

NATIONAL TRANSPORTATION SAFETY BOARD

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

INTERVIEW OF: MARCIN RADZIKOWSI

Sunday,
August 21, 2016

Engineering Building
Sector San Juan

BEFORE

CDR [REDACTED], USCG
 LTJG [REDACTED], USCG
 [REDACTED], USCG
 ADAM TUCKER, NTSB
 NANCY McATEE, NTSB

APPEARANCES:

On Behalf of the P&I Club:

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

10:51 a.m.

1
2
3 LTJG. [REDACTED]: Okay. Matter under
4 investigation is the fire on the *Caribbean Fantasy* that
5 occurred on Wednesday, 17 August, 2016. This is an
6 interview of Mr. Marcin Radzikowski. He is the first
7 engineer.

8 Today's date is the 21st of August, 2016.
9 Time is 10:51 a.m. Location Sector San Juan
10 Engineering Building. This interview is being
11 conducted by myself, Lieutenant Junior Grade [REDACTED]
12 [REDACTED]. There are others present in this room.

13 If we could go around starting with my left.
14 If you could just say your name and your position?

15 MS. McATEE: Nancy McAtee, NTSB, Fire and
16 Explosion Specialist.

17 CMDR. [REDACTED]: Good morning. Commander
18 [REDACTED] (phonetic) [REDACTED], U.S. Coast Guard, Lead
19 Investigator.

20 MR. [REDACTED]: [REDACTED] [REDACTED], U.S. Coast
21 Guard Investigations, National Center of Expertise.

22 MR. TUCKER: Adam Tucker, National
23 Transportation Safety Board.

24 MR. RODRIGUEZ-BIRD: Good morning. Manolo
25 Rodriguez from Jimenez, Graffam & Lausell. We're here

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1 for owners P&I Club.

2 MR. DUNLEAVY: Jonathan Dunleavy on behalf
3 of Mid Ocean and Mr. Radzikowski.

4 MR. RADZIKOWSKI: Marcin Radzikowski, First
5 Engineer, Motor Vessel *Caribbean Fantasy*.

6 LTJG. [REDACTED]: Okay. Thank you. And
7 for the record you have given us consent to record.

8 MR. RADZIKOWSKI: Yes, I gave you consent --

9 LTJG. [REDACTED]: Okay. Thank you.

10 MR. RADZIKOWSKI: -- for the recording.

11 LTJG. [REDACTED]: Thank you. Okay. Well,
12 let's start off with your background. How long have
13 you worked with this company?

14 MR. RADZIKOWSKI: Just four weeks. That's
15 my first contract.

16 LTJG. [REDACTED]: Four weeks?

17 MR. RADZIKOWSKI: Actually I joined the ship
18 27 of (inaudible). Three-and-half. 27 of July.

19 LTJG. [REDACTED]: 27 of July?

20 MR. RADZIKOWSKI: Yes.

21 LTJG. [REDACTED]: Okay. And prior to
22 working in this company where did you used to work?

23 MR. RADZIKOWSKI: I made one trip on the
24 cruise ship for Costa. And before I was working on
25 like engineering oil/gas pipeline diving ships,

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1 accomodation ships.

2 LTJG. [REDACTED]: Okay. And your
3 experience as a first, how long have you been a first?

4 MR. RADZIKOWSKI: Actually I was only like
5 the second engineer, because normal ships you don't
6 have the first engineer. You have only third and
7 second engineers.

8 LTJG. [REDACTED]: Okay.

9 MR. RADZIKOWSKI: So I was like -- like
10 second engineer. I am already chief engineer license.
11 But on the passenger ships you have these like first
12 engineer because they need like extra second engineer
13 with chief license.

14 LTJG. [REDACTED]: Okay.

15 MR. RADZIKOWSKI: So that was like my first
16 time the first engineer.

17 LTJG. [REDACTED]: Okay.

18 MR. RADZIKOWSKI: But other ships where I
19 was working was second engineer. There was no first
20 engineer on board. There was only second and only
21 chief engineer.

22 LTJG. [REDACTED]: Okay. You just mentioned
23 that you're certified as a chief.

24 MR. RADZIKOWSKI: Yes.

25 LTJG. [REDACTED]: Have you ever served in

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1 that capacity?

2 MR. RADZIKOWSKI: No, no.

3 LTJG. [REDACTED]: Okay.

4 MR. RADZIKOWSKI: But to be first engineer
5 on this ship you need chief engineer unlimited license.
6 That's the requirement of the company.

7 LTJG. [REDACTED]: Okay. Total time as an
8 engineer on vessels.

9 MR. RADZIKOWSKI: So I start sailing like an
10 engineer in May 2010. So actually I'm sailing six
11 years. Always I was sailing half-half, so I would say
12 three years sea time. So let's say 36, maybe 40 months
13 of the sea time.

14 LTJG. [REDACTED]: Wow. You progressed
15 through the ranks rather quickly.

16 MR. RADZIKOWSKI: No, it's normal. When I
17 was working in the oil/gas I (inaudible) guys who were
18 26, 27 years old. They were captains, chief engineers.

19 LTJG. [REDACTED]: Okay.

20 MR. RADZIKOWSKI: You know, in -- in Norway
21 because I was working mainly for Norwegian companies.

22 LTJG. [REDACTED]: Okay. Thank you. Could
23 you walk me through a typical day? Not this day, but
24 your typical work day. What does that consist of?

25 MR. RADZIKOWSKI: So I start work 8:00 in

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1 the morning. So like a first engineer I'm in charge of
2 all the Engineering Department direct charge, so all
3 engineers or motormans or wipers. So I start 8:00 in
4 the morning. I make quick runs. I check what is going
5 in engine room. I speak with chief engineer. I speak
6 with the engineer of the watch. And after I decide
7 what is the plan of the watch for today and I give the
8 jobs for the day shift. And we usually finish 5:00,
9 5:00 p.m. Or if we have any big jobs, we stay longer
10 and doing overtimes. This depends on the situation.
11 But normally 8:00 to 5:00.

12 LTJG. [REDACTED]: Okay. Do you stand any
13 watches?

14 MR. RADZIKOWSKI: No.

15 LTJG. [REDACTED]: Okay.

16 MR. RADZIKOWSKI: I'm not the watch
17 engineer.

18 LTJG. [REDACTED]: Okay. And when you make
19 your rounds, specifically what type of equipment are
20 you making a round of?

21 MR. RADZIKOWSKI: Mainly main engines,
22 because main engine is actually my responsibility and
23 everything what is connected to the main engine, like
24 CPP (phonetic), stuff like that. I just make like --
25 before I start work I make a quick round after -- I

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1 make one more round and check all the engine room.
2 Before I start work I go check everything is okay. And
3 after I give the job for the guys and I go make round
4 around the engine room, and then I check everything.

5 LTJG. [REDACTED]: Okay. With the main
6 engines being your responsibility, what kind of engines
7 are they?

8 MR. RADZIKOWSKI: This is this -- they are
9 on the license of the Mitshubishi, but they are -- what
10 they are producing is somewhere in Japan. I don't
11 remember the type. ML-48 (phonetic), I think or
12 something like this.

13 LTJG. [REDACTED]: Do you have any other
14 specification? Is it a two-stroke, four-stroke?

15 MR. RADZIKOWSKI: Four-stroke.

16 LTJG. [REDACTED]: Four-stroke?

17 MR. RADZIKOWSKI: Yes, four-stroke. Four-
18 stroke engines.

19 LTJG. [REDACTED]: Okay.

20 MR. RADZIKOWSKI: (Inaudible).

21 LTJG. [REDACTED]: Okay. What about engine
22 hours? Do you recall from your last maintenance what
23 the engine hours may have been?

24 MR. RADZIKOWSKI: We have the records in our
25 computer and also in chief engineer office, and

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1 computer in the control room and the -- in chief -- the
2 chief engineer office he has in the paper.

3 LTJG. [REDACTED]: Okay.

4 MR. RADZIKOWSKI: Hard copy.

5 LTJG. [REDACTED]: Do you remember more or
6 less where it was at as far as -- so let's just say
7 that those documents we can't get for whatever reason
8 --

9 MR. RADZIKOWSKI: Yes.

10 LTJG. [REDACTED]: -- do you know -- like do
11 you have 20,000 hours, 50,000 hours?

12 MR. RADZIKOWSKI: No.

13 LTJG. [REDACTED]: What was the last time?

14 MR. RADZIKOWSKI: You mean how many hours,
15 working hours with the engine?

16 LTJG. [REDACTED]: Yes.

17 MR. RADZIKOWSKI: It was more than 100, I
18 think.

19 LTJG. [REDACTED]: Okay.

20 MR. RADZIKOWSKI: As far as I remember.

21 LTJG. [REDACTED]: Okay.

22 MR. RADZIKOWSKI: This ship almost -- almost
23 30 years old.

24 LTJG. [REDACTED]: Okay. Were you aware of
25 the last engine overhaul?

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1 MR. RADZIKOWSKI: Yes, because the ship is
2 -- I joined the ship after the shipyard, so it was for
3 overhaul of all the engines and -- on -- and the engine
4 room. I just joined directly after the shipyard in
5 Tunisia, but I join in the Spain, because they stay in
6 Spain few days. I joined her and after we were
7 sailing.

8 LTJG. [REDACTED]: Okay. So the overhaul
9 was done where?

10 MR. RADZIKOWSKI: In Tunisia.

11 LTJG. [REDACTED]: Tunisia? I understand
12 the ship also had a drydock.

13 MR. RADZIKOWSKI: Yes, taht was in the
14 Tunisia.

15 LTJG. [REDACTED]: Oh, so the engine
16 overhaul --

17 MR. RADZIKOWSKI: Yes.

18 LTJG. [REDACTED]: -- and the drydock was --

19 MR. RADZIKOWSKI: The Tunisia.

20 LTJG. [REDACTED]: -- the same location?

21 MR. RADZIKOWSKI: Yes.

22 LTJG. [REDACTED]: Okay. When you took over
23 as the first engineer did they give you any records or
24 provide any type of information on how that overhaul
25 went?

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1 MR. RADZIKOWSKI: Actually, because when I
2 took over her the first engineer he was only one week
3 on board and he has the hand -- he -- so he also was
4 not really aware of the situation because he was only
5 one week on board. And after he request go home. So
6 they send me. And from amother first engineer, I'm not
7 sure he -- he got any informations. So actually I --
8 from this first engineer from which I took over I do
9 not have a lot of information because he was only like
10 -- like one week, maybe five days on board.

11 LTJG. [REDACTED]: Okay. So you were there
12 while they were like on the back end of the overhaul,
13 or you got --

14 MR. RADZIKOWSKI: No.

15 LTJG. [REDACTED]: -- to see some of it?

16 MR. RADZIKOWSKI: That was already overhaul.
17 Everything was finish.

18 LTJG. [REDACTED]: Okay.

19 MR. RADZIKOWSKI: So I jsut came and the
20 next say we were sailing to the Dominicana.

21 LTJG. [REDACTED]: Okay. Do you know if
22 they provided a report to you or to the company? Is
23 there a report of how that overhaul went, if there was
24 any issues that came up or maybe an item that they
25 weren't able to cover?

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1 MR. RADZIKOWSKI: Yes, we have the reports,
2 what jobs were done in the computer and also in chief
3 engineer cabin. This we have on board --

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: -- what the reports -- I
6 -- I don't know. Previous chief engineer for sure sent
7 some kind of report, but I -- I don't know exactly,
8 huh?

9 LTJG. [REDACTED]: Okay.

10 MR. RADZIKOWSKI: For me, from what -- what
11 I see we have record in the engine control room, which
12 jobs were done actually they make for overhaul of the
13 engine. And that's all.

14 LTJG. [REDACTED]: Okay.

15 MR. RADZIKOWSKI: So everything was, you
16 know, after overhaul, so --

17 LTJG. [REDACTED]: Okay. And the records
18 that are on the computer --

19 MR. RADZIKOWSKI: Computer in the engine
20 control room and also in chief engineer cabin. I think
21 he has in his computer and also he has in the like hard
22 copy on the paper.

23 LTJG. [REDACTED]: Do you know if that gets
24 sent anywhere, or does it stay on the coputer?

25 MR. RADZIKOWSKI: Yes, I don't know.

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1 LTJG. [REDACTED]: Okay. It's not part of
2 your --

3 MR. RADZIKOWSKI: No, no.

4 LTJG. [REDACTED]: -- responsibilities?

5 MR. RADZIKOWSKI: Is chief engineer. He's
6 contact me in the office.

7 LTJG. [REDACTED]: Okay. Were there any
8 problems or issues with the port engine since you
9 reported on board?

10 MR. RADZIKOWSKI: No. Actually, on -- on
11 the engine itself, yes?

12 LTJG. [REDACTED]: Yes.

13 MR. RADZIKOWSKI: On the engine itself no,
14 but on the port side engine we changed the automatic
15 filter, (inaudible) filter. We change from the new
16 one. Automatic filter.

17 LTJG. [REDACTED]: Okay. On the port
18 engine?

19 MR. RADZIKOWSKI: On the port engine.

20 LTJG. [REDACTED]: YOu changed the automatic
21 fuel filter?

22 MR. RADZIKOWSKI: Yes, the insert part. The
23 inside part --

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: -- we change, because it

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1 was all the time clogged. Everyday we have to clean.
2 Every like 16 hours. They send a new one. And after
3 we installed the new one from the factory they send
4 something. That's okay.

5 LTJG. [REDACTED]: Okay.

6 MR. RADZIKOWSKI: That's -- that's the only
7 maintenance, let's say, between -- but that's not --
8 not directly on the engine. On -- on the (inaudible)
9 filter, yes.

10 LTJG. [REDACTED]: Okay. I understand on
11 the starboard engine there was a gasket replacement on
12 the fuel manifold.

13 MR. RADZIKOWSKI: Yes.

14 LTJG. [REDACTED]: That gasket, it's covered
15 by a flange that's next to the turbo?

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: When was that done?

18 MR. RADZIKOWSKI: One week ago.

19 LTJG. [REDACTED]: One week ago?

20 MR. RADZIKOWSKI: Actually we have the
21 record on this job in that book in the engine room,
22 because every job we write in the book. So about --
23 we've -- no, no. Sorry. Because now we're already 5
24 days in the -- so let's say 10 -- because 5 days in the
25 hotel, yes. So I'd say 10 days ago.

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1 LTJG. [REDACTED]: Ten days ago?

2 MR. RADZIKOWSKI: I'd say 10 days ago.

3 LTJG. [REDACTED]: Okay. And was there any
4 procedure that you followed to change that part out?

5 MR. RADZIKOWSKI: Yes, of course we isolate
6 all the systems, stop all the pumps, close all the
7 valves, open the flange, change the gasket, tight,
8 test, like normal. So isolate the system, change the
9 gasket. After test before we start. And so --

10 LTJG. [REDACTED]: Now all those steps that
11 you took --

12 MR. RADZIKOWSKI: Yes.

13 LTJG. [REDACTED]: -- was that a written
14 procedure or is that through knowledge, that you know
15 these engines and that's how it's done?

16 MR. RADZIKOWSKI: No, it's normal procedure.
17 That's not a job which require any work permit because
18 engines were stopped. We stay in the port. So we just
19 closed the valves. Because anyway, if you're workign
20 with a fuel system, if you don't stop the pumps, if you
21 open the manifold, (inaudible due to laughing). You
22 have to stop the pumps and close the valves, huh? It's
23 obvious.

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: Even if you don't do that,

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1 then you will have the leakage and you will see the
2 fuel, huh? You cannot open the flange. It's obvious.

3 LTJG. [REDACTED]: Okay. How many gaskets
4 do you have on board the vessel?

5 MR. RADZIKOWSKI: That's -- we prepare them
6 by ourselves, these gaskets. We have the material, the
7 raw material.

8 LTJG. [REDACTED]: So you made a gasket --

9 MR. RADZIKOWSKI: Yes.

10 LTJG. [REDACTED]: -- for the starboard
11 engine?

12 MR. RADZIKOWSKI: Yes, we made the gasket.

13 LTJG. [REDACTED]: Okay. Now after you
14 changed out, you put a new gasket, put the plate back
15 in --

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: -- is that an inspection
18 plate? Do you ever remove it to look inside there, or
19 there's no reason to do that?

20 MR. RADZIKOWSKI: You mean when we remove
21 the flange, yes?

22 LTJG. [REDACTED]: Yes, when you remove the
23 flange --

24 MR. RADZIKOWSKI: Yes, there is a pipe, yes.

25 LTJG. [REDACTED]: -- there's a pipe, but as

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1 part of your maintenance do you ever remove it to look
2 inside just to see -- I mean, I don't know what's in
3 there, but --

4 MR. RADZIKOWSKI: No, before --

5 LTJG. [REDACTED]: -- other than fuel, but
6 --

7 MR. RADZIKOWSKI: No, no, before -- I do not
8 remove this flange. Just for open and closing do not
9 touch this one, yes?

10 LTJG. [REDACTED]: Okay. Now after you put
11 a new gasket, you put the blank flange on, is there
12 anything else that you would do to seal?

13 MR. RADZIKOWSKI: Yes, you have the
14 insulation.

15 LTJG. [REDACTED]: Insulation?

16 MR. RADZIKOWSKI: Insulation.

17 LTJG. [REDACTED]: What type of insulation?
18 Like lagging where you -- the big heavy thing that you
19 wire-tie or --

20 MR. RADZIKOWSKI: No, no. It's -- I don't
21 know how they call this in English -- this special
22 material for insulation. We have on board like big
23 pieces of this material, yes?

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: Like special material for

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1 the insulation.

2 LTJG. [REDACTED]: Okay. Is it like a tape?

3 MR. RADZIKOWSKI: Yes, some kind of -- some
4 kind of tape material.

5 LTJG. [REDACTED]: Okay. Where do you -- do
6 know what company -- or where would you get that
7 material from if you ran out and you needed more?

8 MR. RADZIKOWSKI: If we need more? If --

9 LTJG. [REDACTED]: Jsut since you're nto
10 sure what the material is, for me I'd like to know a
11 little bit about it. So if you could describe it so
12 that I know what you were using. If you know the
13 company --

14 MR. RADZIKOWSKI: No, no.

15 LTJG. [REDACTED]: -- or do you have extra
16 parts on board, extra tape on board? Where would you
17 get this tape from if you ran out?

18 MR. RADZIKOWSKI: We haev in our store.

19 LTJG. [REDACTED]: Okay.

20 MR. RADZIKOWSKI: So then you have to ask
21 storekeeper because storekeeper is ordering that.
22 You're just telling him what we need and what he order,
23 what company sends, it not depends from me, huh?

24 LTJG. [REDACTED]: Okay. That's fine.

25 MR. RADZIKOWSKI: Because I can order

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1 everything, but company maybe don't send. I don't
2 know.

3 LTJG. [REDACTED]: Okay. Have you ever had
4 an issue where you requested something from the company
5 and they didn't send it?

6 MR. RADZIKOWSKI: No, we have -- we order
7 like this (inaudible) filter and they send me with no
8 problem, so --

9 LTJG. [REDACTED]: Okay.

10 MR. RADZIKOWSKI: -- what they -- what we
11 need to order, they send. What we need for our
12 operation, yes.

13 LTJG. [REDACTED]: Okay. Since you've been
14 on board the vessel do you know if the port side flange
15 has been removed?

16 MR. RADZIKOWSKI: No, has not been removed,
17 but every day we were checking this one when we were
18 making the inspection. So there was no any leaking
19 this port side engine.

20 LTJG. [REDACTED]: Okay.

21 MR. RADZIKOWSKI: Taht way I never remove
22 personally because there was no reason to remove, yes.

23 LTJG. [REDACTED]: Was that an added
24 inspectdion as far as -- is that a requirement for you
25 to always inspect this area or because you had an issue

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1 on starboard you guys decided, hey, this is a problem?

2 MR. RADZIKOWSKI: No, always inspect on the
3 engine everything.

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: Because I'm in charge of
6 main engines, huh? So I -- I check everything. I
7 checking there is no any leakage and there is any
8 leaking, then we have to fix it, huh?

9 LTJG. [REDACTED]: Okay.

10 MR. RADZIKOWSKI: I'm always checking
11 because the engine -- not only me, also motormans of
12 watch -- if you see anything on the main engine. So
13 they have to report directly to me.

14 LTJG. [REDACTED]: Okay. Sorry. I'm not
15 familiar with overhauls. So the overhaul that was
16 done, is it the crew that's --

17 MR. RADZIKOWSKI: No, no.

18 LTJG. [REDACTED]: -- there at the time, or
19 is it --

20 MR. RADZIKOWSKI: No, no, that's was -- as
21 far as I know that was by the shipyard.

22 LTJG. [REDACTED]: The shipyard? Okay.

23 MR. RADZIKOWSKI: Yes, shipyard.

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: They were in charge of the

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1 overhaul. So crew was on like supervising.

2 LTJG. [REDACTED]: Okay. And the last round
3 that you did on the port engine, when was that?

4 MR. RADZIKOWSKI: That was the day before
5 before I finished the work. Actually I was -- I finish
6 work 5:00. I finish the -- I make the round. And
7 after I came one more time, when from -- when they have
8 maneuvering and they was almost finish the maneuvering.
9 So again I make the round, the engine room.

10 LTJG. [REDACTED]: Are you talking about the
11 16th?

12 MR. RADZIKOWSKI: The day before.

13 LTJG. [REDACTED]: The day before?

14 MR. RADZIKOWSKI: The day before, 16. So I
15 -- I finish 5:00. I make the round. And after like
16 7:00 they start maneuvering, which is about -- we're
17 leaving Santo Domingo and it's 8:00. They -- it about
18 one hour. So I was there about 8:00 in the evening.
19 And again I make the rounds around the engine room.
20 And that was the last time when I was in the engine
21 room.

22 LTJG. [REDACTED]: Okay. And you had stated
23 that you haven't -- since you've been there you haven't
24 removed the plate or nothing like that.

25 MR. RADZIKOWSKI: Yes.

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1 LTJG. [REDACTED]: What about the tape? Has
2 the tape ever been changed out since you've been on
3 board?

4 MR. RADZIKOWSKI: On the ports engine?

5 LTJG. [REDACTED]: On the port engine.

6 MR. RADZIKOWSKI: No, it was never changed,
7 but it's -- it was in the place, because the -- there
8 was tape and it was sealed, yes?

9 LTJG. [REDACTED]: Right.

10 MR. RADZIKOWSKI: So --

11 LTJG. [REDACTED]: Okay.

12 MR. RADZIKOWSKI: So nobody touch this one.

13 LTJG. [REDACTED]: And in your opinion how
14 was the condition of it?

15 MR. RADZIKOWSKI: So was good.

16 LTJG. [REDACTED]: Okay.

17 MR. RADZIKOWSKI: It's normal condition.

18 Was (inaudible). If there will be some problems, it
19 will be strange.

20 LTJG. [REDACTED]: Okay.

21 MR. RADZIKOWSKI: (Inaudible) with
22 condition.

23 LTJG. [REDACTED]: And was there any visible
24 leaks at the time that you did your last round?

25 MR. RADZIKOWSKI: No.

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1 LTJG. [REDACTED]: Okay.

2 MR. RADZIKOWSKI: No, everything was normal.

3 LTJG. [REDACTED]: Okay. So you stated that
4 the main engines you're responsible for. What other
5 equipment specifically?

6 MR. RADZIKOWSKI: Emergency diesel
7 genreator.

8 LTJG. [REDACTED]: Emergency? Okay.

9 MR. RADZIKOWSKI: CPP.

10 LTJG. [REDACTED]: CPP.

11 MR. RADZIKOWSKI: And everything what is
12 connected to the main engine actually, like -- and I
13 think also steering gear as well.

14 LTJG. [REDACTED]: Okay.

15 MR. RADZIKOWSKI: The steering gear.

16 LTJG. [REDACTED]: What about any life
17 saving appliances, any (inaudible)?

18 (Simultaneous speaking.)

19 MR. RADZIKOWSKI: And also -- yes, and also
20 all the safety equipment room is also under my -- it's
21 my duty, under my supervision.

22 LTJG. [REDACTED]: So CO2, high-fog, all
23 that stuff is --

24 MR. RADZIKOWSKI: Yes, yes.

25 LTJG. [REDACTED]: Okay. And are you on a

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1 maintenance schedule or do you go to the manufacturer's
2 suggestion and go off of that?

3 MR. RADZIKOWSKI: We have -- the problem is
4 on the ship we don't have real maintenance system.

5 LTJG. [REDACTED]: Okay.

6 MR. RADZIKOWSKI: So we don't have like
7 let's say program like TM (phonetic) master. So we
8 don't -- there is no any maintenance system on board.
9 So we have to go to instruction manual and then we have
10 to check everything by ourself, yes? Or there is no
11 any computerized system on the maintenance on board.

12 LTJG. [REDACTED]: So if any maintenance
13 gets done it's through your initiative, the chief's
14 initiative to say, hey, we need to be doing this?

15 MR. RADZIKOWSKI: Yes.

16 LTJG. [REDACTED]: Other than that there's
17 nothing that the vessel has saying that?

18 MR. RADZIKOWSKI: Yes, we have only our book
19 when we -- where we write on the jobs.

20 LTJG. [REDACTED]: Okay.

21 MR. RADZIKOWSKI: And there is no
22 computerized system.

23 LTJG. [REDACTED]: Okay. Since you've been
24 on board the vessel what systems have you actively
25 provided maintenance to? Let me rephrase that. We'll

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1 get into groups, right. The CPP, the main engine and
2 all the machinery in the engine room.

3 MR. RADZIKOWSKI: Yes.

4 LTJG. [REDACTED]: Have you at least -- have
5 you done maintenance on those equipment?

6 MR. RADZIKOWSKI: Yes, ew're doing some
7 small repairs when was leakage on CPP, like on some
8 (inaudible) meter and some daily jobs actually on the
9 jobs are written in our book. There was always --
10 that's normal routine jobs.

11 LTJG. [REDACTED]: Okay. And the life
12 saving applicances, have you been able to -- were you
13 able since you joined the vessel (inaudible) --

14 MR. RADZIKOWSKI: Yes, we were --
15 (Simultaneous speaking.)

16 LTJG. [REDACTED]: -- maintenance?

17 MR. RADZIKOWSKI: -- we were testing all
18 these ones was -- was -- everything was working.
19 Anyway, we have two weeks ago on the Coast Guard
20 inspection. And then we go through all these life
21 saving devices and on this high-fog system, quick
22 closing valves. We go and see everything was working.
23 It was, I don't know, two weeks ago.

24 LTJG. [REDACTED]: Okay. Do you know how
25 many dampers are in the engine space?

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1 MR. RADZIKOWSKI: I mean the port side and
2 the starboard side there are dampers.

3 LTJG. [REDACTED]: How many would you say
4 there are? Actually, I have some drawings here.

5 MR. RADZIKOWSKI: Yes.

6 LTJG. [REDACTED]: Push those drawings down,
7 please.

8 MR. RADZIKOWSKI: You mean only for the
9 engine room or also for the garages, ye?

10 LTJG. [REDACTED]: So if I had wanted to
11 activate the CO2 and I wanted to make sure that the
12 dampers is closed --

13 MR. RADZIKOWSKI: Yes.

14 LTJG. [REDACTED]: -- are they in automatic
15 or is that something you have to manually go and close?

16 MR. RADZIKOWSKI: Have to manually --

17 LTJG. [REDACTED]: Okay.

18 MR. RADZIKOWSKI: -- go and close for the
19 engine room --

20 LTJG. [REDACTED]: For the -- yes.

21 MR. RADZIKOWSKI: -- because we -- no,
22 actdually we have the dampers for the engine room and
23 also for the garages or the other -- this is different,
24 yes.

25 LTJG. [REDACTED]: Okay. Do the ones that

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1 are in the garages -- do they --

2 MR. RADZIKOWSKI: They're in the drencher
3 room. I mean, in the -- in the drencher room for
4 activate.

5 LTJG. [REDACTED]: Do they feed into the
6 engine space or --

7 MR. RADZIKOWSKI: No, no, they --

8 LTJG. [REDACTED]: Okay. So it's a separate
9 --

10 MR. RADZIKOWSKI: -- are only for the
11 garages.

12 LTJG. [REDACTED]: Okay.

13 MR. RADZIKOWSKI: But for teh engine room we
14 have only in the chimney, port and starboard side, the
15 dampers.

16 LTJG. [REDACTED]: I am unfamiliar with
17 these drawings. Can you show me? And who would

18 PARTICIPANT: Are these separate drawings?

19 PARTICIPANT: No, they're (inaudible).

20 LTJG. [REDACTED]: Okay. They're all the
21 same? Okay. Perfect.

22 Now who would be responsible in closing
23 these?

24 MR. RADZIKOWSKI: As far as I know is the AC
25 engineer.

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1 LTJG. [REDACTED]: Okay.

2 MR. RADZIKOWSKI: As far as I remember.

3 LTJG. [REDACTED]: Okay.

4 MR. RADZIKOWSKI: It was the AC engineer, or
5 teh AC assistant engineer. Their -- that's -- was
6 their job, ventilation. Always in case of something
7 they have to close close ventilation and close the
8 dampers, as far as I remember.

9 LTJG. [REDACTED]: Okay. So where are they
10 exactly? You can mark them with this pen here.

11 MR. RADZIKOWSKI: (Inaudible) the main
12 engines. This is -- everything's in Spanish.

13 LTJG. [REDACTED]: Yes. Are all your
14 drawings in Spanish or --

15 MR. RADZIKOWSKI: Some in Spanish; some in
16 -- in Japanese or in English.

17 LTJG. [REDACTED]: Has anybody brought these
18 concerns up to the company?

19 MR. RADZIKOWSKI: I think I report this to
20 chief engineer. I think he brought them to company.
21 But he's also the new in the company, so --

22 LTJG. [REDACTED]: Okay.

23 MR. RADZIKOWSKI: We just came on board and
24 we have what we have, yes?

25 LTJG. [REDACTED]: That's fine.

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1 MR. RADZIKOWSKI: Actually that's --
2 (inaudible) somewhere.

3 LTJG. [REDACTED]: It's okay if you can't
4 find them. I mean, this is kind of small and --

5 MR. RADZIKOWSKI: Yes, because this is
6 actually -- this is on like -- we can see their main
7 engines, the exhaust pipe, yes?

8 LTJG. [REDACTED]: Okay.

9 MR. RADZIKOWSKI: That's all. I don't see
10 any ventilation there.

11 LTJG. [REDACTED]: Okay. Don't owrry about
12 it. That's fine. Thank you for that.

13 So I got the information that I think I
14 needed for the engine space. I'd like to move on to
15 another area --

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: -- of the life saving
18 appliances --

19 MR. RADZIKOWSKI: Yes.

20 LTJG. [REDACTED]: -- and the type of
21 maintenance that you've done with those. You stated
22 earlier that there is no schedule for maintenance. Now
23 is that specific just to the main engines and the stuff
24 inside the engine room?

25 MR. RADZIKOWSKI: No, we don't have any

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1 computerized system on board.

2 LTJG. [REDACTED]: Okay.

3 MR. RADZIKOWSKI: So we don't have any
4 maintenance computerized system for any of the
5 equipment.

6 LTJG. [REDACTED]: Okay.

7 MR. RADZIKOWSKI: We don't have any
8 (inaudible).

9 LTJG. [REDACTED]: So the life saving
10 appliances, it's the same?

11 MR. RADZIKOWSKI: Yes.

12 LTJG. [REDACTED]: Okay. So how do you --
13 oh, I guess you write as far as you track your
14 maintenance on the lifeboats?

15 MR. RADZIKOWSKI: Yes.

16 LTJG. [REDACTED]: When was the last time
17 you did any type of maintenance on those engines?

18 MR. RADZIKOWSKI: On the -- for the
19 lifeboats that was third engineer responsibility.
20 Lifeboats was not my responsibility. The third
21 engineer and the electrician, as far as I know.

22 LTJG. [REDACTED]: So you --

23 MR. RADZIKOWSKI: So lifeboats were part of
24 the maintenance on the -- lifeboats and rescue boat was
25 one of the third engineers.

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1 LTJG. [REDACTED]: Okay.

2 MR. RADZIKOWSKI: I think 8:00 to 12:00
3 watch.

4 LTJG. [REDACTED]: 8:00 to 12:00 does the
5 maintenance for the lifeboats?

6 MR. RADZIKOWSKI: Yes, as far as I remember
7 8:00 to 12:00. Third engineer, he was responsible for
8 the lifeboats and rescue boats -- and the rescue boat.

9 LTJG. [REDACTED]: Okay. Do you oversee
10 that, like that he's doing his job?

11 MR. RADZIKOWSKI: Yes, he -- he was
12 reporting to me or to the chief engineer the lifeboats
13 were okay. Even was tested one of the lifeboat during
14 the Coast Guard inspection, only we had some issues in
15 the first rescue boat, but third engineer was working
16 on that with the (inaudible) engine.

17 LTJG. [REDACTED]: Okay. Are you aware of
18 any issues with the No. 1 lifeboat specifically and --

19 MR. RADZIKOWSKI: I was in that lifeboat.

20 LTJG. [REDACTED]: Okay.

21 MR. RADZIKOWSKI: So I was in taht lifeboat.
22 We started teh engine, but there was no any thrust in
23 the forward or stern.

24 LTJG. [REDACTED]: So the engine started?

25 MR. RADZIKOWSKI: Yes. Engine started, but

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1 there was no any thrust.

2 LTJG. [REDACTED]: Okay. So how did you
3 guys get --

4 MR. RADZIKOWSKI: We were towed by the Coast
5 Guard. They connectd the lines and they were towing
6 us.

7 LTJG. [REDACTED]: Okay. DUring the last
8 time that lifeboat was lowered into the water was there
9 any issues --

10 MR. RADZIKOWSKI: No.

11 LTJG. [REDACTED]: -- that you're aware of?

12 MR. RADZIKOWSKI: No. So everything was
13 working good. I don't know maybe one hour on the
14 water, all the time sailing. Everything was okay.

15 LTJG. [REDACTED]: Okay. And when was the
16 last time that boat made it to the water?

17 MR. RADZIKOWSKI: The lifeboat No. 1?

18 LTJG. [REDACTED]: Lifeboat No. 1.

19 MR. RADZIKOWSKI: Lifeboat No. 1, I don't
20 know, because when I was on board we only lowered the
21 lifeboat No. 2 and we was about maybe one hour in the
22 water. That was, I don't know, two-and-a-half weeks
23 ago. That was during -- actually caused that
24 inspectdion, yes.

25 LTJG. [REDACTED]: So it was just --

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1 MR. RADZIKOWSKI: So, and then I was in this
2 lifeboat No. 2 during Coast Guard inspection, so one --
3 one hour. Everything was working.

4 LTJG. [REDACTED]: Is there a way of knowing
5 when you do a regular inspection of the engine if the
6 throttle is going to work or not? What I mean is that
7 -- so it started, correct?

8 MR. RADZIKOWSKI: Yes.

9 LTJG. [REDACTED]: Normally you don't always
10 lower to test?

11 MR. RADZIKOWSKI: Yes.

12 LTJG. [REDACTED]: So as part of the
13 maintenance --

14 MR. RADZIKOWSKI: Yes.

15 LTJG. [REDACTED]: -- and if you're not
16 aware, that's fine, too. But if they want to start the
17 lifeboat --

18 MR. RADZIKOWSKI: Yes.

19 LTJG. [REDACTED]: -- how would they test to
20 see if it would move -- if it would engage? Do they
21 engage it or they just start it?

22 MR. RADZIKOWSKI: As far as I know we just
23 start.

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: And we -- we test it on

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1 the water. I -- I don't know exactly what in the
2 schedule of that, but this one it depends from the --
3 when we lower. I think it depends on the safety, if
4 it's not from Engine Department when they lowering the
5 lifeboat.

6 LTJG. [REDACTED]: Okay. That makes sense.
7 So you're just in charge of the engine?

8 MR. RADZIKOWSKI: Yes, like engine

9 LTJG. [REDACTED]: Okay. Did it start on
10 the first try?

11 MR. RADZIKOWSKI: Engine on the lifeboat No.
12 1?

13 LTJG. [REDACTED]: Yes, and specific to on
14 the 17th.

15 MR. RADZIKOWSKI: I think that was -- that
16 start from the first time. Yes, because it was
17 starting. Only there was no any thrust. We try -- we
18 start, stop. I think few times we try to start, stop,
19 but we don't get any -- cannot get any thrust, so we
20 just stop the engine.

21 LTJG. [REDACTED]: Okay. When you guys got
22 towed in did you secure the engine or you just left it
23 running?

24 MR. RADZIKOWSKI: No, after we stop the
25 engine because on the beginning we're trying to find

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1 out the solution, but (inaudible). When we were in the
2 twoing we just stop the engine because there was no
3 sense --

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: -- keeping the engine
6 running.

7 LTJG. [REDACTED]: Was there any alarms or
8 anything that -- other than trying to go forward or --

9 MR. RADZIKOWSKI: No, (inaudible) engine was
10 running there was no -- I mean, there was no thrust.

11 LTJG. [REDACTED]: And the temperatures, the
12 gauges?

13 MR. RADZIKOWSKI: There was no -- no any
14 alarms. There was no any alarms.

15 LTJG. [REDACTED]: Okay. As far as
16 operating temperature was everything normal?

17 MR. RADZIKOWSKI: Normal. Everything was
18 normal.

19 LTJG. [REDACTED]: Okay. Thank you. As far
20 as the fire fighting pumps, who would -- who does
21 maintenance on those, or who's responsible for those?

22 MR. RADZIKOWSKI: Fire fighting pumps? It's
23 under my responsibility.

24 LTJG. [REDACTED]: Your responsibility?

25 MR. RADZIKOWSKI: Yes.

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1 LTJG. [REDACTED]: Okay. And when was the
2 last time those were serviced?

3 MR. RADZIKOWSKI: We are testing them. We
4 are preparing everything for the Coast Guard, so we
5 thought the Coast Guard were checking everything. We
6 go through all the safety equipment and -- so actually
7 when I joined the ship, that was our priority, huh, to
8 check everything. Everything is working. Even there
9 was some issues, we just repair that. And two weeks
10 ago there was -- caused that inspection. They go
11 through all the fire fighting system, through all the
12 safety systems and was everything good.

13 LTJG. [REDACTED]: Okay. How many fire
14 fighting pumps do you have on board the vessel?

15 MR. RADZIKOWSKI: Oh, we have this emergency
16 fire pump, fire fighting pump. We have this drencher
17 pump. What we have also this high-focus sprinkler
18 system.

19 LTJG. [REDACTED]: Okay. And so --

20 MR. RADZIKOWSKI: Because we have different
21 fire pump from the engine room and also different for
22 the garages.

23 LTJG. [REDACTED]: That's fine. Okay. And
24 as far as their connection to operate them, were they
25 on main power? Are they in emergency power? How would

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1 they get energized?

2 MR. RADZIKOWSKI: They can either from the
3 main power or from the emergency.

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: That's why in case we lost
6 the generators and we have to use the emergency
7 generator. Taht's on every ship, yes?

8 LTJG. [REDACTED]: So all the pumps could be
9 or just the fire pumps, for clarification?

10 MR. RADZIKOWSKI: Yes, so I'm not sure what
11 is -- fire pumps also they are connected to the
12 emergency diesel genreator, because they were running
13 when we started. Like drencher pump, it was running
14 when we went on the emergency generator.

15 LTJG. [REDACTED]: Okay.

16 MR. RADZIKOWSKI: But exactly which pumps,
17 this I cannot tell you, no.

18 LTJG. [REDACTED]: Okay. That's fine. And
19 --

20 MR. RADZIKOWSKI: But the most important
21 stuff is always connected to the emergency generator.
22 Like fire fighting, this one is always connected to the
23 emergency generator.

24 LTJG. [REDACTED]: Okay. Is it a switch?
25 Like if I go from main power to generator power, do you

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1 need to open a valve or turn a switch to make sure that
2 the pump is on line with the emergency power?

3 MR. RADZIKOWSKI: No, no.

4 LTJG. [REDACTED]: It's just -- it's in
5 line, I guess, if you will?

6 MR. RADZIKOWSKI: Yes.

7 LTJG. [REDACTED]: Okay. Next I'd like to
8 just talk about --

9 MR. RADZIKOWSKI: Yes.

10 LTJG. [REDACTED]: -- the day of the
11 incident.

12 MR. RADZIKOWSKI: Yes.

13 LTJG. [REDACTED]: If you could just walk me
14 through your day from the time you woke up, the actions
15 that you took.

16 MR. RADZIKOWSKI: Yes, actually I wake up
17 7:15, like every day, just go to bathroom. I stayed to
18 -- in the bed. I was talking on the phone. And at
19 7:24 -- because usually about 7:30 I'm going down to
20 eat the breakfast, which was -- and that was 7:24 I
21 heard the alarm, Mr. Skylight, Mr. Skylight. So this
22 means this is the fire alarm in the garage A.

23 So I just put on my clothes and I -- because
24 actually if -- if I heard the alarm Skylight, my
25 position is go into the engine control room.

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1 Straightaway I go down, but there is -- there was no
2 possibility to enter the engine room.

3 So I just used the telephone close to the --
4 in the -- in the mess room, because that was close to
5 this (inaudible). I call to the engine control room
6 and chief engineer pick up. And I asked him what's
7 going on? He told me there is a fire. He's evacuating
8 the engine room. And he told me not to enter, because
9 I thought he might -- cannot enter because it's -- the
10 staircase is full of smoke.

11 So after they leave teh engine room, they go
12 to the -- I was in the -- that was garage B. And after
13 I just ask chief engineer what's happened. He told me
14 there is a fire in teh engine room if you are going to
15 the turbocharger. So he start put all the -- so the
16 fire team was there already and other guys were -- the
17 fire team, they were start preparing them self.

18 And after that I -- because actually duty
19 during the -- and I asked him also about the CO2. He
20 told me -- I asked if he will use the CO2. He told me
21 that if you will get the -- like from the captain
22 permission if he -- he can use, yes? I said oh, okay.
23 So I -- I -- and then -- and then I go to the drencher
24 room, because actually I should be in the drencher
25 room, like cooperation for the drencher room. That's

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1 my duty.

2 And after that staff captain came to the
3 drencher room. He started the pump. I opened the
4 valve because that -- so we've heard the order from the
5 bridge actually because he had radio, stay in the
6 drencher room. And after when we started the pump,
7 opened the valve, there was abandon ship. And during
8 abandon ship my duties go to the lifeboat No. 2.

9 So I go to the lifeboat No. 2 where there is
10 no -- there was no possibility to lower the lifeboat
11 No. 2 because there was list on the port side. This
12 lifeboat No. 2 is close to the bridge, so captain
13 decide we go to the -- everybody from lifeboat No. 1 --
14 from -- from lifeboat No. 2 go to lifeboat No. 1. So
15 we lower lifeboat No. 1. We put all the passengers and
16 then was one second officer. That was me. I was the
17 engineer in the lifeboat. And I think three other
18 guys: Boswum (phonetic), Dekrantz (phonetic). We lower
19 the lifeboats. And after we were towed, yes?

20 LTJG. [REDACTED]: Thank you. The drencher
21 room, what is that? Is that the luge system or --

22 MR. RADZIKOWSKI: That's the fire system for
23 the garages.

24 LTJG. [REDACTED]: For the garages?

25 MR. RADZIKOWSKI: For the garage. So I

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1 think they start this one like for (inaudible) cooling
2 as well. That's to -- anyway it was -- so order from
3 the bridge. So we just start, yes.

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: Because that's the
6 different pump, so you have to open teh valve and just
7 start the pump.

8 LTJG. [REDACTED]: So --

9 MR. RADZIKOWSKI: So actdually that's my
10 direction, be the -- in the drencher room, yes, during
11 the fire.

12 LTJG. [REDACTED]: Okay. Did you know if it
13 started?

14 MR. RADZIKOWSKI: Yes, you can -- you can
15 hear nothing, can see when you open the --

16 LTJG. [REDACTED]: Did you see the spray?

17 MR. RADZIKOWSKI: No, no, I did not see the
18 spray because I do not enter the garages.

19 LTJG. [REDACTED]: Okay. But you could hear
20 it?

21 MR. RADZIKOWSKI: Yes, you can hear it, the
22 steam pressure, yes.

23 LTJG. [REDACTED]: Is there --

24 (Simultaneous speaking.)

25 MR. RADZIKOWSKI: (Inaudible) water.

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1 LTJG. [REDACTED]: I'm sorry. Is there a
2 gauge in that room for the pump?

3 MR. RADZIKOWSKI: There is indication if the
4 pump is running. You -- you start the pump there is
5 indication, because you have the panel to start the
6 pump, yes.

7 LTJG. [REDACTED]: Okay. Would you be able
8 to know from that space what the pressure was at if --
9 like other than a green light, is that your indication
10 that the pump is on?

11 MR. RADZIKOWSKI: I think there was -- now I
12 don't remember it. I think there was no any pressure
13 indication, as far as I -- I -- but I'm not sure about
14 that other thing that was --

15 LTJG. [REDACTED]: Okay. And where does
16 that water come from?

17 MR. RADZIKOWSKI: From the freshwater tank,
18 because actually you have two lines and the --
19 according to procedure you should always -- so I opened
20 the valve from the freshwater tank. Because you have
21 freshwater line or seawater line. So first you should
22 open the freshwater line. So I opened the freshwater
23 line. And it's coming from the tank No. 8, or it's --
24 or it's connected just to one tank. This tank is
25 always full in case of fire.

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1 LTJG. [REDACTED]: Okay. How big is that
2 tank?

3 MR. RADZIKOWSKI: I don't -- I don't know,
4 maybe one -- I think it was 100 cubes, approximately,
5 but I don't really know. I don't know exactly
6 (inaudible), but it's a lot of water in this tank.

7 LTJG. [REDACTED]: Your opinion, if that
8 system was always constantly running, how much time
9 would it take to empty the tank?

10 MR. RADZIKOWSKI: I don't know really.

11 LTJG. [REDACTED]: Okay. Would it last for
12 an hour?

13 MR. RADZIKOWSKI: Maybe. I could guess
14 (inaudible) maybe. I'm not sure.

15 LTJG. [REDACTED]: Okay.

16 MR. RADZIKOWSKI: But one hour I think
17 (inaudible). I'd say there will be 80 cubes of water,
18 or 100 cubes of water. I don't know, maybe one hour.
19 Maybe 30 minutes.

20 LTJG. [REDACTED]: Okay. And you said in
21 that space there's also the valve for seawater?

22 MR. RADZIKOWSKI: Yes, seawater.

23 LTJG. [REDACTED]: Wsa that ever opened?

24 MR. RADZIKOWSKI: During -- no, I do not
25 open.

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1 LTJG. [REDACTED]: Okay.

2 MR. RADZIKOWSKI: Only freshwater.

3 LTJG. [REDACTED]: Okay.

4 MR. RADZIKOWSKI: I opened persnally the
5 freshwater line.

6 LTJG. [REDACTED]: Okay.

7 LTJG. [REDACTED]: As part of your
8 procedure?

9 MR. RADZIKOWSKI: Yes.

10 LTJG. [REDACTED]: Okay. Thank you for
11 taht. I had a question and I lost it, so what I'm
12 going to do is -- right now I think I'm at a point
13 where I captured a lot of the information that I may
14 have wanted. I'm going to open it up to my colleagues.

15 MR. RADZIKOWSKI: Yes.

16 LTJG. [REDACTED]: And then if I remember
17 what I was going to ask -- they may have covered it.

18 MR. RADZIKOWSKI: Yes.

19 LTJG. [REDACTED]: -- or they might covered
20 it. But I'm going to go ahead and defer to them right
21 now.

22 MR. RADZIKOWSKI: Yes, okay.

23 LTJG. [REDACTED]: And then if I have any
24 other follow-up questions, I'll ask. Okay?

25 MR. RADZIKOWSKI: Okay.

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1 PARTICIPANT: Could we take a short break?

2 I need --

3 LTJG. [REDACTED]: Yes, we can.

4 PARTICIPANT: I had too much coffee this
5 morning.

6 LTJG. [REDACTED]: Yes, we can. Okay.
7 We're going to take a break.

8 MR. RADZIKOWSKI: Can I go to the toilet?

9 (Whereupon, the above-entitled matter went
10 off the record briefly.)

11 LTJG. [REDACTED]: Okay. We are returned
12 from break. The time is 11:45 a.m.

13 Just to I guess summarize where we're at, I
14 have finished my questions.

15 MR. RADZIKOWSKI: Yes.

16 LTJG. [REDACTED]: And now I'm going to open
17 up the floor for my colleagues --

18 MR. RADZIKOWSKI: Okay.

19 LTJG. [REDACTED]: -- to continue. Okay?

20 MS. McATEE: This is Nancy McAtee, NTSB.
21 Just a couple questions on the fire safety system.

22 MR. RADZIKOWSKI: Yes.

23 MS. McATEE: Just some follow-up. You said
24 prior to the Coast Guard inspection you -- the
25 engineering staff did a thorough testing and inspection

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1 of all the safety systems. What's the regular testing
2 and maintenance schedule for those systems?

3 MR. RADZIKOWSKI: Weekly.

4 MS. McATEE: Weekly? And that's inspection.
5 Do you also do tests?

6 MR. RADZIKOWSKI: Yes, we're doing
7 inspection and test.

8 MS. McATEE: And tests? Is that recorded in
9 any logs?

10 MR. RADZIKOWSKI: Like I said, we don't have
11 any computerized system on board, so --

12 MS. McATEE: Could you walk me through a
13 typical weekly inspection for say the high-fog system?
14 What are some of the steps that you guys go through for
15 that inspection and testing?

16 MR. RADZIKOWSKI: Well, say you're going to
17 the high-fog system. Check there -- there is no
18 leakage and the pressure is okay. It's -- nothing is
19 the broken. Not the normal inspection. Because let's
20 say in the high-fog system you have to keep the
21 constant pressure, yes? So you're -- you're going
22 there, checking, yes, if everything is okay.

23 But you don't have to start this system,
24 because this starting testing system it also depends
25 from the safety, if it's from the bridge, from the

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1 staff captain. Because if you have to test, really
2 this we need a lot of the preparations. So this one is
3 from -- depends from the bridge. But normal inspection
4 is you're just doing inspectdion, check if everything
5 is okay, pressure's okay, there is no any leakage, no
6 -- does the -- does the pump -- yes, pressure pump.

7 MS. McATEE: Okay. So you just check the
8 pressure pump?

9 MR. RADZIKOWSKI: Yes.

10 MS. McATEE: How about the CO2 system?
11 What's entailed in that testing and inspection?

12 MR. RADZIKOWSKI: Can you repeat?

13 MS. McATEE: The CO2 system.

14 MR. RADZIKOWSKI: Yes, yes.

15 MS. McATEE: The total flood. Since that's
16 similar to the high-fog and where you won't actually
17 release it, is that --

18 MR. RADZIKOWSKI: No.

19 MS. McATEE: -- just the same leak testing?

20 MR. RADZIKOWSKI: Yes.

21 MS. McATEE: Is taht a similar scenario?

22 MR. RADZIKOWSKI: Yes, we have like testing
23 device. Let's say like you have to look on the system
24 how to test this one. I cannot explain it. It's just
25 -- just to open the one valve and then you can see if

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1 the release CO2 is coming like from -- we have like
2 special testing system for this one. But to -- I
3 cannot -- you have to see the system to see.

4 MS. McATEE: Okay.

5 MR. RADZIKOWSKI: Because the -- during the
6 Coast Guard inspection I think chief engineer was
7 testing this and the Coast Guard, because they were
8 asking about that.

9 MS. McATEE: Okay.

10 MR. RADZIKOWSKI: So you have like -- you
11 have line or you can -- can open and say -- let's say
12 send all CO2 to the engineer spaces, but you have like
13 additional line just like for --

14 MS. McATEE: Okay.

15 MR. RADZIKOWSKI: -- like for testing.

16 MS. McATEE: Okay. And that's -- there's a
17 special kit for that.

18 MR. RADZIKOWSKI: Yes.

19 MS. McATEE: Okay. In addition to the Coast
20 Guard inspection how many tests and inspections did the
21 engineering staff do while you've been on board? How
22 many times have you tested it since July?

23 MR. RADZIKOWSKI: But which system?

24 MS. McATEE: High-fog and CO2.

25 MR. RADZIKOWSKI: It was checked every week.

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1 MS. McATEE: Every week? So two or three
2 times?

3 MR. RADZIKOWSKI: Actually I was three weeks
4 onboard, so, yes, like --

5 MS. McATEE: Three times.

6 MR. RADZIKOWSKI: -- three times. So
7 anyway, we were going through all the systems before we
8 go to the Coast Guard. First week it was we go through
9 all these one because we are -- we -- we have to check
10 everything by ourselves before Coast Guard come on
11 board.

12 MS. McATEE: Okay.

13 MR. RADZIKOWSKI: So we -- so everything was
14 checked by me or either safety officer, chief engineer.
15 Actdually there was two chief engineers that time on
16 board. Company keep two chief engineers. So like this
17 another chief engineer. He was working (inaudible)
18 long time. He's combining all of that, longer than we
19 have. So that's why company keep him to go through all
20 the tests. So I go with him, but he go with the safety
21 officer and we check everything. So it's really like
22 one week before Coast Guard was -- only the most
23 important thing was like the safety, yes?

24 MS. McATEE: Now if you do find something
25 wrong with the high-fog or CO2 system, do you do the

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1 repairs or do you get a representative from the system
2 manufacturer to come in?

3 MR. RADZIKOWSKI: Actually I have -- then I
4 will repair. Then there is like small -- let's say
5 there is an -- if this -- that is -- will be explain.
6 And this is like small thing. I'd say we can --
7 anyway, I have to call the chief engineer, safety
8 officer, and maybe captain. I think there is like
9 small maitenance we can do by our self.

10 MS. McATEE: Okay.

11 MR. RADZIKOWSKI: But that will be
12 something, you know, that we will be not sure if this
13 will be working. Then for sure they have to send
14 somebody else, huh?

15 MS. McATEE: Okay. Among the safety systems
16 is the fire alarm system also under your -- the fire
17 alarms, the smoke detectors and fire detectors?

18 MR. RADZIKOWSKI: It's the electricians.

19 MS. McATEE: That's the electricians?

20 MR. RADZIKOWSKI: The -- the electricians,
21 they are testing this one.

22 MS. McATEE: Okay. They do the testing on
23 that? So your watch station is the drencher station --

24 MR. RADZIKOWSKI: Yes.

25 MS. McATEE: -- during a fire? Who's at the

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1 high-fog station?

2 MR. RADZIKOWSKI: Engineer on watch.

3 Actually high-fog will start automatically. And for
4 teh high-fog the panel will in the engine control room.

5 MS. McATEE: Okay. If you cannot get into
6 the engine control room, is there a second location?

7 MR. RADZIKOWSKI: For the --

8 MS. McATEE: For --

9 MR. RADZIKOWSKI: -- high-fog?

10 MS. McATEE: -- the high-fog.

11 MR. RADZIKOWSKI: Only in the IC (phonetic)
12 room where is the high-fog system locally, you know?

13 MS. McATEE: On the high-fog when you say
14 "automatic," fire -- there's a -- it sets off because
15 of a smoke detector, or does that require somebody in
16 the control room to --

17 MR. RADZIKOWSKI: No, it's automatically.
18 If -- you can have the smoke detectors and there's fire
19 detectors, huh?

20 MS. McATEE: Okay.

21 MR. RADZIKOWSKI: So it can start
22 automatically. But if -- in case if it would not start
23 automatically, then you can always start manually the
24 zone.

25 MS. McATEE: Okay.

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1 MR. RADZIKOWSKI: We -- because you have the
2 zones: like the main engine, port engine and starboard,
3 emergency generators. You can start as well in case if
4 it will -- will not work.

5 MS. McATEE: Okay. The freshwater tank No.
6 8, do all of the fire protection systems that require
7 water: the deluge, the high-fog, the sprinkler system,
8 the fire main, do they all come from that tank?

9 MR. RADZIKOWSKI: I think yes taht was the
10 tank for the -- like we keep this one tank --

11 MS. McATEE: Okay. For all of that?

12 MR. RADZIKOWSKI: -- for these reasons.

13 MS. McATEE: And they all have the
14 capability to switch over to saltwater or seawater if
15 necessary?

16 MR. RADZIKOWSKI: Drencher system, yes.

17 MS. McATEE: Yes. What about the high-fog?

18 MR. RADZIKOWSKI: Yes.

19 MS. McATEE: Okay. Fire main as well?

20 MR. RADZIKOWSKI: Yes.

21 MS. McATEE: Okay. I think that's all I
22 have. Thank you.

23 CMDR. [REDACTED]: Good morning. This is
24 Commander [REDACTED] with the U.S. Coast Guard.

25 I have a few questions. You said that you

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1 have some records on the computer in the engine control
2 room and in teh chief engineer's cabin.

3 MR. RADZIKOWSKI: Yes.

4 CMDR. [REDACTED]: do you know if those records
5 are backed up regularly, or is that maintained on the
6 computer only?

7 MR. RADZIKOWSKI: I don't know really, but I
8 think there is no any backup.

9 CMDR. [REDACTED]: Okay. But I was correct
10 taht you said they're in the control room on the
11 computer --

12 MR. RADZIKOWSKI: Yes.

13 CMDR. [REDACTED]: -- and in the --

14 MR. RADZIKOWSKI: Chief engineer in the --
15 his cabin. The most important, like maintenance, I
16 think he has a hard copy on the paper.

17 CMDR. [REDACTED]: Hard copy? Okay. Now you
18 also -- you went into great detail about the flange.

19 MR. RADZIKOWSKI: Yes.

20 CMDR. [REDACTED]: Does that flange -- does
21 that have to be torqued to a certain tightness?

22 MR. RADZIKOWSKI: No.

23 CMDR. [REDACTED]: Is there a standard?

24 MR. RADZIKOWSKI: No, no. There is no
25 standard.

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1 CMDR. [REDACTED]: So it's just -- it's hand-
2 tight?

3 MR. RADZIKOWSKI: Yes.

4 CMDR. [REDACTED]: Okay. Has that always been
5 that way on any vessel you've ever been on, hand-tight
6 for the flange?

7 MR. RADZIKOWSKI: Yes.

8 CMDR. [REDACTED]: I know the gasketing
9 material is usually rubber.

10 MR. RADZIKOWSKI: No, that was not the
11 rubber. That was special gasket on --

12 CMDR. [REDACTED]: Speical gasket?

13 MR. RADZIKOWSKI: Yes, from the special
14 material.

15 CMDR. [REDACTED]: The one that has the weaving
16 in it?

17 MR. RADZIKOWSKI: It's in the hard maximum.
18 This material is more -- more hard. It's like from the
19 special (inaudible).

20 CMDR. [REDACTED]: Is it --

21 MR. RADZIKOWSKI: (Inaudible) if you are not
22 using that.

23 CMDR. [REDACTED]: Is it because of the type of
24 fuel?

25 MR. RADZIKOWSKI: Yes, but from the fuel

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1 you're not using the rubber --

2 CMDR. [REDACTED]: Okay.

3 MR. RADZIKOWSKI: -- anyway.

4 CMDR. [REDACTED]: Right. And when you -- do
5 you think that there's any concerns with that gasketing
6 material when you switch over to the heavy fuel oil and
7 the diesel, or no, it shouldn't matter?

8 MR. RADZIKOWSKI: Yes, we were changing
9 every day from diesel to heavy fuel oil, and after we
10 replaced the gasket, there was no any leaking.

11 CMDR. [REDACTED]: Okay.

12 MR. RADZIKOWSKI: So it was (inaudible)
13 daily, so --

14 CMDR. [REDACTED]: All right.

15 MR. RADZIKOWSKI: Adn we -- of course every
16 day we were switching over the fuel, so it's regularly.

17 CMDR. [REDACTED]: And you had also mentioned
18 that you make the gasket. Is there a template or do
19 you cut it, hand cut it every time?

20 MR. RADZIKOWSKI: We just hand cut it.

21 CMDR. [REDACTED]: Hand cut it?

22 MR. RADZIKOWSKI: (Inaudible) flange, yes.

23 CMDR. [REDACTED]: Okay. You had mentioned
24 that a lot of these tests -- now we're talking about --

25 MR. RADZIKOWSKI: Yes.

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1 CMDR. [REDACTED]: -- some systems. You were
2 preparing for the Coast Guard --

3 MR. RADZIKOWSKI: Yes.

4 CMDR. [REDACTED]: -- to come. Is preparing
5 for the Coast Guard different than your normal
6 operations, or do you special stuff just because the
7 Coast Guard is going to come?

8 MR. RADZIKOWSKI: No, it's not like a
9 special stuff. Before you enter the Coast Guard,
10 company -- before Coast Guard coming (inaudible),
11 company want be sure taht we check everything
12 preparedly. So we don't follow let's say -- so we
13 check everything let's say before so we -- now let's
14 say few days before we already know that everything is
15 working, yes?

16 CMDR. [REDACTED]: Yes.

17 MR. RADZIKOWSKI: So it's not like the
18 special preparations that's -- that's -- because let's
19 say if you -- let's say you have some maintenance which
20 you check weekly, some maintenance which will go
21 monthly, yes?

22 CMDR. [REDACTED]: Yes.

23 MR. RADZIKOWSKI: But before enter Coast
24 Guard we want be sure, so we have to check everything.
25 So --

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1 CMDR. [REDACTED]: Okay. Do you do that for
2 some other organizations as well? If you're going to
3 have another say RENA (phonetic) is going to show up.
4 Are you going to do the same thing?

5 MR. RADZIKOWSKI: Yes, then we have to go
6 and check.

7 CMDR. [REDACTED]: Before they get there?

8 MR. RADZIKOWSKI: Yes.

9 CMDR. [REDACTED]: Do you have flag state?
10 Flag state? Panama? Does Panama come on board and
11 check?

12 MR. RADZIKOWSKI: When I was on board there
13 was no any flag state.

14 CMDR. [REDACTED]: Would you expect to do the
15 same thing if Panama showed up?

16 MR. RADZIKOWSKI: Yes.

17 CMDR. [REDACTED]: Yes? Okay. You had -- now
18 we're on the lifeboat. Sorry.

19 MR. RADZIKOWSKI: Yes.

20 CMDR. [REDACTED]: I'm jumping around. You had
21 mentioned that there was a list. Do you remember how
22 much of a list that there was?

23 MR. RADZIKOWSKI: No, the ship?

24 CMDR. [REDACTED]: The ship, yes. So because
25 you didn't want to use taht lifeboat because it was --

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1 MR. RADZIKOWSKI: Yes, we cannot use that
2 lifeboat because -- we lower this lifeboat, but we are
3 not allowed to enter the life -- lifeboat because there
4 was a list. So there was too much gap.

5 CMDR. [REDACTED]: Too much gap?

6 MR. RADZIKOWSKI: So there was too much gap.
7 (Inaudible) maybe two, four, maybe -- I think it is --

8 CMDR. [REDACTED]: Do you know of any
9 procedures that you have to reduce the gap?

10 MR. RADZIKOWSKI: No, we try to use the
11 ropes, bring the lifeboat. There was mobility. So
12 that's why captain decide we go to --

13 CMDR. [REDACTED]: Okay.

14 MR. RADZIKOWSKI: -- another side and we --
15 another lifeboat.

16 CMDR. [REDACTED]: And then the last one: In
17 your answers you're using "cubes." I'm assuming that's
18 cubic meters, right?

19 MR. RADZIKOWSKI: Yes.

20 CMDR. [REDACTED]: Okay. Thanks. That's all
21 the questions I have.

22 MR. [REDACTED]: Okay. Hi, this is [REDACTED]
23 [REDACTED], Coast Guard, National Center of Expertise. I
24 just have a few follow-up questions as well.

25 One of them, you were talking about the

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1 gasket. I'd kind of like to go back to the gasket.

2 MR. RADZIKOWSKI: Yes.

3 MR. [REDACTED]: On the starboard engine you
4 guys said that you -- or you replaced the gasket. What
5 type of damage was on that gasket? Was it cracked?
6 Was it pinched?

7 MR. RADZIKOWSKI: It was like cracked, I
8 would -- I would say.

9 MR. [REDACTED]: The gasket was cracked?

10 MR. RADZIKOWSKI: Yes.

11 MR. [REDACTED]: Did you guys keep it by
12 chance, or do you throw them away?

13 MR. RADZIKOWSKI: No, throw it away.

14 MR. [REDACTED]: Okay. And then one more
15 time, because I didn't understand what type of gasket
16 it was. Was it a cork or some special type of rubber?

17 MR. RADZIKOWSKI: No, no, that was not the
18 rubber. It's -- for the fuel system you have a special
19 material because you're not using the rubber. I don't
20 exactdly know the name of this material, this special
21 material for the gaskets for teh fuel system.

22 MR. [REDACTED]: Okay. But you have plenty of
23 it on board?

24 MR. RADZIKOWSKI: Yes, we have plenty there
25 on board.

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1 MR. [REDACTED]: Okay. All right. Thank you.

2 MR. RADZIKOWSKI: This material is like more
3 strong, huh?

4 MR. [REDACTED]: It's stronger?

5 MR. RADZIKOWSKI: Yes, stronger.

6 MR. [REDACTED]: And then when you're done
7 doing it you put the tape on? Is that what you put on
8 it for --

9 MR. RADZIKOWSKI: Yes.

10 MR. [REDACTED]: -- to protect the --

11 MR. RADZIKOWSKI: Yes.

12 MR. [REDACTED]: Okay. That's it for the
13 gaskets. I do have questions as well on the day of the
14 incident --

15 MR. RADZIKOWSKI: Yes.

16 MR. [REDACTED]: -- and stuff that I was kind
17 of confused with what you were saying, just what
18 exactly you did. I caught it that you woke up and that
19 you were getting ready and you heard a -- Mr. Skylight.

20 MR. RADZIKOWSKI: Yes.

21 MR. [REDACTED]: Where did you hear Mr.
22 Skylight? Can you explain that again?

23 MR. RADZIKOWSKI: In my cabin. I was still
24 in my cabin, but --

25 MR. [REDACTED]: And where did they say Mr.

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1 Skylight to go?

2 MR. RADZIKOWSKI: Mr. Skylight, Mr.

3 Skylight, garage A.

4 MR. [REDACTED]: And what does that mean?

5 MR. RADZIKOWSKI: Mr. Skylight -- this mean
6 this is the fire alarm. Garage A mean there is a smoke
7 or fire in the garage A.

8 MR. [REDACTED]: There's a small fire in
9 garage A?

10 MR. RADZIKOWSKI: I don't know it is small.
11 Just mean fire. I don't know it's small or big. I
12 mean, the fire alarm mean fire, yes.

13 MR. [REDACTED]: Okay.

14 MR. RADZIKOWSKI: Fire alarm, so then you
15 have to go straightaway to --

16 MR. [REDACTED]: And then --

17 MR. RADZIKOWSKI: -- the place where you
18 have to go.

19 MR. [REDACTED]: Okay. And then you said that
20 you went to engine room. You said that was your --

21 MR. RADZIKOWSKI: Yes, into the staircase,
22 but we was not possible to enter the engine room.

23 MR. [REDACTED]: Okay. And then I was a
24 little confused, if you could kind of help me out, when
25 you were trying to go down to the engine room and you

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1 coiuldn't do in there --

2 MR. RADZIKOWSKI: Yes.

3 MR. [REDACTED]: -- where did you go from
4 there?

5 MR. RADZIKOWSKI: I go -- because close by
6 entrance there is a mess room and there is telephone.
7 So I go to the mess room and I call to the engine
8 control room and chief engineer pick up the teleophone
9 and he told me it's fire. I'm evacuating the engine
10 room. And because I told him I cannot enter, he told
11 me not to enter engine room. I'm -- I'm evacuating
12 engine room. There is fire.

13 MR. [REDACTED]: And where did you go?

14 MR. RADZIKOWSKI: After -- because he told I
15 think they will go -- will try to go to the garage B.
16 So I go to the graage B and I meet the chief engineer
17 and he give me like quick look on the situation. There
18 was the fire team. So the guys were preparing
19 themselves. So that's all.

20 MR. [REDACTED]: And then where did you go
21 from there, because you said that you didn't stay in
22 garage B.

23 MR. RADZIKOWSKI: No, no, I was in the
24 drencher room.

25 MR. [REDACTED]: And where is the drencher

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1 room at?

2 MR. RADZIKOWSKI: It's -- drencher room is
3 on the level where you have the staircase to the engine
4 room and close to the mess room also.

5 MR. [REDACTED]: Is that the same place where
6 the high-fog is located (inaudible)?

7 (Simultaneous speaking.)

8 MR. RADZIKOWSKI: No, no. (Inaudible).

9 MR. [REDACTED]: And then when you're out at
10 the drencher room -- and I think this is where I was a
11 little confused, too. I think I heard that you said
12 you started the pump.

13 MR. RADZIKOWSKI: No, no. I was -- no, I do
14 not start the pump. Afterwards staff captain -- then
15 staff captain start the pump because he was -- the
16 information from bridge. I only opened the valve. And
17 after that there was safety officer there. Also chief
18 engineer come there and tell engineer and -- there was
19 already abandon ship. After I got to the lifeboat.

20 MR. [REDACTED]: And did you leave the pump on
21 when you abandoned ship?

22 MR. RADZIKOWSKI: Yes.

23 MR. [REDACTED]: Okay. Then as far as --
24 okay. Thank you on that.

25 MR. RADZIKOWSKI: Yes.

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1 MR. [REDACTED]: And then another follow-up
2 question I had was kind of on the maintenance of the
3 fire fighting system.

4 MR. RADZIKOWSKI: Yes.

5 MR. [REDACTED]: I know that you mentioned
6 before on the other maintenance that there is no
7 computer-based program --

8 MR. RADZIKOWSKI: Yes.

9 MR. [REDACTED]: -- on the ship, but you have
10 said a couple times now that it's been logged. Is that
11 correct? Like logged in a book?

12 MR. RADZIKOWSKI: Yes. But when I came on
13 board we made our books. And other books, I do not see
14 any history. But what -- what jobs I did, no, I write
15 them.

16 MR. [REDACTED]: But you write them or the
17 chief engineer --

18 MR. RADZIKOWSKI: I write them.

19 MR. [REDACTED]: And then where are those
20 books located?

21 MR. RADZIKOWSKI: In the engine control
22 room.

23 MR. [REDACTED]: In the engine control room.

24 MR. RADZIKOWSKI: Yes, in teh engine control
25 room. And also we have -- in the computer we have --

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1 like they call this first engineer reoprt.

2 MR. [REDACTED]: Okay.

3 MR. RADZIKOWSKI: So we also -- I feel
4 covered in the Excel, like Excel form.

5 MR. [REDACTED]: YOu do those reports like
6 every day? Like what (inaudible)?

7 (Simultaneous speaking.)

8 MR. RADZIKOWSKI: I have to do these weekly,
9 but now I am doing every day at the end of the work.
10 So I -- I write all the jobs.

11 MR. [REDACTED]: And then I take you hit send
12 or something? Where does it go?

13 MR. RADZIKOWSKI: No, it's once a week
14 storekeeper sending these to the office.

15 MR. [REDACTED]: To the office?

16 MR. RADZIKOWSKI: So storekeeper coming to
17 engine control room, pick up the form and send to the
18 office, I think.

19 MR. [REDACTED]: What about as far as those
20 logs? You do it in the engine room, but what about the
21 other things that we spoke about today like the fire
22 fighting equipment?

23 MR. RADZIKOWSKI: Yes.

24 MR. [REDACTED]: Do you write those down in a
25 book log as well?

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1 MR. RADZIKOWSKI: Yes, so we write that we
2 were testing let's say the fire fighting or doing
3 inspection of -- so we are writing this one.

4 MR. [REDACTED]: But is it in the same log
5 book that you do your other maintenance in, or is it
6 its own fire fighting --

7 MR. RADZIKOWSKI: No, no. Same.

8 MR. [REDACTED]: -- equipment log?

9 MR. RADZIKOWSKI: Same.

10 MR. [REDACTED]: So that would -- if we were
11 trying to get it, would that be located in the chief
12 engineer's cabin, or is (inaudible) --

13 (Simultaneous speaking.)

14 MR. RADZIKOWSKI: No, the -- the log was --
15 book was only in the engine control room. But also all
16 the jobs we write in the -- this -- they call this
17 first engineer report and daily report or weekly
18 report. So I write my jobs in each of the engineers,
19 second, third engineer, AC engineer, they also fill
20 this part of the jobs.

21 MR. [REDACTED]: Okay.

22 MR. RADZIKOWSKI: So it should be on the
23 computer. And I think once a week storekeeper pick up
24 these and send to the office, I think.

25 MR. [REDACTED]: Okay. The dampers. You said

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1 someone else in charge of the dampers?

2 MR. RADZIKOWSKI: Yes, as far as I know it's
3 AC engineer or AC assistant engineer.

4 MR. [REDACTED]: Okay. Do you know where to
5 secure all the dampers, or if you were in the engine
6 room --

7 PARTICIPANT: Yes.

8 MR. [REDACTED]: -- let's say if you're in the
9 engine room and there's a fire like --

10 MR. RADZIKOWSKI: Yes.

11 MR. [REDACTED]: -- the day, is there
12 somewhere around there that you could shut them
13 automatically? Because what I was kind of not clear of
14 was some of the dampers you had to do manually and some
15 of them --

16 MR. RADZIKOWSKI: Yes.

17 MR. [REDACTED]: -- you could do
18 automatically.

19 MR. RADZIKOWSKI: To the engine room you
20 have to do them manually.

21 MR. [REDACTED]: Now when you say "manual" --

22 MR. RADZIKOWSKI: You have the --

23 MR. [REDACTED]: -- can you define "manual?"

24 MR. RADZIKOWSKI: -- rope. Like you have
25 the handle with the rope, yes.

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1 MR. [REDACTED]: Okay. So both port and
2 starboard side of the engine room someone physically
3 has to go --

4 MR. RADZIKOWSKI: Yes.

5 MR. [REDACTED]: -- to each one and do a
6 manual (inaudible)?

7 (Simultaneous speaking.)

8 MR. RADZIKOWSKI: Yes.

9 MR. [REDACTED]: And those are located I'm
10 sure out of teh engine room.

11 MR. RADZIKOWSKI: Yes, in the chimney.

12 MR. [REDACTED]: In the chimney?

13 MR. RADZIKOWSKI: Yes.

14 MR. [REDACTED]: All of them are located up
15 there?

16 MR. RADZIKOWSKI: Yes.

17 MR. [REDACTED]: All in one spot?

18 MR. RADZIKOWSKI: Yes, on port and on
19 starboard side, the chimney.

20 MR. [REDACTED]: Okay. And then as far as the
21 automatic ones, I think you said garage.

22 MR. RADZIKOWSKI: Drencher room. In the
23 drencher room.

24 MR. [REDACTED]: In the drencher room for the
25 garages?

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1 MR. RADZIKOWSKI: Yes, and you can --

2 MR. [REDACTED]: Did you do those or --

3 MR. RADZIKOWSKI: That was close. I -- I
4 mean, that close the dampers for the garages.

5 MR. [REDACTED]: Okay. Did you do that prior
6 to doing the drencher or prior to the staff captain
7 doing (inaudible)?

8 (Simultaneous speaking.)

9 MR. RADZIKOWSKI: No, no, safety officer,
10 that she told me we can -- I -- I -- I think I do this
11 together with the safety officer now, because that was
12 like 200s (inaudible).

13 MR. [REDACTED]: Okay. So all the --

14 MR. RADZIKOWSKI: (Inaudible).

15 MR. [REDACTED]: -- garages were done by you
16 or --

17 MR. RADZIKOWSKI: Safety officer.

18 MR. [REDACTED]: -- the safety.

19 MR. RADZIKOWSKI: Yes.

20 MR. [REDACTED]: And you're not sure who did
21 the other dampres?

22 MR. RADZIKOWSKI: Yes, I think I ask her
23 because we started the drencher pump and I asked her
24 what about the dampers in the garages, because she --
25 actually she's the commander on (inaudible). She's

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1 like just -- we can just close.

2 MR. [REDACTED]: Okay.

3 MR. RADZIKOWSKI: And she was close to me.
4 I -- that I -- to handle, because I don't remember I do
5 both, I do one, she do one. Now I don't remember.
6 Because that's -- the drencher room, that's the same
7 way. You just open -- open the valve and start the
8 pump.

9 MR. [REDACTED]: Okay. Appreciate that. I
10 know you've been on board a short time.

11 MR. RADZIKOWSKI: Yes.

12 MR. [REDACTED]: When you come on board they
13 give you training. Did they give you training or a
14 card to say like what positions you could (inaudible)?

15 (Simultaneous speaking.)

16 MR. RADZIKOWSKI: Yes, they gave me.

17 MR. [REDACTED]: Do you have to keep that card
18 with you all the time or --

19 MR. RADZIKOWSKI: In my cabin.

20 MR. [REDACTED]: And what does the card tell
21 you to do? I guess like for which positions, for --
22 like abandon ship does it tell you where to go for
23 abandon ship?

24 MR. RADZIKOWSKI: Yes. So I have to go to
25 this lifeboat. That's in my position. I have to go

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1 out to lifeboat No. 2, yes.

2 MR. [REDACTED]: And then for Mr. Skylight --

3 MR. RADZIKOWSKI: Skylight I go to the
4 engine control room.

5 MR. [REDACTED]: Okay.

6 MR. RADZIKOWSKI: So engine control room and
7 I would say in charge of the drencher system.

8 MR. [REDACTED]: Okay. Does it say both
9 drencher system and engine control room or --

10 MR. RADZIKOWSKI: Well, my location is just
11 to be in the -- like -- like my muster point is like
12 engine control room.

13 MR. [REDACTED]: Okay.

14 MR. RADZIKOWSKI: But I'm in charge of the
15 drencher --

16 MR. [REDACTED]: Okay. I understand.

17 MR. RADZIKOWSKI: -- system.

18 MR. [REDACTED]: Okay. I think that's all the
19 follow-up questions I have.

20 MR. TUCKER: Okay. This is Adam Tucker with
21 the National Transportation Safety Board. A couple
22 questions as well.

23 MR. RADZIKOWSKI: Yes.

24 MR. TUCKER: I'll try and get through them
25 as fast as I can.

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1 The first question I have is did you and
2 chief engineer -- did you sign on the same day?

3 MR. RADZIKOWSKI: No.

4 MR. TUCKER: Okay. So you came different
5 times? Okay. And you mentioned the other chief
6 engineer. Was he -- you said he's been on board for
7 awhile.

8 MR. RADZIKOWSKI: Yes.

9 MR. TUCKER: He was -- okay. And did he
10 just leave to go on vacation or do you know what
11 happened to him?

12 MR. RADZIKOWSKI: (Inaudible) company keep
13 him because he was already, I don't know, I tihnk
14 second time on this ship. So they want to keep him --
15 two chief engineers for the Coast Guard inspection,
16 because this chief engineer was also new. So he was --
17 he came like two weeks before Coast Guard inspection,
18 so company decide to keep another chief engineer like
19 for handover and --

20 MR. TUCKER: Okay.

21 MR. RADZIKOWSKI: -- also help with the
22 inspection. And that's normal, yes?

23 MR. TUCKER: But you mentioned you relieved
24 a first engineer, but he was only board for a couple of
25 days.

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1 MR. RADZIKOWSKI: Yes, because he has some
2 medical problems and he request to go home.

3 MR. TUCKER: Okay. So when you took over
4 from him, did you ever see him or (inaudible)?

5 (Simultaneous speaking.)

6 MR. RADZIKOWSKI: Yes, I see him. I was all
7 day with him. All day.

8 MR. TUCKER: All day?

9 MR. RADZIKOWSKI: Yes.

10 MR. TUCKER: So that was your handover?

11 MR. RADZIKOWSKI: Yes.

12 MR. TUCKER: Did he leave you any handover
13 notes?

14 MR. RADZIKOWSKI: No, he doesn't leave me
15 handover -- I was all day with him, so it was like from
16 8:00 to 6:00, (inaudible) hours with him or the captain
17 (inaudible) engine room.

18 MR. TUCKER: Okay.

19 MR. RADZIKOWSKI: And also the important
20 stuff he show me.

21 MR. TUCKER: And do you know like what -- so
22 you're new to the ship, new to the company.

23 MR. RADZIKOWSKI: Yes.

24 MR. TUCKER: Besides the handover did the
25 company give you any papers that you have to -- of any

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1 type of things you have to familiarize yourself with --

2 MR. RADZIKOWSKI: You mean --

3 MR. TUCKER: -- while you're on board?

4 MR. RADZIKOWSKI: -- in the -- no, I got
5 documents from the familiarization that came from the
6 safety officer --

7 MR. TUCKER: Okay.

8 MR. RADZIKOWSKI: -- when I came on board,
9 the same day or next -- next day. Same day.

10 MR. TUCKER: Okay.

11 MR. RADZIKOWSKI: Yes.

12 MR. TUCKER: But that was more from the
13 safety officer, so that was -- what were on those
14 documents?

15 MR. RADZIKOWSKI: Familiarization with all
16 my duties, where is located CO2, where is muster
17 station, normal stuff like (inaudible) ship. Then they
18 also document that I am familiar -- familiarized with
19 the engine room equipment, engine room systems, stuff
20 like.

21 MR. TUCKER: Do you have -- you're a day
22 worker.

23 MR. RADZIKOWSKI: Yes.

24 MR. TUCKER: So do you have an office or a
25 desk on board or anything?

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1 MR. RADZIKOWSKI: No, nothing. Engine
2 control room, the computer.

3 MR. TUCKER: Okay.

4 MR. RADZIKOWSKI: Desk and the computer.
5 But everybody using this computer, not only me. All
6 engineers, safety engineers. So whoever need --
7 there's only one computer in the engine control room.
8 Just everybody has his own folder, like first engineer,
9 second engineer, third engineer.

10 MR. TUCKER: Okay. Do you know if those
11 folders are just on that computer or is it on -- is
12 there a network on the ship?

13 MR. RADZIKOWSKI: No, there is no network.

14 MR. TUCKER: Okay. And you said the other
15 first engineer was -- he had to go home on medical?

16 MR. RADZIKOWSKI: Yes, he was maybe one week
17 on board.

18 MR. TUCKER: Okay. Was he also from Poland
19 or --

20 MR. RADZIKOWSKI: Yes.

21 MR. TUCKER: Sounds like the first engineer
22 has a lot of work to do on board, all the engines, all
23 the auxiliaries, everything like that. Who's
24 responsible for bunkering?

25 MR. RADZIKOWSKI: Chief engineer and third

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1 engineer. One of the third engineers.

2 MR. TUCKER: Okay.

3 MR. RADZIKOWSKI: 8:00 to 12:00, I think
4 third engineer. I mean, third engineer who's 8:00 to
5 12:00 duty. Chief engineer and third engineer coming
6 to assist him.

7 MR. TUCKER: Okay.

8 MR. RADZIKOWSKI: And his watch motormans
9 from these 8:00 to 12:00.

10 MR. TUCKER: All right.

11 MR. RADZIKOWSKI: He has two watch -- watch
12 motromans. So they are responsible on that.

13 MR. TUCKER: So do you remember the last
14 time you bunkered?

15 MR. RADZIKOWSKI: Yes, we -- the lsat time
16 we bunkered like 150 cubes on the diesel, as far as I
17 remember.

18 MR. TUCKER: Where was that?

19 MR. RADZIKOWSKI: I don't remember.

20 MR. TUCKER: Okay.

21 MR. RADZIKOWSKI: I'm sure that was Puerto
22 Rico or Santo Domingo because we are only sailing that.
23 And every day we change the parts, so, you know, after
24 you don't know what is the day, what is the part.

25 MR. TUCKER: Okay.

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1 MR. RADZIKOWSKI: Every day the same. One
2 day on Santo Domingo, one day Puerto Rico, and all the
3 time like that.

4 MR. TUCKER: But it was 150 cubes? Okay.

5 MR. RADZIKOWSKI: Yes, (inaudible).

6 MR. TUCKER: Just to confirm, so the --
7 we're back at the engine on the -- on the starboard
8 side engine --

9 MR. RADZIKOWSKI: Yes.

10 MR. TUCKER: -- where you have this gasket
11 that was leaking. Did you physically do the job or did
12 your people do the job?

13 MR. RADZIKOWSKI: My people do the job. I
14 only supervised --

15 MR. TUCKER: Okay.

16 MR. RADZIKOWSKI: -- and checked.

17 MR. TUCKER: Who exactly do you remember
18 that did the job?

19 MR. RADZIKOWSKI: Motorman, senior motorman,
20 Edgar and wiper, Deera (phonetic). Deera. I don't
21 know what his surname, but name Deera.

22 MR. TUCKER: Okay.

23 MR. RADZIKOWSKI: So senior motorman. We
24 have only one senior motorman on the -- on board. He's
25 working day shift. He's working mainly with me. And

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1 Deera is wiper from day shift. So I sent him to
2 assist, and I was also supervising his job.

3 MR. TUCKER: And so because you have --
4 you're -- all the day workers report to you?

5 MR. RADZIKOWSKI: Everybody, all engineers
6 as well reporting to me.

7 MR. TUCKER: All engineers? Okay. So two-
8 thirds report to you. The second engineer reports to
9 you.

10 MR. RADZIKOWSKI: Yes.

11 MR. TUCKER: And you report to the chief
12 engineer. All the ships are different, so with the
13 ratings --

14 MR. RADZIKOWSKI: Yes.

15 MR. TUCKER: -- who -- all the ratings
16 report to you, or do they report to the senior motorman
17 who reports to you?

18 MR. RADZIKOWSKI: No, they report directly
19 to me.

20 MR. TUCKER: Okay. And how many day workers
21 do you have?

22 MR. RADZIKOWSKI: So during day shift I --
23 me, senior motorman, (inaudible), AC engineer, AC
24 assistant, three plumbers. And they call these
25 (inaudible), this position. This is like boss of the

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1 wipers, yes? (Inaudible). And there -- and six
2 wipers. So together -- and then also three
3 electricians. So 15 -- 18 -- 18 people, no?

4 MR. TUCKER: Eighteen people, roughly?

5 MR. RADZIKOWSKI: Yes. I think 18, yes.

6 MR. TUCKER: It doesn't need to be exact.

7 MR. RADZIKOWSKI: No. Electricians, AC
8 engineers, plumbers, six wipers, (inaudible), one
9 motorman.

10 MR. TUCKER: And all of these people, do
11 they do jobs just in the engine room or --

12 MR. RADZIKOWSKI: No.

13 MR. TUCKER: -- is it all throughout the
14 ship, including hotel?

15 MR. RADZIKOWSKI: Plumbers working in the
16 hotel.

17 MR. TUCKER: Okay.

18 MR. RADZIKOWSKI: AC engineers working in
19 the AC also. So that's (inaudible) the hotel.

20 MR. TUCKER: Okay.

21 MR. RADZIKOWSKI: But also plumbers, if we
22 need them to do something in the engine room, they
23 doing also -- working in the engine room.

24 MR. TUCKER: You mentioned the fuel filters,
25 the old fuel filters are getting clogged all the time

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1 and then (inaudible).

2 (Simultaneous speaking.)

3 MR. RADZIKOWSKI: Oh, yes, is --

4 MR. TUCKER: Oil filters.

5 MR. RADZIKOWSKI: Lube oil, yes.

6 MR. TUCKER: Okay. So it makes me wonder --

7 I'm not an engineer, so I'm wondering why do the oil
8 filters get clogged all the time?

9 MR. RADZIKOWSKI: There was -- because there
10 was -- they install new automatic filter. And when we
11 start sailing one of these automatic filter was all the
12 time clogged.

13 MR. TUCKER: Okay.

14 MR. RADZIKOWSKI: We had to clean like every
15 12-16 hours. So after that, company said new filter.
16 We install new filter and everything was working.

17 MR. TUCKER: Okay.

18 MR. RADZIKOWSKI: So they -- they just
19 installed the drydock, I think, these (inaudible).
20 They were completely new. And the (inaudible) was not
21 working. Lube oil automatic filter.

22 MR. TUCKER: Lube oil? Okay. Jus to
23 clarify, back to the -- so we have this leak on the
24 starboard side engine. That was the fuel manifold?

25 MR. RADZIKOWSKI: Yes.

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1 MR. TUCKER: And that was on the blank on
2 the end. And we talked about the gasket. And just to
3 clarify, so you believe that gasket was thrown away?
4 The old gasket. The one that was leaking.

5 MR. RADZIKOWSKI: The old one?

6 MR. TUCKER: Yes.

7 MR. RADZIKOWSKI: Gsaket?

8 MR. TUCKER: Yes, from the starboard side.

9 MR. RADZIKOWSKI: Yes.

10 MR. TUCKER: Was it -- do you think it was
11 thrown away? Like they put it in the garbage?

12 MR. RADZIKOWSKI: Well, it was leaking, so
13 (inaudible), yes.

14 MR. TUCKER: Okay. And so the one you
15 changed, was that in the garbage or did you keep it?

16 MR. RADZIKOWSKI: Well, just throw away.
17 Oh, it's -- gasket, it was destroyed, yes.

18 MR. TUCKER: Okay.

19 MR. RADZIKOWSKI: Just throw away in the
20 garbage.

21 MR. TUCKER: And you get all your spare
22 parts. So as I understand, if you need parts or
23 anything, your guys, they go to the engine storekeeper?

24 MR. RADZIKOWSKI: Well, we go to the -- some
25 of the parts are closed, but some of teh spare parts

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1 are not closed. So we can use them.

2 MR. TUCKER: Closed?

3 MR. RADZIKOWSKI: Closed on the -- on the
4 padlock, yes.

5 MR. TUCKER: Oh, okay.

6 MR. RADZIKOWSKI: Some parts are closed,
7 yes? Because some of the staff -- you know, better
8 keep under padlock, yes?

9 MR. TUCKER: Yes. But where would these
10 gasket -- where would this special wrapping tape and
11 the gaskets -- where would they be? Would they be in
12 the engine storeroom somewhere?

13 MR. RADZIKOWSKI: Gaskets -- not -- material
14 for gaskets was in the workshop. And insulation was in
15 one of the stores. Which location exactly I don't
16 remember now. Because we have few stuffs on board. In
17 any case, if I cannot something, could -- I can just
18 call the storekeeper, yes?

19 MR. TUCKER: Okay. We talked about planned
20 maintenance --

21 MR. RADZIKOWSKI: Yes.

22 MR. TUCKER: -- and I understand -- I'm just
23 trying to get a picture of the day-to-day jobs. So you
24 get up in the morning. You do a round in the engine
25 room and then you give jobs to the guys?

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1 MR. RADZIKOWSKI: Yes.

2 MR. TUCKER: Are those jobs given based on
3 what you see that need to be done or do you have -- you
4 mentioned there's no computers, but how do you know
5 what jobs to give to the guys? Is there like a
6 (inaudible)?

7 (Simultaneous speaking.)

8 MR. RADZIKOWSKI: That is based on
9 experience, discussion with chief engineer.

10 MR. TUCKER: Okay.

11 MR. RADZIKOWSKI: Because chief engineer in
12 his cabin he has more the -- more documents, huh? He
13 has the hard copies. So he also telling me what he
14 want we do.

15 MR. TUCKER: Okay. Are any of those jobs --
16 any or maintenance items require like looking at the
17 engine for any hot spots or lack of insulation or
18 anything like that? Do you do any thermalgraphic --
19 maybe use a camera or something?

20 MR. RADZIKOWSKI: When I was on board they
21 -- they didn't do that.

22 MR. TUCKER: Okay. With other companies you
23 sailed with did you ever do that or did you
24 (inaudible)?

25 (Simultaneous speaking.)

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1 MR. RADZIKOWSKI: Yes, if we -- if we have
2 the thermalgraphic camera, but most of the companies
3 they dont' have --

4 MR. TUCKER: Okay.

5 MR. RADZIKOWSKI: -- this stuff. Actually
6 over the last six years when I was working like
7 engineer, I only see this on one ship --

8 MR. TUCKER: Okay.

9 MR. RADZIKOWSKI: -- that we have this
10 camera.

11 MR. TUCKER: Wsa that the cruise ship?

12 MR. RADZIKOWSKI: Yes, was AIDA.

13 MR. TUCKER: Yes.

14 MR. RADZIKOWSKI: Other ships I never see
15 that.

16 MR. TUCKER: So you have experience as well.
17 So you have the EDG? You're responsible for EDG, the
18 emergency diesel?

19 MR. RADZIKOWSKI: Yes.

20 MR. TUCKER: Okay. On this day -- we're
21 trying to get an idea of when you lost main power and
22 when you had transition to the emergency diesel. Do
23 you have any idea when that happened?

24 MR. RADZIKOWSKI: Because actually I'm the
25 responsible for emergency diesel generator, but like

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1 mechanical side, because it's chief electrician.

2 MR. TUCKER: Okay.

3 MR. RADZIKOWSKI: So he -- normally he was
4 testing this weekly. Because I'm responsible, but I
5 don't -- I don't have to go and check this one, yes? I
6 go and check, but chief electrician -- I -- together --
7 he was doing this one. And if something was wrong, he
8 was reporting to me.

9 MR. TUCKER: Okay.

10 MR. RADZIKOWSKI: But everything was okay.
11 Emergency generator (inaudible) -- (inaudible), I know.

12 MR. TUCKER: Okay. So you had the
13 mechanical, the engine itself, and chief electrician
14 had the emergency switchboard?

15 MR. RADZIKOWSKI: Yes.

16 MR. TUCKER: Okay. And at any time when you
17 were on board during the emergency did you notice when
18 you went from main power to emergency power?

19 MR. RADZIKOWSKI: I think when we were
20 lowering the lifeboat No. 1 -- before lowering the
21 emergency diesel generator was already running. Yes,
22 that was -- yes, it was running for sure when we were
23 lowering the lifeboat --

24 MR. TUCKER: Okay.

25 MR. RADZIKOWSKI: -- No. 1.

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1 MR. TUCKER: Do you know if anybody started
2 it, or was it automatic?

3 MR. RADZIKOWSKI: I think chief electrician
4 -- I -- I don't know, but if -- actdually I don't -- I
5 cannot say because I do not personally who's
6 (inaudible).

7 MR. TUCKER: Okay. Back to bunkering, and
8 this is, I'm sorry, the -- so the fuel samples, who
9 takes the fuel samples?

10 MR. RADZIKOWSKI: The third engineer who is
11 on duty, yes, who is -- I mean, the third engineer
12 who's responsible for the bunkering under the
13 supervisiuon of chief engineer, yes?

14 MR. TUCKER: Okay.

15 MR. RADZIKOWSKI: So either chief engineer
16 or -- or if -- or -- or third engineer. But I think
17 when was -- were taking the fuel, now chief engineer go
18 and he take -- make himself a samples, as far as I
19 remember.

20 MR. TUCKER: Okay. In the engine room
21 itself as I understand there's an alarm system. So if
22 you have like a low lube oil alarm or --

23 MR. RADZIKOWSKI: We have alarm.

24 MR. TUCKER: -- like any type of -- can you
25 explain what that alarm system is?

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1 MR. RADZIKOWSKI: We have lube -- low lube
2 oil alarm. Then you get information that there is low
3 lube oil (inaudible).

4 MR. TUCKER: Okay. And is there other
5 alarms like -- so you've been on the AIDA ships.

6 MR. RADZIKOWSKI: Yes.

7 MR. TUCKER: So you have an automation
8 system?

9 MR. RADZIKOWSKI: Yes, completely full
10 automations.

11 MR. TUCKER: Huh?

12 MR. RADZIKOWSKI: It will be different than
13 this one.

14 MR. TUCKER: Okay. Is there any automation?

15 MR. RADZIKOWSKI: Yes, you have the
16 automation, but -- and you have (inaudible) alarm
17 system.

18 MR. TUCKER: Okay. Is there an automation
19 computer?

20 MR. RADZIKOWSKI: What -- what do you mean
21 "automation" (inaudible)?

22 MR. TUCKER: Like a keyboard where you can
23 control all the engines and screen and monitor in the
24 engine room?

25 MR. RADZIKOWSKI: We have monitor. We have

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1 monitor from the computer, but we don't have any
2 control.

3 MR. TUCKER: Only monitor?

4 MR. RADZIKOWSKI: Only monitoring
5 temperatures, alarms. If it -- like graphs we can see,
6 so temperature changing, lube oil pressure, fuel oil
7 pressures, temperatures on exhaust. So it monitoring.

8 MR. TUCKER: Okay. Monitoring with no
9 control?

10 MR. RADZIKOWSKI: Actdually from the board
11 we can start the pumps from control room as well. So
12 actually some kind of control, we have it, not from the
13 computer, because we just -- we -- you just have to
14 push the button, yes, and start the pump from control
15 room. And you can start or stop.

16 MR. TUCKER: Okay. During the rounds or
17 anything like that you look at the engine, the main
18 engine. Do you also check to see to make sure that
19 like all the insulation is in place and make sure all
20 the shields are in place and everything?

21 MR. RADZIKOWSKI: Yes.

22 MR. TUCKER: Okay. Do you remember if there
23 was any maintenance on the injectors or fuel pumps or
24 anything during your time on board?

25 MR. RADZIKOWSKI: Actually all the repairs

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1 during the maintenance was done during the shipyards.
2 And when I was on board only on the port side engine we
3 just remove one injector. But this job was doing
4 another chief engineer who was still on board. He want
5 to check something. I was busy with another job, so --
6 because there was two chief engineers then. I don't
7 remember. We were just removing I remember the
8 injector jus for inspectdion, for check what's going
9 on. I remember I jus go and check that everything was
10 okay. There wsa not any real maintenance. We just
11 removed the injector and put back. That's all.

12 MR. TUCKER: Okay. Do you remember for --
13 before you said the port side engine. Do you remember
14 --

15 MR. RADZIKOWSKI: Yes, it's number -- number
16 one, I think.

17 MR. TUCKER: Number one?

18 MR. RADZIKOWSKI: Number one.

19 MR. TUCKER: So there were no problems? You
20 just remove, inspect and --

21 MR. RADZIKOWSKI: Yes.

22 MR. TUCKER: Okay. All right. I'll stop
23 asking the engine questions and I'll move on to the
24 lifeboats.

25 So I understand -- so you're assigned to

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1 lifeboat No. 2?

2 MR. RADZIKOWSKI: Yes.

3 MR. TUCKER: And, but because of the list of
4 the ship, which you estimate was maybe --

5 MR. RADZIKOWSKI: Maybe two, maybe four. I
6 don't know.

7 MR. TUCKER: Okay. Any reason for the list?
8 Any ideas?

9 MR. RADZIKOWSKI: No, I have no idea.

10 MR. TUCKER: Okay. And so the ship is
11 listing and you said it was listing to port?

12 MR. RADZIKOWSKI: Yes.

13 MR. TUCKER: Okay. So the ship is listing
14 to port. And so the lifeboat they bring down to the
15 embarkation deck?

16 MR. RADZIKOWSKI: Yes, but you have too big
17 gap. Cannot enter.

18 MR. TUCKER: And the gap is -- but -- and
19 they pulled to pull in --

20 MR. RADZIKOWSKI: Yes.

21 MR. TUCKER: -- these ropes, but no --

22 MR. RADZIKOWSKI: Yes, not possible.

23 MR. TUCKER: Okay. So after that who told
24 you to go to the --

25 MR. RADZIKOWSKI: Captain.

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1 MR. TUCKER: -- starboard side?

2 MR. RADZIKOWSKI: Captain.

3 MR. TUCKER: Captain. Okay?

4 MR. RADZIKOWSKI: Because this side was he
5 closed the bridge so he can directly see what going on.
6 He open the window and he tell, okay, (inaudible) the
7 lifeboat. Go to the lifeboat No. 2. Lower the
8 lifeboat. Put in the passengers and --

9 MR. TUCKER: Okay. So you went over to
10 lifeboat No. 2 and everybody put in the passengers.

11 MR. RADZIKOWSKI: Yes.

12 MR. TUCKER: Do you have any idea how many
13 passengers were -- like was the boat full or half full?

14 MR. RADZIKOWSKI: Was full.

15 MR. TUCKER: Okay.

16 MR. RADZIKOWSKI: Completely full.

17 MR. TUCKER: Okay. Any idea how many
18 people?

19 MR. RADZIKOWSKI: I would say maybe 80 --
20 80, 90.

21 MR. TUCKER: Was it like really full with --
22 everyone was --

23 MR. RADZIKOWSKI: Yes, full.

24 MR. TUCKER: -- sitting like this --

25 MR. RADZIKOWSKI: Yes, full. Full.

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1 MR. TUCKER: -- or was it more --

2 MR. RADZIKOWSKI: It was full.

3 MR. TUCKER: Okay.

4 MR. RADZIKOWSKI: So there was no more place
5 to put anybody else.

6 MR. TUCKER: So no problems loading? And
7 then you go down, no problems?

8 MR. RADZIKOWSKI: No, for the lowering there
9 was not a problem. There was problem with
10 disconnecting. We cannot disconnect our lifeboat.

11 MR. TUCKER: Okay. Can you explain that?

12 MR. RADZIKOWSKI: You have this -- the
13 system for disconnecting the boat, yes?

14 MR. TUCKER: Yes.

15 MR. RADZIKOWSKI: Well, this was not
16 working, so -- so we have to disconnect manually. But
17 it was a lot of waves, so was not so easy. Takes, I
18 don't know, maybe 10 minutes to disconnect. So you
19 have to disconnect manually, huh?

20 MR. TUCKER: So what does "manually" mean?
21 Does that mean you get a wrench and you --

22 MR. RADZIKOWSKI: No, no. It's -- because
23 that -- that -- this is the hook, yes?

24 MR. TUCKER: Yes.

25 MR. RADZIKOWSKI: So the guys had to go who

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1 are responsible for this one. They have to open --
2 open -- open this hook and then we can --

3 MR. TUCKER: So forward and aft --

4 MR. RADZIKOWSKI: Yes.

5 MR. TUCKER: -- they had to open?

6 MR. RADZIKOWSKI: Yes, manually.

7 MR. TUCKER: Okay.

8 MR. RADZIKOWSKI: I think takes maybe 10,
9 maybe 15 minutes. I know it was (inaudible).

10 MR. TUCKER: When the boat was going down --
11 did they start the engine when the boat was going down
12 or (inaudible)?

13 (Simultaneous speaking.)

14 MR. RADZIKOWSKI: No, in the water.

15 MR. TUCKER: In the water? Okay. And is
16 that a water-cooled engine?

17 MR. RADZIKOWSKI: Yes.

18 MR. TUCKER: Okay. So they start the engine
19 in the water. And so no one's trying to get thrust
20 until the hooks are released?

21 MR. RADZIKOWSKI: No, I think we start the
22 engine and second officer, after start he -- he just
23 try and he -- he reprot to me that there is no any
24 thrust. But now I don't -- I can't -- I don't remember
25 exactly. But I think as soon as we stay in the water;

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1 we were still connected, we start the engine. I think
2 we were still connected. And the second officer report
3 to me there is no any thrust. I think we start the
4 engine directly when we just start in the water.

5 MR. TUCKER: So what did -- because you're
6 an engineer and he told you, what actdions did you take
7 to try and find out what was wrong?

8 MR. RADZIKOWSKI: I just check everything
9 around, but cannot solve the problem because there is
10 -- there was no thrust, yes?

11 MR. TUCKER: Okay. So you check everything?
12 Did you -- because I know there's a lot of people
13 inside. So --

14 MR. RADZIKOWSKI: Yes. No, there's
15 (inaudible), but you have the like special cover. I
16 open this cover, I check if everythign is okay. Engine
17 was running but there was no thrust.

18 MR. TUCKER: Okay.

19 MR. RADZIKOWSKI: Really cannot do a lot,
20 yes?

21 MR. TUCKER: And did you check the throttle?

22 MR. RADZIKOWSKI: Yes, I checked the
23 throttle, but there was nothing.

24 MR. TUCKER: Nothing?

25 MR. RADZIKOWSKI: Nothing.

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1 MR. TUCKER: If you put full ahead, does the
2 engine RPM --

3 MR. RADZIKOWSKI: No, nothing. I remember
4 there's nothing, no any thrust either, one way or
5 another way.

6 MR. TUCKER: Okay. So --

7 MR. RADZIKOWSKI: Just engine was running.
8 That's all. No --

9 MR. TUCKER: Yes, so --

10 MR. RADZIKOWSKI: -- there was no any
11 control.

12 MR. TUCKER: So the throttle was --

13 MR. RADZIKOWSKI: Yes.

14 MR. TUCKER: -- nothing? So RPMs not going
15 up --

16 MR. RADZIKOWSKI: Yes.

17 MR. TUCKER: -- or going down or anything?
18 No change --

19 MR. RADZIKOWSKI: No.

20 MR. TUCKER: -- in the sound of the engine?
21 Okay. If you remember the sounds, when the second
22 officer started, did the engine start more at a low RPM
23 or a high RPM sound?

24 MR. RADZIKOWSKI: Normal RPMs.

25 MR. TUCKER: Okay.

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1 MR. RADZIKOWSKI: Start normally, yes? I
2 cannot say there was nothing normal, the engine
3 running, no (inaudible), huh?

4 MR. TUCKER: Did you use any tools? I know
5 the lifeboats have tools. Did you get any of the tools
6 to try and fix this, or no?

7 MR. RADZIKOWSKI: No.

8 MR. TUCKER: Okay. Do you remember the guys
9 that were working the hooks? Do you remember who they
10 are?

11 MR. RADZIKOWSKI: They were the guys from
12 the deck. I don't know the names.

13 MR. TUCKER: Okay. And so when the lifeboat
14 was towed back in by the Coast Guard, once you got the
15 blocks released, did you keep the engine running or you
16 shut down?

17 MR. RADZIKOWSKI: No, it was shut down.

18 MR. TUCKER: Shut down? Okay. And how were
19 the passengers inside the boat? Were they okay?

20 MR. RADZIKOWSKI: More or less okay.

21 MR. TUCKER: Yes. Any --

22 MR. RADZIKOWSKI: Some of them were crying.

23 MR. TUCKER: Some crying?

24 MR. RADZIKOWSKI: Some no.

25 MR. TUCKER: Okay. Were there any kids?

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1 MR. RADZIKOWSKI: Yes.

2 MR. TUCKER: Okay.

3 MR. RADZIKOWSKI: And also we have leaking
4 in our lifeboat, so we have to remove the water, yes,
5 with the buckets, because this lifeboat No. 1 was
6 leaking.

7 MR. TUCKER: Do you remember where the water
8 was coming from?

9 MR. RADZIKOWSKI: I don't -- we cannot find
10 out this one.

11 MR. TUCKER: Okay.

12 MR. RADZIKOWSKI: Because we were -- we were
13 hit a lot of the times by the -- because we cannot
14 disconnect we hit a lot of time the ship with the
15 lifeboat. So I think can be somewhere cracked, yes?
16 That's why we take the water. That's what I think.

17 MR. TUCKER: So it wasn't from the spray
18 coming inside the boat? It was coming from --

19 MR. RADZIKOWSKI: Somewhere from bottom.

20 MR. TUCKER: Okay. So you got towed my by
21 Coast Guard and then they brought you somewhere and --

22 MR. RADZIKOWSKI: The (inaudible) somewhere
23 (inaudible).

24 MR. TUCKER: Okay. And then what happened
25 after? Just like for you what happened?

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1 MR. RADZIKOWSKI: We just leave the lifeboat
2 and we're transported to this harbor where normally we
3 coming, where you have these customs, yes?

4 MR. TUCKER: Okay.

5 MR. RADZIKOWSKI: And we were waiting there.
6 And after this (inaudible).

7 MR. TUCKER: Okay. And you were okay? No
8 injuries? No problems?

9 MR. RADZIKOWSKI: No.

10 MR. TUCKER: Okay. I remember that you said
11 -- and that's very smart for you to do that, but so you
12 grabbed yoru stuff before you abandoned ship?

13 MR. RADZIKOWSKI: Yes.

14 MR. TUCKER: So I assume yoru phone and
15 stuff, or maybe yoru camera. Did you take any pictures
16 or do anything with your phone?

17 MR. RADZIKOWSKI: No, I did not make any --

18 MR. TUCKER: Okay.

19 MR. RADZIKOWSKI: -- pictures. Lots of
20 people were doing pictures, but --

21 MR. TUCKER: There were no audible alarms
22 inside the lifeboat, but were there any alarms inside
23 the lifeboat from the panel?

24 MR. RADZIKOWSKI: No.

25 MR. TUCKER: Okay. And when the guys were

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1 working on the hooks --

2 MR. RADZIKOWSKI: Yes.

3 MR. TUCKER: -- while they were working on
4 the hooks where were you?

5 MR. RADZIKOWSKI: I was in the inside and I
6 was checking the engine. I was trying to figure out
7 what going on, but really in this situation I cannot do
8 a lot, yes?

9 MR. TUCKER: Okay.

10 MR. RADZIKOWSKI: I -- I opened the cover
11 from teh engine and I -- I -- because I had my
12 flashlight --

13 MR. TUCKER: Okay.

14 MR. RADZIKOWSKI: -- with me, I checked, but
15 everything was -- looks okay. So, you know, in this
16 situation it's -- on this situation it's not the time
17 for maintenance or repairing.

18 MR. TUCKER: Yes.

19 MR. RADZIKOWSKI: YOu can do only some
20 stuff. If it's not working, it's not working.

21 MR. TUCKER: Inside the compartment any oil,
22 any water?

23 MR. RADZIKOWSKI: No, no.

24 MR. TUCKER: Okay. So you said maybe 80
25 people on the boat, but no one really knew how many?

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1 MR. RADZIKOWSKI: No, I don't know for sure.

2 MR. TUCKER: Okay. I may have one or two
3 more questions, but I'm finished for now.

4 LTJG. [REDACTED]: Okay. I have a few
5 follow-up questions. Try to if you can help me out
6 with the timeline from the initial I guess time that
7 you noticed that there was a fire.

8 MR. RADZIKOWSKI: Yes, 7:24.

9 LTJG. [REDACTED]: 7:24. That was Mr.
10 Skyline (phonetic)?

11 MR. RADZIKOWSKI: Yes, Mr. Skylight
12 (inaudible).

13 (Simultaneous speaking.)

14 LTJG. [REDACTED]: Skylight. And how long
15 would you say it took you to get down?

16 MR. RADZIKOWSKI: Two minutes.

17 LTJG. [REDACTED]: Two minutes?

18 MR. RADZIKOWSKI: So I think I checked time
19 and it was 7:26. I was already downstairs and I cannot
20 enter the engine room.

21 LTJG. [REDACTED]: Okay. And you made you
22 attempt to enter and you couldn't. And from that point
23 you went to --

24 MR. RADZIKOWSKI: I go make the -- go to the
25 mess room and make a call to engine control room.

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1 LTJG. [REDACTED]: Okay. And you spoke with
2 chief?

3 MR. RADZIKOWSKI: Yes, and he told me it's
4 fire and he said evacuating the engine room.

5 LTJG. [REDACTED]: Okay. And then at around
6 what time did you see him, because he had mentioned
7 (inaudible)?

8 (Simultaneous speaking.)

9 MR. RADZIKOWSKI: After, oh, maybe two,
10 three minutes, because he -- I think he told me that
11 we'll go to the -- evacuate to the garage B. So I go
12 to the garage B and maybe after --

13 LTJG. [REDACTED]: So around 7:29?

14 MR. RADZIKOWSKI: Maybe 7:30.

15 LTJG. [REDACTED]: 7:30?

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: 7:30 in garage B. And
18 then from there you went to the drencher room?

19 MR. RADZIKOWSKI: Yes, I went to the
20 drencher room. The drencher room is also close to the
21 place where you have the dampers --

22 LTJG. [REDACTED]: Okay.

23 MR. RADZIKOWSKI: -- for closing the
24 dampers. And I went there in case the engineer of the
25 (inaudible). I don't remember now.

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1 LTJG. [REDACTED]: Okay. And around what
2 time do you think you made it into the drencher room
3 from leaving garage B?

4 MR. RADZIKOWSKI: Oh, maybe five minutes.

5 LTJG. [REDACTED]: Five minutes?

6 MR. RADZIKOWSKI: Maybe, yes.

7 LTJG. [REDACTED]: Around 7:35 maybe?

8 MR. RADZIKOWSKI: Maybe, something around
9 this.

10 LTJG. [REDACTED]: Okay. And in the
11 drencher room you opened up the freshwater?

12 MR. RADZIKOWSKI: No, not -- not now. I --
13 I opened the -- because I don't have the -- any radio
14 with me. So, because I was in the cabin and -- and the
15 radio, so I cannot open (inaudible), no. But after
16 staff captain come there and she told me we -- we can
17 stop the other system.

18 LTJG. [REDACTED]: Okay.

19 MR. RADZIKOWSKI: But what time it was, I
20 don't know. Maybe 5, 10 minutes more.

21 LTJG. [REDACTED]: Okay. To play it safe,
22 I'll push it to 10 minutes.

23 MR. RADZIKOWSKI: Maybe.

24 LTJG. [REDACTED]: That's when the staff
25 captain went into this space and he energized the --

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1 MR. RADZIKOWSKI: Pump. He started the
2 pump. I opened the valve.

3 LTJG. [REDACTED]: He started the pump?
4 Okay.

5 MR. RADZIKOWSKI: Maybe 7:14. (Inaudible)
6 7:15.

7 LTJG. [REDACTED]: Okay. And then from
8 there you left that space and then you went out --

9 MR. RADZIKOWSKI: That was the order,
10 abandon ship.

11 LTJG. [REDACTED]: Okay. So what time do
12 you think abandoned ship -- was it --

13 MR. RADZIKOWSKI: About 8:00, I think.
14 Maybe about 8:00. That was about -- about 8:00. Maybe
15 after 8:00.

16 LTJG. [REDACTED]: Was that agbandon ship --
17 did you it hear through the PA system or did a crew
18 member tell you?

19 MR. RADZIKOWSKI: Safety officer.

20 LTJG. [REDACTED]: Safety officer?

21 MR. RADZIKOWSKI: Safety officer told me.

22 And I think she has the radio and I also heard on the
23 radio, but I don't remember. But I remember what she
24 told me, it's abnaddon ship and go to the lifeboat.

25 LTJG. [REDACTED]: Okay. And from the time

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1 that you left the drencher room to the time that you --
2 what time do you think you got up on deck, the main
3 deck when you were heading towards your station?

4 MR. RADZIKOWSKI: Check on my telephone.

5 LTJG. [REDACTED]: You made a phone call?

6 MR. RADZIKOWSKI: I left some message my
7 girlfriend that ship is on fire and leaving the ship.

8 LTJG. [REDACTED]: Oh, wow.

9 MR. RADZIKOWSKI: She tell she -- she don't
10 believe me.

11 (Pause.)

12 MR. RADZIKOWSKI: I think abandon -- I don't
13 remember and I cannot see. Couldn't find the telephone
14 -- I think abandon ship, because I -- there was abandon
15 ship. I go to my cabin. I pick up my luggage and I go
16 to the lifeboat No. 2. But there was a lot of
17 problems. We can -- we tried to lower. We tried to
18 pull it. So really after abandon ship until we go out
19 to another lifeboat, I don't know how long it take.
20 Maybe 30 minutes. Maybe one hour.

21 LTJG. [REDACTED]: So it took you 30 minutes
22 to an hour to leave teh drencher space to --

23 MR. RADZIKOWSKI: No, no, no.

24 LTJG. [REDACTED]: -- collect your stuff?

25 MR. RADZIKOWSKI: No. Arter when I leave

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1 the drencher space I go to my cabin, I pick up the
2 luggage and I go to the lifeboat.

3 LTJG. [REDACTED]: Okay. So --

4 MR. RADZIKOWSKI: So it can take me five
5 minutes.

6 LTJG. [REDACTED]: Five minutes?

7 MR. RADZIKOWSKI: Maybe 10 minutes or more.
8 Maybe (inaudible).

9 LTJG. [REDACTED]: Okay. So I have -- would
10 it be safe to say at around 8:10? These are
11 approximate. We're not holding you to these times.

12 MR. RADZIKOWSKI: Yes.

13 LTJG. [REDACTED]: They're approximate tiems
14 for us, because we understand you weren't looking at
15 your watch the whole time.

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: It's jus for us to try to
18 get something down.

19 MR. RADZIKOWSKI: Yes.

20 LTJG. [REDACTED]: So would you say you were
21 outside of teh ship around 8:10?

22 MR. RADZIKOWSKI: No, no. Outside on the
23 ship. No, I --

24 LTJG. [REDACTED]: Not at lifeboat 1 --

25 MR. RADZIKOWSKI: No.

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1 LTJG. [REDACTED]: -- but from the time that
2 you grabbed all your belongings --

3 MR. RADZIKOWSKI: Yes.

4 LTJG. [REDACTED]: -- and left the drencher
5 room and went out on deck around 8:10, because you said
6 10 minutes?

7 MR. RADZIKOWSKI: It could be (inaudible).
8 7:24 was the alarm, fire -- Shkylight. Yes, it's --
9 it's about 8:10, I think, I was already in the lifeboat
10 No. 2 --

11 LTJG. [REDACTED]: Okay.

12 MR. RADZIKOWSKI: -- station.

13 LTJG. [REDACTED]: And you heard the
14 emergency generator on at that time?

15 MR. RADZIKOWSKI: That time, no. When we go
16 to the lifeboat No. 1, then I heard the emergency
17 generator No. -- the -- the emergency generator was
18 running.

19 LTJG. [REDACTED]: Okay. So about --

20 MR. RADZIKOWSKI: But this -- because we
21 stay in the lifeboat No. 2, we try to lower it, we try
22 to pull it. It was -- I don't know, we -- two times, I
23 think, or three times. And I don't know how long it
24 take, really. Maybe 20, maybe 30 minutes. I don't
25 know. Because we tried to use this lifeboat. We

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1 thought it was -- there was list and it was not
2 possible, so we looked another.

3 LTJG. [REDACTED]: Okay.

4 MR. RADZIKOWSKI: So maybe even --

5 LTJG. [REDACTED]: 8:30?

6 MR. RADZIKOWSKI: Maybe even more.

7 LTJG. [REDACTED]: 9:00?

8 MR. RADZIKOWSKI: Maybe around 9:00.

9 LTJG. [REDACTED]: 9:00 possibly?

10 MR. RADZIKOWSKI: 9:00. Yes. 8:45, maybe
11 50. Some -- about 9:00.

12 LTJG. [REDACTED]: Okay.

13 MR. RADZIKOWSKI: So I don't remember how
14 long it takes, because we try a few times to lower, we
15 try use the ropes, what was not possible. After
16 captain was on bridge and after he decides, okay, we
17 have to change the lifeboat.

18 LTJG. [REDACTED]: Okay. Thank you. You
19 had mentioned that the third engineer is in charge of
20 the lifeboat --

21 MR. RADZIKOWSKI: Yes.

22 LTJG. [REDACTED]: -- maintenance, and it
23 was the third engineer that's in charge of the 12:00 to
24 4:00 watch?

25 MR. RADZIKOWSKI: 8:00 to 12:00.

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1 LTJG. [REDACTED]: 8:00 to 12:00?

2 MR. RADZIKOWSKI: Yes.

3 LTJG. [REDACTED]: Okay. So the 8:00 to
4 12:00. Do you know his name?

5 MR. RADZIKOWSKI: Pirot.

6 LTJG. [REDACTED]: Pirot? That's P-I-R-O-T?

7 MR. RADZIKOWSKI: (Inaudible).

8 LTJG. [REDACTED]: Okay. In the lifeboat is
9 there a boat plug? Inside the No. 1 lifeboat is there
10 a plug that you would use to -- say you would remove
11 the plug if there was water in there just to get the
12 water out?

13 MR. RADZIKOWSKI: I mean, there should be a
14 plug because everywhere I've working at there's always
15 plug, but in this lifeboat I really don't know --

16 LTJG. [REDACTED]: Okay. So when you guys
17 --

18 MR. RADZIKOWSKI: If I see by myself.

19 LTJG. [REDACTED]: When you guys were taking
20 on water, do you know if anybody looked to see if teh
21 plug was in place?

22 MR. RADZIKOWSKI: No, I didn't check this
23 one personally.

24 LTJG. [REDACTED]: Okay.

25 MR. RADZIKOWSKI: If other guys check, I

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1 don't know.

2 LTJG. [REDACTED]: Okay. Do you know where
3 the emergency fuel stops are located?

4 MR. RADZIKOWSKI: Do you mean --

5 LTJG. [REDACTED]: If there --

6 MR. RADZIKOWSKI: -- the quick closing
7 valves?

8 LTJG. [REDACTED]: Quick closing valves,
9 yes.

10 MR. RADZIKOWSKI: Yes.

11 LTJG. [REDACTED]: I'm sorry. Where are
12 those?

13 MR. RADZIKOWSKI: The staircase of the
14 engine room.

15 LTJG. [REDACTED]: Okay. Now those valves,
16 if you were to activate them or actuate them --

17 MR. RADZIKOWSKI: Yes.

18 LTJG. [REDACTED]: -- what closes?
19 Specifically would the service generators in teh engine
20 room -- would they turn off as well?

21 MR. RADZIKOWSKI: No, it close the -- only
22 the valves, yes?

23 LTJG. [REDACTED]: From the fuel tank?

24 MR. RADZIKOWSKI: To fuel tank and the lube
25 oil tanks as well.

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1 LTJG. [REDACTED]: So any -- and how close
2 are those valves to the fuel tank?

3 MR. RADZIKOWSKI: Just open one valve, huh?
4 That's all. And everything is closed, because we have
5 only one valve and close everything. So only one
6 statoin and only one valve. You open one valve and --
7 and you start it.

8 LTJG. [REDACTED]: Okay. So would it be
9 safe to assume that if that -- if somebody were to
10 close the fuel -- the quick closing fuel it would cut
11 off all the fuel going to the machinery in the engine
12 space?

13 MR. RADZIKOWSKI: Yes.

14 LTJG. [REDACTED]: So the service generators
15 in the engine room would also cut off?

16 MR. RADZIKOWSKI: Yes.

17 LTJG. [REDACTED]: Okay. Two more
18 questions. That you know of with this being a cruise
19 ship --

20 MR. RADZIKOWSKI: Yes.

21 LTJG. [REDACTED]: -- and they have alcohol
22 on board --

23 MR. RADZIKOWSKI: Yes.

24 LTJG. [REDACTED]: -- do you know what the
25 company policies are, if the crew could drink?

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1 MR. RADZIKOWSKI: I don't know, because I
2 never drink alcohol. So for me that didn't matter,
3 because I'm teetotaler. So I don't care.

4 LTJG. [REDACTED]: Okay.

5 MR. RADZIKOWSKI: Anyway, I don't drink
6 alcohol.

7 LTJG. [REDACTED]: Have you seen any of teh
8 crew members drink alcohol on board?

9 MR. RADZIKOWSKI: No.

10 LTJG. [REDACTED]: Okay.

11 MR. RADZIKOWSKI: Because I -- I don't know.
12 They might -- maybe they're drinking, but I do not see.

13 LTJG. [REDACTED]: Okay. And my last
14 question, if you were the chief engineer --

15 MR. RADZIKOWSKI: Yes.

16 LTJG. [REDACTED]: -- this was your engine
17 and your boat --

18 MR. RADZIKOWSKI: Yes.

19 LTJG. [REDACTED]: -- is there anything that
20 you would have done differently, or anything that you
21 could recommend to help this investigation?

22 MR. RADZIKOWSKI: You mean if I would be
23 chief engineer and what I will do different?

24 LTJG. [REDACTED]: If this same scenario
25 played out and you were in charge -- I'm assuming

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1 you've probably talked to several people --

2 MR. RADZIKOWSKI: Yes.

3 LTJG. [REDACTED]: -- about this and
4 different things that happened. Would there be
5 anything that you would do differently or -- man, I
6 wish we did this instead?

7 MR. RADZIKOWSKI: I don't know actually. I
8 don't know how will the situation of the CO2, how they
9 activate, but I -- I -- I don't know really, because
10 with this one I was not doing this personally. I don't
11 know who activated the CO2. Maybe this time, because
12 maybe -- I -- I don't know exactly.

13 LTJG. [REDACTED]: Okay.

14 MR. RADZIKOWSKI: But I think because they
15 activate the CO2, and normally CO2 should, yes, finish
16 the fire. It did nto finish the fire. So maybe -- but
17 I don't know, because I wasn't in the engine room, so I
18 don't know if the situation by myself, because for me
19 was -- even I was not allowed to already entering in
20 the control room. (Inaudible) lot of fire. So the
21 guys just have the time to escape from the engine room.

22 LTJG. [REDACTED]: Okay. Thank you. One
23 more. Sorry.

24 MR. RADZIKOWSKI: Yes.

25 LTJG. [REDACTED]: You mentioned the CO2.

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1 MR. RADZIKOWSKI: Yes.

2 LTJG. [REDACTED]: If the CO2 was activated

3 --

4 MR. RADZIKOWSKI: Yes.

5 LTJG. [REDACTED]: -- can you hear it? Is
6 there a siren? Is there a light? Like if I was just
7 walking --

8 MR. RADZIKOWSKI: In the engine room, yes,
9 but outside -- I tihnk in the engine room you have the
10 CO2 alarm and the -- and there is a signal alarm and
11 the I think red-color light, but is only on the engine
12 room.

13 LTJG. [REDACTED]: So if I was somebody from
14 the deck crew and I was looking for a chief, could I
15 walk into the engine room possibly not knowing that
16 there's CO2 that just went off in there?

17 MR. RADZIKOWSKI: No, (inaudible), I think.

18 LTJG. [REDACTED]: Okay. Thank you. I
19 don't have any further questions.

20 MR. RADZIKOWSKI: Yes.

21 LTJG. [REDACTED]: I appreciate your time.
22 I'm giong to open up the floor one last time to make
23 sure that there's no follow-up questions.

24 MR. TUCKER: I do. It's Adam Tucker with
25 the NTSB. And just to confirm, so you heard Mr.

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1 Skylight --

2 MR. RADZIKOWSKI: Yes.

3 MR. TUCKER: -- announced. You were in the
4 cabin. Did you hear anything else, any other
5 announcements that you remember hearing?

6 MR. RADZIKOWSKI: (Inaudible) Mr. Skylight
7 in garage A. I go down and I think that was only
8 abandon ship, but I really don't remember if there was
9 any signal for that. I -- because I just heard that.
10 The safety officer told me that. And after I go to
11 lifeboat and already captain confirm this abandon --
12 abandon ship. But I don't remember if there was any
13 signal for abandon ship. Cannot remember. Skylight I
14 remember, but after I -- I really don't remember if
15 there was any --

16 MR. TUCKER: Okay.

17 MR. RADZIKOWSKI: -- signal.

18 MR. TUCKER: So did you hear seven short and
19 one long signal?

20 MR. RADZIKOWSKI: I don't remember now,
21 really.

22 MR. TUCKER: Okay. Any -- no alarms? Like
23 you didn't hear any alarm, or you don't remember?

24 MR. RADZIKOWSKI: Yes, these I don't
25 remember because, you know, was fire, everthing.

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1 MR. TUCKER: Yes.

2 MR. RADZIKOWSKI: Was (inaudible), so --

3 MR. TUCKER: Do you -- so you were told by
4 safety officer abandon ship?

5 MR. RADZIKOWSKI: Yes.

6 MR. TUCKER: Okay. Back to high-fog. I did
7 forget earlier in my questioning, but do you know if
8 standby pressure for high-fog --

9 MR. RADZIKOWSKI: Seems about --
10 (inaudible). I don't remember.

11 MR. TUCKER: Okay. And the pressures for
12 that particular load on the engine, what would your
13 fuel pressure be on the port side engine typically? I
14 know you probably don't know at that particular time,
15 but --

16 MR. RADZIKOWSKI: No, we have the indication
17 in the engine room. It was about three bar.

18 MR. TUCKER: About three bar?

19 MR. RADZIKOWSKI: That was showing three bar
20 only.

21 MR. TUCKER: Okay.

22 MR. RADZIKOWSKI: But I -- if that was
23 correct, yes. But we have indication in control room
24 for the fuel pressure.

25 MR. TUCKER: So --

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1 MR. RADZIKOWSKI: That was the -- from the
2 pumps, yes?

3 MR. TUCKER: From the pumps, yes. And that
4 fuel line goes to both engines. So it goes from the
5 day tank (inaudible)?

6 (Simultaneous speaking.)

7 MR. RADZIKOWSKI: We have two pumps. The
8 circulation pump and the supply pump.

9 MR. TUCKER: Okay.

10 MR. RADZIKOWSKI: (Inaudible) going to both
11 of the engines, huh?

12 MR. TUCKER: Okay. So if you cut the fuel
13 using quick closing -- sorry. If you stopped the pumps
14 --

15 MR. RADZIKOWSKI: Yes.

16 MR. TUCKER: -- it stops for both engines?

17 MR. RADZIKOWSKI: Yes.

18 MR. TUCKER: Okay. That's all the questions
19 I have.

20 LTJG. [REDACTED]: Okay. Do you have any
21 questions for us?

22 MR. RADZIKOWSKI: No.

23 LTJG. [REDACTED]: Okay. Well, thank you
24 for your time again.

25 MR. RADZIKOWSKI: Thank you.

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1 LTJG. [REDACTED]: The time is 12:55 --

2 MR. RADZIKOWSKI: Yes.

3 LTJG. [REDACTED]: -- and this has concluded
4 our interview.

5 MR. RADZIKOWSKI: Yes.

6 (Whereupon, the above-entitled matter went
7 off the record at 12:55 p.m.)

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C E R T I F I C A T E

MATTER: Fire Onboard the Caribbean Fantasy
August 17, 2016
Accident No. DCA16FM052
Interview of Marcin Radzikowski

DATE: 08-21-16

I hereby certify that the attached transcription of page 1 to 118 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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