

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE :
 :
 THE FIRE THAT OCCURRED ON : NTSB Accident No.
 THE CARIBBEAN FANTASY ON : DCA16FM052
 AUGUST 17, 2016 :
 :
 ----- :

INTERVIEW OF: DRAGAN GRUBISIC

Saturday,
August 20, 2016

Conference Room
USCG Sector San Juan
Puerto Rico

BEFORE

MICHAEL KARR, NTSB
 CARRIE BELL, NTSB
 JASON YETS, USCG
 LT JENNIFER PROCTOR, USCG
 WILLIAM MALDONADO, USCG
 JOZEF KORONKIEWICZ, RINA

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APPEARANCES:

On Behalf of American Cruise:

CARLOS BAYRON, ESQ.
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On Behalf of the U.S. Coast Guard:

DAMIEN YEMMEN, ESQ.
United States Coast Guard

On Behalf of the P&I Club:

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

(9:20 a.m.)

1
2
3 MR. KARR: This is Mike Karr, with the
4 National Transportation Safety Board, and it's 9:20
5 a.m. on August 20th. We're in Sector San Juan
6 conference room, conducting interviews, and before I
7 start, what I'd like to do is go around the table and
8 have everybody at the table introduce themselves. So,
9 I'll start to my left.

10 LT. PROCTOR: Lieutenant Jennifer Proctor
11 with the U.S. Coast Guard.

12 MR. YETS: Jason Yets with the United States
13 Coast Guard.

14 MS. BELL: Carrie Bell with the National
15 Transportation Safety Board.

16 MR. GRUBISIC: Dragan Grubisic, hotel
17 director from Caribbean Fantasy.

18 MR. MALDONADO: William Maldonado from the
19 U.S. Coast Guard.

20 MR. KARR: All right, thanks, and sir, do
21 you mind if we record the interview?

22 MR. GRUBISIC: Yes, I don't mind.

23 MR. KARR: Okay, thank you very much. What
24 I'd like you to do is, first question I'm going to ask
25 you is tell me about your maritime experience.

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1 MR. GRUBISIC: My maritime experience start
2 from 1987, when I first join the cruise ships, and
3 until nowadays. So, it's pretty long number of years
4 on variety of cruise ships, and various positions.

5 In the beginning, until I get to the
6 position of the hotel director. So, I work before with
7 other companies, starting as assistant of FMB, FMB
8 Yeoman, store keeper, doing all kind of things on the
9 ship before I became a hotel director.

10 MR. KARR: And how long have you been a
11 hotel manager?

12 MR. GRUBISIC: For the last 14, 15, 16, 17,
13 about 17 years.

14 MR. KARR: And where -- tell me more about
15 those experiences. All with the same company or
16 different companies?

17 MR. GRUBISIC: I am 13 years with the same
18 company and previous company was Discovery. Discovery
19 Cruise Line. Discovery, yes, this was also Ferry. She
20 was running between Fort Lauderdale and Freeport,
21 Bahamas. I was there for couple years.

22 MR. KARR: Do you remember what years those
23 were?

24 MR. GRUBISIC: What was?

25 MR. KARR: Do you remember what time period

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1 that was?

2 MR. GRUBISIC: Until 2000. So, I work with
3 them 1998, 1999, 2000.

4 MR. KARR: And then where were you from
5 2000?

6 MR. GRUBISIC: Well, I was moved to the
7 Renaissance, Renaissance Cruises, because this was the
8 same company Apollo. Apollo Company.

9 So, I was moved to Renaissance Cruises and
10 when Renaissance Cruises closed, I also go out of
11 business with them. Renaissance Cruises was the
12 cruises, which travels to Europe. It was eight
13 Renaissance ships, number one to number eight.

14 After 9/11, they bankrupt and they close the
15 company, and I was out of job for a couple months, and
16 was looking for other job. So, they offer me other job
17 to come to Caribbean Express, and I took that job.

18 So, 2013 I joined Caribbean Express, and I
19 ran that ship for almost eight, nine years, until we
20 close that ship and the company bankrupt and they close
21 that ship.

22 So, I was without ship for one year, and
23 then they start Caribbean Fantasy 2011, and I operate
24 Caribbean Fantasy from 2011 until nowadays, until we
25 have this situation.

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1 MR. KARR: And just to clarify, you
2 mentioned the Caribbean -- you joined the Caribbean
3 Express in 2013 I think you meant 2003

4 MR. GRUBISIC: Two-thousand-thirteen, 2013?
5 From 2003 to 2009 Caribbean -- Caribbean -- Caribbean
6 Express, yes.

7 I was on Caribbean Express from April 2003
8 to October 2009

9 From May 2010 I was in Mexico preparing
10 Caribbean Fantasy start up

11 On Caribbean Fantasy from February 2011 to
12 August 2016

13 MR. KARR: Okay.

14 MR. GRUBISIC: Caribbean Express.

15 MR. KARR: Where were you between 9/11 and
16 2013?

17 MR. GRUBISIC: Nowhere. I was waiting at
18 home.

19 MR. KARR: Really?

20 MR. GRUBISIC: Yes.

21 MR. KARR: What did you do in that time
22 period? That's a lot of years. (Witness added at
23 review "This was misunderstanding explained above. I
24 refer to time from September 2000 to April 2003, when I
25 was out from ship")

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1 MR. GRUBISIC: I do some consulting work in
2 my country and help some other people around the hotels
3 and restaurants, because this is my life, and that's
4 what I'm going to do now. I going to probably be
5 without a job for the next five or six months, if I
6 want to come back here.

7 If I want to work, I will have to do
8 something. So, my job will be probably training the
9 people, because this is my life. This is my
10 experience.

11 MR. KARR: All right, thanks. Thanks for
12 telling us about your background.

13 We are the -- interested in the -- how the
14 crew responded to -- how the crew and the passengers
15 responded to the emergency.

16 So, I'd like you to tell me the things you
17 did, the things you observed from the time -- you know,
18 the fire. You know, you knew about the fire until
19 everyone's off the boat, and I'd just like you to tell
20 the story, rather than have me ask questions.

21 MR. GRUBISIC: Yes. Well, from my side,
22 this was early morning, sometime before 8:00, when we
23 serve the breakfast to the passenger and normally, 8:00
24 is our arrival time to the port.

25 Around 7:00, 7:45 -- 7:45, I don't know

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1 exactly the minute, we hear the signal skylight, which
2 was our fire signal.

3 MR. KARR: What's that?

4 MR. GRUBISIC: Skylight.

5 MR. KARR: Skylight, okay.

6 MR. GRUBISIC: It's a signal that we have a
7 fire. So, we joke in the galley, we say, "Hey, it's a
8 little bit too early for the drill," in this time, you
9 know, because it was unusual to have Mr. Skylight in
10 this time.

11 Okay, not long after that Mr. Skylight, we
12 hear general announcement. Then okay, we start to be
13 serious immediately, and we start to feel some smoke
14 coming from the aft of the ship, going through the
15 galley.

16 So, we learn that the -- we have some fire
17 down in the engine. It's coming from the engine.

18 The next signal was to evacuate the people.
19 So, we did that with partners. We are trained, and
20 everybody proceed to evacuate the passengers.

21 You have teams onboard the ship, when you
22 have a drill. I am evacuation leaders, commander -- or
23 leader command, and I report to the command center,
24 when evacuation is complete.

25 So, it's starts that all my teams, Chief

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1 housekeeper, which is responsible to evacuate passenger
2 from the cabins, crew cabins, passenger cabins, he have
3 his team of the people, to send the people around to
4 evacuate all the cabins, to make sure that everybody
5 are out. That's what we did.

6 So, we brought the people up through the
7 deck seven open area, to be more safe, because the
8 smoke was coming, and this was the best spot to be.

9 We still didn't believe it, that we have
10 fire out of control, and we believe that this can be
11 extinguished and we will be maybe floating over there
12 and something better going to happen.

13 But apparently, the next captain order was
14 abandon the ship. So, we send all passenger up.
15 Everybody was on the open deck forward, with the life
16 boat number one, two, three, and his order was to open
17 the slide.

18 So, the MES slide on the port side open, but
19 didn't open all the way, didn't open properly. So, we
20 couldn't use that slide on the port side.

21 So, we have instruction to go to the
22 starboard side MES slide, and we guide the passengers
23 to that slide. We go from Deck 7, by the funnels down
24 on the open deck 6, and we bring them down to the slide
25 on starboard on Deck 5, and we start to open the slide.

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1 We face a difficulty, because weather was
2 pretty uncomfortable. It was very windy and that time,
3 it have a helicopter above the ship -- cargo
4 helicopter. We have number of boats around the ship,
5 already getting close the ship, helping with the
6 rescue, and we have a boat number two, going into the
7 water.

8 We have raft one, two, three, four going
9 into the water, being pulled and open, and we try to
10 get the raft close to the slide platform, to start
11 evacuation.

12 It was difficult because the ship was in
13 position exposed to the wind and waves, but ship didn't
14 have no engines. So, the captain couldn't make any
15 maneuver to help us catch the slide, to pull the slide
16 a little bit out, so we can slide in a better way,
17 because being too close to the ship, the slide isn't
18 appropriate. It's hitting the curve.

19 So, they manage that and we start the
20 evacuation. After we get all the passengers, I was the
21 last one going from the MES slide. After me, MES slide
22 was probably disconnected from the ship and I learn
23 that on the ship at that time was only captain, staff
24 captain, safety officer. I don't know if it's any
25 other officer or some deck people, maybe few people was

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1 on ship at that time.

2 Chief engineer with two or three people in
3 the engine, and there was evacuated with helicopter.

4 During evacuation, we evacuate with chopper
5 group of three passenger, then another group of three
6 passenger, I remember, and the third chopper was taking
7 the dogs, because we have the dogs, and we bring the
8 dogs to the HELLO {phonetic} deck, where they put the
9 dogs in helicopter and bring them out.

10 So, this is what I remember more or less,
11 from that evacuation. Crew did a very good job. It
12 was no panic from the crew. The crew have good
13 training. We have weekly drill.

14 My experience, five years onboard the ship,
15 we have coastal inspection every three months. So, if
16 you see one year have four, five years, this is 20
17 coastal inspections, which I completed in my time
18 onboard the ship, and pretty much crew for the last
19 three or four years, even five, with me, from
20 beginning.

21 So, it's a great crew with great experience,
22 and the training to assist in this. I was really proud
23 of them, that they were so helpful all the way. You
24 know, it was really, really a good cooperation and help
25 from all teams. That's all -- that's all demonstrated.

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1 So, when everybody was out, all the
2 passengers was out, I was going down the last one, and
3 I think that after that, the MES slide was
4 disconnected.

5 So, I was going out, when the boat come
6 through the port, and proceed through to the hotel, we
7 were are located at this time.

8 MR. KARR: Yes, tell me more about what life
9 raft -- tell me more about your experience on the life
10 raft.

11 You got in the life raft and then you got
12 into a Coast Guard boat?

13 MR. GRUBISIC: No. I come to the platform,
14 because you have a MES slide.

15 MR. KARR: Okay.

16 MR. GRUBISIC: Connected to the ship, and
17 the slide, to the platform.

18 MR. KARR: Correct.

19 MR. GRUBISIC: And that platform, you go to
20 the raft. So, I didn't go to the raft because the
21 Coast Guard boat was pulling people from the platform,
22 straight to the boat.

23 Three rafts was already full and two were
24 still behind, empty. But probably Coast Guard decide
25 to manage that way, to move the people faster. So,

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1 they pull the people from the platform. We didn't go
2 to the raft.

3 MR. KARR: And how many rafts were on that?

4 MR. GRUBISIC: Five. Five, I think.

5 MR. KARR: Okay. Were there any issues from
6 the passengers -- any issues with the passengers
7 leaving their accommodations, wherever they were, in
8 getting to the muster stations?

9 MR. GRUBISIC: The people was trying to go
10 out with their luggage, to take the luggage to the
11 boat, but we stop them to do that.

12 So, there is a whole bunch of luggage left
13 on the reception lobby--

14 MR. KARR: Did you personally talk to any --

15 MR. GRUBISIC: -- boat and --

16 MR. KARR: Did you personally talk to any of
17 the passengers that wanted to take their luggage?

18 MR. GRUBISIC: We talk to the people that in
19 this time, we were -- we bring luggage down in
20 reception and we were going to bring them up, and if
21 we're going to come back down there, we will have
22 luggage under control. So, the luggage stay in the
23 reception.

24 MR. KARR: How were the people in accepting

25 --

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1 MR. GRUBISIC: Well --

2 MR. KARR: -- that news, that they weren't -
3 -

4 MR. GRUBISIC: -- the passengers were a
5 little bit uncomfortable in kind of - not really panic
6 situation, but you know, some of them was upset. Some
7 of them cried, from the stress, whatever.

8 But this was managed by the crew and they --
9 they calm down. They realize what is the situation,
10 and they cooperate with us, the best way we can.

11 MR. KARR: As the -- as the evacuation
12 leader, did you have to -- what concerns and issues did
13 the people working under you report to you?

14 MR. GRUBISIC: Well, they did their part.
15 They report -- we -- we make the report to the captain.
16 We make the report to the captain, to the bridge, to
17 the common center. The passenger and crew are
18 evacuated.

19 So, it was nobody on Deck 5 and 6.
20 Everybody was on the open deck 7. Everybody was out.
21 This was my part.

22 After that, Captain Command, if we have to
23 abandon the ship or whatever he want us to do. So, his
24 next order was abandon the ship.

25 So, the team of deck people under -- under

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1 command of deck officers, proceed with their orders,
2 and hotel crew assist, how they be trained. Assist
3 passenger to go to the life boats. Assist the
4 passenger to go to the life raft, because when you put
5 the MES slide, the first thing is the people which
6 going to be the one securing the raft to the platform.

7 The one assisting the passenger to go to the
8 raft, they will be the crew who is going to be in the
9 raft, helping the passengers to enter to the raft, and
10 explain to the passenger, how to move around, how to
11 sit down, issue to them the instructions first, then to
12 proceed with everything, what we been trained for.

13 MR. KARR: Did anybody report any -- did
14 anybody report any problems to you, with the way the
15 passengers or the crowd was behaving?

16 MR. GRUBISIC: No. No, because I was -- I
17 was above the slide on Deck 6, right in the spot. You
18 have -- people coming from Deck 7, open deck starboard
19 side, going behind the -- down to the Deck 6 -- going
20 to the Deck 5, through the corridors, embarking to the
21 slide and going down to the platform, and going down to
22 the raft.

23 The staff captain personally was the one in
24 the -- in the deck, assisting the passenger going down
25 to the slide, helping them and instructing them, how to

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1 -- how to behave and to go to the slide, because you
2 cannot just jump and fly, you know.

3 So, we assist -- the crew assist and staff
4 assist the passenger in that spot, putting them down to
5 the slide. The other group of people was in the slide,
6 catching up the raft, and the other crew was waiting to
7 go to the raft, assist the passenger in the raft. This
8 is a normal procedure.

9 MR. KARR: All right.

10 MR. GRUBISIC: I was on the Deck 6, on top
11 of the -- of the whole situation. Staff captain is
12 there. The crew was operating the slide was there.
13 The crew which is escorting the passengers in the
14 corridor -- the crew escorting passenger from Deck 7
15 going down to the Deck 5, lie up.

16 So, everything was in order without any
17 panic. We were organized. It was just matter of time,
18 when we're going to move all these people down to the
19 slide, to the rafts and take them out from the ship,
20 and this was pretty fast, considering weather condition
21 and wind which didn't allow the slide to be in perfect
22 position.

23 Like I said, in that time, Coast Guard
24 pulled the platform a little bit in better position.
25 So, we could proceed faster.

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1 MR. KARR: You didn't of -- you heard of or
2 did not observe any panic from the passengers?

3 MR. GRUBISIC: Well, the panic was minimum.
4 Actually, I would not call it panic, because panic
5 would be screaming, crying, maybe fighting. Panic is
6 something -- something else. I didn't see that.

7 MR. KARR: Well, what -- describe what you -
8 - describe what --

9 MR. GRUBISIC: Well, people were stressed,
10 crying -- some people crying, you know, and this was
11 all a type of stress. But we have people behind,
12 talking to them.

13 We had -- we opened the locker with the
14 bottles of water. We give water to everybody going
15 around, moving whatever we can move, helping whatever
16 we can help.

17 MR. KARR: How did -- how do -- how did the
18 passengers know where to muster?

19 MR. GRUBISIC: Well, they know where to
20 muster because we make a safety announcement, and we
21 also have a spot onboard the ship, on Deck 5, on Deck
22 6, where we make the jacket demonstration, like they do
23 in the plane, similar procedure, and we follow the
24 safety announcement, which is telling the people, okay,
25 in case an emergency, you have to do this and this and

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1 this, step by step, in English and in Spanish.

2 MR. KARR: Can you describe when and how
3 that was done? Were the passengers -- you know, who
4 did it? When did they do it? Where was everybody when
5 it was done?

6 MR. GRUBISIC: Well, we didn't have to make
7 safety announcement when we just embark the people.
8 The safety announcement is made when the ship leave.

9 MR. KARR: So, it was made when you left?

10 MR. GRUBISIC: When the ship leave. This is
11 the procedure. So, when you come to the port, you have
12 to make safety announcement.

13 There was no announcements made in that
14 time. It was rather signals, which we as the crew,
15 have to follow, and that's what I tell you before.

16 When you hear seven short, one long, we know
17 it's evacuation. So, evacuate all the passengers, and
18 bring them to the safe position. It was to bring them
19 to the muster station. We have muster Station A, B and
20 C. A is on the port side, Deck 7. B is on the
21 starboard side, Deck 7, and C is on the aft, where it's
22 Pullman sit area. Pullman sit area have about 456 --
23 you can accommodate 450 passengers. We have about 380
24 passenger in that time.

25 So, we have enough capacity of raft, life

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1 boats, areas where we can put these people, because we
2 use muster -- we didn't use Muster Station C because it
3 was under the smoke. So, we have to look for an
4 alternative station, so the best place for them in that
5 time was port side and starboard side on Deck 7, where
6 we put them together and then from there, like I said
7 before, we proceed to the Deck 6 and 5 on starboard
8 side MES slide, and we evacuate the passenger.

9 MR. KARR: Was the crew -- excuse me, were
10 the passengers involved in any safety announcement
11 after the ship left port?

12 MR. GRUBISIC: No. No, no safety
13 announcement after that because --

14 MR. KARR: You just described showing the
15 passengers how to put on --

16 MR. GRUBISIC: Yes, this is when the ship
17 leave. This is procedure when the ship leave.

18 MR. KARR: When the ship leaves?

19 MR. GRUBISIC: Yes. You leave the port,
20 either San Juan, either Dominican Republic. After we
21 leave -- after the ship leave, we make demonstration.
22 We make safety announcement and life jacket
23 demonstration.

24 MR. KARR: How soon after you left the
25 Dominican Republic was that?

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1 MR. GRUBISIC: As soon as we -- as soon as
2 we leave, right away.

3 MR. KARR: Okay, where were the passengers
4 when that demonstration -- when that announcement was
5 made?

6 MR. GRUBISIC: Passengers in reception area.
7 This is one spot where we have a person presenting
8 these things. The crew is also in the BUTACA - Pullman
9 area, in all these areas, presenting the life jacket
10 demonstration, and on the open deck. This is where the
11 passenger are in that time.

12 MR. KARR: All right. Is that when you --
13 what other information do you tell the passengers
14 during that safety --

15 MR. GRUBISIC: Well, passengers have also
16 the -- if you go to the cabins, in the cabin is your
17 instruction form, stick on the paper, with the signals
18 and procedures, what to do -- where you have to go, in
19 case of emergency, where is your muster station and
20 what is the way -- the way to get there.

21 MR. KARR: So, if I'm a passenger, the only
22 -- the way I will learn where my muster station is, is
23 to --

24 MR. GRUBISIC: You will hear announcement.

25 MR. KARR: But how do I know where I go?

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1 Whether I go A, B or C muster station?

2 MR. GRUBISIC: You have spot in the cabin.

3 MR. KARR: Does everybody have a cabin?

4 MR. GRUBISIC: For those who have no cabin,
5 they are in BUTACA - Pullman seats and -- they are in
6 muster station C.

7 MR. KARR: Are they told that?

8 MR. GRUBISIC: Muster Station C.

9 MR. KARR: When would they have been told
10 that their muster station is Muster Station C?

11 MR. GRUBISIC: During announcement.

12 MR. KARR: During? Okay.

13 MR. GRUBISIC: It's part of announcement.

14 In that -- in that area, you have also closets with the
15 life jackets.

16 MR. KARR: Okay.

17 MR. GRUBISIC: So, the life jackets in our
18 ships are not in the cabins, but they are in closets
19 for them, so 500 passengers can take these jackets
20 right there, and you have jackets for the regular
21 people, for the overweight and for the kids.

22 MR. KARR: All right.

23 MR. GRUBISIC: So, all jackets are there.
24 The same happened in this case, when we couldn't go to
25 the Pullman area because of the smoke, life jackets

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1 were used from the boxes on the open deck.

2 MR. KARR: Okay, from what you know, from
3 either what you observed or what you heard, how did you
4 move people that -- you know, so people were -- tell me
5 how you moved people from Muster Station C to the other
6 muster stations.

7 MR. GRUBISIC: It was not by the Muster
8 Station C. Like I said before, it was smoke over
9 there.

10 So, we put them in Muster Station A and B on
11 Deck 7.

12 MR. KARR: How did they -- tell me --
13 describe to me, the process of --

14 MR. GRUBISIC: Okay, when you take them --
15 when you start the evacuation and people are down in
16 the cabin in Deck 5 or Deck 6, or in public areas, we -
17 - we mention to the people, the crew which evacuate the
18 people, explain to them, they have to go to the open
19 deck.

20 So, we directed the people -- the crew to
21 the open deck.

22 How to explain that? Well, you hear the
23 signals. Okay, we have a situation. Please, can you
24 come to the open deck, because you have to be there in
25 this time.

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1 MR. KARR: Right, but what I'm looking at,
2 and Jason here, help me ask the right question.

3 If people are at Muster Station C, would
4 they have been assigned a particular life raft or MES
5 or life boat?

6 MR. GRUBISIC: Yes. Technically, yes. You
7 have to -- you have a master list. Off the master
8 list, all crew have position and all passengers are
9 divided to go to Muster Station A, B or C.

10 So, this is a set up of the master list.
11 Now, if everything is -- if there is no -- no special
12 situation, you will proceed accordingly, after that.

13 But if you have a situation that you have a
14 fire in Muster Station C, you will not go to Muster
15 Station C. You will use alternative station, which was
16 in the case, A and B.

17 MR. KARR: All right. When -- tell me what
18 the ship's crew does when all the passengers are
19 suppose to report, and have reported to the muster
20 stations. Do they take attendance?

21 MR. GRUBISIC: We don't have a drill with
22 the passenger, to present to them, because this is a
23 short cruise. It was never requested to have a drill
24 and drill presentation to the people.

25 For us, it was just good enough to make

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1 announcement and to make life jacket presentation. The
2 passenger get whatever they need.

3 In the other cruise line, of course the
4 first thing after we sail, it's the drill. But this is
5 a -- it happen in the passenger ships. I don't think
6 the ferries have that kind of things. Maybe some
7 ferries do. Maybe not.

8 For us here, the short cruise it was not
9 required to have a drill after we sail, for the
10 passenger. So, it was good enough to have safety
11 announcement, demonstration of the life jackets.

12 MR. KARR: Well, I'm interesting in what
13 actually happened during the evacuation --

14 MR. GRUBISIC: So --

15 MR. KARR: -- during the event. So, if
16 everybody was -- if everybody was suppose to go to
17 Muster Station A, B and C, the muster station leaders,
18 what was their role and what did they do?

19 MR. GRUBISIC: Well, if the things are
20 normal, they will put the passengers in the line. They
21 will check the passenger line, what they have with
22 that, and they're going to report if they have any
23 casualties, if they have any handicapped passenger that
24 have any -- any situation, we would report it on the
25 radio on that time, because we have radio

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1 communication, in some normal situation.

2 But considering that this was not that type
3 of situation, when you have smoke coming, you have to
4 look for alternative stations.

5 So, that's why I repeat myself. We go to
6 Deck A and Deck B, and in that time, all the crew could
7 not also be on Muster Station C, and in any other area.
8 All the crew was right behind the passengers, bringing
9 life jackets, bringing the water, taking the dogs,
10 which we have six or seven big dogs, with some small
11 dogs, taking care of everything, just instantly.

12 You know, people just acted instantly.
13 Okay, when they say put the life boat number two down
14 there, the life boat -- life boat was in position.
15 Everybody know the priority are all the people,
16 handicapped people, women with kids, kids.

17 So, they just act accordingly. It was -- I
18 can say perfect.

19 MR. KARR: What was -- was there a specific
20 attendance taken?

21 MR. GRUBISIC: {No audible response.}

22 MR. KARR: Let me say this. How was -- how
23 did the captain or you account for all the passengers?

24 MR. GRUBISIC: How we count the passengers?

25 MR. KARR: How did you account for them, to

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1 make sure that everyone had reached the muster
2 stations?

3 MR. GRUBISIC: Well, this was on the very
4 beginning, that I mentioned it.

5 I reported it already, as we were evacuated.
6 This was the first thing, what we did, evacuate
7 everybody. Security on Deck 5, Deck 6, Deck 7, nobody
8 is in the cabins. Nobody is in any toilet, in any
9 corner, hiding. Nothing. Everything was empty.
10 Everybody was on the Deck 7, port side and starboard
11 side, Muster Station A and B.

12 MR. KARR: All right. From what you know --
13 well, again, from what you know, those -- Muster
14 Station A and Muster Station B, those people had
15 specific --

16 MR. GRUBISIC: Duties.

17 MR. KARR: Passengers? Did they have
18 specific life boat and life raft assignments?

19 MR. GRUBISIC: Everybody onboard on the ship
20 have assignment, as per master list. We have a master
21 list, captain, all the way down, everybody have
22 assignment.

23 MR. KARR: All right, how did you handle the
24 fact that you could not use the port side --

25 MR. GRUBISIC: Well --

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1 MR. KARR: -- MES?

2 MR. GRUBISIC: -- they just go to the
3 starboard side.

4 MR. KARR: Okay.

5 MR. GRUBISIC: We couldn't use the port
6 side. So, everything was happening on the starboard
7 side. On the other side.

8 MR. KARR: All right, and was --

9 MR. GRUBISIC: Maybe -- sorry to interrupt
10 you. Maybe the things might be more difficult if we
11 have 500, if we have 800 or more passengers. But
12 having 380, for the 126 crew members, this is -- this
13 is a big group of crew, assisting 380 passengers. This
14 was not 28 crew members. This was 126 crew members,
15 assisting 380 passengers.

16 MR. KARR: Thanks for that. Good
17 clarification. Who in the crew was deciding where
18 everybody would go, whether people were going to the
19 life boats or whether people would go into the slide?

20 MR. GRUBISIC: Well, like I said before,
21 everybody was on the Muster Station A and B.

22 So, we follow -- in that time, we follow the
23 captain command. Captain is taking over and he is
24 giving us command. Lower the life boat number one. If
25 you have to lower life boat number one, everybody knows

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1 that priority will be the people which are like I said
2 before, handicapped or women with kids and so forth.

3 MR. KARR: And how are you -- can you just -
4 - did you see that happening? Can you describe how --

5 MR. GRUBISIC: Of course we did.

6 MR. KARR: -- that actually happened during
7 the --

8 MR. GRUBISIC: Of course. I admit I was not
9 there in this part, because I was down in Deck 6.

10 But actually, I was on the Deck 7, the
11 beginning when everybody was there. But then when the
12 captain decide to lower the life boat and he give
13 command to open the raft and open the slide, I proceed
14 to that area, because I knew that the next thing after
15 the life boat will be the operation through the MES and
16 -- to the raft.

17 So, the people which are trained to release
18 the raft, they were there, and captain command was
19 release all the -- all the rafts on the starboard side,
20 yes.

21 So, the guy was pulling one by one, the raft
22 was then pulled in the water, starting to open the raft
23 and floating around and so forth.

24 I went down on Deck 6, above the MES slide,
25 the station. So, I couldn't see the passenger coming

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1 from there in the order. I could see everything, what
2 is happening on Deck 6, partly on Deck 7, and on Deck
3 5, where I was located, and how they manage the line of
4 passenger and how they control the people going down to
5 the slide.

6 So, I have a great view of everything, and I
7 could assist and direct as much as I could in that
8 time. If somebody needed water, if somebody needed to
9 sit down on the open deck, which then we have 10 or 15
10 passenger coming from down there, they said, "I cannot
11 take smoke. I cannot breathe."

12 Okay, get in the chair over there, because
13 it was chairs on the deck. Give them a chair. Let me
14 them be over there. Let them wait, and as soon as we
15 clear the things down there, they're going to proceed.

16 So, I found myself to be in the best
17 position to supervise all these things, observing so
18 many things which happening at one time.

19 So, if somebody needed water, then the guy
20 come to me, "Hey, what we are going to do with the
21 dogs?" So, where are the dogs? They are in the way
22 inside of the room. Okay, pull the dogs out to the
23 deck.

24 Okay, can I bring the dogs down to the
25 slide? No, no, don't bring dogs to the slide. Leave

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1 them on the HELO {phonetic} deck. They're going to
2 take them out with helicopter.

3 So, all this was happening, in the seconds,
4 and the most important was to move as fast as we can,
5 because we don't know what's going to happen when you
6 have fire in the engine. Maybe the engine explodes.
7 Maybe the ship break into pieces. You don't know,
8 everything is possible. We watch too many movies.

9 So, but you know, this is reality. It might
10 happen. It might happen that ship break. So, it was
11 very, very important to move as fast as we can.

12 MR. KARR: Did you -- can you give us -- do
13 you remember any specifics times of events?

14 MR. GRUBISIC: Yes, I said it was around
15 7:45. Beginning of -- of Mr. Skylight. Everything
16 start with Mr. Skylight.

17 MR. KARR: Can you remember when the abandon
18 ship order was given?

19 MR. GRUBISIC: Well, maybe -- maybe 10 or 15
20 minutes after. It was very fast. Very fast, and I
21 couldn't even believe it, that I still believe from my
22 -- my experience, that maybe the fire would be
23 extinguished and then we might just stay over there in
24 port, the ship, you know.

25 But when we see that smoke is getting worse

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1 and worse, and we could breathe no more -- my cabins in
2 Deck 5 -- 4, were by the section. I didn't take
3 nothing from my cabin. Nothing. I left my cards. My
4 telephones. My glasses. My computer. Everything is
5 there. I couldn't go to the cabin because the smoke was
6 too dangerous.

7 Some crew wanted to go to the cabins and
8 save their belongings. I said, "No, you cannot go
9 there."

10 MR. KARR: Did you have a radio?

11 MR. GRUBISIC: I have two radios.

12 MR. KARR: And was --

13 MR. GRUBISIC: Actually three.

14 MR. KARR: And who did -- and what were
15 those radios for?

16 MR. GRUBISIC: Those radios was for -- one
17 is for Channel 68, when we start evacuation, that I can
18 communicate with my leaders of evacuation, and not
19 interrupt the Channel 6, which was the official channel
20 of the bridge captain, deck operation.

21 So, I start at 68, communicate with bar
22 manager, food manger, Chief housekeeper, with all of
23 them.

24 When they reported that all the passenger
25 and crew were evacuated, my next order was let's get

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1 everybody to Channel 6. I have two radios. In that
2 time, like I said here -- the three, because one crew
3 member come to me and he said, "What we going to do
4 with these radios?" I said, "Just give it to me, I
5 will find a way, what to do."

6 It's good to have extra radios because maybe
7 a radio die, maybe battery is empty. So, this was just
8 backup.

9 MR. KARR: All right, third radio is a
10 backup?

11 MR. GRUBISIC: Yes, it was a backup.

12 MR. KARR: When you -- when you were on
13 Channel 6, talking to the captain and the bridge
14 operations, did you overhear -- what sort of concerns
15 did you hear the captain express?

16 MR. GRUBISIC: I was --

17 MR. KARR: I'd like -- I'm looking for what
18 you heard, that will help us understand what was going
19 through his mind, or what he -- you know, what he saw,
20 how he evaluated the fire.

21 MR. GRUBISIC: Well, I think they did very
22 good job, and I didn't communicate with the captain. I
23 didn't communicate -- with him, only in certain
24 moments, I interrupt if something was necessary.

25 Like, I don't know, if -- if maybe -- not --

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1 not clear communication between aft and forward, and I
2 have these radios, which work -- which work on the open
3 deck better than inside of the ship. So, I could
4 assist them with some situation.

5 When -- in some moments, some other crew
6 over there didn't hear the message, what the captain
7 said, I repeat it to them, and this is only time when I
8 interrupt. "Yes, captain, we receive the message.
9 They are proceeding. No problem."

10 MR. KARR: Okay.

11 MR. GRUBISIC: But I didn't call the captain
12 because in that time, we don't interrupt. We are -- we
13 leave the captain to command the situation and follow
14 his orders.

15 MR. KARR: Okay.

16 MR. GRUBISIC: And I don't see any reason to
17 interrupt because I thought all this was appropriate in
18 place. Number one, it's nothing to do with me. Open
19 the slide, they open the slide. Lower the rafts,
20 everybody lower the rafts.

21 Start the evacuation. They start the
22 evacuation. No problem.

23 MR. KARR: Did you hear anything but -- did
24 you hear anything on the radio about the condition of
25 the ship, such that, you know, what I'm thinking --

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1 what I'm asking you to recall is, did you hear the
2 captain talk with someone else about the condition of
3 the ship?

4 MR. GRUBISIC: No, sir.

5 MR. KARR: Where the fire was?

6 MR. GRUBISIC: No. No. No, this was not
7 mentioned. I think it was sufficient to talk about it,
8 because everybody see smoke and fire. No fire, but
9 smoke coming from the chimney, coming from there, heavy
10 smoke.

11 MR. KARR: What type of conversations did
12 you hear on Channel 6 --

13 MR. GRUBISIC: Well, that was --

14 MR. KARR: -- that the captain had with the
15 --

16 MR. GRUBISIC: Captain orders to the staff.
17 Captain orders to the safety officers, to the deck
18 officers -- to the deck officers, because they are the
19 ones -- one officer is responsible for the life boat.
20 Another officer is down there, responsible for the
21 slide.

22 So, the captain was just giving the orders
23 to these people and they proceed accordingly.

24 MR. KARR: Was there any discussion on
25 Channel 6 about --

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1 MR. GRUBISIC: No.

2 MR. KARR: -- the fire?

3 MR. GRUBISIC: No, just -- no discussion at
4 all, about the fire, no.

5 MR. KARR: Do you know in -- do you know if
6 the captain had another channel he -- did the captain
7 use another channel to discuss damage control and fire
8 fighting?

9 MR. GRUBISIC: He might use Channel 12,
10 which is the channel for the engine. But he can call
11 them from the bridge, straight to the control room.
12 So.

13 MR. KARR: Okay.

14 MR. GRUBISIC: I think it was sufficient to
15 call them by radio in that time. He could call them,
16 and of course, radio -- if they go out of the engine,
17 which they did after that, yes.

18 MR. KARR: All right. Was there -- were
19 there any specific instructions for mustering of
20 children?

21 MR. GRUBISIC: No. Not particular
22 instruction because it's part of our -- our
23 identification.

24 So, you put the people in the muster
25 station. In the case, what we have, like I mention

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1 before, they were already on the open Deck 7, Muster
2 Station A and B, and when we learn that life boat
3 number one would be over in the water, we -- the crew
4 automatically started the people and put in that boat.

5 MR. KARR: All right.

6 MR. GRUBISIC: So, all priorities followed.
7 Everything is followed.

8 MR. KARR: Were there any -- do you have any
9 provisions for special needs people or -- and where
10 there any special needs people on this voyage?

11 MR. GRUBISIC: Yes, it was some heavy --
12 heavy people, some people with some medical conditions.
13 These people was separated, as I mentioned earlier,
14 they were taken out of the ship with helicopter.

15 MR. KARR: Okay.

16 MR. GRUBISIC: It was two or three
17 (inaudible). I cannot tell you now. I think it was
18 three (inaudible) from the helicopter, taking the
19 passengers in this condition, out of the ship. They
20 didn't go to the slide because they have medical
21 condition.

22 So, we bring up to the HELO deck. Take them
23 out to the helicopter. Take them out of the ship.

24 MR. KARR: From you know, you know, your
25 actual knowledge, did you actually see a decision made

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1 with one of those passengers, to say, "You can't go
2 down the slide," and then describe how the --

3 MR. GRUBISIC: Yes.

4 MR. KARR: -- person was escorted to --

5 MR. GRUBISIC: Yes.

6 MR. KARR: -- the HELLO deck?

7 MR. GRUBISIC: Yes, I was there in that spot
8 on Deck 5, after -- above the slide, and I see
9 everything. I see also, the fire brigade when they
10 come on the ship, yes, and there was actually one
11 taking over, helping to these passengers, together with
12 the crew and stretcher or whatever, to bring them to
13 the helicopter.

14 In that time, it was already fire -- fire
15 brigade involved. This was maybe half-hour or 40
16 minutes after -- after we start --

17 MR. KARR: And the fire --

18 MR. GRUBISIC: It was very difficult because
19 I didn't watch my watch.

20 MR. KARR: All right.

21 MR. GRUBISIC: The time for me was not that
22 important. Important was to move everybody as fast as
23 we can, yes.

24 MR. KARR: And this fire brigade, was this
25 from shore?

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1 MR. GRUBISIC: From shore.

2 MR. KARR: Okay.

3 MR. GRUBISIC: Yes.

4 MR. KARR: Okay.

5 MR. GRUBISIC: They were taking over and
6 helping us with helicopter and taking the passengers
7 out of the ship.

8 So, I think it was three groups of
9 passengers, which was reported, as you mentioned, and
10 then last one was the dogs, and very, very last was the
11 captain, like I said before, bridge officer and engine
12 -- chief engineer and few people which come last --
13 last from the ship. I was the last one from the slide.

14 MR. KARR: Did you have any role in the
15 evacuation of the dogs?

16 MR. GRUBISIC: Well, role? They are located
17 on the kennel in Deck 7, open deck. We manage the dogs
18 as the dogs are managed. There is no special request on
19 that.

20 But when we ask the -- how we're going to
21 get the dogs, and we have the dogs, so, we can carry
22 the cage and pull the -- the dog through the slide and
23 put him down to the platform. We have already, the
24 plan for that, and the dogs are there.

25 But then, the fireman said, "No, no, don't

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1 bring the dogs down there. Let's put them up there."
2 So, we learn that they're going to go with helicopter
3 and then we bring them to the HELO deck, which is just
4 one up, and they go with the helicopter.

5 MR. KARR: Did they go in cages in the
6 helicopters?

7 MR. GRUBISIC: Yes.

8 MR. KARR: How many dogs per --

9 MR. GRUBISIC: I cannot tell you that
10 because I was not close to the --

11 MR. KARR: You were not there -- you were
12 not -- you didn't see the dogs loading --

13 MR. GRUBISIC: No.

14 MR. KARR: All right.

15 MR. GRUBISIC: I know the dogs. The dogs
16 was in regular size of cages, bigger, smaller,
17 whatever. So, but they are transported in the cages.
18 You cannot have dog without cage.

19 MR. KARR: All right.

20 MR. GRUBISIC: It might bite you and -- they
21 were in cage.

22 MR. KARR: All right. Now, do you have any
23 knowledge of the two dogs that died on the boat?

24 MR. GRUBISIC: They were not --

25 MR. KARR: How were they not -- how did they

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1 not get out on the helicopter?

2 MR. GRUBISIC: They couldn't get out of
3 helicopter for the same reason that I couldn't go to my
4 cabin. That area was in the heavy smoke, and we
5 couldn't go there. It was just too dangerous to go
6 down there.

7 MR. KARR: They -- those two dogs were not
8 in the kennel?

9 MR. GRUBISIC: They were not in the kennel
10 because it was requested by their owners, by the dog
11 owners, to put them down there in a secured area, where
12 the dogs have air condition and the small dogs, so they
13 can come and see the dogs and they are more happier
14 with the dogs in that area.

15 For such a small dog like Chihuahua or such
16 kind of dogs, we allow them to keep it in that area,
17 because they don't make the mess, they don't make the
18 noise. They are very quiet, you know?

19 MR. KARR: And what area was that?

20 MR. GRUBISIC: By the escalator, based of
21 escalator.

22 MR. KARR: Okay.

23 MR. GRUBISIC: We have escalator going from
24 garage deck, or going to Deck 5, coming to reception.
25 So, we put them in front of that escalator, in that

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1 lobby.

2 MR. KARR: And they are in the cage?

3 MR. GRUBISIC: They are in the cage.

4 MR. KARR: Okay.

5 MR. GRUBISIC: Cage or basket, because the
6 small dogs, they have those zipper basket.

7 One of the dogs was saved, the small one was
8 saved by one of our cook, which promised to one of the
9 ladies, which ask him when they dis-embark, she say,
10 "Please take care of my dog." She left.

11 The cook save the dog, and when the cook
12 slide, he have a dog in front of him, in that zipper,
13 and when he was sliding, two ladies were stuck in the
14 slide, because they were a bit heavier and they stuck.
15 They couldn't move.

16 For him, because he was going down pretty
17 fast, to avoid hit, he jump over to the sea, and he
18 knows how to swim. So, he go up, bring the dog up and
19 Coast Guard take Chihuahua and him to the boat, they
20 both go in. So, he saved the dog.

21 MR. KARR: I'm not going to stop the
22 recorder, but if you look out the window, the ship is
23 going by right now.

24 MR. GRUBISIC: May I?

25 MR. KARR: Yes, you may. I'll pause the

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1 recorder.

2 {Off the record.}

3 MR. KARR: It's 10:32. We're going to start
4 the interview again, after watching the ship sail by,
5 and taking a break.

6 Can you tell me about your personal
7 experience going down the slide? Did you have any
8 difficulty getting down?

9 MR. GRUBISIC: Yes, I mention that before,
10 because of the weather condition the slide was --

11 MR. KARR: No, I'd like to focus on you,
12 specifically.

13 MR. GRUBISIC: When I go down?

14 MR. KARR: Go down.

15 MR. GRUBISIC: No. No, because if the -- if
16 you have to have the certificates, what we have,
17 everybody -- every crew member which is onboard the
18 ship must have crisis, firefighting, first aide
19 certificates. Those certificates are required for
20 everybody.

21 To have that certificate, you have to go to
22 training center. When you go to the training center,
23 you have to go to the slide. You have to try all of
24 that stuff with the knowledge, to know what you can
25 expect when the thing really happens.

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1 MR. KARR: Did you notice any issues with
2 the passengers using the slide?

3 MR. GRUBISIC: Of course, passenger didn't
4 have that kind of training. That's why they have our
5 assistance and that's why some people got hurt. Hurt.

6 One crew member break the (inaudible) one of
7 the security officer, break the leg.

8 MR. KARR: What?

9 MR. GRUBISIC: Going down to the slide.

10 MR. KARR: And which -- which member of the
11 crew was that?

12 MR. GRUBISIC: Security. Security officer.
13 You have that report. No?

14 MR. KARR: I have not seen the injury
15 report.

16 MR. GRUBISIC: Oh.

17 MR. KARR: Not yet.

18 MR. GRUBISIC: Yes, one of the crew member
19 have that, I think. The other is from the ship
20 engineer, which was down in the -- in the engine room
21 trying to extinguish the fire and try to control that
22 area. He was dress up in the proper suit. But still
23 smoke was so heavy, the man was taken out to the
24 (inaudible) just for respiration. To clean the -- to
25 clean the -- yes, but he is okay. I see him this

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1 morning. He will be here. No problem.

2 Still, smoking from the other crew, but
3 nothing more serious than reported.

4 Passenger maybe have some scratches on the
5 side, like I have. Here. You know? When you go down
6 with the shirt with short sleeves this might happen,
7 because you -- you sliding and you're stopping yourself
8 with the ropes.

9 So, you will -- in that moment, you don't
10 feel that, because you want to go. After that, the
11 marks come up. So, that's all we have, to remember
12 those.

13 It will be better for us if weather
14 condition was better. So, the slide was in better
15 position. Coast Guard help us with that boat, to hook
16 up the platform and put the platform in better
17 position.

18 But in the very beginning, it was too close
19 to the ship. This was difficult to manage.

20 MR. KARR: And I think -- and I think you
21 mentioned that the ship was without power at that time.

22 MR. GRUBISIC: Without power.

23 MR. KARR: All right.

24 MR. GRUBISIC: So, the captain could not
25 maneuver to protect the slide from the wind and from

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1 the waves. If you have engine, he would definitely
2 maneuver and move the ship to protect the MES slide,
3 and we would be able to manage that much, much easier.

4 MR. KARR: All right.

5 MR. GRUBISIC: And the weather condition is
6 really, really important to that -- to that moment.

7 MR. KARR: Did you see any other passengers
8 get injured?

9 MR. GRUBISIC: I heard about it. I didn't
10 see it.

11 MR. KARR: Okay, all right. Do you how your
12 -- do you know how the company kept track of injured
13 passengers?

14 MR. GRUBISIC: I don't know, but I know that
15 on the pier, I have the company representatives, and I
16 know that they take care of the passenger and crew and
17 everybody who was coming there, immediately, received
18 medical -- medical groups over there, to receive the
19 people who need any assistance, either need something,
20 going to the hospital, whatever. Whatever it was
21 necessary. Medical teams was already on the pier when
22 I -- when I come out.

23 MR. KARR: And so, tell me how -- when you
24 got to the pier, tell me your experience from the time
25 you left the Coast Guard boat until you went to your

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1 hotel.

2 MR. GRUBISIC: Well, this was very fast. I
3 give example, because the boat, they take me. They put
4 some mark band-aide here, whatever it was, band-aide,
5 they mark everybody, and they escort me from the point
6 of where I did embark, to the last point. This was
7 very short distance.

8 Of course, newspaper come to me, and
9 Captain, you have something to tell us? What is
10 happening over there? I said, "Sorry, I'm not the
11 captain," and I cannot talk to you too much in time.
12 So, I left. You know, I really didn't feel too sad
13 about anything because I just want to leave the place
14 and see -- and see if it's something happen to the
15 crew, if something happen to the people, to know more -
16 - more, which I learn after, when I come to the hotel
17 and I learn that some people got injured, some
18 passenger and some crew. But this was just the only
19 information.

20 MR. KARR: And when -- did anyone account
21 for you? Did anyone check you off a list when you went
22 ashore?

23 MR. GRUBISIC: Yes. Yes. The first thing
24 was your name, your position, whatever, yes.

25 MR. KARR: And who did that? Was it a

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1 company person?

2 MR. GRUBISIC: Company representative. They
3 come with the list and they -- and they do that.

4 MR. KARR: All right.

5 MR. GRUBISIC: They want to be sure. When
6 we disembark, first thing was for me, as per our SOP,
7 standard operation procedure, in that case, to save
8 documents and money.

9 My ship purser and myself, went to her
10 office by reception save passports and money , we take
11 all the passport and we take the money which was inside
12 her safe, and we hand over this to our company and to
13 the officials when we come to port, because we have to
14 report to immigration.

15 So, immigration officers made the check up
16 with all the crew on all the passports, all identified
17 everything before we left and before we left the
18 terminal and before we go to the hotel.

19 MR. KARR: So, when did -- did you have the
20 passports with you when you -- did you have the
21 passport money with you when you went down the slide?

22 MR. GRUBISIC: I have the pass -- no,
23 passport and money was with ship purser, with the lady.
24 She was assist with the food manager and my food
25 controller, because she is a small lady, not strong

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1 enough. So, she's all right, but they just go together
2 with her to help. So, they have the bag for the
3 passports. They get the bag to the boat, and they get
4 the bags to the terminal.

5 MR. KARR: Tell me about the -- describe the
6 training you had to perform the roles --

7 MR. GRUBISIC: Yes.

8 MR. KARR: -- you played during the
9 evacuation.

10 MR. GRUBISIC: Yes. I think that the -- the
11 situation, which just happen, it was also a helping
12 situation, that after five months, the ship was not in
13 operation, and we were out of service.

14 Now, we receive the training. It was
15 enforced, training to the crew, to refresh their
16 duties, their memories, their assignment, after master
17 list and everything.

18 So, we have those. We go and get our
19 training. We do video training -- one of the video was
20 exactly how to operate the slide. How to proceed on
21 the slide.

22 MR. KARR: And you --

23 MR. GRUBISIC: Somehow we have this video,
24 yes.

25 MR. KARR: You have this what?

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1 MR. GRUBISIC: Video.

2 MR. KARR: Video?

3 MR. GRUBISIC: Video?

4 MR. KARR: Oh, video?

5 MR. GRUBISIC: Yes.

6 01 Okay.

7 MR. GRUBISIC: Yes, video presentation.

8 Staff captain have groups of people from hotel, and
9 then from deck and engine, having presentation of that
10 operation, MES operation, yes.

11 So, you can see on the video, how to open
12 the door, how you use the button to release the -- the
13 slide, how to inflate the slide if it's necessary to
14 add more air, to be strong enough, and how to secure
15 the slide and how to proceed, how to proceed.

16 How to -- to tell the people, to tell the
17 crew, when they go to the slide, how to behave. How to
18 hold their hands. How to open their legs. You know,
19 to not -- because if you don't do that, you go down
20 like a bullet. So, you have to really have idea of
21 what to do -- what you are doing, and you have to tell
22 the people before you go down. Yes.

23 That's was a great help, I guess to this
24 moment, after that.

25 So, for almost a week, we have to train --

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1 we have this enforced training of the crew.

2 MR. KARR: A week's worth of training?

3 MR. GRUBISIC: Yes, week. So, the days when
4 the crew were coming, first thing when you come
5 onboard, you do it, safety officer make formal
6 presentation.

7 Familiarization is to get the crew member
8 and show him his duties and all the ship's area. So,
9 he learn everything, what he need to learn, in case of
10 emergency. That's the first we do. Familiarization.

11 Doesn't matter if you are a new crew member
12 or if you are old crew member. You have to go through
13 that process, and that process takes maybe two,
14 sometimes three hours time to go from all the points,
15 in showing you the muster station, your boat or your
16 raft. Everything, what is considered the ship's
17 safety, generally.

18 Then if you are the cook, you have to know
19 your area. If you are bar manager, you have to know
20 your area. If you are housekeeper, you have to know
21 your area. Housekeeper is helping in evacuations. So,
22 he need to know what his guide -- people are doing. He
23 need to know escape route and if you cannot go to the -
24 - this one which is assigned, you have another escape
25 route, Plan B, to escape from the other side.

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1 So, everything has been presented to the
2 crew and the whole ship in and out.

3 MR. KARR: How were you prepared to do your
4 job?

5 MR. GRUBISIC: How did I prepare my job?

6 MR. KARR: Yes.

7 MR. GRUBISIC: Well, I attend the training
8 with the crew. So, I know what they -- what they know,
9 what they been told, and we have a -- a brochure, it's
10 a question -- we call it question, we have 45
11 questions, basic questions, and where we often,
12 probably once a week, decide the training of the --
13 official weekly training of the drill.

14 We get the crew and we do group training on
15 that question. We want to be sure, because the ship is
16 the place, you have to have the this knowledge.

17 So, it's always make sure that the people
18 know everything and then, you have the people who don't
19 know nothing, because they're new. They know. They
20 know what they been trained on somewhere, but now,
21 they're in new situation. So, these people need to be
22 informed and trained for safety, as soon as possible,
23 because safety is the first thing.

24 We always hope that nothing will happen.
25 But we always want to be prepared in case something

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1 happen. Then five years on the ship, nothing happen.
2 But you see that moment now which this happen,
3 everybody knew exactly how to do and what to do.

4 So, I attend to this kind of training. I
5 attend to this meetings and I am also listening and
6 observing the crew, which need more time to understand
7 something and learn something.

8 How I'm prepared? I'm prepared because
9 somehow in the position and the duties, I am well
10 trained. I have experience, passing the -- like I said
11 before, every three months, we have to go before the
12 Coast Guard, and Coast Guard inspector, when he come
13 aboard the ship, they are going around the ship,
14 checking all technical things, and asking the crew the
15 questions. They want to be sure that the crew knows
16 the questions.

17 So, we prepare the crew to answer properly,
18 and I'm the leader on the starboard side raft, where we
19 have now, this embarkation and I have 23 -- 23, I
20 think, 30 -- around 30 crew members line up. They are
21 the commanders of the raft. Raft on the starboard
22 side. The raft is going to be released, their duty is
23 number one, on raft number one, when the passenger
24 coming from the Deck 6, from the muster station, they
25 go down to the Deck 5, to the slide.

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1 Number one, we got 50 passenger. Okay,
2 number one, let's go down with 50 passenger and you
3 disembark these 50 passenger, and you go to raft number
4 one.

5 So, when the raft -- the commander go down
6 to the raft together with his people, the next 50 and
7 the next 50 and the next 50. This is procedure.

8 That's what happen on those days, when we
9 have this -- this situation. The people which are
10 trained for that embarking rafts are acting
11 accordingly. They get a group of people. They go
12 down. They secure the platform. They secure the raft,
13 putting the people in the raft, giving them the
14 assistance first, because raft is very, very rough and
15 you will want me to automatically, instantly, without
16 even realizing what's happened to you, because it's
17 very shaky.

18 When you see that wave and the wind, that
19 particular time, it was pretty, pretty rough.

20 Okay, so, that's my part. Being ready for
21 Coast Guard. Being trained for all these situations.
22 Training the crew. It's a teamwork. It's not one,
23 it's all of us. Yes.

24 MR. KARR: When the -- did you observe the
25 starboard side MES inflate?

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1 MR. GRUBISIC: Well, we have a raft
2 inflation -- inflate demonstration --

3 MR. KARR: No, during the emergency, did you
4 observe the MES -- the marine evacuation system
5 inflate?

6 MR. GRUBISIC: In that time, I was in Deck
7 7, because this was the most important point.

8 I tell you, we have smoke coming -- on the
9 aft. So, we didn't go to Muster Station C and we -- at
10 that time, we didn't know that we have to disembark and
11 open the MES slide.

12 When the captain give the order that slide
13 will be open and they open the slide, I learn that the
14 starboard side -- the port side didn't open, but not
15 appropriate.

16 Then the starboard side open and it's open
17 in proper way, when the captain give the order to start
18 to disembark the passenger.

19 In that time, I come from Deck 7, where
20 number two and -- one, two -- two and three on
21 starboard side, I go down to the Deck 6, to see how
22 we're going to make that line and how we're going to
23 disembark the people.

24 In that time, it was -- the team of people
25 which are operating the MES slide, as per the list,

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1 master list, you have a group of people which operating
2 the slides, together with the commander.

3 So, the people was down there already. The
4 slide was already in place. I go down from the Deck 7,
5 and slowly bring the people -- line of the people to
6 proceed to the raft -- to the slide and start to
7 disembark the passengers.

8 MR. KARR: Did you view the slide? Can you
9 tell me how many rafts were inflated at the bottom of
10 the --

11 MR. GRUBISIC: At that time, it was three
12 and the number four was inflating. Number five was
13 inflating, I think four and five. I cannot tell you
14 now, exactly the number. Yes.

15 MR. KARR: Do you have a license?

16 MR. GRUBISIC: If I have a license?

17 MR. KARR: Do you have an officer's license?

18 MR. GRUBISIC: I am not deck officer. I am
19 not the engine officer. I am the crew member onboard
20 the ship, which have a license and certificate like
21 every other crew member.

22 MR. KARR: You do?

23 MR. GRUBISIC: Yes.

24 MR. KARR: You have one?

25 MR. GRUBISIC: You must have it. You cannot

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1 be onboard the ship without that.

2 MR. KARR: So, you actually -- what kind of
3 license do you hold?

4 MR. GRUBISIC: Well, I don't know if you
5 call it license. Little bit better word is
6 certificates.

7 MR. KARR: Certificates?

8 MR. GRUBISIC: Training certificates.

9 MR. KARR: Okay.

10 MR. GRUBISIC: Yes.

11 MR. KARR: Training certificates?

12 MR. GRUBISIC: Training certificates. It's
13 basic training, prior -- help me in that.
14 Firefighting. First aide. The Security Awareness,
15 Crowd and Crisis Management, etc. -- gosh --

16 MR. KARR: The standard --

17 MR. GRUBISIC: The standard --

18 MR. KARR: STCW?

19 MR. GRUBISIC: STCW.

20 MR. KARR: The training and the watch --

21 MR. GRUBISIC: That's what we have training
22 for.

23 MR. KARR: All right.

24 MR. GRUBISIC: Yes.

25 MR. KARR: And you're up to date with all

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1 your STCW training?

2 MR. GRUBISIC: Yes, I am updated on all
3 that, yes.

4 MR. KARR: Do you hold -- do you have
5 seamen's papers from -- for any --

6 MR. GRUBISIC: I have seamen's book --
7 Panama seamen's book.

8 MR. KARR: Panama?

9 MR. GRUBISIC: We all have Panama seamen's
10 book. We call it -- we are under Panama.

11 MR. KARR: Do you have any other -- do you
12 have a book from anywhere else?

13 MR. GRUBISIC: No. No.

14 MR. KARR: So, is it Panama that oversees
15 your STCW training?

16 MR. GRUBISIC: Yes.

17 MR. KARR: Okay.

18 MR. GRUBISIC: They are issued by Panama.

19 MR. KARR: All right.

20 MR. GRUBISIC: They are issued by Panama.

21 MR. KARR: And briefly, can you tell me --
22 can you briefly sum up your job, your responsibilities
23 as the hotel director, your day to day job?

24 MR. GRUBISIC: My regular role?

25 MR. KARR: Your regular job.

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1 MR. GRUBISIC: Well, my job is to oversee
2 the -- all the hotel operations.

3 MR. KARR: Does -- do you --

4 MR. GRUBISIC: That means that I have to be
5 above food manager, bar manager, chief purser, chief
6 housekeeper. I'm to be qualified to replace them and
7 to evaluate them and to supervise them at any given
8 time.

9 MR. KARR: All right. Thanks. Jason, would
10 you like to ask some questions?

11 MR. YETS: Yes, thank you. My name is Jason
12 Yets with the United States Coasts Guard.

13 So, first off, I'd like to start by
14 congratulating you guys on a successful evacuation of
15 the ship.

16 So, you said you started working in 1987 in
17 the maritime industry, and you said it was always on
18 cruise ships, specifically ROLLO {phonetic} or also
19 (inaudible) passenger vessel?

20 MR. GRUBISIC: They were all passenger
21 vessel. This one was --

22 MR. YETS: Okay, so, the two RO-RO
23 passengers you worked on --

24 MR. GRUBISIC: Three.

25 MR. YETS: Three?

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1 MR. GRUBISIC: Discovery, Caribbean Express
2 and now, this one.

3 MR. YETS: Okay.

4 MR. GRUBISIC: Three.

5 MR. YETS: All right.

6 MR. GRUBISIC: And these three was two and
7 15 years.

8 MR. YETS: So, you had mentioned 7:45 you
9 heard Mr. Skylight?

10 MR. GRUBISIC: Well, approximate.

11 MR. YETS: Yes, approximate.

12 MR. GRUBISIC: Yes.

13 MR. YETS: And then you had said that you
14 didn't know if it was real or not because it's unusual
15 to have - drill in the morning

16 MR. GRUBISIC: It's just -- yes, it's -- you
17 know, hey, why we have a drill? You know?

18 MR. YETS: So, with that in mind, so, you
19 guys do or do not know when the drills are going to be
20 conducted?

21 MR. GRUBISIC: Well --

22 MR. YETS: As far as the --

23 MR. GRUBISIC: When we have a Mr. Skylight,
24 we do our regular job. In that time, we just do our
25 regular job, because Mr. Skylight, we know that it's a

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1 fire, but we don't if the fire is small or big and we
2 don't know if the fire is out of control or it's under
3 control.

4 MR. YETS: Okay.

5 MR. GRUBISIC: We know that fire is out of
6 control, when we get the general announcement. When we
7 get seven short and one long -- seven short, one long,
8 then when we get evacuation announcement, then we know
9 that we have to evacuate the passengers.

10 MR. YETS: Right.

11 MR. GRUBISIC: And that's what we do. In the
12 Mr. Skylight, it's -- we should not act. We just do our
13 job.

14 MR. YETS: All right.

15 MR. GRUBISIC: When we hear seven short, one
16 long, then we have to go out our cabins, collect our
17 life jackets and start the evacuation.

18 MR. YETS: All right. Let me ask it a
19 different way.

20 So, how often does this ship have a drill?

21 MR. GRUBISIC: Every week.

22 MR. YETS: Every week, so --

23 MR. GRUBISIC: Sometimes even more, if it's
24 necessary.

25 MR. YETS: Okay.

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1 MR. GRUBISIC: If the captain think that
2 crew is not well prepared, because he goes around, ask
3 the questions, observe the drill, and if he think that
4 the crew need more training, then he force the
5 training, as necessary.

6 MR. YETS: Okay. Thank you. So, every week
7 you have a drill.

8 MR. GRUBISIC: Yes.

9 MR. YETS: And we'll just say for example,
10 the drill is on Wednesday. Do you know it's going to
11 be on Wednesday or is it just kind of -- you go through
12 your normal routine and then out of the blue, you're
13 going to have a drill --

14 MR. GRUBISIC: Yes, we --

15 MR. YETS: -- and you don't know if it's --

16 MR. GRUBISIC: Yes, we have -- we have that
17 weekly. We know that it might be every Saturday. But
18 it's not necessary. It can be any other day.

19 MR. YETS: So, sometimes you're aware of
20 when the drill is going to be and at what time, and
21 sometimes you don't. They just do them randomly?

22 MR. GRUBISIC: Sometimes we -- we know that
23 it's going to be weekly drill. That's for sure.

24 MR. YETS: Right, but you don't know when --

25 MR. GRUBISIC: No.

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1 MR. YETS: You don't know when?

2 MR. GRUBISIC: We don't know -- we don't
3 know -- we know it's going to maybe Saturday. We
4 always expect it, to have a drill.

5 MR. YETS: Okay.

6 MR. GRUBISIC: And it's happened, because
7 this is the best day for operation, that the passenger
8 disembark, we switch -- stay overnight in Santa Domingo
9 and this is the best time to train the people, to make
10 the good drill and take the time, because you have no -
11 - you are not interfering with passenger services.

12 But then when we come here in Puerto Rico,
13 if we -- we have a necessity or it's part of the
14 training routine check up, they want to roll the boat
15 or they want to do some other part of training, we can
16 do that in Puerto Rico or anyplace, in any other day,
17 in any other time.

18 MR. YETS: Okay.

19 MR. GRUBISIC: You know. So, the trainings
20 are -- the general drill is once a week. But the group
21 training goes through the week. Safety officer have a
22 schedule and he pick the people from the galley, okay,
23 today we're going to have all the galley people in
24 training. Tomorrow, we're going to have life boat
25 number one, training for number one group, or some

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1 other day, it will be number two. Some other day will
2 be the raft team. Whatever is on their schedule. They
3 have a schedule of training, and that's what they do.

4 MR. YETS: Okay, thank you. So, you
5 mentioned that during drills, you know, you go through
6 these processes and these things and you said part of
7 it is that you lower the boats.

8 Is lowering the boats of the -- the life
9 boats on the vessel, is that part of the drill every
10 week? Do you lower the boats every single week or does
11 it flip-flop, depending on what side you're on, or how
12 does that work? If you could explain that to me.

13 MR. GRUBISIC: Yes. Sometimes they do.
14 Sometimes they don't.

15 MR. YETS: Okay.

16 MR. GRUBISIC: Yes. Yes. They often train
17 the life boats and -- but it's not necessary to -- some
18 -- the lower in position, they don't go to the water.
19 Sometimes they go to the water.

20 MR. YETS: Okay.

21 MR. GRUBISIC: Exactly why they don't put
22 them in the water? Because in Dominican Republic, the
23 water is very polluted. So, they don't want to go to
24 that with the boat.

25 But we do that in Puerto Rico, when the

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1 captain decide to do that.

2 MR. YETS: So, just to clarify that. Not
3 every week -- or let me rephrase this.

4 MR. GRUBISIC: It's not every week.

5 MR. YETS: Okay.

6 MR. GRUBISIC: No.

7 MR. YETS: So, every week they lower them to
8 the water, but not every week, they release them? Is
9 that correct, or some weeks, they don't even lower them
10 to the water?

11 MR. GRUBISIC: They lower them.

12 MR. YETS: Okay, all right.

13 MR. GRUBISIC: There are weeks when they do.
14 There are weeks when they don't.

15 MR. YETS: So, when we were talking about
16 the abandon ship, you had said that the port MES did
17 not open properly.

18 Can you just kind of elaborate on that?
19 Like, what about the port MES did not open properly --

20 MR. GRUBISIC: Yes.

21 MR. YETS: -- compared to how it should have
22 opened?

23 MR. GRUBISIC: The port side didn't open
24 properly because when you open the slide, the slide --
25 the slide -- the slide should go down, and the platform

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1 should come to the position.

2 So, in this -- this time, you have a slide
3 coming like that, and staying vertical all the time.
4 The platform did not inflate. So, we couldn't use
5 that.

6 MR. YETS: Okay.

7 MR. GRUBISIC: But on the other side, yes.
8 So, that's why we go to starboard side. But starboard
9 side was open and properly inflate when the platform
10 come in the position.

11 MR. YETS: Were you present at the port -- I
12 mean, MES platform when it was released/launched?

13 MR. GRUBISIC: When it was released?

14 MR. YETS: Yes, when they gave the order to
15 release the port side MES, were you present and did you
16 watch it release, or was this something that you saw
17 from a different --

18 MR. GRUBISIC: No, I was -- that time, I was
19 on the Deck 7.

20 MR. YETS: Okay.

21 MR. GRUBISIC: I was still on Deck 7.

22 MR. YETS: Okay.

23 MR. GRUBISIC: I heard commander -- they
24 going to release the slide and I -- when the captain
25 said we're going to start the disembarkation of the MES

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1 slide, then I go down to the deck MES slide, to see the
2 -- how this operation going to go.

3 MR. YETS: Okay.

4 MR. GRUBISIC: I knew that this -- I saw --
5 I saw it from the side, that this port platform didn't
6 open. It's still vertical, and I saw that one on the
7 starboard side being in position.

8 MR. YETS: Okay.

9 MR. GRUBISIC: Moving, because of the wind
10 and waves.

11 MR. YETS: Okay.

12 MR. GRUBISIC: And it was difficult to
13 connect the raft to the platform. Very, very
14 difficult. The management help with the boat, which
15 they pulled the raft -- they pulled the platform and
16 they put it in position, then the people start to go to
17 the raft.

18 MR. YETS: Could you explain that a little
19 bit further, that there was trouble bringing the rafts
20 to the platform? So, the -- so, and help me understand
21 this system.

22 So, the -- when the system launches, the
23 rafts are attached to this platform?

24 MR. GRUBISIC: Yes.

25 MR. YETS: They are or they have to be

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1 brought to the platform?

2 MR. GRUBISIC: Yes. They -- they -- the
3 (inaudible) hook it up, the rope, and give it to the
4 guys, which was down in the platform. So, they have
5 very difficulties to pull it, because it was strong
6 wind.

7 It was one, two, three, four, five, six,
8 seven crew members down there trying to pull the raft.

9 So, they manage. When they manage, we start
10 to pull the passenger in the inside.

11 MR. YETS: And when you say the raft, at
12 this point, the raft is already inflated?

13 MR. GRUBISIC: Yes, yes.

14 MR. YETS: All right. All right, I made a
15 note. You made a statement that the Coast Guard was
16 pulling people right from the platform to the boat.

17 MR. GRUBISIC: Yes.

18 MR. YETS: So, when you went down the slide,
19 you went down the slide --

20 MR. GRUBISIC: Yes.

21 MR. YETS: -- you got on the platform and
22 then you went from the platform directly to the --

23 MR. GRUBISIC: Yes, they're pulling out.

24 MR. YETS: Okay.

25 MR. GRUBISIC: Me and the last probably,

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1 last 10 crewmen.

2 MR. YETS: Okay.

3 MR. GRUBISIC: After that, the slide was
4 disconnected.

5 MR. YETS: Okay. You had mentioned that
6 there was no problems reported at the abandon ship.
7 Did you see, witness or hear any problems during the
8 general emergency alarm, prior to the abandon ship?
9 Via radio chatter? Visual identification? Just things
10 that you saw going on, on the deck during the muster
11 operation.

12 MR. GRUBISIC: No. No. The -- we start the
13 evacuation, as I presented before, in very short period
14 of time, I could count the minutes, everybody was out
15 and reported to me that all passenger and crew had been
16 evacuated.

17 Then we just follow the captain's orders,
18 yes.

19 MR. YETS: Okay, thank you. Following that,
20 we had talked about -- we were talking about the MES,
21 and you had stated that the staff captain was
22 personally manning the MES helping --

23 MR. GRUBISIC: Yes.

24 MR. YETS: -- the people from the --

25 MR. GRUBISIC: Yes, he come from -- from

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1 boat, because we have a -- first officer, second
2 officer, third officer, you have bridge officers, you
3 have safety officers, and then you have a staff
4 captain.

5 MR. YETS: Okay.

6 MR. GRUBISIC: Staff captain come down to --
7 to help and safety officer later come down to help
8 people to -- to go to the raft, you know, and the crew
9 because the -- before the crew -- the people who were
10 going to the raft, they were telling them in Spanish,
11 how to -- when -- what is going to happen, how to hold
12 themselves, so when they come to the edge, so, okay, do
13 that, do this, and go like this, so, it was under
14 supervision. All the crew and the officers.

15 MR. YETS: So, the marine evacuation systems
16 onboard the ship are utilized by both crew members and
17 passengers.

18 We talked about, you have these -- you call
19 it the drill before you leave port and then you have
20 some announcements. You talked about the life jackets
21 and etcetera.

22 MR. GRUBISIC: Demonstrations, right.

23 MR. YETS: Yes, do the passengers onboard
24 receive any training via video, paperwork, booklet,
25 anything about the marine evacuation system, how to use

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1 it, you know, what they should -- the things that you
2 were saying that the crew is explaining to them, as
3 they're going down, is that the first time they're
4 hearing this information, or do they receive that
5 information before?

6 MR. GRUBISIC: They receive the information
7 when they come onboard the ship. We make announcement.
8 We demonstrate life jackets and part of announcement is
9 also, you have the -- the information in your cabin,
10 "Please check the door inside for further information."

11 If you have any question, please contact the
12 reception, contact the crew. That's a part of
13 announcement.

14 MR. YETS: Okay, are the passengers that are
15 assigned to the MES, are they aware that they're going
16 to be going down the MES in the event of an emergency,
17 or are they under the assumption that they're going to
18 be in a life boat? Is this something that is told to
19 them, or is this something that's just internally
20 managed?

21 MR. GRUBISIC: Well, a part of announcement
22 is stating is that passenger from this and that area
23 will go to Muster Station A, passenger from that cabin
24 will go to Muster Station B, and passenger from that
25 side will go to Muster Station C.

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1 Actually, the passenger, which is in the
2 Pullman area are automatically Muster Station C,
3 consider that you have 456 over there. It's right
4 away, Muster Station C, where the cabinet's and life
5 jackets and everything is set up in that area.

6 MR. YETS: Okay. Thank you. You had made
7 the statement, "Passengers know when to muster because
8 we made an announcement."

9 MR. GRUBISIC: Yes, we make announcement.

10 MR. YETS: Was this done by like PA? Like,
11 hey, passengers --

12 MR. GRUBISIC: We have the --

13 MR. YETS: -- we have the muster stations --
14 or was the general emergency alarm rang at that point?

15 MR. GRUBISIC: We have a announcement which
16 is explaining all that, and there is a sound also on
17 the PA, simulated sound. When you hear the sound,
18 seven short, one long, you are -- they play the sound,
19 because it's recorded. It's on the record. They play
20 the sound and you can hear the sound, which is telling
21 them, okay, this is the sound for evacuation. You'll
22 hear that sound, you have to do that and that.

23 MR. YETS: Okay, so, just to clarify. They
24 made a verbal announcement using the PA system.

25 MR. GRUBISIC: They use system --

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1 MR. YETS: And it was immediately followed
2 by the general --

3 MR. GRUBISIC: Yes, yes, yes, yes. Yes, and
4 the sound is on the speakers.

5 MR. YETS: Okay.

6 MR. GRUBISIC: We improvise the sound.

7 MR. YETS: Okay. Can you explain to me, the
8 process, the procedure, whatever you like to call it,
9 internally within your company, when it is identified
10 that a muster station is no longer a viable safe
11 location?

12 All right, so, we'll say for example C, when
13 C is --

14 MR. GRUBISIC: It would not be --

15 MR. YETS: When C is not a good location.

16 MR. GRUBISIC: Yes.

17 MR. YETS: So, is it the master makes the
18 decision there that we're going to split up, or is it
19 written down somewhere that if this direction goes,
20 this many people are going to go here and this many
21 people are going to go here, or is it more of a --

22 MR. GRUBISIC: Yes, it would --

23 MR. YETS: -- you decide at the time based
24 on the --

25 MR. GRUBISIC: Yes, they have alternative

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1 muster station.

2 MR. YETS: Okay.

3 MR. GRUBISIC: Muster Station C, alternative
4 station is Deck 7. We know we cannot go there, we will
5 go to Deck 7.

6 But this time we couldn't go to HELO deck
7 because it was under the smoke. So, all the passenger
8 was on A and B, forward.

9 MR. YETS: All right. Thank you. You made
10 a statement that, "We didn't think it was necessary to
11 conduct a drill," and I'm assuming you're referring to
12 the passenger muster.

13 So, just an announcement was made with a
14 life jacket demonstration?

15 MR. GRUBISIC: Can you repeat that?

16 MR. YETS: Yes, you made the statement, "We
17 did not think it was necessary to conduct the drill,"
18 and I am assuming that you were referring to the
19 passenger muster, prior to departing on your
20 embarkation day --

21 MR. GRUBISIC: Yes.

22 MR. YETS: -- and you said that only an
23 announcement was made and a life jacket demonstration.

24 MR. GRUBISIC: Yes, right.

25 MR. YETS: Could you explain that further?

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1 Is that a common practice? Is it based on where you
2 are in the voyage to decide that we don't need a drill
3 or we do need a drill, that an announcement will be
4 made --

5 MR. GRUBISIC: No --

6 MR. YETS: -- or will do or an --

7 MR. GRUBISIC: My thought was that for all
8 this here, working on the ferry for almost 15 years,
9 whenever it was requested that -- to have a drill
10 before the -- when we leave the ship, to have a
11 passenger drill, because probably otherwise it's a
12 short voyage.

13 This is my observation, not the statement.
14 Statement should come from ashore. We do what the
15 Coast Guard require from us.

16 MR. YETS: Right.

17 MR. GRUBISIC: If the Coast Guard says you
18 people must have a drill when you leave the ship, then
19 of course, captain and company, we are going to -- all
20 that accordingly, before the orders and accommodation.

21 MR. YETS: Okay, thank you. We had spoke
22 about handicapped people and how the vessel manages
23 handicapped people or people with special needs.

24 How does the vessel identify those persons
25 onboard that require that special attention?

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1 MR. GRUBISIC: Okay, this happened when we
2 finish embarkation. We have a passenger release.
3 Passenger release, the passengers go to the cabin, and
4 the list of people with special needs.

5 MR. YETS: Where does the list with the
6 people with special needs --

7 MR. GRUBISIC: It's part of that report
8 which we receive from the office.

9 MR. YETS: So --

10 MR. GRUBISIC: We come together. Come
11 together. Kind of like passenger release --

12 MR. YETS: Yes.

13 MR. GRUBISIC: -- the people with special
14 needs, with all of that.

15 MR. YETS: All right, so, just to clarify
16 it. When the passengers book their tickets with the
17 company, the company will at that point, "Do you
18 require any special assistance?"

19 MR. GRUBISIC: Yes.

20 MR. YETS: Or do you have any special --

21 MR. GRUBISIC: Yes, yes, yes, and that will
22 be recorded and will be presented to that list, and we
23 receive that list when we depart. The list will be
24 given to the bridge. Bridge will have that list. We
25 have that list on the section. We know who are those

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1 people. We will provide our assistance as necessary to
2 their cabins and we will provide our assistance during
3 embarkation and disembarkation. They're going to be
4 the first ones disembarking and embarking.

5 MR. YETS: Is there any sort of a process
6 beyond once they book their ticket? Right?

7 So, they book their ticket. The company
8 says, "Do you have any special needs that you want to,
9 you know, make known," etcetera.

10 Let's say for example that they don't want
11 to make -- they use a cane, have trouble walking, but
12 they don't want to tell the company when they book the
13 ticket.

14 Is there a separate control, once the
15 passenger boards the vessel, to identify, you know,
16 this passenger clearly has trouble walking. He
17 requires a cane, but on our manifest, it does not show
18 that he requires special assistance.

19 Does anything like that exist within the
20 company or your safety management system onboard?

21 MR. GRUBISIC: It's happened a longer time
22 ago, that we didn't have a -- we have a situation that
23 passenger come and report themselves and the
24 handicapped, and they want to disembark early.

25 We couldn't do that, if they have this card

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1 -- they have a card, handicapped card, and then you
2 give them the priorities.

3 It was some kind of things that sometimes,
4 the passenger see that if you present yourself to be
5 unidentified, not pre-registered, you try to sneak in
6 and say, "I'm also handicapped. I need a wheelchair,"
7 and you know, assistance to disembark, because they
8 want to disembark fast, you know.

9 So, that's why the system is enforced and
10 registered. So, only registered people have a right to
11 that assistance. If something happen, like you
12 mention, this will be identified and we will act
13 accordingly. We will assist. We will assist. We will
14 help. We will learn that this was error, and we will
15 correct that error.

16 MR. YETS: Okay.

17 MR. GRUBISIC: Yes.

18 MR. YETS: Thank you. You had made the
19 statement that, "The abandon ship order was given 10 to
20 15 minutes after." Was that 10 to 15 minutes after the
21 Mr. Skylight incident code or 10 to 15 minutes after
22 the general emergency alarm?

23 MR. GRUBISIC: After general emergency
24 alarm, because it was a time when it was Mr. Skylight,
25 and it was probably hour, I don't know, really, but

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1 maybe the whole hour, before we got the general
2 announcement and abandon the ship.

3 MR. YETS: So, from the time -- and
4 obviously, I'm not going to ask --

5 MR. GRUBISIC: Yes, I don't know when --

6 MR. YETS: -- you the specific time --

7 MR. GRUBISIC: -- right that -- sorry to
8 interrupt you.

9 MR. YETS: Okay.

10 MR. GRUBISIC: Seven-forty-five, 8:15, 8:30.
11 Seven-forty-five, 8:45, yes, almost hour after we -- we
12 have that but -- 7:45, 7:45, around 8:00 we have a
13 general announcement. We have evacuation 8:15? 8:15
14 or 8:30 or something like that. We have seven short,
15 one long. We evacuate everybody.

16 MR. YETS: Yes.

17 MR. GRUBISIC: More or less.

18 MR. YETS: So, in your -- I'm going to say
19 opinion, because obviously you don't have the time --
20 the time is skewed during an emergency --

21 MR. GRUBISIC: Yes.

22 MR. YETS: -- or the reality of time is
23 skewed --

24 MR. GRUBISIC: Yes.

25 MR. YETS: -- from the time the order was

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1 given to abandon ship, to the time that the last person
2 was off the ship, what do you think that time frame
3 was?

4 MR. GRUBISIC: Well, if you start nine --
5 9:30?

6 MR. YETS: I just want to reiterate, from
7 the time the abandon ship was given, not the general --

8 MR. GRUBISIC: Around three hours.

9 MR. YETS: About three hours?

10 MR. GRUBISIC: About three hours.

11 MR. YETS: Okay.

12 MR. GRUBISIC: Two, two and a half, three
13 hours, more or less.

14 MR. YETS: Okay.

15 MR. GRUBISIC: But we will be faster if we
16 could manage -- the weather condition was better for
17 us. It could be much, much faster.

18 MR. YETS: Okay, thank you. All right, you
19 had stated that medical condition people evac'ed on the
20 helicopter, okay?

21 MR. GRUBISIC: Yes.

22 MR. YETS: But earlier, in the interview,
23 you had stated that the medical condition people were
24 loaded into the boats first.

25 So, how was it identified which -- which

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1 medical condition people would go into a helicopter and
2 which ones would go into a boat?

3 MR. GRUBISIC: Well, the people which have
4 the handicap, but they can manage, to go to the boat.
5 You don't need the helicopter for those. But some,
6 which are heavy weight and have difficulties to enter
7 the boat, they have blood pressure, they have some
8 situation that is difficult for them to be in the boat,
9 we put them in the helicopter.

10 MR. YETS: Okay.

11 MR. GRUBISIC: And this was -- this was also
12 six -- like I said before, we find a man, which come
13 onboard. When we try to -- when we said, okay, we have
14 these people here, they were behind me.

15 We have these people here, can we get the
16 helicopter or whatever? He said, "Yes, this is why we
17 have a helicopter, for these people." For these kind
18 of people, to take them out.

19 MR. YETS: Okay.

20 MR. GRUBISIC: Because helicopter was all
21 the time, on top of the ship. So, I didn't know what
22 is the helicopter for. It is just to -- to make the
23 move and put us on the top news, or it was really to
24 assist to the situation, you know, it can be -- because
25 it was, I think two helicopters moving around in that

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1 time, yes.

2 So, that helicopter come on top of the HELLO
3 deck, very close to the ship, then I realize, okay,
4 this is probably -- the helicopter is going to give us
5 assistance if we need assistance.

6 Everything was happening in smoke, and fast,
7 and the most important thing was okay, concentrate to
8 the situation. See how you can assist the people in
9 the best way. Move as fast as you can out of the ship.
10 This was duty.

11 MR. YETS: Thank you.

12 MR. GRUBISIC: Yes.

13 MR. YETS: All right, you had stated the
14 plan is to put the dogs down the slide, and then the
15 firefighter said, "No, we're putting the dogs in the
16 choppers."

17 Was this the shipboard fire teams or was
18 this shore side fire --

19 MR. GRUBISIC: Shore side -- shore side
20 firemen.

21 MR. YETS: And when the shore side firemen
22 made that decision, was that a decision that was made
23 locally on the scene, or was that a decision that was
24 filtered through the command, through the bridge?

25 MR. GRUBISIC: Well, he tell me that things

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1 -- that they would go through the -- over there. So, I
2 didn't interfere no more. Probably have some other
3 communication with helicopter or whatever.

4 MR. YETS: Okay.

5 MR. GRUBISIC: Yes, I didn't interfere to
6 that, because I was doing the things, like I mentioned
7 before, the dogs was over there. We found the dogs and
8 we want to get the cages and put them in the slide,
9 which was okay, if you don't have the chopper. This
10 would be the way to save them. You know?

11 MR. YETS: Yes.

12 MR. GRUBISIC: Because the cage is like
13 that. How you can do it? You cannot take the dog like
14 that and go with the dog. So, you have to put the dog
15 and probably slide to the raft.

16 MR. YETS: Okay.

17 MR. GRUBISIC: Yes.

18 MR. YETS: You had mentioned that during the
19 evacuation, using the marine evacuation system, the
20 MES, that heavier guests were getting stuck on the
21 slide.

22 MR. GRUBISIC: Yes, yes, some people get
23 stuck.

24 MR. YETS: Okay.

25 MR. GRUBISIC: For the moment, of course,

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1 and then they pull out themselves and they go over and
2 they proceed farther, because I told you before, the
3 slide was very close to the ship, and then the Coast
4 Guard help us to move it out. So, it goes from this
5 position over to that position, farther from the ship.

6 MR. YETS: All right.

7 MR. GRUBISIC: But the -- in the very end,
8 before we go to the platform, before we go to the
9 platform it was not straight. It was a little bit
10 curved.

11 So, when you go down, you have to take that
12 curve, and you go over that curve, and then you have a
13 few short distance from here to here, to go to the
14 platform, yes. That's happened, and this is where some
15 people get in that point, and you know, (inaudible)
16 whatever, break their leg, that's how it happened that
17 security guy break the leg, because he end up -- with
18 that one, he didn't go out of the slide to the
19 platform.

20 MR. YETS: Okay. So, how is it that -- so,
21 earlier you said that the helicopter was used to
22 evacuate some of the -- you know, the larger guests,
23 the heavier guests.

24 MR. GRUBISIC: Yes.

25 MR. YETS: That couldn't use the other

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1 systems, but then --

2 MR. GRUBISIC: This one --

3 MR. YETS: -- from the --

4 MR. GRUBISIC: This was -- these people were
5 separated because they could not go to the life boat.
6 They could not go to the raft, and fire brigade come
7 over there, they were walking around, and people come
8 to my side on Deck 5, because it was heavy smoke in
9 some other area.

10 So, I put them there. I seat them there. I
11 said, wait, we get in the water. Wait, I will see what
12 will be next for you, and that moment, without my
13 interruption to the captain or asking any question of
14 anybody, the firemen is coming to me and saying, "We
15 will put them in helicopter."

16 MR. YETS: Okay. So, how is it identified,
17 if some of the heavier guests were put into a
18 helicopter and now, you had stated that some of the
19 heavier guests were stuck on the slide --

20 MR. GRUBISIC: Yes.

21 MR. YETS: -- how is it identified if you're
22 -- you're too heavy for the boats and the rafts, so
23 we're going to use a helicopter, or is this --

24 MR. GRUBISIC: Based on the -- they said
25 heavier people, which was over there, they have

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1 helicopter -- medical condition, they were heavy weight
2 people. They also have a high blood pressure or
3 whatever it was, medical condition. They could not
4 control themselves. They were not really good to be
5 put on the slide.

6 Doesn't matter how heavy you are. If you
7 are mentally and physically okay, you can go to the
8 slide. But if you have pressure or you are stressed or
9 you are in panic, whatever, so better take these people
10 with helicopter.

11 MR. YETS: Thank you.

12 MR. GRUBISIC: You're welcome.

13 MR. YETS: You stated earlier, when you go
14 to the training center, this is when we were speaking
15 about, you know, where the MES crew gets their training
16 from, right?

17 MR. GRUBISIC: Yes.

18 MR. YETS: How they know how to do this job,
19 and you had said when you go to the training center,
20 you go down the slide.

21 MR. GRUBISIC: You go to the slide.

22 MR. YETS: So, when the vessel -- so, how is
23 the vessel handled, the training of the crew?

24 Do they come to the ship and the ship
25 handles all of the STCW training, including this going

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1 down the slide, or do some crew members come to the
2 ship and they already have all these certificates?

3 MR. GRUBISIC: The thing is that everybody
4 must have these training and certificate before they
5 come to the ship.

6 On the ship, we are just continuously
7 training the people, refreshing that mind, presenting
8 the situation, continuously, because you know, the
9 people -- we are the people. They forget things. They
10 concentrate on their job and I cannot say that it
11 become secondary, but they forget things.

12 So, we refresh them with visual
13 presentations, with these drills, with these training,
14 you give them training, let's put it that way.

15 MR. YETS: Okay.

16 MR. GRUBISIC: Yes.

17 MR. YETS: So, just to clarify, it's a
18 company requirement that every crew member --

19 MR. GRUBISIC: It's a must.

20 MR. YETS: -- go down this slide as a part
21 of --

22 MR. GRUBISIC: Yes.

23 MR. YETS: -- this training slide?

24 MR. GRUBISIC: Yes, it is a must. Before
25 you come onboard the ship, you must go to the training

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1 to receive the certificate.

2 MR. YETS: All right, the STCW certificates

3 --

4 MR. GRUBISIC: Yes, they are --

5 MR. YETS: Wait a minute. I'm speaking

6 specifically to the MES training --

7 MR. GRUBISIC: Yes.

8 MR. YETS: -- and going down the slide.

9 MR. GRUBISIC: Yes.

10 MR. YETS: Is that something that --

11 MR. GRUBISIC: They require probably once a
12 year. They require these kind of things. The ships
13 are doing that, and we did it because as you know, MES
14 and the rafts have expire date.

15 So, when they need to be renewed before they
16 send out for the service, they are good material, to be
17 presented to the crew, and we can -- we can open one
18 raft and show them how this work and put them down to
19 feel that -- or to open -- I think it was a year ago,
20 we open one of the slide on the port side, which was
21 going to the service, and put the people to the raft,
22 to demonstrate to them, exactly the feeling.

23 We probably do that in the training center
24 before they get the certificate, because the training
25 center, they put you in the swimming pool. They put

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1 you to the slides. They show you all fire equipment.
2 They give good training, before you get that
3 certificate.

4 MR. YETS: Thank you.

5 MR. GRUBISIC: Yes.

6 MR. YETS: So, the next question I have, so
7 this is going to be -- now, you're ashore. Okay, the
8 evacuation is over and now, you're actually ashore.

9 You made the statement that when you went
10 ashore, they marked everyone after coming ashore and --

11 MR. GRUBISIC: Yes, they mark all the --

12 MR. YETS: -- you then --

13 MR. GRUBISIC: All of us, yes.

14 MR. YETS: When you say mark, it is like --

15 MR. GRUBISIC: Like a bracelet, yes.

16 MR. YETS: Okay.

17 MR. GRUBISIC: Yes.

18 MR. YETS: Was everybody marked with the
19 same bracelet or was there different color bracelets?
20 How did that --

21 MR. GRUBISIC: I think it was green color
22 and I think everybody have green color. It was not a
23 bracelet. It was like a line. They just pull it out.
24 They tied it up and they cut. So, next one, next one
25 and so forth.

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1 MR. YETS: And when you say them, you're
2 referring to company representatives or --

3 MR. GRUBISIC: Company --

4 MR. YETS: -- or --

5 MR. GRUBISIC: -- representatives.

6 MR. YETS: Okay, so, it's members of the
7 crew that were from the ship, that went ashore and they
8 were doing the --

9 MR. GRUBISIC: Yes, the company
10 representatives was over there together with the
11 medical teams.

12 MR. YETS: Okay.

13 MR. GRUBISIC: Waiting for these people to
14 come, probably Coast Guard officials, immigration
15 officials, or all others, because from that moment,
16 when we go out of the boat, we were escorted to the
17 bus, which was a very short distance to the bus.

18 With the bus, we go to the terminal and stay
19 in the terminal to go to the immigration process.

20 So, every crew member went to immigration
21 process straight from the -- passport, fingerprints,
22 everything. After that, we were escorted to the hotel.

23 MR. YETS: Okay, I hate to jump back, but I
24 went in the wrong order.

25 You had stated that when you went down the

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1 slide, you got on the platform and you were taken into
2 the Coast Guard boat and then you went ashore.

3 MR. GRUBISIC: Yes.

4 MR. YETS: You've done a very good job
5 explaining what you do during the general emergency,
6 what your duties are.

7 Do you have any different duties or does
8 your role change? Do you put on a different hat, when
9 it goes from general emergency alarm to abandon ship?

10 MR. GRUBISIC: Well, you have evacuation.

11 MR. YETS: So, let me rephrase the question.
12 So, during the general emergency alarm --

13 MR. GRUBISIC: Yes.

14 MR. YETS: -- what is the -- what is your
15 role in the station -- in the crew muster list?

16 MR. GRUBISIC: I stay in reception and I am
17 waiting for my team, my evacuation team to come to me,
18 and to report to me, to receive their check list,
19 because for example, you have leader who is going to do
20 evacuation of the cabin. This is housekeeper.

21 So, he would have a list of his crew, which
22 is going to check all this area off the list, and will
23 report to him that all this area has been evacuated.

24 MR. YETS: Okay.

25 MR. GRUBISIC: The next one will be the one

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1 from dining room and buffet area. The next one will be
2 from the bar, bar monitor from the bar areas. The next
3 one will be from the galley. Entertainment.

4 So, they're all going to report to me that
5 there area is evacuated, or they're going to write in
6 there, they have a crew member numbers, they're going
7 to write it to me, if any crew member is missing.

8 MR. YETS: Okay.

9 MR. GRUBISIC: So, when I have all the list,
10 I call the bridge. I report to the bridge that in this
11 time, all the crew cabins and passenger cabins and
12 passenger area has been evacuated, and if I have any
13 missing member, I will report the missing members, so
14 the bridge will know if any member, crew member is
15 missing.

16 MR. YETS: Okay, so, that's your duty during
17 the general emergency.

18 MR. GRUBISIC: Yes.

19 MR. YETS: Then once all the passengers are
20 mustered, all right, everybody is accounted for --

21 MR. GRUBISIC: Yes.

22 MR. YETS: -- and now, the captain has
23 ordered the abandon ship. At -- does your role change
24 now or do you just continue doing --

25 MR. GRUBISIC: After that -- after that

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1 reporting that all have been evacuated, my second duty
2 is to be the leader of the MES starboard side.

3 MR. YETS: So, you're the MES -- you're the
4 starboard side MES leader?

5 MR. GRUBISIC: After that, yes. You
6 evacuate everybody, then you go to MES starboard side,
7 and you have your team of the people from raft number
8 one, three, five, odd numbers. One, three, five,
9 seven, nine, 11, 15, 17, 21, 23, yes, I have a check
10 list. I check again, this crew and I report to the
11 bridge, okay, I send -- we check, we are all ready. If
12 any number is missing, I report missing number and we
13 stand by for the further instruction.

14 MR. YETS: Okay, without going into too much
15 detail, kind of just give me an overview of as the
16 starboard MES leader, what are your duties as the
17 starboard MES leader, for now, the abandoned ship or
18 the vessel?

19 MR. GRUBISIC: Making sure that MES team,
20 which is MES, is there. The MES team leader is outside
21 on our ship, and that small lobby where it -- I don't
22 know if you been in there, how the things are, and he
23 is reporting straight to the bridge.

24 MES is in place. It's ready for the --

25 MR. YETS: And that is who?

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1 MR. GRUBISIC: MES crew, because I am MES
2 leader for all these people.

3 MR. YETS: Yes.

4 MR. GRUBISIC: I report that everybody is
5 there, that we are ready -- ready for the next order,
6 yes.

7 But beside me, you have leaders from every
8 raft. Every raft have a leader, and MES team, which is
9 actually operating the MES -- we'll open the door, have
10 a leader, which is reporting to the bridge, and MES
11 leader, MES is in place.

12 So, the bridge knows, I am there, the crew
13 is there. The MES is there with the crew and the
14 leader, and the leader is there, everybody reporting.

15 MR. YETS: Okay.

16 MR. GRUBISIC: Same like during evacuation,
17 Muster Station A, B, C. They will report to me, and
18 they will also tell me if all the crew is there or is
19 not there. After we finish, like I mention before,
20 evacuation, we going to go to Channel 6.

21 Muster Station A, B and C will report in
22 that time, directly to the bridge, anything bridge is
23 requesting from them directly, because we all going to
24 be on number six. Channel number six.

25 MR. YETS: Okay. All right, I got a couple

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1 more questions and then I'll be wrapped up here.

2 MR. GRUBISIC: Okay.

3 MR. YETS: You had made a statement or you
4 had said something about for five -- for the last five
5 months, or you went back into service five months ago?

6 MR. GRUBISIC: Yes, the ship was not in
7 service for five months.

8 MR. YETS: Okay, so, in those five months,
9 going back into service, how often would a particular
10 emergency team train?

11 Like, for example, the life boat teams will
12 train how often? The -- your evacuation teams, let's
13 use that for a better example, someone in charge of --

14 MR. GRUBISIC: Every week.

15 MR. YETS: Every single week?

16 MR. GRUBISIC: Every week. It's part of the
17 general drill.

18 MR. YETS: Right, so every week --

19 MR. GRUBISIC: General --

20 MR. YETS: -- drill, but I'm talking about
21 additional training beyond the drill. Like, scheduled?

22 MR. GRUBISIC: Additional training, we would
23 -- take place after safety officer schedule, rotation
24 schedule.

25 MR. YETS: Okay, so, he may -- or --

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1 MR. GRUBISIC: She will make that schedule
2 and she will go today, lifeboat number one. Tomorrow,
3 lifeboat number two, three, four and you cover all this
4 --

5 MR. YETS: Okay.

6 MR. GRUBISIC: -- in your rotation.

7 MR. YETS: But you had said that in the
8 initial five months, going back into service, that
9 there was lots of training.

10 MR. GRUBISIC: I said the ship was not in
11 the service for five months. Now, when we come back,
12 we get the crew together and we have numerous training
13 being -- preparing ourselves for the quarterly
14 inspection.

15 MR. YETS: Okay.

16 MR. GRUBISIC: Part of this training was
17 also with a presentation of MES operation.

18 MR. YETS: Okay, and how long did you say
19 that period of time was? Like, lots of --

20 MR. GRUBISIC: That training, that training
21 was almost hour.

22 MR. YETS: No, no, I'm saying over the
23 course of a week, you were preparing or over the course
24 of two weeks?

25 MR. GRUBISIC: No, this was short period of

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1 time because it was about 70 crew members onboard the
2 ship. I receive another 20. So, this was 100. This
3 was all happen in five days.

4 MR. YETS: Okay.

5 MR. GRUBISIC: Yes, five days. The way they
6 come, familiarization training, training, training,
7 questions and training. Get ready for the Coast Guard.
8 We pass the Coast Guard without any crew remarks or the
9 crew reply, when there are no questions being asked.
10 We were good.

11 MR. YETS: Okay, my last question. All --
12 everything else aside, just based on your -- obviously,
13 vast experience in the maritime industry, and you said
14 you've been at sea since, what was it, 1987?

15 MR. GRUBISIC: {No audible response.}

16 MR. YETS: So, you have a lot of experience.
17 Is there anything that you saw, heard, anything over
18 the course of -- from when the fire broke out, to when
19 you were safe ashore, that you perhaps thought that
20 there was areas for improvement or things that you
21 thought maybe would have made the process go smoother
22 or better?

23 MR. GRUBISIC: I think that everything was
24 very, very good, except the weather condition, which
25 really was difficult. It's very difficult just for us

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1 to manage the slide and the raft and the disembarkation
2 because of rough sea and this was only my observation.

3 From the human part, from our performance,
4 our job and everything else, I think I have no comment
5 because crew did everything what was necessary.

6 MR. YETS: Okay.

7 MR. GRUBISIC: I did not have one crew
8 member asking why, saying no, I don't want, I don't
9 understand. It was no question asked. Everybody just
10 act accordingly, and I was there together with them,
11 and staff person was over there with them, and officers
12 were with them.

13 So, it was really a team, we just want to
14 get out of the situation. That's how I see the thing.
15 I didn't see anything that I can complain about and
16 say, okay, this was not good enough, because in special
17 situation, I think this was the best we could do.

18 MR. YETS: Okay.

19 MR. GRUBISIC: We manage it the best way we
20 can.

21 MR. YETS: Thank you. That concludes my
22 questions.

23 MR. GRUBISIC: All right.

24 MR. KARR: All right.

25 MR. YETS: So, thank you.

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1 MR. GRUBISIC: Thank you.

2 MR. KARR: Carrie?

3 MS. BELL: This is Carrie Bell. NTSB. So,
4 I just have a few questions --

5 MR. GRUBISIC: All right.

6 MS. BELL: -- because I know we're going
7 long. From what Jason was just asking you about, you
8 said the ship was out of service for about five months?

9 MR. GRUBISIC: Yes, because we were in dry
10 dock.

11 MS. BELL: Okay, so, when did it come back
12 in service?

13 MR. GRUBISIC: We just come back a week ago.

14 MS. BELL: A week ago?

15 MR. GRUBISIC: Yes.

16 MS. BELL: Okay, and I'm going to go back
17 and ask you a couple of questions. I know we've talked
18 about your experience and I just want to ask you again,
19 about how long have you been with this specific
20 company?

21 MR. GRUBISIC: With this company?

22 MS. BELL: Yes.

23 MR. GRUBISIC: With this particular company,
24 for 14 years, 14 or 13 years.

25 MS. BELL: Okay.

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1 MR. GRUBISIC: Back and forth.

2 MS. BELL: And with Caribbean Fantasy, for
3 you said five years?

4 MR. GRUBISIC: Five years, yes.

5 MS. BELL: Okay.

6 MR. GRUBISIC: I start at the ship 2011.

7 MS. BELL: Okay, I just wanted to clarify
8 that.

9 MR. KARR: Well, let me -- let me clarify
10 this. I thought earlier you said that after 9/11, you
11 were in a consulting business for many years.

12 MR. GRUBISIC: Nine/11 was 2000. The lady
13 is asking 2003. What was the -- what was the year?

14 MR. KARR: Well, my question was, you just
15 said you were with this company for 13 or 14 years?

16 MR. GRUBISIC: Yes, 14 years, yes, more or
17 less.

18 MR. KARR: But earlier --

19 MR. GRUBISIC: Before. Before, I did
20 consulting for a year.

21 MS. BELL: A year?

22 MR. GRUBISIC: I didn't have no ship.
23 Nine/11 happen 2000.

24 MR. KARR: Correct.

25 MR. GRUBISIC: 2000 - 2001, I was not on the

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1 ship. 2002, nothing happen. I was still out. Two-
2 thousand-three, I come to this ship. Sorry. I mix it
3 up, 2001 and 2011.

4 MR. KARR: All right.

5 MS. BELL: Got it. I just wanted to make
6 sure we got that all clear.

7 MR. GRUBISIC: Sorry.

8 MS. BELL: Okay. No problem. So, you work
9 on a contract? Is it a contract?

10 MR. GRUBISIC: It's a contract, yes.

11 MS. BELL: And how long are the contracts?

12 MR. GRUBISIC: Four months on. Two months
13 off.

14 MS. BELL: And we were talking about the
15 drills. After you do your weekly drill, do you meet to
16 discuss what happened? Anything after you do a drill?

17 MR. GRUBISIC: Yes. We do bring the crew,
18 all the crew, we bring them to (inaudible). It's a big
19 showroom, where the staff and the captain, safety
20 officer bring the crew and present to them, what was
21 okay and the part that maybe was not good enough, which
22 we need to correct and do better. Yes, that's the
23 procedure.

24 MS. BELL: Okay, are there notes? Does
25 someone take notes or record notes about that and is

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1 that something kept in a log?

2 MR. GRUBISIC: I think it's -- I didn't see
3 that they are making any notes, but maybe safety
4 officer have some notes.

5 MS. BELL: Okay.

6 MR. GRUBISIC: About it. They are recording
7 the time and the days of the drills and the training.

8 MS. BELL: Okay.

9 MR. GRUBISIC: Yes, but in this general
10 meeting with all the crew, I think it's just after the
11 drill, "Okay, guys, today we have the drill." The fire
12 was okay. Fire team did okay, and maybe this and that,
13 little bit corrected.

14 The hotel evacuation was good. Next time,
15 please pay more attention to this and that and such of
16 things.

17 MS. BELL: Okay.

18 MR. GRUBISIC: You know?

19 MS. BELL: Okay.

20 MR. GRUBISIC: Yes.

21 MS. BELL: Thank you. So, when it was
22 decided that the port side MES was not going to be
23 used, the team leader on that side, what did they do in
24 that situation?

25 MR. GRUBISIC: They -- he was behind me --

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1 he was --

2 MS. BELL: Okay.

3 MR. GRUBISIC: -- assist me. He was a
4 housekeeper. He just come with his people and
5 everybody on my side, right away.

6 MS. BELL: So, he was the one who decided or
7 said that --

8 MR. GRUBISIC: I was the one that --
9 automatically, we know -- we do that automatically, we
10 know that -- you know, this one is not functioning.
11 Okay, we go to the other side. The boat number one
12 doesn't work. We have the people from boat number two,
13 we go to the boat -- boat number one, go to boat number
14 two, automatically. They will assist -- they will go
15 to the other area.

16 MS. BELL: So, you've been a team leader --
17 you said you're a team leader, and so, how long -- how
18 long have you been in that position?

19 MR. GRUBISIC: All these years.

20 MS. BELL: Since you started as --

21 MR. GRUBISIC: Since we started the ship.

22 MS. BELL: Okay.

23 MR. GRUBISIC: For the last five years.

24 MS. BELL: Okay, for five years?

25 MR. GRUBISIC: All this hotel manager and

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1 all these duties, all these procedures, we are doing
2 for five years on this ship --

3 MS. BELL: Okay.

4 MR. GRUBISIC: -- and for the nine on
5 previous ship, eight or nine, whatever it was on that
6 ship.

7 MS. BELL: Okay, so, have you been the hotel
8 director the entire --

9 MR. GRUBISIC: All the time.

10 MS. BELL: Since you started with the
11 company?

12 MR. GRUBISIC: Yes.

13 MS. BELL: Okay, and you mentioned that the
14 safety officer is the one who sets the training
15 schedule.

16 Does that person decide what training gets
17 done? I mean, is there someone else that tells them,
18 these are the things or do you have a list of what --

19 MR. GRUBISIC: She or he report to the
20 captain, to the staff captain and captain, and they are
21 the one making decision of how they going to manage
22 training and drills and all of that, because they have
23 to record it. They have to keep the records of all
24 that. They have to know the situation onboard the
25 ship.

1 MS. BELL: Okay.

2 MR. GRUBISIC: They are going around the
3 drills, observing performance of fire brigade,
4 performance of every crew member in all areas, and
5 that's what we said, after the drill, we bring them up
6 to the showroom. Okay, this was good, but please, pay,
7 next time, more attention to that or this next time,
8 and so forth.

9 So, next time, come next time, we go again,
10 probably this is corrected. Maybe something else.
11 It's always more things that are around, but all this
12 is constantly monitored and managed the way we present
13 it, yes.

14 MS. BELL: And you were talking earlier
15 about the demonstration that is given to the
16 passengers.

17 MR. GRUBISIC: Yes.

18 MS. BELL: So, you said there were different
19 areas people could be in.

20 MR. GRUBISIC: They are all in different
21 areas. One is the reception. Four people is in the
22 Pullman area because you have divided that area with
23 partitions. So, that -- this partition, you have one,
24 two, three, four blocks.

25 So, each block, let's put it that word, have

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1 one person to demonstrate the life jacket during the
2 announcement.

3 MS. BELL: Okay, is it a recorded
4 announcement?

5 MR. GRUBISIC: It's a recorded announcement.

6 MS. BELL: And --

7 MR. GRUBISIC: In English and Spanish.
8 English and Spanish.

9 MS. BELL: Okay, and so, each -- you have
10 four different people actually demonstrating --

11 MR. GRUBISIC: Something like an airplane,
12 you know?

13 MS. BELL: Okay.

14 MR. GRUBISIC: Do announcement and they do
15 the things and the people see the things.

16 MS. BELL: Okay, I was just wondering if it
17 was a video or someone actually doing it.

18 MR. GRUBISIC: Okay.

19 MS. BELL: Okay, and so, and someone had
20 asked earlier about how you account for the people in
21 your muster station. Do you have to actually give a
22 count?

23 You were talking about the checklists. So,
24 can you explain that a little bit more?

25 MR. GRUBISIC: Yes, I mention before, to a

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1 similar question, that after we finish embarkation
2 aboard the passengers, they receive -- we receive
3 passenger list. We receive the disabled people list,
4 and these lists are given to the bridge. These lists
5 are not secret for us. We need to know what our
6 passengers are.

7 We need to know if we have disabled
8 passengers, if they need any of our assistance, and so
9 forth.

10 In case of emergency, we would -- the safety
11 officer will divide this passenger list and in case of
12 real emergency, the -- when the muster station leaders
13 will pick up that checklist for the crew on that muster
14 station, and they're also going to get copies, part of
15 that passenger list -- passenger list, we're suppose to
16 report to that muster station.

17 They will be the one also controlling that
18 passenger, because in evacuation, this passenger will
19 be brought to that particular muster station.

20 For example, Muster Station C is very easy
21 because passengers are there. So, you don't have to
22 wait for them. They are there, yes.

23 So, you can -- you can just put them up, put
24 on life jacket, if it's necessary to disembark and you
25 can call their name, you can see if somebody is missing

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1 and so forth, yes.

2 MS. BELL: So, you actually call their
3 names?

4 MR. GRUBISIC: Well, this time we didn't.
5 This was not a situation to. We didn't have no time
6 for that.

7 MS. BELL: Okay.

8 MR. GRUBISIC: Yes, we didn't have no time,
9 but I'm sure that when the people go out, that they're
10 being checked in the same way like we check when we go
11 out, so what is your name? What do you do, on the crew
12 list? So, they have a passenger list, and the
13 passenger will come out, they have the passenger list,
14 and they can check the passengers which are coming out,
15 as well.

16 MS. BELL: Okay, so, they do do that -- they
17 did that?

18 MR. GRUBISIC: They did that.

19 MS. BELL: So, they're checking off the
20 passengers as they are going --

21 MR. GRUBISIC: They're checking the
22 passenger if it's going out, yes.

23 MS. BELL: Okay.

24 MR. GRUBISIC: Yes.

25 MR. KARR: But that's not what you told me

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1 earlier. With you -- so, were you talking about at the
2 muster station --

3 MS. BELL: As they are coming --

4 MR. GRUBISIC: No, no.

5 MS. BELL: -- off?

6 MR. GRUBISIC: No, we are talking about
7 passenger going off.

8 MR. KARR: Oh, going off?

9 MR. GRUBISIC: Going off.

10 MS. BELL: So, going down the MES?

11 MR. GRUBISIC: No. No, going -- not the
12 MES. Going out on the pier.

13 MS. BELL: Oh, okay.

14 MR. GRUBISIC: Going down to the pier.

15 MS. BELL: All right, I misunderstood. I
16 thought you were talking about getting off of the ship.

17 MR. GRUBISIC: No, no.

18 MS. BELL: Okay.

19 MR. GRUBISIC: Going out off -- I said when
20 we have this emergency, we didn't have no time to have
21 that list check out. It happen suddenly, so we acted
22 very, very fast.

23 But when the passenger, and we go out, the
24 crew knows that -- because office have a crew list.
25 Office have a passenger list, and we go out, okay, they

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1 check, okay, what is your name? What is your position?
2 They check the list.

3 MS. BELL: Okay.

4 MR. GRUBISIC: The same thing happens to the
5 passenger.

6 MS. BELL: Okay.

7 MR. GRUBISIC: Because we are receiving this
8 passenger list from the office. They send us final
9 passenger list, with the cabin assignment, with
10 passenger with special needs.

11 MR. KARR: Let me interject here. This is
12 Mike Karr, and please follow up on this question.

13 So, in a -- if in a perfect evacuation, at
14 the muster station, you would have taken attendance of
15 each passenger?

16 MR. GRUBISIC: Each passenger. Like we do
17 crew, we'll do the passenger.

18 MR. KARR: So, who decided that you wouldn't
19 do it that way this time?

20 MR. GRUBISIC: In this time, in this time,
21 no, no decision. The list was not -- probably the list
22 was not in place or the list was not collected and the
23 papers were not collected, because it was no time for
24 that.

25 MR. KARR: How did the -- how does the ship

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1 account for passengers that didn't show up?

2 MR. GRUBISIC: Well, all passengers show up
3 because we check all passenger on Deck Area 5, 6,
4 whatever. Whatever. Before I report it, that ship is
5 clear, there is no more passenger onboard, that
6 everybody up -- that all passenger and crew are
7 evacuated --

8 MR. KARR: Okay.

9 MR. GRUBISIC: -- it was not more passengers
10 down there. We know that there is nobody down there --

11 MR. KARR: And --

12 MR. GRUBISIC: -- and every single corner
13 has been checked at that time.

14 MR. KARR: Did you inform the captain that
15 you were unable to take an itemized attendance?

16 MR. GRUBISIC: No. I just reported to the
17 passenger -- to the captain, that all passenger and
18 crew are evacuated. Evacuated. That there is no
19 passenger in the passenger areas, in the crew area,
20 there is no crew. That all passenger and crew are on
21 the deck, on the open deck. That's what I report.

22 MR. KARR: Why don't you ask that question?

23 MR. YETS: So, you had stated -- this is
24 Jason Yets with the United States Coast Guard.

25 You had stated that you get the list from

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1 the office that says this is -- this is the -- these
2 are the passengers --

3 MR. GRUBISIC: Yes.

4 MR. YETS: -- for this voyage. What happens
5 you get that list, and let's say that list has 500
6 passengers on it, but only 499 passengers show up and
7 actually come onto the ship? How do you deal with
8 that, the no-shows? How do you deal with the people
9 that don't show up for the voyage, but they're on the
10 documents that were provided to you from the office?

11 MR. GRUBISIC: The office provides us the
12 list.

13 MR. YETS: I'm sorry, one more time?

14 MR. GRUBISIC: The office provides us, the
15 list. So, when we receive final list, when the ship
16 leave. This means the passenger which are onboard the
17 ship, are on the list. It's up to -- it's an actual
18 list -- accurate list.

19 MR. YETS: Right, but the company is not
20 going to know on the ship, like let's say I call in, I
21 book a cruise for myself, and then that day, something
22 happens and I can't make it.

23 So, the list that was provided to you says
24 I'm showing up, but an hour before I was suppose to be
25 there, something happened and I couldn't make it.

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1 MR. GRUBISIC: Well --

2 MR. YETS: So, now, you have a list that
3 says there's 500 people, but Jason Yets is missing.
4 How does the office know that I never showed up for my
5 cruise?

6 MR. GRUBISIC: Office know because you are
7 not checked in. You are not --

8 MR. YETS: But then how does that affect the
9 paperwork that's provided to you from the office --

10 MR. GRUBISIC: I would not --

11 MR. YETS: -- for the manifest --

12 MR. GRUBISIC: I would not --

13 MR. YETS: -- that's onboard?

14 MR. GRUBISIC: I would not know about that,
15 because the no-show passenger would not be presented on
16 the list, which is sent to us, and only the passenger
17 which are onboard. I don't know the passenger that
18 didn't show up in the terminal.

19 MS. BELL: So, it gets updated before you
20 ever --

21 MR. GRUBISIC: Well, it would be --

22 MS. BELL: -- see the list?

23 MR. GRUBISIC: -- updated list, it's a final
24 list. If the passenger didn't show up, that's a
25 terminal operation.

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1 MR. YETS: Okay.

2 MR. GRUBISIC: Yes.

3 MR. YETS: Thank you.

4 MR. GRUBISIC: Terminal operation.

5 MR. YETS: Thank you.

6 MR. GRUBISIC: You didn't check-out on the
7 terminal. You are not on the list which is sent to the
8 ship.

9 MR. YETS: Okay, thank you.

10 MS. BELL: So, you mentioned that when the
11 general alarm sounded and everyone goes to their muster
12 stations, that you get a checklist from all these
13 different crew members --

14 MR. GRUBISIC: Yes.

15 MS. BELL: -- as to so many people --

16 MR. GRUBISIC: Yes.

17 MS. BELL: -- you know, they're checked off.

18 MR. GRUBISIC: They check everything and
19 they give me that list, and I report it according to
20 that list, numbers and everything.

21 MS. BELL: So, what if there is -- if you're
22 suppose to have 25 people, and you only had 24, and you
23 report that, but what happens about that extra person
24 that's missing from that checklist?

25 MR. GRUBISIC: Well, in the regular

1 situation, this would be given to the safety officer,
2 and we will see what was the reason that crew member
3 was not reported in that particular time, in that
4 particular place where he was required.

5 Maybe, in our drill, sometimes they pull one
6 of the crew members, or two crew members and they hide
7 them, when the reason is part of the training. They
8 hide them in the -- one of the toilet, in one of the
9 cabins just to make sure if the people which make
10 evacuations, are doing proper evacuation.

11 So, on my list, we'll miss one or two
12 numbers, and I will report to safety officer that these
13 people are missing. She will know that these people
14 are missing because she knows that this port -- she put
15 these people in the hidden position to be found, and
16 most of -- most of time -- always, always, always,
17 during the drill, they have these kind of exercise,
18 these people are discovered, they're reported on the
19 radios, okay, we're in cabin this and that, we found
20 two -- two crew members, number this and that and so
21 forth, and that's part of the training in case that you
22 have a passenger -- doing evacuations, the same
23 procedure.

24 This means that the crew which make
25 evacuation did proper job. They go to the toilets,

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1 they go in the cabin, they check everything properly.
2 It's not just open the door of the cabin, and go
3 outside the cabin. No, you have to go through the
4 room, to the bathroom, you have to see the whole thing.
5 You have to open the cabins, somebody is scared, in
6 that panic, go to the cabin.

7 So, you have to open the cabins. You have
8 to open the doors, check everything properly before you
9 make a report that everything is evacuated.

10 MS. BELL: So, on the day of the fire --

11 MR. GRUBISIC: It was --

12 MS. BELL: -- did you get those lists?

13 MR. GRUBISIC: I didn't have that list. I
14 didn't have no time for that list. It was just seven
15 short, one long, right away, the passenger, and we just
16 evacuate the passenger, making sure that this group
17 goes up to Deck 7. It was an order. We are in the
18 fire. We didn't have no time for this listing -- for
19 this procedure.

20 MS. BELL: So, when you -- were you
21 concerned --

22 MR. GRUBISIC: I know that --

23 MS. BELL: I'm sorry, I didn't mean to
24 interrupt. Go ahead.

25 MR. GRUBISIC: I know the people which are

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1 the leaders. So, they just come to me, okay, and we
2 are on Channel 68. Remember, we are on Channel 68.

3 So, I called the bar manager. I called the
4 chief housekeeper. I called all these leaders, and they
5 reported to me that that area is cleared.

6 So, from that report, I reported to the
7 bridge, all passenger and crew are evacuated. We
8 didn't have no time for the list. We didn't have any
9 list in that time. Everything happen too fast.

10 MS. BELL: So, you said that all -- all of
11 the passengers were evacuated because -- because they
12 checked all of the areas --

13 MR. GRUBISIC: They checked all the areas.

14 MS. BELL: -- and that's --

15 MR. GRUBISIC: Yes.

16 MS. BELL: So, but you didn't have the
17 checklist?

18 MR. GRUBISIC: I didn't have the list.

19 MS. BELL: Okay, all right.

20 MR. GRUBISIC: I didn't have the list. In
21 our normal procedure, during the drill, you have a
22 time. You can follow these kinds of things. But the
23 moment this just happened, when it happened, with the
24 fire and the smoke around, it was no time for that.

25 So, seven short, one long, I go to the

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1 section. We go to 68, okay, guys, let's go. Let's do
2 this, this and that. Let me know.

3 So, we see passenger coming with the
4 luggage, no, leave the luggage down there. Leave
5 everything there. Let us move on to the safe place.
6 This was the target.

7 When we put them there on the Deck 7, on the
8 open deck, we know they are safe, everything is
9 evacuated, and we wait for the captain order. When he
10 said lower the life boat, we knew that we going to
11 start the evacuation. When he said we open the -- open
12 the slide, slide is open, the rafts, you know, with the
13 trigger, disembark the passenger and the crew have to
14 abandon the ship, and it was continuous signal, abandon
15 the ship, abandon the ship, abandon the ship.

16 MS. BELL: So, that announcement was being
17 made over the --

18 MR. GRUBISIC: Yes.

19 MS. BELL: -- PA --

20 MR. GRUBISIC: Yes.

21 MS. BELL: -- system?

22 MR. GRUBISIC: Not PA system. It was sound.
23 It one long --

24 MS. BELL: Just the --

25 MR. GRUBISIC: One long with the captain

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1 order, it's abandon the ship.

2 MS. BELL: Okay, so, do the passengers --
3 aside from they're hearing -- the whistle, the seven
4 short, one long --

5 MR. GRUBISIC: Yes.

6 MS. BELL: -- the seven short, one long --

7 MR. GRUBISIC: One long.

8 MS. BELL: -- is there any -- anything said
9 to the passenger, "Abandon ship." Is anything actually
10 said like that?

11 MR. GRUBISIC: It was the long blast. It
12 was not -- but all the -- it was ordered on the radio,
13 we know that we have to abandon the ship.

14 MS. BELL: Okay.

15 MR. GRUBISIC: Maybe captain didn't want to
16 make it announcement, to not create panic, panic, you
17 know, because everything was under control. Maybe
18 that's why he didn't make the announcement.

19 But abandon the ship signal was constantly
20 repeated. So, we know that this is abandon the ship,
21 and the passenger knew because we were with them,
22 behind them, and they see that we are lowering the life
23 boat, that we are preparing the slides. So, everybody
24 know that we're going to leave the ship at any time.

25 You know, our target was just to make it

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1 faster and more safe -- safer way, yes, and be sure
2 that everybody out of the ship, which then we did.

3 MS. BELL: Okay. So, are you talking --
4 when you have the radio, are you talking directly to
5 the captain?

6 MR. GRUBISIC: If I have to. If I have to,
7 but this time, I didn't communicate with him because it
8 was not necessary. It was very clear, lower the life
9 boat, lower the raft, the slide. It was something
10 about the dogs, but very short interruption.

11 When the staff person was calling, "Okay,
12 the dogs are going to go to the slide," no, no, don't
13 send the dogs to the slide. They will be collected
14 with the chopper, with the helicopter. This was very,
15 very short interruption from myself.

16 MS. BELL: Okay.

17 MR. GRUBISIC: Yes.

18 MS. BELL: I just have one more question,
19 and this is just about the passengers in general.

20 You've been working on this ship for a
21 while. So, are the passengers that take this -- this
22 ferry ride, are they typical -- are they tourists
23 usually or are they -- do you have regulars, people
24 that come --

25 MR. GRUBISIC: I think that 80 percent of

1 these people are our passengers. Old timers, I call
2 them that, like that. You know, kind of back and
3 forth, from one island to another, because we have the
4 bridge between the islands. We know them. They know
5 us, and this was also a help, in that situation, that
6 they follow our orders, our suggestions to them. This
7 was also good help, from that side.

8 MS. BELL: Okay.

9 MR. GRUBISIC: They see that we are all in
10 trouble. So, they participate and cooperate with us,
11 like a family, because we serve them and carry them for
12 years. They know us. We know them.

13 MS. BELL: So, they're familiar with the
14 ship?

15 MR. GRUBISIC: They are familiar with the
16 ship.

17 MS. BELL: Okay.

18 MR. GRUBISIC: They are familiar with the
19 ship, with the procedures, with the announcements.
20 With many things.

21 MS. BELL: Okay, okay, that's good to know.

22 MR. GRUBISIC: Yes.

23 MS. BELL: And have you ever in your career,
24 done an abandon ship for --

25 MR. GRUBISIC: This is the first time I have

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1 to abandon the ship. It was other smoke, fire in the
2 laundry. It's happened in the laundry. Smoke, fire
3 has happened in the galley. Smoke fires happen in some
4 decks area when the -- before. Probably, no. But
5 before, you were allowed to smoke on the ship. So,
6 people were distinguishing cigarettes on the open deck,
7 putting in the garbage cans and so forth.

8 You know, some small fires, which were not
9 difficult to manage. But this was the first one that
10 I have to really leave the ship.

11 MS. BELL: Thank you.

12 MR. GRUBISIC: You're welcome.

13 MR. KARR: All right. It's noon. I'm going
14 to guess we might have another 15 to 30 minutes. Do
15 you want to keep going?

16 MR. GRUBISIC: Well, I can go for 15
17 minutes. No problem.

18 MR. KARR: All right.

19 MR. GRUBISIC: No problem.

20 MR. KARR: All right, do you know why life
21 boat number three did not release?

22 MR. GRUBISIC: No.

23 MR. KARR: All right, do you know why the
24 rescue boat was not launched?

25 MR. GRUBISIC: No.

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1 MR. KARR: What did you do to bed the night
2 before and what time did you wake up in the morning of
3 the --

4 MR. GRUBISIC: I go to the bed around
5 midnight. I wake up quarter to seven.

6 MR. KARR: Do you feel rested?

7 MR. GRUBISIC: I feel rested.

8 MR. KARR: At the time, did you feel rested
9 in the morning, when you woke up?

10 MR. GRUBISIC: Yes.

11 MR. KARR: Okay.

12 MR. GRUBISIC: Everything was very clear. I
13 was ready for inspection and to arrive in American
14 port. Before arrival to American port is our routine,
15 to make inspection for U.S. inspection.

16 MR. KARR: All right.

17 MR. GRUBISIC: So, after the course of that
18 inspection, our next one, we wait for what (inaudible)
19 and my part was to wake up in the morning, go 7:00 in
20 the galley and start to make inspection before we
21 arrive to the port.

22 MR. KARR: Did you take any naps the day
23 before?

24 MR. GRUBISIC: I never get a nap.

25 MR. KARR: Never take a nap, and is your

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1 routine to go to bed about midnight and --

2 MR. GRUBISIC: Well, I work from eight to
3 normally until 10 or 11, depend on the situation.

4 MR. KARR: All right.

5 MR. GRUBISIC: You know?

6 MR. KARR: And how soon -- you work four
7 months on, two months off. When were you suppose to
8 leave the ship the next -- when were you going to sign
9 off the ship?

10 MR. GRUBISIC: My contract this time was
11 three months and three months off. The company change
12 the contract. So, they said three months on, three
13 months off, and this suppose to be on September 15th.
14 I should leave the ship on September 15th. I would have
15 new plans at that time.

16 MR. KARR: The helicopter, how many -- did
17 you see the helicopter load the passengers and how many
18 passengers did they take off at once?

19 MR. GRUBISIC: I see them coming to the
20 deck, and I see the group of people there. How many
21 people exactly they put inside at one time, I cannot
22 tell you.

23 MR. KARR: Okay.

24 MR. GRUBISIC: Because it was a far
25 distance. I am on the Deck 5 aft, and this is Deck 7.

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1 On top, I see helicopter propeller. I see just part of
2 helicopter. So, I don't have a clear view.

3 MR. KARR: Okay.

4 MR. GRUBISIC: Yes.

5 MR. KARR: And you mentioned that the entire
6 evacuation took two and a half to three hours.

7 MR. GRUBISIC: Yes.

8 MR. KARR: And you said that the weather
9 delayed that.

10 MR. GRUBISIC: I think the weather -- no,
11 I'm sure the weather delayed it.

12 MR. KARR: So, tell me, did you slowly load
13 passengers over that entire -- did you slowly evacuate
14 passengers, or did you have to hold everybody up for a
15 certain period of time?

16 MR. GRUBISIC: We can start the -- we
17 continuously allowed the people. It was a period when
18 we couldn't move faster than slower. But we
19 continuously lowered the people.

20 MR. KARR: So, for over two and a half to
21 three hours --

22 MR. GRUBISIC: Yes.

23 MR. KARR: -- there were people going down -
24 -

25 MR. GRUBISIC: Going down.

1 MR. KARR: -- the slides?

2 MR. GRUBISIC: Going down, and going down,
3 and going down.

4 MR. KARR: All right. Did you notice any --
5 were there -- did you notice any inflation problems
6 with the life rafts?

7 MR. GRUBISIC: I cannot make the statement
8 on that because I think that the -- the rafts was --
9 the raft was inflated.

10 MR. KARR: Okay.

11 MR. GRUBISIC: We were in the raft, go to
12 the water, the line was full and they were inflated.

13 MR. KARR: Yes.

14 MR. GRUBISIC: The problem with them was to
15 pull them-- to pull them to the ship, because of the
16 weather, because of the waves.

17 So, when they try to pull them, it was
18 almost impossible. That's why the Coast Guard
19 interfere and they got a hook, and they hook the raft
20 to bring it to the platform.

21 MR. KARR: Okay.

22 MR. GRUBISIC: So, when they bring the raft
23 to the platform, then the crew which is on the
24 platform, tie it to the raft, to the platform, to
25 proceed with the next evacuation.

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1 MR. KARR: Were the rafts connected by a
2 line to the platform and the line had just drifted
3 away?

4 MR. GRUBISIC: The -- when the Coast Guard
5 bring the raft to the platform, the only way you can
6 embark the people, you have to secure the raft,
7 otherwise people will go into the sea.

8 MR. KARR: Correct. But was the raft
9 inflated?

10 MR. GRUBISIC: The raft --

11 MR. KARR: Was it secured to the platform?

12 MR. GRUBISIC: It was secured in the
13 platform during the embarkation to the raft.

14 MR. KARR: Okay, and then so -- then -- and
15 the Coast Guard did that and they also pulled the
16 platform away from the ship?

17 MR. GRUBISIC: And they also pull platform
18 to be in better position to -- you know, because of the
19 wind was pulling platform to the ship, which made the -
20 - the disembarkation more difficult.

21 So, they help us to move the platform in a
22 better position, to bring the raft over there and
23 that's why the period of time was that long.

24 MR. KARR: So --

25 MR. GRUBISIC: Because of all these

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1 difficulties.

2 MR. KARR: So, it wasn't until -- so, the
3 evacuation went slowly, until the Coast Guard boat
4 pulled --

5 MR. GRUBISIC: All the time.

6 MR. KARR: -- the platform.

7 MR. GRUBISIC: All the time. Regardless of
8 that. The Coast Guard help us with that. But we
9 continuously have a rough sea. You know, the whole
10 thing was just going up and down. So, you could not
11 move faster.

12 When you pulled the passenger down, they had
13 to wait, they get the passenger on the platform. Now,
14 when you are in the water, on the platform, that is
15 very unstable base. So, the people need help to bring
16 them from this distance to that distance, it's not that
17 easy, even if you have two crew members helping them to
18 put them inside, because they found themselves in very
19 unstable things.

20 You know, they fell down, they sit down,
21 they have to get them up, they have to get them over
22 there. It was not that simple.

23 MR. KARR: So, once the crew members put the
24 passenger in the raft --

25 MR. GRUBISIC: In the raft.

1 MR. KARR: -- then they would go back and --

2 MR. GRUBISIC: And get another one, get
3 another one and this is the way -- this is the way you
4 have to slide them down, because you cannot just slide
5 them down and keep them in the slide. You have to put
6 two people down, be sure that they are in the platform,
7 make sure that they go to the boat, and the next two
8 go, and the next two, otherwise you're going to create
9 a jam in the slide.

10 The slide must be free, so we can proceed.
11 You must clear the platform. The platform must be
12 cleared, then we can move the people to the raft, and
13 I'm telling you, I found myself, when I go from the
14 slide to the platform, to feel the waves, and you know,
15 I have to sit down, I have to go to my knee, I have to
16 -- I cannot stand it. No one could stand it in that --
17 in that platform. Platform is pretty huge platform.

18 MR. KARR: You mentioned the slide -- after
19 everyone was -- you -- after everyone used the slide,
20 the starboard side was disconnected.

21 MR. GRUBISIC: I think that when I left, and
22 I know that I was the last one from the hotel crew, and
23 at that time, I said before, it was captain, some deck
24 offices, staff captain, safety officer, third officer,
25 few (inaudible) from the deck, some people in the

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1 engine room, chief engineer and a few guys from the
2 engine room was the only one left on the ship, which I
3 learned that they being disembarked with a helicopter.

4 So, I was the last one going out from the
5 slide.

6 MR. KARR: Yes, but you mentioned the word
7 disconnected. Was the slide disconnected from the
8 ship?

9 MR. GRUBISIC: It was, the slide,
10 disconnected from the ship.

11 MR. KARR: Okay, all right.

12 MR. GRUBISIC: You don't see the slide. You
13 see a ship is coming with a burn --

14 MR. KARR: Well, it's -- yes, we didn't see
15 the -- well, we were told that both slides were still
16 connected, and that yesterday morning, it was when the
17 starboard slide was taken off.

18 But I was just wondering what you might have
19 meant by that.

20 MR. GRUBISIC: I didn't see both sides, but
21 starboard side, I think it was disconnected.

22 MR. KARR: Okay, all right.

23 MR. GRUBISIC: After I left.

24 MR. KARR: All right. Anybody else have any
25 questions?

1 MS. BELL: Just a clarification. You had --
2 you said that you were on a three month, three off
3 contract this time?

4 MR. GRUBISIC: No. Before was four, two,
5 four, two, four two. This time the ship company change
6 it from the first time. They want to have three months
7 on, three months off.

8 MS. BELL: So, on the -- on the records, it
9 shows that you sign-on on June 16th?

10 MR. GRUBISIC: Yes.

11 MS. BELL: So, and the boat was in dry-dock
12 --

13 MR. GRUBISIC: My three months -- yes.

14 MS. BELL: So, what do you do during that
15 time period?

16 MR. GRUBISIC: I went to the dry-dock to --
17 to organize our next start up.

18 MS. BELL: So, you still work on the ship
19 while it's in dry-dock?

20 MR. GRUBISIC: I was not in the ship during
21 the dry-dock. This was already three months over
22 there, and I come on June 16th.

23 So, ship have some delays, and that's how I
24 start -- stay longer, in that dry-dock period. But my
25 duty was to organize everything for the next start up,

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1 which means to request the crew from the crew agent,
2 whatever crew I need, to request all material, whatever
3 I need to be ready for the passenger services for the
4 operation of -- all hotel operations. That's what my
5 duty is.

6 MS. BELL: Okay.

7 MR. GRUBISIC: Yes.

8 MS. BELL: Thank you.

9 MR. GRUBISIC: You're welcome.

10 MR. KARR: One other question. Once you
11 remove people -- once you move people from Muster
12 Station C, did anyone -- did any of the passengers have
13 any smoke problems?

14 MR. GRUBISIC: It was not by the Deck C
15 because --

16 MR. KARR: Pardon me?

17 MR. GRUBISIC: It was not -- in that time,
18 we did not put passenger -- we didn't use Muster
19 Station C at all. I mention in the very beginning,
20 that because of the smoke, which come from the engine,
21 all passenger was gathered to the Muster Station A and
22 B.

23 MR. KARR: Any problems with smoke at Muster
24 Stations A and B?

25 MR. GRUBISIC: It might happen, that it was

1 smoke, but not on that open area.

2 I think that passenger that come to me on
3 the open deck was the people which was down in -- going
4 down to Deck 5, going to the slide, and in that
5 corridor, it might be smoke.

6 So, they found some difficulties, they send
7 them up to the open deck where I was, and I put them
8 there, sit down and wait, let's see what will be next.
9 So, just to make them more comfortable.

10 MR. KARR: Yes. Did you help any passengers
11 put on their life jackets?

12 MR. GRUBISIC: I didn't, because this was
13 done instantly.

14 MR. KARR: Okay, all the passengers had
15 their life jackets on?

16 MR. GRUBISIC: All passengers have life
17 jackets on. This was the first thing, during
18 evacuation. The crew was just going with the life
19 jackets and give them the life jackets, tied them up,
20 you know. It was like a pre-set movie.

21 MR. KARR: Well, I have one more question
22 for you. But do you have any questions, Jennifer?

23 LT. PROCTOR: Yes, this is Jennifer Proctor
24 with the Coast Guard. I have a clarification question
25 on -- when you said -- back with the training.

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1 You said that sometimes they -- you don't
2 know if it's real or not real. I just wanted to --

3 MR. GRUBISIC: If I know it is --

4 LT. PROCTOR: -- for Mr. Skylight, when they
5 give the notification overhead for Mr. Skylight, do
6 they preface any drill with saying, "There will be a
7 drill today, an all-hands, all-crew drill at 10:00," or
8 do they preface with an announcement saying, "This is a
9 drill. All passengers disregard," and then you
10 commence the Mr. Skylight drill, or do they just
11 simply, everyone is doing their business. There is no
12 pre-written notice, no pre-notification passed to the
13 crew, that there will be a drill this day? Do they
14 just randomly over the speakers say, "Mr. Skylight."

15 MR. GRUBISIC: Well, we know during the
16 week, like I mentioned before, that we're going to have
17 weekly drill and then --

18 LT. PROCTOR: On Saturday.

19 MR. GRUBISIC: -- it's going to happen on
20 Saturday. Now, the drill can be only for deck and
21 engine crew, and it can be only for the fire drill or
22 can be only for the medical team, or can be only for
23 the (inaudible) team or can be only for evacuation
24 group team. Depends on the captain and staff captain
25 and safety officer.

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1 I said that if there's going to be drill or
2 not be drill. We have codes. The codes are for the
3 crew. So, when we hear code Mr. Skylight, we know what
4 it means. Passenger don't, but we do.

5 When we set forth (inaudible) we know.
6 Passenger don't. When we hear Mr. Skylight, we know
7 what this means. Mr. Skylight. In that time, we don't
8 act because we don't know if it's a fire, but it might
9 a small fire. It can be fire which will be under
10 control. So, we're just continuously doing our job.

11 When we hear general announcement, when we
12 hear seven short, one long, evacuation announcement,
13 then the crew will go to their cabins and pick up their
14 luggage racks, and proceed with evacuation.

15 LT. PROCTOR: Thank you. I understand that.
16 My question, so, you know, you said for all-hands
17 drills, are those only conducted on Saturday?

18 MR. GRUBISIC: This was our best day,
19 because of no interruption with the passengers.

20 LT. PROCTOR: Okay.

21 MR. GRUBISIC: We don't do the drills when
22 we have passenger onboard, for the crew drills.

23 LT. PROCTOR: So, then when you split up
24 into your engine or hotel -- separate -- you know,
25 department division --

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1 MR. GRUBISIC: Yes.

2 LT. PROCTOR: -- drills --

3 MR. GRUBISIC: Yes.

4 LT. PROCTOR: -- do each division drill know
5 in advance that they will be conducting a drill --

6 MR. GRUBISIC: They are there --

7 LT. PROCTOR: -- so that they are not caught
8 off --

9 MR. GRUBISIC: There is a schedule. The
10 general announcement, what I mention is for the
11 Saturday for the whole crew.

12 But during the week, when the other part of
13 training will happen between the passenger services.
14 Passenger will disembark 9:00 or 10:00 in the morning,
15 and they will no -- there will be no passenger from the
16 period of that time, 9:00 or 10:00 in the morning,
17 until 3:00 in afternoon.

18 So, in that period of time, you can have a
19 time frame to train some crew according to the schedule
20 which we mention.

21 LT. PROCTOR: Okay.

22 MS. BELL: That's training, not drills?

23 MR. GRUBISIC: Training drill. Training
24 drill, yes. Like a group, so, it's going to be -- it's
25 going -- the safety officer made the schedule, weekly

1 schedule.

2 So, Saturday will be general day for all the
3 crew. There is -- that's most of the time. But during
4 the Monday, Tuesday, Wednesday, Thursday, the groups
5 have training in that time, but there is no passenger
6 onboard.

7 LT. PROCTOR: My question is just that any
8 time the ship conducts a training or an actual drill,
9 do crew members know in advance that is a training --

10 MR. GRUBISIC: We know --

11 LT. PROCTOR: -- so that the notification --
12 if any notification were to happen, it would be for a
13 drill?

14 MR. GRUBISIC: Yes. We know that in advance.

15 LT. PROCTOR: Okay.

16 MR. GRUBISIC: We know that the day before
17 because our duty -- part of our duties also, to make
18 excuse list for the crew which will not participate on
19 that drill.

20 Sometimes, crew member will have to go to -
21 - to embassy to extend the visa. Sometimes the people
22 will have to go to the medical to repair the tooth or
23 you know, there is some reason when some crew will be
24 excused.

25 So, we need to know the day before, that

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1 will be a drill and what drills it will be, and we know
2 from the schedule, which is the schedule with the
3 schedule of the training, so we have to make excuse
4 list to present to the safety officer, if we have any
5 crew members which will not be participating on that
6 drill, in that time.

7 LT. PROCTOR: So, on the day that this
8 happened, when they announced over the address system,
9 Mr. Skylight, did you or did you know of anyone who
10 thought it was in a drill setting, or did everyone know
11 that this was a real emergency.

12 MR. GRUBISIC: We heard Mr. Skylight and we
13 just do like we always do our job. We didn't do
14 nothing else.

15 We didn't know it's going to be a fire, it's
16 going to -- how big this is going to be.

17 LT. PROCTOR: Okay.

18 MR. GRUBISIC: So, we just continue with our
19 job. When we learn, the other announcement seven short
20 and one long, when we learn that, we need to proceed
21 with evacuation, we proceed accordingly.

22 Then we go to the cabin. Then we get out
23 life jackets, then start -- we proceed. But during the
24 Mr. Skylight, we didn't act because that's how we be
25 trained. You know, but in the hotel, we hear Mr.

1 Skylight, you don't do nothing, until you get next
2 announcement.

3 So, when the next announcement come, okay,
4 not a drill. Seven short, one long, we know that we
5 have some situation. So, let's go to the cabins, let's
6 get the life jackets and then, to evacuate the people,
7 to put the people in the safe place, to clear all the
8 areas, to report that everything is clear and we
9 proceed per captain order, like we mention before.
10 Everything just happened.

11 LT. PROCTOR: Thank you.

12 MR. KARR: You mentioned two other code
13 words and what do those -- would you tell us what those
14 code words mean? I think it was Julian?

15 MR. GRUBISIC: Julian?

16 MR. KARR: Julian?

17 MR. GRUBISIC: Yes, Julian and Charlie.

18 MR. KARR: What does Julian stand for?

19 MR. GRUBISIC: Julian will be for the oil
20 spill.

21 MR. KARR: Oil spill?

22 MR. GRUBISIC: Oil spill. They will not
23 tell the passenger they have oil spill. They will use
24 the code Julian.

25 MR. KARR: Julian?

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1 MR. GRUBISIC: Yes.

2 MR. KARR: And what was the other code word?

3 MR. GRUBISIC: Charlie.

4 MR. KARR: What is Charlie?

5 MR. GRUBISIC: Charlie will be for attack.

6 How do you call it?

7 MR. KARR: Terrorist attack?

8 MR. GRUBISIC: Terrorist attack. Charlie.
9 Code blue will medical. Medical code, if we have some
10 passenger emergency, somebody have a heart attack in
11 some of the shift area. You make announcement code
12 blue. The medical center will act automatically and
13 doctor will go -- will come to position, will get the
14 passenger to the infirmary, will act as soon as
15 possible. That's why we use the codes. So, the other
16 passengers are not interrupt. They don't feel the
17 panic, yes, correct?

18 MR. KARR: Correct. All right, anymore
19 questions? All right, thanks for coming in. I know
20 this was a long interview, but you hold a key position
21 on the ship, as the hotel director, and you had a good
22 view of the entire operation.

23 So, you're our first witness. So, you helped
24 us get an idea of what was going on.

25 MR. GRUBISIC: I hope I did and if you have

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1 any other questions, I will be available to answer or
2 help if necessary.

3 MR. KARR: All right, thanks. So, it's
4 12:23. I'm going to stop the recorder.

5 {Off the record.}