped.  
21 The -- was long, maybe two, three, two seconds. And I  
22 stand up and wondering what is happened. I think that,  
23 still that was -- a little bit less maybe. But, then  
24 the lights going off, after about two seconds, no, not  
25 two seconds, but, two minutes. I don't know exactly  
26 what, about two minutes. And then I waiting for the,  
27 more information, what is going on. I think that was,  
28 I know a blackout, normal blackout. But, and they  
29 called down for --

30 And the fire alarm, and then I go down to my  
31 emergency station. And emergency and when I come down  
32 there, again, the generator is running, everything is  
33 okay. And the electrician was already there, and he  
34 would stay and wait for information.

35 So, but, I don't take any time, when this  
36 stopped, the generators or whatever. So, I am not sure  
37 about that. And after about nine o'clock, but I am  
38 not sure about the time then we go off -- My work  
39 station is three, and four, starboard side four. I am  
40 waiting for boilers. So, that was the, first thing  
41 happened.

42 Q Okay. That is fine. Now we would like to ask  
43 more detailed questions about, you know, your  
44 observations on that morning.

45 A Yes.

46 Q You said about two minutes after you felt the  
47 vibration.

48 A Yeah, but I do not take the time exactly.

49 Q Yes.

50 A But, I guess about that.

51 Q Okay. You noticed that the lights went out in  
52 your stateroom, were you still in your cabin?

1 A Yes, cabin, because I was watching TV.  
2 Q Okay. Did the TV go out?  
3 A It would have to be, but, I don't actually  
4 remember that.  
5 Q Okay. You just remember the lights --  
6 A Yes, the lights went off and then the TV, of  
7 course, went off, too.  
8 Q Okay.  
9 A So --  
10 Q And how long were the lights off?  
11 A In my cabin, I don't know because that was  
12 off when I went down. And the emergency light is  
13 burning, the generator running and the light was on.  
14 Q When you left your cabin, were the lights,  
15 the emergency lights were on already?  
16 A Yes, that was off, yes.  
17 Q The emergency lights were not on.  
18 A Yeah, yeah. The crew cabins, the light is  
19 off, the passengers' cabins, they are still on, I  
20 guess.  
21 Q I am sorry, say that again?  
22 A The passengers' corridors, they have a light  
23 on.  
24 Q Right. There is no lighting in the  
25 passageways of the crew corridor?  
26 A Yes, in the corridors.  
27 Q In the corridors.  
28 A Yes.  
29 Q So, when you left your stateroom were the  
30 lights on in the corridors?  
31 A That was off.  
32 Q It was off.  
33 A In my cabin, yes.  
34 Q How about in the corridors?  
35 A That was on.  
36 Q That was on.  
37 A Yeah, because the emergency was running.  
38 Q It had already started.  
39 A Yes, that has already started because it was  
40 running when I come down as should be.  
41 Q Yeah. About how long from the time the  
42 lights went out, until you left your cabin?  
43 A I don't know exactly how many minutes, but,  
44 then they call, call the fire team and then they call  
45 down. And then it was ready to go.  
46 Q Okay. So you didn't immediately leave your  
47 cabin.  
48 A No. I was waiting for to see what was  
49 happening.  
50 Q Okay. And then you went down to the  
51 emergency generator room.  
52 A Yes.

1 Q Where is that located?  
2 A In pool deck four.  
3 Q Pool deck four, about, you know, about what  
4 frame number that is, is it aft or forward or --  
5 A I am not -- think about what the frame number  
6 that is.  
7 Q Is it towards the aft side of the ship?  
8 A Yes, aft side of the --  
9 Q Sorry, the aft side of the?  
10 A The tenders ships. Just in back of that.  
11 Q Oh, just in back of that. So it is up on the  
12 forward part.  
13 A Yes.  
14 Q Okay. And you said you met up with who down  
15 there in the emergency generator room?  
16 A The electrician, the Filipino, what is his  
17 name? Hernandez, yeah. Fernando, Fernando.  
18 Q Fernando?  
19 A Yes. I think is his name, yeah.  
20 Q Fernando Hernandez, of just Fernando?  
21 A Fernando. Fernando.  
22 Q Do you know his last name?  
23 A No. I am not so good to remember Filipino  
24 names.  
25 Q Okay.  
26 A He is on duty in there.  
27 Q Is he a second electrician?  
28 A Yes, I guess that, yes.  
29 MR. CMAR: Is this him?  
30 MR. SAEBO: That is him, yes. Second  
31 electrician.  
32 MR. CMAR: And Fernando, his last name is  
33 N-G-I-N-C.  
34 MR. ROTH-ROFFY: That actually sounds --  
35 (Pause.)  
36 MR. ROTH-ROFFY: Okay.  
37 BY MR. ROTH-ROFFY:  
38 Q Now is Fernando already there at the space  
39 when you --  
40 A He was there when I come.  
41 Q Okay.  
42 A Yes.  
43 Q When you got there was the diesel generator  
44 running?  
45 A Yes.  
46 Q Is there just one diesel generator for the  
47 ship?  
48 A It is two.  
49 Q Are they both in the same --  
50 A Same, same --  
51 Q Compartment.  
52 A Same.

1 Q And were both of them running?  
2 A Yes, both of them.  
3 Q And were they both supplying electrical  
4 power?  
5 A Huh?  
6 Q Were they also both of them supplying power?  
7 A Yes, yes.  
8 Q Okay. And you said you stayed there for a  
9 period of time.  
10 A Oh, yeah. Until the alarm going off, and  
11 going off the Olympic forward starboard side.  
12 Q And during that time did you call the control  
13 room?  
14 A I called the control room, but that was only  
15 for information. Because they stopped the generators,  
16 and then they started again. And, but that is not  
17 only switchboard, that is only running --  
18 Q Okay. I am sorry, I really don't understand.  
19 So, you called them, and --  
20 A Asked if the -- start, when I stopped  
21 generator, after that, first, seconds, it started.  
22 Q Right.  
23 A Automatically, and then stopped it, and start  
24 it again, after.  
25 Q Who stopped?  
26 A That is, they are getting the generators --  
27 into the switchboard and then we stop the emergency  
28 diesels.  
29 Q Okay. Did they stop them or did they call you  
30 and tell you to stop them?  
31 A I am not sure about that. I think they  
32 called Fernando, and he stopped it on the switchboard.  
33 That is possible to stop it manually on the  
34 switchboard.  
35 Q Okay. But, did the engine continue to run?  
36 A No, then they stop it.  
37 Q Okay.  
38 A Yes.  
39 Q Then you stopped it.  
40 A Yes, yeah.  
41 Q And it was off for a period of time.  
42 A Yeah, sometimes and then the chief engineer  
43 will do, start it again. But, without --  
44 Q Okay. How long was it off?  
45 A Thirty minutes, something like that, but,  
46 then, at least 30 minutes.  
47 Q Okay.  
48 A Yeah.  
49 Q And do you know who he was talking to in the  
50 control room, Fernando, the first time, was it the  
51 engineer on watch or the chief engineer or do you know?  
52 A That have to be chief engineer and the chief

1 electrician.  
2 Q Chief electrician was also in the control  
3 room?  
4 A Yeah, yeah, in the control room.  
5 Q But, you say that the chief engineer asked  
6 you to restart it?  
7 A Yeah. He asked me to start it.  
8 Q And did --  
9 A With --  
10 Q Okay. At any time did you put it back on, on  
11 load?  
12 A No, no, not at all happen. It is only  
13 running on --  
14 Q Okay. And then when did you stop it again?  
15 A That was after we had been on the, on the  
16 lifeboat station and then they go down again, and it is  
17 still running. And the second time I go down, then the  
18 chief electrician has stopped it. So, I don't stop  
19 that, the last time, the chief electrician does.  
20 Q Okay. About how long were you up at your  
21 lifeboat station?  
22 A Thirty minutes, something, at least 30  
23 minutes.  
24 Q Okay. I think, we have a pretty good idea of  
25 what you saw that morning.  
26 A Yeah.  
27 MR. ROTH-ROFFY: Does anybody need any  
28 clarification before I go into his duties and  
29 responsibilities, on what he saw that morning and what  
30 he did? We can always come back to it.  
31 BY MR. FOONG:  
32 Q Did you feel one vibration or two?  
33 MR. ROTH-ROFFY: I am very sorry, could you, I  
34 should have told you this before, but if you could  
35 identify yourself for the transcriber, so they know who  
36 is talking before you ask a series of questions.  
37 MR. FOONG: Chris Foong from NCL.  
38 BY MR. FOONG:  
39 Q Jakob, did you felt one vibration or two?  
40 A I feel maybe a little bit long one, in the  
41 two seconds, two seconds, about that, to maybe three.  
42 That is a long one, but, I mean, so I don't feel any  
43 two explosions.  
44 BY MR. CURTIS:  
45 Q Brian Curtis.  
46 The Second Electrician Fernando, did he say,  
47 did he indicate that he had been anywhere else and seen  
48 anything else when you met him in the generator room?  
49 A No. He only work, of course, we don't know  
50 any, what actually happened, but, how serious it was.  
51 Q And --  
52 A So, we only, too much noise to talk.

1 Q And you were outside the space, so you didn't  
2 see the staff?  
3 A No. No, no, no.  
4 Q Okay.  
5 A They closed the doors.  
6 MR. CURTIS: That is all I have.  
7 MR. SAEBO: Okay.  
8 MR. ROTH-ROFFY: Anybody else have anything  
9 about what his observations were that morning?  
10 (Pause.)  
11 BY MR. ROTH-ROFFY:  
12 Q Okay. So, let's go to a new topic and talk  
13 about your job responsibilities and where you work,  
14 your work hours. Let's just start with that, which  
15 watch do you stand?  
16 A I go on the eight to 12.  
17 Q And could you tell us what your job  
18 responsibilities are?  
19 A My area, that is emergency generators,  
20 starting gear, thrusters, the whole thrusters, and the  
21 laundry, maintains and everything like that.  
22 Q Okay. And could you tell us about your  
23 career, your maritime career? When you started going  
24 to sea and --  
25 A Oh, that is, I start working in '79, and  
26 mostly on the oil tankers at that time. And I worked  
27 all of the time, like I was a motorman and an assistant  
28 engineer -- engineer. So, I have been on the different  
29 ships, everything from oil tanker, container ships  
30 and -- and that thing, two times in the cruise ships,  
31 two companies, NCL, but, that is 15 years ago. So, I  
32 finally take my vacation and I come back to NCL in  
33 August of 2000. And I have the bilge system, and  
34 marine clocks, that is my area.  
35 Q You had bilge system and what?  
36 A -- call me back.  
37 Q Right.  
38 A And that was in 2000.  
39 Q I am sorry, you had, at that time you had  
40 bilge system, and what else?  
41 A When I was coming back in 2000, then I have  
42 marine clocks.  
43 Q Oh, marine clocks.  
44 A Yeah, marine clocks.  
45 Q Okay.  
46 A And the two, two last contract I have been on  
47 duty watch stander, as second engineer.  
48 Q Okay. In August of 2000, were you, you were  
49 assigned to the Norway.  
50 A Yeah.  
51 Q Was that the first time you had worked with  
52 NCL?



1 A No, in, about in '85 I was on Skyward.  
2 Q Skyward?  
3 A Yeah. But, I think that was in '85, I guess.  
4 And they flood out the ship.  
5 Q We won't go there.  
6 A No.  
7 Q Okay. August 2000, you came back in what  
8 capacity, second engineer?  
9 A Yes. In Environmental --  
10 Q Environmental. Okay.  
11 A Take over title.  
12 Q And you did one trip, one contract?  
13 A Five.  
14 Q Five contracts.  
15 A Yeah.  
16 Q And then you started sailing as a watch  
17 stander, I believe you said.  
18 A Yeah.  
19 Q What year was that?  
20 A 2001, 2002. I don't know exactly the month,  
21 but, it was something --  
22 Q Okay. And what equipment were you responsible  
23 for?  
24 A What contract?  
25 Q Well, in July, August?  
26 A Last year?  
27 Q Correct.  
28 A Yeah, that was the bilge system. The piston  
29 pumps and the bilge system, maintaining that system.  
30 Q Okay. All right, and you did that for one  
31 contract, the bilge system?  
32 A Yeah, one contract.  
33 Q And then --  
34 A Call me back for this contract that I have  
35 this year.  
36 Q Okay. So you had not been responsible for  
37 the boiler --  
38 A Not at all.  
39 Q -- during, anytime during your work with NCL.  
40 A No, nothing.  
41 Q But, you do stand the watch in the boiler  
42 room now, pass two contracts?  
43 A Yeah, yeah. And the standby --  
44 Q Okay. Do you recall any problems that the  
45 ship had with the boilers since you have been working  
46 with NCL?  
47 A No.  
48 Q Can you describe any of those problems?  
49 A No, no problems, but, if any, any maintains  
50 programs that NCL on that, have to fix it. So, that  
51 is, it -- maintain, start it up again.  
52 Q Do you ever do any maintenance work on the

1 boiler, even though you were not assigned to it?  
2 A Not at all.  
3 Q Not at all, you never worked on it.  
4 A No. No.  
5 Q Can you remember any significant repairs that  
6 kind of stick in your mind, work on the boilers, you  
7 know, that maybe concerned a lot of people or concerned  
8 you?  
9 A Well, maintaining and sometime -- in  
10 different boilers, that is normal schedule. When they  
11 have a leaking water or whatever and they have company  
12 from ashore to look at it. But, they never have  
13 something to do with it.  
14 Q Okay.  
15 A So, so.  
16 MR. ROTH-ROFFY: All right, I think that is  
17 all that I have.  
18 Brian Curtis?  
19 BY MR. CURTIS:  
20 Q Brian Curtis.  
21 During your watch standing time, did you ever  
22 encounter any other black, plant blackouts, loss of  
23 power?  
24 A Yeah, there has been one time. One time, in  
25 the blackout.  
26 Q And could you give us the details of that and  
27 what happened?  
28 A That was some electrician use some check on  
29 the, on the switch, on the main load, but they don't  
30 know exactly what type of switch there, but, and then  
31 he pulled that out, that was on record.  
32 Q That is the only one?  
33 A Yes, only one, only record the have. That  
34 was a different electrician --  
35 Q As a watch stander, did any of the stokers  
36 ever recently indicate they have had problems with the  
37 fire control, the boiler or in the boiler room?  
38 A No, no.  
39 MR. CURTIS: That is all I have right now.  
40 BY MR. OELSCHLEGEL:  
41 Q I just have one, Chris Oelschlegel with the  
42 Coast Guard.  
43 Are there engineering logs kept in the fire  
44 room during your watches?  
45 A Not in the fire room, but we have it in the  
46 control room.  
47 Q Just in the control room.  
48 A Yeah, yeah.  
49 Q So --  
50 A And we have an engine logbook for every watch  
51 engineer have to write in, and sign it. And we also  
52 have a maintain logbook. So, engineer in that area

1 have to write down what he is doing, maintaining, and  
2 everything.

3 Q So, would a stoker or an engineer watch  
4 stander would make his rounds, would he have a book  
5 that he would actually write the temperatures and  
6 pressures?

7 A Yeah, yeah.

8 Q Yes.

9 A He will do so.

10 Q Okay.

11 A But, that is stoker, take the temperature and  
12 all of that.

13 Q Okay. Okay. All right. One other question  
14 was and how would you tell where, the condition of the  
15 combustion in the propulsion boilers, in other words,  
16 if you were, if you had a good flame inside the boiler.

17 A Yeah.

18 Q How would you, how would you monitor that?

19 A We have smoke detectors. Then it is going,  
20 smoke, the fire, if that is too much smoke, the burner  
21 will turn off.

22 Q I see.

23 A And then they could change the smoke  
24 detector --

25 Q I see.

26 A So, that is normally a stoker doing it.

27 Q I see.

28 A And they stay there for the whole watch.

29 MR. OELSCHLEGEL: Okay. That is all I have for  
30 right now. Thank you.

31 MR. SAEBO: Okay.

32 MR. OLSON: Ken Olson, I came into this  
33 interview late.

34 BY MR. OLSON:

35 Q Hi, Jakob.

36 A Jakob, yeah.

37 Q Hi. You are a third --

38 A A second engineer.

39 Q Second assistant. Okay.

40 A No, second engineer.

41 Q Okay. Good.

42 The outboard side of the starboard boiler,  
43 what is that, is that called that water wall header,  
44 what do you call that in the main boiler instruction,  
45 the outboard side of the boiler?

46 A Yeah, on the outside.

47 Q Yes.

48 A That is the starboard side with the  
49 propellers up?

50 Q Yeah, yeah, what is that, is that a header or  
51 is that oil drum, what do you call that, that, the long  
52 piece where all the tubes come together?

1 A Oh, that is a drum. We have two drums down.  
2 Q Okay. So you do call it a drum.  
3 A Yeah.  
4 Q Okay. Good. We have been trying to figure  
5 what is the right term for that.  
6 A Yeah, yeah, and we have one in the top.  
7 Q The steam drum and you have two mud drums.  
8 A Yeah, yeah.  
9 Q Okay. That is good.  
10 I am sorry, I wasn't here, how long have been  
11 on the ship?  
12 A Total I have been since August 2000.  
13 Q August 2000.  
14 A Yeah.  
15 Q Okay. In this time that you have been  
16 onboard, have you, have you heard of or any discussions  
17 amongst the other engineers of problems related to the  
18 boilers? Structural problems?  
19 A No, not at all.  
20 Q No. Did you ever hear any discussions of  
21 micro cracks or what would you call a small crack in a  
22 weld?  
23 A The fittings?  
24 Q Fittings, yes, any problems with fittings or  
25 anything?  
26 A No, no. You mean the steam pipes or  
27 something like that?  
28 Q No, within the drum, and the seams.  
29 A No, nothing at all.  
30 Q Nothing at all.  
31 A No.  
32 Q Okay. You never heard of any, do you recall  
33 any work being performed in those lower drums?  
34 A No, no.  
35 Q No, never.  
36 A No, because they are to be certificated.  
37 Q Certificated.  
38 A Yeah, and we don't have that.  
39 Q Don't have one onboard.  
40 A No, no.  
41 Q Yeah. Do you know if, do you know what  
42 ports any work was being performed, if that type of  
43 work was going to be done, what port, would they do in  
44 the U.S. or would they do it in the Caribbean? Do you  
45 know?  
46 A No, it would have to be the first trouble  
47 possibly --  
48 Q Yeah. Okay.  
49 A But, I don't know --  
50 Q Yeah.  
51 A (Inaudible)  
52 MR. OLSON: All right, that is all I have.

1 Thank you. Thank you, Jakob.  
2 MR. ROTH-ROFFY: Just, we might go around one  
3 more time. Tom Roth-Roffy.  
4 BY MR. ROTH-ROFFY:  
5 Q Are you, when you were standing watches in  
6 the engine room.  
7 A Yeah.  
8 Q Do you recall having problems with regulating  
9 fuel pressure, is that something that you had to  
10 regularly adjust manually?  
11 A I never adjust that, no.  
12 Q Would that be something that the stokers  
13 would adjust?  
14 A No, not even him. It would have to be the  
15 engineer on the system. If he have a -- whatever, that  
16 he adjust it.  
17 Q But, during the watch, if there was a high  
18 pressure situation or a low pressure, would you go over  
19 and make an adjustment?  
20 A No, I am not going to do that.  
21 Q Who would do that?  
22 A That would have to be the engineer on the, on  
23 the system or the senior first engineer.  
24 Q During your watch, during the night you saw,  
25 you know, a fluctuation or a low situation, wouldn't  
26 you have to take care of that?  
27 A No, if that happen, the first thing you have  
28 to do -- the fuel tanks, if that is going too low.  
29 Then we have sometimes this going up and -- on the  
30 pressure. We changed it then, everything is okay  
31 again. That has happened, something that is going too  
32 low -- tanks --  
33 Q That has happened before?  
34 A Yeah. And then we only change back to  
35 another tank and everything is okay. And the fuel  
36 transfer engineer, he fill it up the next morning.  
37 Q Does that happen on your watch or other  
38 watches?  
39 A Not on my watch. It used to happen on the  
40 four to eight watch.  
41 Q About how many times have that happened, do  
42 you think?  
43 A Normally we change before that --  
44 Q Right. But, sometimes it has happened?  
45 A Yeah, sometimes.  
46 Q Sometime or two times or --  
47 A It has happened maybe once.  
48 Q Once. How about last contract?  
49 A Last contract, I don't go on -- Yeah, two  
50 weeks on the -- and then it is not happening on that  
51 contract.  
52 Q While you are on watch, have you ever lost a

1 boiler, trip off and you have to slow down?  
2 A That was a trip once, once, and then in  
3 the -- room and the engineer in the control room  
4 running down and put it in. It takes two minutes.  
5 Q What was causing that, do you remember?  
6 A No. I don't remember.  
7 Q Do you remember which engineer put it back  
8 on?  
9 A The engineer on the system, Nicolaisen.  
10 Q Oh, was he on watch at that time?  
11 A Yeah.  
12 Q Oh, he was on watch?  
13 A Yeah. He had the area and he knows it, so.  
14 Q Sure.  
15 A Yeah.  
16 Q But he had discussed with you.  
17 A No, he only tell me when I come back and I  
18 don't know about it before coming back.  
19 Q And about, do you recall how often that would  
20 happen? Was it only one time that it has happened or  
21 more than one?  
22 A Yeah, I would say not so often.  
23 Q Very rarely.  
24 A Yeah. But, that could happen, of course.  
25 Q Sure.  
26 MR. ROTH-ROFFY: Okay. We will go around one  
27 more time. Brian.  
28 BY MR. CURTIS:  
29 Q Yes, Brian Curtis.  
30 I noticed between boiler 22 and 23 in the  
31 phone room, there was a notebook in there, a small  
32 journal notebook, and I understand it may have been a  
33 stoker's notebook or some watch stander.  
34 A I --  
35 Q Are you aware of that or --  
36 A I am not aware of that. Actually I did not  
37 see that. So, it is possible that it was there. A  
38 stoker's, he used to write in.  
39 MR. CURTIS: That is all I have. Thank you.  
40 BY MR. OLSON:  
41 Q Ken Olson.  
42 Why you were the watch, second engineer on  
43 watch.  
44 A Yeah.  
45 Q And did you keep track of distilled water  
46 consumption?  
47 A Distilled --  
48 Q Distilled --  
49 A Distilled water consumption that could go up  
50 and down.  
51 Q Go up and down.  
52 A Depending if some pipe is somewhere leaking.

1 Q Well, did you ever identify some of the ups  
2 and downs with boiler problems?  
3 A No. But, if they are leaking, coming, we  
4 know what, what boiler is leaking and we close it down.  
5 And have a test everybody -- where the leaking is,  
6 plug it and start up again.  
7 Q Now did you do the chemical testing?  
8 A No.  
9 Q Phosphates and --  
10 A No, never.  
11 Q You never did.  
12 A Never did that.  
13 Q Who did that?  
14 A That is Thronnd Kristensen.  
15 Q Thronnd Kristensen.  
16 A Yeah, second engineer.  
17 Q You have been onboard since the SMSS and  
18 IMSIM has come, been adopted.  
19 A Yeah.  
20 Q What are your feelings about ISM, Safety  
21 Management Systems? What do you think about it, just  
22 generally?  
23 A It is a good system because -- accidents and  
24 everything of that sort -- Yeah.  
25 Q Have you ever heard any non conformities  
26 being reported up in the system or any, give us like an  
27 example of something that might have been reported and  
28 corrected within that system, if you know any?  
29 A Yeah. Yeah, -- the correct, if something  
30 happens, you know, everything was -- the programs and  
31 things, you know.  
32 Q Yeah.  
33 A Yeah, that is -- I used to go to the first  
34 engineer Samuel, if they had --  
35 Q I didn't catch it.  
36 A First engineer Samuel, if I see something.  
37 Q Yeah.  
38 A I tell it to him and ask him to do something  
39 about it.  
40 Q The first engineer Samuel.  
41 MR. OLSON: Well, that is about all I have.  
42 Thank you.  
43 MR. SAEBO: Okay.  
44 MR. ROTH-ROFFY: Okay. Stephen?  
45 MR. CMAR: No.  
46 MR. ROTH-ROFFY: All right, I think we have  
47 got all the information we would like to get from you.  
48 MR. SAEBO: Yeah.  
49 MR. ROTH-ROFFY: We appreciate you coming in.  
50 Thank you very much for talking with us. And will you  
51 go on vacation?  
52 MR. SAEBO: I hope to go.

1 MR. ROTH-ROFFY: Have a good vacation.  
2 MR. SAEBO: It is free to go?  
3 MR. ROTH-ROFFY: Well, let me just end this  
4 interview. The time is about 10 minutes after two.  
5 Thank you very much, sir.  
6 MR. SAEBO: Yeah, thank you.  
7 (Whereupon, at 2:10 p.m., the interview was  
8 concluded.)