

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: BRUNO JONATHAN

Saturday,
August 20, 2016

Conference Room
USCG Sector San Juan
Puerto Rico

BEFORE

MICHAEL KARR, NTSB
CARRIE BELL, NTSB
[REDACTED] USCG
[REDACTED] USCG

This transcript was produced from audio provided
by the National Transportation Safety Board.

APPEARANCES:

On Behalf of American Cruise:

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



United States Coast Guard

On Behalf of the P&I Club:

JOSE RAMON RIVERA-MORALES, ESQ.

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

(1:22 p.m.)

1
2
3 MR. KARR: This is Mike Karr with the
4 National Transportation Safety Board. It's 1322 on
5 August 20th. We are in a conference room in Sector San
6 Juan in San Juan, Puerto Rico. We're going to
7 interview Bruno Jonathan, a cadet on the Caribbean
8 Fantasy.

9 I would like everyone at the table to
10 introduce themselves.

11 MR. [REDACTED] [REDACTED] [REDACTED] of the United States
12 Coast Guard.

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

15 MR. JONATHAN: I'm Bruno Jonathan.

16 MR. KARR: All right. Bruno, I'm going to
17 ask you to make sure you speak up as best you can so
18 our recording can pick you up. Is it okay if we record
19 the interview?

20 MR. JONATHAN: Yes.

21 MR. KARR: Thank you. The purpose of our
22 investigation, you know, we're with the NTSB and the
23 Coast Guard to look into the matter of the fire on the
24 Caribbean Fantasy. The first thing I would like to do
25 is ask you about your maritime experience. You're a

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1 cadet. Tell us about your maritime career thus far.

2 MR. JONATHAN: I finished second year so
3 far. In France, contrary to most countries, we go to
4 sea every year so I've been on two ships with short
5 contracts. It's my fourth short contract -- fifth
6 contract and fourth ship. It was my second contract on
7 the Caribbean Fantasy. I was on model ship for two
8 months this winter and I came back one-and-a-half
9 months ago.

10 MR. KARR: And how long ago did you -- when
11 did you join the Caribbean Fantasy for this recent --

12 MR. JONATHAN: One month and a half ago, the
13 1st of July.

14 MR. KARR: When were you due to leave the
15 Caribbean Fantasy?

16 MR. JONATHAN: First of September.

17 MR. KARR: And during this tour give us a
18 general idea of what you did on board the ship as a
19 cadet.

20 MR. JONATHAN: The thing is in France we are
21 (inaudible) so we study to be on deck and engine so I
22 have been on both departments. Basically on deck
23 before departure I prepared for departure and to clean
24 the ship. I did some navigational watch as we got out
25 to sea.

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1 Then during the Atlantic crossing I was in
2 engine so I was doing engine job, surveying, fixing
3 everything. When we arrived in Santo Domingo I went
4 back on deck and they declare my work on deck
5 (inaudible). I mean, in Santo Domingo I stay on the
6 bridge. I come on the bridge to prepare arrival. I
7 stayed on the bridge most of the day for port watch and
8 prepare departure. That's it.

9 MR. KARR: On the day of the fire when did
10 you come up to the bridge?

11 MR. JONATHAN: Yes. It was 6:45 or 7:00 in
12 the morning.

13 MR. KARR: All right. If you would, tell me
14 about the rest of your morning beginning when you came
15 up at the bridge. What I would like to do is have you
16 tell me as much as possible about what happened without
17 me having to ask any questions. I'm interested in --

18 MR. JONATHAN: You mean all morning or
19 before the fire?

20 MR. KARR: Start at 6:45 when you came up on
21 the bridge.

22 MR. JONATHAN: At 6:45, I don't really
23 remember, but basically I come in, take coffee,
24 preparing private cars, checking that everything is
25 ready, putting away (inaudible) because I'm there to

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1 keep track, the basic stuff I do every morning. Then
2 just watching the approach. I answered the phone when
3 the engine called to tell us there was a fire and
4 inform immediately the captain. Then what I did --

5 MR. KARR: Tell us what you did for the next
6 hour if you can remember. You know, after you told the
7 captain.

8 MR. JONATHAN: Exactly I don't remember. I
9 think I was watching more than doing anything at that
10 time because we were on the bridge assisting the
11 captain. I think I made an announcement in English.
12 After I don't really remember that part.

13 MR. KARR: What announcement did you make in
14 English?

15 MR. JONATHAN: An announcement saying that
16 we had a fire on board. The fire fighting team was
17 dealing with the situation and we will keep informed
18 all passengers of everything. I asked the watcher who
19 speaks Spanish to make the announcement in Spanish.

20 MR. KARR: Who made the announcement in
21 Spanish?

22 MR. JONATHAN: Also a watcher.

23 MR. KARR: Do you recall what time you made
24 that announcement?

25 MR. JONATHAN: I took note on the paper of

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1 the time of the announcement but at this time I don't
2 remember.

3 MR. KARR: Okay. All right. Let me know if
4 I ask you about something you did that you said, "Oh,
5 yeah. Those are in my notes," because we have copies
6 of your notes, I believe. I'll confirm that. I
7 believe we've got --

8 MR. JONATHAN: I think I did a second
9 announcement because we have three kinds of
10 announcements in case of fire. First one, we have a
11 situation and we are dealing with it. Second one,
12 which I made, we are fighting the fire and please
13 following instructions of the crew. The third one
14 abandon ship. I put on the paper the time. I think I
15 put the time of the second announcement.

16 MR. KARR: Do you also remember the time --
17 did you also record the time you made the abandon ship
18 announcement?

19 MR. JONATHAN: I think at that time I was
20 quite busy running everywhere so I'm not sure.

21 MR. KARR: When you were running everywhere
22 being quite busy, what were you doing?

23 MR. JONATHAN: Checking that passengers were
24 -- we were giving passengers a life jacket. On the
25 monitor I checked if MES was properly open on starboard

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1 side. I went (inaudible) and somewhere else, I think,
2 during the morning. I took updates from the Captain by
3 phone so we can get it.

4 MR. KARR: Were you privy to -- were you
5 aware -- did you hear the captain mention anything
6 about the severity of the fire?

7 MR. JONATHAN: The what?

8 MR. KARR: Did you ever hear the captain
9 discuss with other people the fire?

10 MR. JONATHAN: What do you mean? First we
11 talked about the fire.

12 MR. KARR: Was there any factual
13 information? Let me rephrase this. Do you recall the
14 captain -- do you recall hearing any reports of the
15 spread of the fire?

16 MR. JONATHAN: Yes. I received, I think it
17 was by radio, a message from (inaudible) saying he
18 wasn't seeing fire in the parrot station. I don't
19 remember which one. It was difficult to get
20 information. We knew that there was a lot of smoke in
21 the garage because the fire-fighting team told us. As
22 soon as they went there they saw there was smoke, I
23 think.

24 It was pretty clear anyway that it was quite
25 a big fire because we knew it was -- we did not know

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1 but I suppose it was one or two minutes before they
2 told us there was a fire. We knew that the fire was
3 quite difficult. Everybody knows that fire in the
4 engine room is dangerous so we tried to contain it as
5 soon as possible.

6 MR. KARR: Do you know if water mist was
7 used?

8 MR. JONATHAN: I don't know if it was used
9 but I remember hearing someone, maybe captain, asking
10 to put high fog on the engine. I don't know for sure.

11 MR. KARR: To put the what on the engine?

12 MR. JONATHAN: High fog.

13 MR. KARR: High fog?

14 MR. JONATHAN: Not exactly high fog but C02.

15 MR. KARR: Okay. Do you know if the -- from
16 what you understand was the C02 used to try to put out
17 the fire? Can you tell me if C02 was used to try to
18 put out the fire?

19 MR. JONATHAN: Yes. The chief engineer told
20 us that -- we asked the chief engineer to make sure
21 that everybody was out and we put C02. I'm not 100
22 percent sure but I think it was 0748. We asked the
23 staff captain to release C02 and it was released from
24 what I know.

25 MR. KARR: Did you encounter any smoke

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1 during --

2 MR. JONATHAN: Me?

3 MR. KARR: Yes, you personally.

4 MR. JONATHAN: Yes. When I went to check
5 MES. The captain asked me to go to check MES. I
6 encountered smoke. At first I wanted to -- I went from
7 the bridge to deck 6 but there was a lot of smoke so I
8 went down to deck 5 and there was still smoke but much
9 less. I went to MES to check and then I came back and
10 it was okay. Not a lot, a little smoke. When I
11 dropped -- when I was with the bosun to do a phone call
12 I saw smoke going out from the garage.

13 MR. KARR: Do you recall what time it was
14 when you went to check on the MES?

15 MR. JONATHAN: No.

16 MR. KARR: When you checked on the MES were
17 there passengers around the MES?

18 MR. JONATHAN: No, there was no one around.

19 MR. KARR: Had the MES been launched yet or
20 had the MES been inflated?

21 MR. JONATHAN: Yes. The captain asked me
22 to go to check if the door was open. We could see from
23 the bridge that it was inflated.

24 MR. KARR: It wasn't what?

25 MR. JONATHAN: Inflated.

1 MR. KARR: This was the one on the starboard
2 side?

3 MR. JONATHAN: Yes.

4 MR. KARR: What did it look like?

5 MR. JONATHAN: Um?

6 MR. KARR: When you said it wasn't
7 inflating. Did you say it was not inflating?

8 MR. JONATHAN: No, no. It was inflated.

9 MR. KARR: It was inflated.

10 MR. JONATHAN: Yes.

11 MR. KARR: So tell us what did you report to
12 the bridge?

13 MR. JONATHAN: Captain asked me, I don't
14 know, maybe if the door was properly open, if it was
15 possible to access the slide. I told him yes, we can
16 access the slide.

17 MR. KARR: Did you notice anything unusual
18 about the MES at that time?

19 MR. JONATHAN: Yes. It's not directly the
20 MES but we were not able to take -- in fact, I don't
21 know how MES normally -- I've never seen the MES
22 inflated but I suppose normally we are able to take the
23 life raft close to the platform and we were not. At
24 that time MES was -- there was a hanger (phonetic) in
25 the water.

1 MR. KARR: Pardon me? Say that again.

2 MR. JONATHAN: There was some kind of hanger
3 in the water. It was like wet.

4 MR. KARR: Okay. All right.

5 MR. JONATHAN: Sorry.

6 MR. [REDACTED] No, you're okay.

7 MR. KARR: Were the rafts close to the
8 platform or were the rafts some distance away from the
9 platform?

10 MR. JONATHAN: Quite away from the platform.
11 That's why we asked around the ship to help us to take
12 it and to get them close to the platform.

13 MR. KARR: Were there any Coast Guard folks
14 around the ship at that time?

15 MR. JONATHAN: At the beginning there -- at
16 that time there was maybe one or two, one small and one
17 big. Later on there was quite a lot of small Coast
18 Guard there.

19 MR. KARR: After that what -- tell me more
20 about what you did after that, after you reported to
21 the captain about the MES.

22 MR. JONATHAN: Honestly I don't remember if
23 it was before or after but basically I was on the
24 bridge acknowledging announces because a lot of
25 announces. It was too much and one of the announces

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1 goes general if we don't acknowledge it so I was
2 acknowledging it.

3 I was trying to help the captain with
4 communications because between inside and outside
5 communication are two different channels so it was not
6 easy to revert. I was trying to keep a look at
7 different things. When we got close to the ground I
8 was trying to keep a look on the list.

9 The captain was on the port side or
10 starboard side. I was trying to keep a look on the
11 opposite side to check if there was something wrong or
12 something he should know. When some fire fighters were
13 on board on the bridge asking for the fire plan, I
14 tried to answer the questions they were asking.

15 MR. KARR: How did the fire fighters -- how
16 did the shoreside fire fighters arrive?

17 MR. JONATHAN: Mostly by helicopter. At
18 some point there was a small police boat with fire
19 fighters on board who tried to come close to the ship.
20 When I went to do something, I don't know what, so I
21 don't know if they were able to come on board or if
22 they tried.

23 I know maybe two or three helicopters came
24 to leave some fire fighters. I took note when the
25 first of two helicopters came in. The first one was

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1 for a fire fighter, I think. I don't remember but I
2 took note for the first helicopter landing on the deck.

3 MR. KARR: Do you know why the port side MES
4 was not used?

5 MR. JONATHAN: I think it was because of the
6 fire because there was -- we had information
7 apparently, I think, that fire was spreading more on
8 port side. There was a lot of smoke also port side.
9 Honestly, port side a lot of smoke and fire and
10 starboard side seems to be better.

11 At some point, I don't remember when, in the
12 morning I saw fire fighters on the bridge asking me
13 questions. They told me that when they turn around the
14 ship they could tell they were seeing (inaudible) on
15 the port side so it was more on the port side
16 apparently from what I know.

17 MR. KARR: Do you know anything about why
18 the rescue boat was not used?

19 MR. JONATHAN: We had a lot of boats around.
20 We had two private boats that were here quite early.
21 Many Coast Guard, more and more, maybe two or three.
22 Later on we had two, three tugboats. It didn't look
23 necessary to lose time with people to take down the
24 rescue boat.

25 MR. KARR: All right. Did you hear that

1 from any -- did the captain say that? I mean, what you
2 just told me is that your opinion or was it based on
3 what you overhead one of the officers say?

4 MR. JONATHAN: My own opinion.

5 MR. KARR: All right. And do you know why
6 the NO. 3 lifeboat did not release?

7 MR. JONATHAN: I don't know why. It just
8 hooks. They were apparently not able to open the boat
9 but I don't know why. Something was wrong I suppose
10 with the hooks.

11 MR. KARR: How did you get off the ship?

12 MR. JONATHAN: MES starboard side on the
13 slide. Then the Coast Guard with a very small boat
14 took us to U.S. Coast Guard bigger boat. Then we went
15 to shore.

16 MR. KARR: Tell me about that shore process.
17 From the time you left the Coast Guard boat until you
18 went to the hotel tell me about the procedure that you
19 went through, what you actually went through.

20 MR. JONATHAN: When I arrived with the small
21 boat I saw people. I went to see the captain, the
22 safety officer, and the staff captain. I gave captain
23 his certificate because I left a small bag with the
24 certificate. Then he asked me to follow him to the
25 common center, or something like that, with the Coast

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1 Guard.

2 At some point the immigration officer, CBP
3 officer, asked me to follow him for the immigration
4 process. Then we waited a few hours at the terminal.
5 We took a bus to a hotel. I went to the first hotel
6 but there was not room for any more so I went to a
7 second hotel.

8 MR. KARR: All right. When you came off the
9 ship did you get any kind of a bracelet?

10 MR. JONATHAN: No.

11 MR. KARR: Did anybody check your name off a
12 list?

13 MR. JONATHAN: Yes, several times. I don't
14 remember if they checked my name on the list but I
15 remember two times people taking my name. The very
16 first time maybe they checked -- yeah, they checked my
17 name on the list I think directly on the peer after
18 going out of the boat.

19 MR. KARR: Did you notice any passengers or
20 crew members get injured?

21 MR. JONATHAN: No, but I arrived quite late,
22 even after the captain and all people who left last. I
23 arrived, I think, with the last people. After I saw a
24 few pictures where I saw a lot of people where I was.
25 When I arrived not a lot of people anymore. I did not

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1 see anybody. There was a passenger who was quite short
2 and physically she moved, I think.

3 MR. KARR: [REDACTED] would you have any
4 questions?

5 MR. [REDACTED] Yes.

6 This is [REDACTED] [REDACTED] with the United States
7 Coast Guard. I have a couple of follow-on questions.
8 In the morning you go to the bridge, get your coffee,
9 and then you said get everybody ready. What is get
10 everything ready? What is your normal routine on the
11 bridge after you get your cup of coffee?

12 MR. JONATHAN: Checking the pilot counter
13 with the draft (phonetic). There is some checklist to
14 fill up. Call the engine 12 hours before so I do that.
15 Put under (inaudible) on the 17th, I think. Normally
16 after
17 -- I did not have time but after normally I open the
18 windows on the wing of maneuver.

19 I check when the pilot boat is coming
20 alongside and I inform the captain when the pilot is on
21 board. I think that's pretty much all. I call
22 reception to inform then that we are in a red condition
23 which means if it's not important don't call us. I put
24 BNWIS off. I think that's all.

25 MR. [REDACTED] Thank you. When the captain sent

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1 you to go check the MES, did he give you any specific
2 instruction as to what you were looking for, or were
3 you -- what were you going there to verify?

4 MR. JONATHAN: Because we were surprised to
5 see nobody go in so he asked me if the door was
6 properly open and that's it.

7 MR. [REDACTED] Were you at either of the MES
8 stations before -- I'm sorry. Let me rephrase it.
9 Were you present at any of the MES stations to witness
10 the launch?

11 MR. JONATHAN: No.

12 MR. [REDACTED] You were on --

13 MR. JONATHAN: The bridge.

14 MR. [REDACTED] You were on the bridge the whole
15 time. Do you remember if you were on the port side or
16 starboard side of the bridge?

17 MR. JONATHAN: What? Excuse me?

18 MR. [REDACTED] Do you remember if you were on
19 the port or the starboard side of the bridge when the
20 port side MES was launched?

21 MR. JONATHAN: I think I was on port side.

22 MR. [REDACTED] Do you remember seeing anything
23 -- do you remember seeing the MES launch?

24 MR. JONATHAN: With everybody that happened
25 it's difficult to be sure but I think I remember seeing

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1 the MES going down and starting to inflate but I think
2 that didn't last very long on port side.

3 MR. [REDACTED] So you saw it partially inflate
4 and then --

5 MR. JONATHAN: Yeah. I did not witness all
6 the inflation process.

7 MR. [REDACTED] When it was identified that the
8 port side MES was no longer a viable option because it
9 wouldn't work, kind of what was the process from that
10 point on the bridge from what you remember overhearing
11 from the captain and the mates who were up there as to
12 how they handled that situation and that transition?

13 MR. JONATHAN: I don't know. I remember at
14 some point captain asking I don't know who, I don't
15 remember, to bring people, passengers remaining on
16 board from the portside to the starboard side.
17 Honestly I don't remember.

18 MR. [REDACTED] What was you say was the overall
19 -- I want to say the right word. What would you say
20 was the overall feeling you got on the bridge with
21 regard to how well the emergency was being handled?

22 Did you feel like -- let me use an example
23 to clarify. Did you feel like everything was being
24 very well managed? Did you feel like there was panic?
25 Did you feel like there was -- what was your perception

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1 of how the emergency was being handled up on the
2 bridge?

3 MR. JONATHAN: It was quite difficult
4 because we had some issues with lifeboat and we were
5 not able to use MES portside. From my personal point
6 of view, having boats around. The weather was good.
7 Just sun, no clouds, no big waves.

8 MR. [REDACTED] I don't mean so much the
9 environmental conditions. I meant more inside the
10 bridge amongst the staff that was working.

11 MR. JONATHAN: Of course a lot of difficult
12 problems to communicate but it was quite good, I think.
13 I never felt like we were losing control, anybody was
14 losing control.

15 MR. [REDACTED] Explain the challenges you faced
16 with the lifeboats starting from the very first boat
17 that went down and then to the very last boat that went
18 down. What were the challenges that were faced getting
19 the boats in the water that you witnessed on the bridge
20 or that you overheard perhaps while you were on deck or
21 running around doing what you were doing?

22 MR. JONATHAN: So first we launch lifeboat
23 No. 2. We put inside as many people as possible. From
24 what I know there was no problem with lifeboat No. 2.
25 Then lifeboat No. 1. I hear after that there were

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1 problems not while I was on the bridge. I didn't take
2 care of lifeboat No. 1 personally. Lifeboat No. 3 it
3 was not possible to release it so we tried to ask boats
4 1 and 2 to help to release the boat. They were not
5 able to do it apparently.

6 At some point -- at the beginning it was
7 okay and there was no problem but at some point is when
8 it started hit the hole (phonetic) so it was decided,
9 and I don't know by who, if it was by the officer
10 inside the lifeboat or if it was the bosun or the
11 captain, but it was decided to (inaudible) lifeboat to
12 avoid any (inaudible) because it would not sustain it,
13 I suppose, so it was returned to keep it safe. Then
14 after people were transferred by U.S. Coast Guard. I
15 think it was one of the first boats which was unseen at
16 that moment.

17 MR. [REDACTED] So you went to Santo Domingo back
18 to the Department as a deck cadet?

19 MR. JONATHAN: Yes. I came back the week
20 before.

21 MR. [REDACTED] One week before the day we talked
22 about?

23 MR. JONATHAN: Yes.

24 MR. [REDACTED] Okay. So in that time that you
25 were a deck cadet after Santo Domingo, were you

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1 involved in any maintenance on board the vessel? No
2 performing the maintenance but assisting with the
3 maintenance of the lifeboats, the life rafts,
4 inspections, anything that you can recall that you were
5 involved with in the week preceding?

6 MR. JONATHAN: During that week no, I don't
7 remember. No, I did not take part in any maintenance
8 during that week.

9 MR. [REDACTED] When you were a deck cadet, or
10 even in the engine in the weeks even before that, were
11 you involved with or did you help with any maintenance
12 on any of the lifesaving appliances that you can
13 recall?

14 MR. JONATHAN: Yes. On an engine I changed
15 (inaudible) on the engine on lifeboat No. 1 or No. 2.
16 I don't remember lifeboat No. 1 or No. 2. Other than
17 that I was not much involved in that.

18 MR. [REDACTED] Let's go away from the
19 maintenance side of the boat and more focus on the
20 inspection side. Were you involved in any of the
21 inspections for any of the lifesaving equipment?

22 MR. JONATHAN: No. During this contract,
23 no. The contract in the fall, yes, because we had a
24 U.S. Coast Guard inspection.

25 MR. [REDACTED] I don't have anything further.

1 MR. KARR: Okay. Thank you.

2 Carrie.

3 MS. BELL: Carrie Bell, NTSB. I just have a
4 few follow-up questions. My first question. How many
5 languages are spoken on the ship with passengers?

6 MR. JONATHAN: With passengers two, English
7 and Spanish.

8 MS. BELL: English and Spanish? What about
9 on the bridge?

10 MR. JONATHAN: Three. Right now three.w

11 MS. BELL: What are those?

12 MR. JONATHAN: English, Spanish, and French.

13 MS. BELL: Okay. When do you speak other
14 languages aside from English?

15 MR. JONATHAN: When it's for personal
16 matters. When it doesn't involve the ship. At least
17 when I speak in French I try to speak in French just
18 when it's to make things quicker but it's not an
19 emergency or it doesn't involve the people around.

20 MS. BELL: So just the crew or with
21 passengers?

22 MR. JONATHAN: We are not involved with
23 passengers. Anyway, passengers most of them speak
24 Spanish and English.

25 MS. BELL: Do you speak Spanish?

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1 MR. JONATHAN: Yes.

2 MS. BELL: So we talked a little bit about
3 your regular duties. What are your duties during an
4 emergency?

5 MR. JONATHAN: To assist the captain. In
6 the case when I'm on deck it's to assist captain in
7 what he needs.

8 MS. BELL: Just whatever he asks for? You
9 don't have any other assigned duties?

10 MR. JONATHAN: No.

11 MS. BELL: Okay. So when someone is talking
12 on the radio, are they talking to you or are they
13 talking to the captain? During an emergency when they
14 are calling to let them know what's happening are they
15 speaking with you and you're talking to him, or do they
16 talk directly to him?

17 MR. JONATHAN: Normally to the officer of
18 the watch who is normally on the bridge with the
19 captain.

20 MS. BELL: So when the call came in about
21 the fire in the engine room, was there something that
22 preceded that? Was there a phone call that said, "We
23 think there's a problem?"

24 MR. JONATHAN: Yes. Maybe one minute before
25 the chief engineer called us to tell us, let's see,

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1 someone, who I don't know, just -- how you say, just
2 saw early gauge (phonetic).

3 MS. BELL: I'm sorry?

4 MR. JONATHAN: Early gauge in the port side
5 engine. To inform us that there was early gauge.
6 Maybe one minute after, I don't know exactly, I was
7 called to be informed there was a fire.

8 MS. BELL: And from there what happened
9 after they informed you that there was a fire?

10 MR. JONATHAN: I told the captain and the
11 officers which were here. I tried to call the safety
12 officer but she was already on the way. Just two
13 seconds after she was on the bridge.

14 I think officer on duty Ricardo asked if we
15 were activating Skylight (phonetic) which is a plan in
16 case of fire. The captain said yes. We quickly
17 activated Skylight in the staging area. Quickly it was
18 observed there was a lot of smoke. That's it.

19 MS. BELL: Okay. You mentioned that you
20 were acknowledging alarms.

21 MR. JONATHAN: Yes.

22 MS. BELL: What alarms were going off?

23 MR. JONATHAN: Quickly we had to make sure
24 smoke detectors are activated. This is a system which
25 goes on generally. At some point we went on the

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1 emergency power supply. In that case most of the
2 equipment was on the bridge. The main alarm was this
3 (inaudible). Also the (inaudible) fire alarm in
4 engine. It was not going general but it was to keep
5 the bridge as quiet as possible.

6 MS. BELL: So did you say that you went on
7 emergency power? Did I hear you say that?

8 MR. JONATHAN: Yes. I think at some point
9 we went on emergency power. I'm not sure but I think.

10 MS. BELL: So I'm just trying to create a
11 time line here. So you went on emergency power before
12 or after the -- okay, so the alarms were going off and
13 you were acknowledging alarms?

14 MR. JONATHAN: Yes, all morning.

15 MS. BELL: All morning?

16 MR. JONATHAN: Yes, basically all morning.
17 From the moment we heard there was a fire in the main
18 engine on port side. From that moment quite a lot of
19 alarms. Then the smoke was going up so lot of smoke
20 detectors were activated.

21 MS. BELL: So when did -- did the pilot.
22 I'm sorry, did the captain ever -- when did he
23 acknowledge the abandon ship? Did he ever announce the
24 abandon ship?

25 MR. JONATHAN: Yes. We started quickly ask

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1 to -- I think it was Mr. Reagan (phonetic) quickly
2 asked to start getting passengers and crew ready to
3 abandon ship at some point. I don't remember when
4 exactly. I tried to keep time from the beginning until
5 some point but after there were too many things to do.

6 MS. BELL: Do you remember if you put in the
7 log -- you say you were keeping the log -- when the
8 power went down?

9 MR. JONATHAN: I'm not sure.

10 MS. BELL: Okay. So -- go ahead.

11 MR. JONATHAN: Maybe, I don't remember. I'm
12 not sure.

13 MS. BELL: It might be in the log but you're
14 not sure? Okay. So who else was on the bridge besides
15 you and the captain during all the -- during most of
16 this?

17 MR. JONATHAN: Before launching lifeboat No.
18 3 there was Officer Ricardo. Also Renee A. B. Undergee
19 (phonetic) was on the bridge. Not all the time. I
20 don't remember when he left. I think his duties are on
21 MES starboard side. I don't remember when he left.

22 MS. BELL: Who is that?

23 MR. JONATHAN: Renee A. B. Undergee.

24 MS. BELL: A. B.?

25 MR. JONATHAN: Yes, Undergee.

1 MS. BELL: You said that you had come on the
2 ship a week before you signed on before the accident.
3 Is that right? A month before. I'm sorry.

4 MR. JONATHAN: Yes.

5 MS. BELL: One month before? You had been
6 on the Caribbean Fantasy for one month?

7 MR. JONATHAN: Yes. I signed on the 1st of
8 July and I was also this winter two months.

9 MS. BELL: Okay, two months this past winter
10 and then in July. What kind of training have you
11 received?

12 MR. JONATHAN: (Inaudible) navigation after
13 ship contract very quickly. I am no duty so that's
14 all.

15 MS. BELL: What about in an emergency? You
16 said your duties are to the captain.

17 MR. JONATHAN: Yes.

18 MS. BELL: Where do you muster in an
19 emergency?

20 MR. JONATHAN: I assist the captain but in
21 case of abandon I go to MES starboard side life raft
22 No. 21, I think.

23 MS. BELL: Is that where you went?

24 MR. JONATHAN: No, because I left the ship
25 with the U.S. Coast Guard boat. It was quicker. We

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1 had plenty of boats around.

2 MS. BELL: So can you repeat what you just
3 said? I'm sorry.

4 MR. JONATHAN: I left the ship by MES and
5 once on the platform U.S. Coast Guard boat took some
6 people and me to a Coast Guard bigger boat so I did not
7 use any life raft.

8 MS. BELL: So what was the reason that you
9 didn't go to your normal muster station?

10 MR. JONATHAN: No, because I was assisting
11 the captain.

12 MS. BELL: Okay. And you said that when you
13 went to check the MES that you had never seen one
14 deployed. Right?

15 MR. JONATHAN: Yes.

16 MS. BELL: Have you had any training on MES?

17 MR. JONATHAN: Yes. There was training we
18 go to initiate and the training I got at school which
19 must be reviewed. So this was the first time life raft
20 inflated.

21 MS. BELL: And at some point -- this is not
22 part of that. I'm curious if at any point when this
23 emergency started, when everything started, did the
24 captain turn the ship around?

25 MR. JONATHAN: Yes. When the fire broke out

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1 we were starting our course to come into San Juan. As
2 soon as we got information that there was a fire,
3 captain asked us to go on port side.

4 MS. BELL: And why was that?

5 MR. JONATHAN: Um?

6 MS. BELL: Why was that? Why?

7 MR. JONATHAN: I don't know. It was just my
8 personal opinion but we were approaching San Juan so it
9 was to avoid grounding the ship. At first at least.
10 Captain ordered us port side.

11 MS. BELL: Okay. But you didn't hear any
12 conversation about why he turned the ship?

13 MR. JONATHAN: No. It was quite busy at
14 that time and we were not having a lot of conversation.

15 MS. BELL: And you said that the captain
16 left the bridge before you did?

17 MR. JONATHAN: No, I left before. I left
18 last with staff captain and safety officer, chief
19 engineer, and some people from shore. The captain was
20 last.

21 MS. BELL: Okay.

22 MR. KARR: Did you notice any difficulty
23 with the passengers and crew using the MES, the
24 starboard side MES?

25 MR. JONATHAN: As I told you, normally I

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1 expect to be able to pull the life raft close to the
2 platform which was not possible. I don't know what was
3 wrong.

4 MR. KARR: Did the ship have power? Did the
5 ship have propulsion power when the passengers and crew
6 were using the MES?

7 MR. JONATHAN: I don't know. We always had
8 power but limited when we got emergency power. I don't
9 know when. I think it was -- I don't know.

10 MR. KARR: You said you were assigned to
11 life raft 16?

12 MR. JONATHAN: Normally I'm suppose to go to
13 21.

14 MR. KARR: 21. Is 21 a 25-person raft or a
15 50-person raft?

16 MR. JONATHAN: Excuse me?

17 MR. KARR: How many -- life raft 21, what is
18 the capacity of the raft?

19 MR. JONATHAN: I think it's 50 but it's just
20 a guess.

21 MR. KARR: What I would like to know is --
22 here is the question. Is that raft one of the MES
23 rafts or is it one of the rafts that's on the canister
24 on the vessel?

25 MR. JONATHAN: Can you repeat, please?

1 MR. KARR: The life raft 21.

2 MR. JONATHAN: Yes.

3 MR. KARR: Where is that stored to get to
4 the answer I'm looking for?

5 MR. JONATHAN: It's stored -- I'm not 100
6 percent sure but starboard side is the main place where
7 we have all the life rafts.

8 MR. KARR: That are in the canisters all
9 ready to roll off the ship?

10 MR. JONATHAN: Yes.

11 MR. KARR: All right. How are you
12 instructed to board that life raft? Once it's launched
13 what's your training with regard to how to board that
14 life raft?

15 MR. JONATHAN: Just to go to MES and follow
16 instruction. Go down the slide trying not to go too
17 fast and follow instruction on the platform and to go
18 in the life raft.

19 MR. KARR: All right. Thanks.

20 Anybody else?

21 MR. [REDACTED] Two follow-up questions. First
22 question is a multi-part question. If you could just
23 explain to me what the vessel's -- not vessel. What
24 does the bridge log book look like? Like the physical
25 attributes of it; how big it is, what color it is.

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1 MR. JONATHAN: Normally it's a red book with
2 gold letters on the top that say Caribbean Fantasy Log
3 Book. Since we do not have anymore log book in stock
4 we ordered some in Santo Domingo. To wait we made
5 copies of the pages to keep a log during the two days
6 or three days needed to prepare the book in Santo
7 Domingo.

8 MR. [REDACTED] You said at a certain point in
9 the voyage you ran out of log book space and you had to
10 start somewhere else?

11 MR. JONATHAN: No. It was not during the
12 voyage. Once in Santo Domingo we had maybe one or two
13 days left so we ordered new books. They needed some
14 time to prepare it so they made copies and we had
15 copies on the bridge.

16 MR. [REDACTED] Are you, or would you, as a deck
17 cadet under order of the captain be responsible for
18 filling up a log book for anything?

19 MR. JONATHAN: Um?

20 MR. [REDACTED] Would one of your duties as a
21 deck cadet be to update, fill out the log book, the
22 bridge log?

23 MR. JONATHAN: Yes, under precise
24 instructions. Basically I fill up the normal day-to-
25 day information we have every day. They inform me what

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1 I put. When we have a special event I fill it out.

2 MR. [REDACTED] And then my second question, and
3 last question, is you stated earlier that you don't
4 have any duties for an emergency of the vessel.

5 MR. JONATHAN: Yes.

6 MR. [REDACTED] Then is that to assume that you
7 are a supernumerary on the crew muster list? You are
8 familiar with the crew muster list, yes?

9 MR. JONATHAN: Yes.

10 MR. [REDACTED] And it has all the safety numbers
11 and what the job is?

12 MR. JONATHAN: Yes.

13 MR. [REDACTED] And your number is -- what is
14 your safety number?

15 MR. JONATHAN: 138.

16 MR. [REDACTED] So you are a supernumerary of no
17 assigned duties. As a cadet, okay, and I'm not very
18 familiar with the school system, the maritime schools
19 in France, at what point in your career did you receive
20 your STCW certificates and training? For example, fire
21 fighting, first aid, personal safety and social
22 responsibilities.

23 MR. JONATHAN: First year.

24 MR. [REDACTED] Basic safety course?

25 MR. JONATHAN: In first year part at school

1 and part in fire fighting close to my school.

2 MR. [REDACTED] Okay. Thank you. That's all I
3 have.

4 MR. KARR: Carrie.

5 MS. BELL: I just have a couple questions.
6 Have you participated in any safety drills since you've
7 been on this contract since July 1st?

8 MR. JONATHAN: Yes. During the inspection I
9 was on the bridge. I was doing basically the same thing
10 that I did two or three days ago but it was easier.
11 Yes, basically I took part in some safety drills. On
12 this contract maybe just one. Maybe two. I don't
13 remember. This winter I was on the bridge assisting
14 the captain.

15 MS. BELL: Okay. So how many drills would
16 you say you've done in the month that you've been back
17 on the ship if you can remember?

18 MR. JONATHAN: I took part in maybe one
19 because when I was in engine I was not involved in
20 doing it. I took part in one or two maybe. When we
21 had some formation and life raft.

22 MS. BELL: So you have weekly drills?

23 MR. JONATHAN: Normally it's weekly drills.
24 I was in engine working on different things so I didn't
25 take part for basically three weeks.

1 MS. BELL: So you are not required to take
2 part in all of the drills if you're doing certain kinds
3 of work?

4 MR. JONATHAN: From the moment I was on the
5 bridge I was assisting captain but when I was in
6 engine, since I have no duty during the emergency
7 situation, I was working.

8 MS. BELL: Okay. You do have to know where
9 your muster station is, though, right?

10 MR. JONATHAN: Yes.

11 MS. BELL: During a drill like that would
12 you participate so you would know where you have to go?

13 MR. JONATHAN: Yes, of course, but I did not
14 have that kind of drill.

15 MS. BELL: I'm sorry?

16 MR. JONATHAN: I did not have that kind of
17 drill.

18 MS. BELL: Okay. You didn't have that kind
19 of drill. Okay. Thank you. The night before this
20 happened do you remember how much sleep you had gotten?
21 What time you went to bed and what time you got up?

22 MR. JONATHAN: It was quite early. I went
23 to bed quite early. I suppose I got 9 or 10 when I
24 woke up at 6:48.

25 MS. BELL: Did you feel like you had plenty

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1 of sleep the night before?

2 MR. JONATHAN: Yes. Plenty. No, never
3 plenty but it was good. I was not tired.

4 MS. BELL: Not tired? Okay.

5 MR. JONATHAN: At the beginning, at least.

6 MS. BELL: Okay. Thank you.

7 MR. KARR: I don't have anymore questions.
8 Does anybody else? All right.

9 Do you have anything you would like to share
10 with us with your overall impression of the way the
11 ship's crew or the passengers reacted to the fire? Did
12 everything go as you thought it would?

13 MR. JONATHAN: Of course not. First, I
14 would not expected a fire. Passengers were quite calm.
15 Maybe too calm sometimes. There was one situation
16 where I saw a passenger jumping off a lifeboat because
17 she was scared. That's pretty much what happened and
18 nothing followed. No panic, nothing. Passengers and
19 crew seemed to be following what we expect.

20 MR. KARR: Tell me about the passenger that
21 jumped from the lifeboat.

22 MR. JONATHAN: I just saw a passenger
23 jumping off the lifeboat.

24 MR. KARR: Which lifeboat was that?

25 MR. JONATHAN: It was on starboard side.

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1 MR. KARR: Was it the one that did not
2 launch?

3 MR. JONATHAN: No. It was lifeboat No. 1.

4 MR. KARR: Jumped into the water? The
5 person jumped into the water?

6 MR. JONATHAN: Yeah, because there was a
7 boat close. I guess she wanted to -- to leave as soon
8 as possible to be free.

9 MR. KARR: Did you watch -- lifeboat No. 3
10 did not launch. How did the people get out of that
11 boat into the other boat -- into other boats?

12 MR. JONATHAN: Coast Guard boat. One by one
13 they started to do it before I left the ship and they
14 finished, I think, after I left the ship.

15 MR. KARR: Okay. How long did the entire
16 abandon ship evolution take from the time the order was
17 given until everybody was off including the crew? Was
18 it a short time or long time?

19 MR. JONATHAN: I don't remember exactly when
20 it was declared because we were dealing with the fire
21 and a lot of things to do. I suppose I left the ship
22 around 11:00. I'm not sure. I did not check the time.
23 Two hours.

24 MR. KARR: Okay. All right.

25 Any other questions?

1 MR. [REDACTED] Just one follow-on. Can you just
2 elaborate on what you mean by passengers were too calm
3 sometimes?

4 MR. JONATHAN: Some people were taking
5 pictures and laughing. I suppose they didn't get the
6 instruction. It didn't cause any problem.

7 MR. [REDACTED] Were there crew members -- so
8 where were they all taking pictures and doing these
9 things that you were saying they were "too calm." I'm
10 putting that in quotation marks.

11 MR. JONATHAN: Excuse me?

12 MR. [REDACTED] When you say they are "too calm"
13 where were they? Were they at the muster stations?

14 MR. JONATHAN: Yes.

15 MR. [REDACTED] So at the muster stations they
16 are taking pictures, laughing, joking around, as you
17 say "too calm." Were there any crew members assigned
18 to kind of corral them together, keep them together?

19 MR. JONATHAN: They were kept together
20 because when I walked out I saw no passenger outside
21 portside or starboard side MES. Not MES, muster
22 stations.

23 MR. [REDACTED] So, in your experience, in the
24 drills that you participated in in the weeks and the
25 months prior to this happening, when they line up the

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1 passengers for like a passenger muster or a drill, are
2 the passengers generally lined up in like a neat and
3 orderly fashion to take roll or is everybody just kind
4 of, "Hey, this is your area. Feel free to go where you
5 like." How are the passengers congregated at their
6 muster station? How are they kept together and
7 accounted for?

8 MR. JONATHAN: There was no line but they
9 were concentrated trying to -- there are some fences to
10 access to the lifeboats to make the exit. From that
11 side I was surprised in a good way from drills I have
12 seen, not only on this ship, but other ships.

13 For example, I have been in a drill where
14 part of the crew was doing (inaudible) and part of the
15 crew was suppose to act like passengers and it was
16 impossible to count the exact number. It was on
17 another ship.

18 Here I was surprised to see that we -- all
19 passengers were cleared quickly. I participated at
20 some point to help people getting in lifeboat No. 2.
21 People were calm and we were doing it very easily and I
22 was surprised in a good way for that.

23 MR. [REDACTED] Okay. Thank you.

24 MS. BELL: One more question. Just to
25 clarify, did you say that the captain announced to the

1 passengers over the PA system that there was a fire on
2 board? He announced that?

3 MR. JONATHAN: Not him but we made an
4 announcement for it. As I said, a single announcement.
5 I don't know if we said there was a fire or if we said
6 that there is a situation but we said there was
7 something when we made the announcement.

8 MR. KARR: I believe you made the
9 announcement.

10 MR. JONATHAN: In English, yes.

11 MS. BELL: You made that announcement?

12 MR. JONATHAN: Yes.

13 MS. BELL: Was there an abandon ship
14 announcement? Did someone actually verbally say
15 "abandon ship" that you are aware of?

16 MR. JONATHAN: Yes, I think. I'm not 100
17 percent sure I think so. I don't remember.

18 MS. BELL: Okay. Thank you.

19 MR. KARR: Did you have a radio with you?

20 MR. JONATHAN: At the very beginning, yes,
21 but I had no more battery quickly.

22 MR. KARR: So about what time do you think
23 the battery died?

24 MR. JONATHAN: During abandon ship.
25

1 MR. KARR: Okay. You said you helped people
2 into lifeboat No. 2. Do you know -- can you tell me
3 how it was decided what people went into lifeboats and
4 what people would use the MES?

5 MR. JONATHAN: I don't know. I suppose it's
6 just position. There's a certain department that takes
7 care of that. I don't know.

8 MR. KARR: Okay. Thanks. Do you know what
9 position the hotel director held during the abandon
10 ship?

11 MR. JONATHAN: He's head of recreation.

12 MR. KARR: Okay.

13 MR. JONATHAN: We call him first to ask him
14 to start evacuation to prepare people, most of them.

15 MR. KARR: How about when -- do you know
16 what position he holds when -- what stage is that?

17 MR. [REDACTED] When you go from the general
18 emergency alarm to the abandon ship alarm.

19 MR. JONATHAN: I don't know his position.

20 MR. KARR: Okay. I have no more questions.

21 Do you?

22 Anything else before the interview that you
23 would like to tell us about?

24 MR. JONATHAN: No.

25 MR. KARR: All right. Thanks for your time.

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1 It is now 1431 and concludes the interview
2 with Cadet Bruno Jonathan.

3 (Whereupon, the above-entitled matter went
4 off the record at 2:31 p.m.)

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C E R T I F I C A T E

MATTER: Fire Aboard Caribbean Fantasy
August 17, 2016
Accident No. DCA16FM052
Interview of Bruno Jonathan

DATE: 08-20-16

I hereby certify that the attached transcription of page 1 to 44 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

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