

DEPARTMENT OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of: *
*
* Docket No. DCA03MM032
SS NORWAY *
*

Tuesday,
May 27, 2003

INTERVIEW OF:

CAPTAIN HAAKON GANGDAL

PRESENT:

ROB JONES, NTSB
JIM WALSH, NTSB

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P R O C E E D I N G S

MR. JONES: Okay. Captain, your license.

CAPTAIN GANGDAL: Norwegian Master Marine.

MR. JONES: Obviously unlimited.

CAPTAIN GANGDAL: Unlimited. Been captain for nearly 23 years now, 44 years seagoing experience.

MR. JONES: How long have you been with Norwegian Caribbean, Norwegian Cruise Lines?

CAPTAIN GANGDAL: I have been on the Norwegian and Associates for over 30 years.

MR. JONES: Thirty years.

CAPTAIN GANGDAL: Yeah, 33 years.

MR. JONES: And if I could just take you through the morning's events.

CAPTAIN GANGDAL: The morning's event.

MR. JONES: Okay.

CAPTAIN GANGDAL: Yes, I can start.

MR. JONES: Maybe a little bit before, the pilot, because it is such a short transition from pilot to dock.

CAPTAIN GANGDAL: Well, from the pilot to dock it takes us about almost two hours.

MR. JONES: Okay.

CAPTAIN GANGDAL: But, I am up at three o'clock in the morning when we do the approach, 2:30 in

1 the morning when we do the approach into the pilot
2 station. And then we have a time of pilots about 3:15,
3 three miles off the seaboard because of this ship
4 carries steam, turbine, you know, which is a little
5 slow, so, we need to get the speed up again before
6 reentering the channel here. And with the current, it
7 is just so that we can line her up. It was onboard at
8 close to 3:15, maybe a couple of minutes late. And
9 everything went on the normal. We had flooding coming
10 in.

11 MR. JONES: Flood current.

12 CAPTAIN GANGDAL: Flood current coming in, so,
13 we were used to, of course, so we won't make any light
14 swirl or anything like that as we were approaching.
15 And went into the turning basin, and did our normal
16 turnaround and the proceeded back to the terminal one
17 and two, where we are tied up. And the first line was
18 the heaving line, was ashore ultimately 10 after five.

19 So, the spring line was like 12 or 15 after five, we
20 had the spring line. And the ship was in position
21 close to 5:30 and then we were in position. With the
22 steam turbine style, of course, we are stopped then, so
23 we only use the first -- to hold her. And we were
24 finished about 6:40, no, 5:40, around that time we were
25 tying up the ship, but due to the traffic in the canal

1 here where the other big cruise liner are coming in,
2 so, to keep her in the position, so we don't move any
3 way, we kept the -- running until they had parked
4 and -- was passing us and when she was passed, then we
5 stopped -- and -- and then we were, you are sitting on
6 the bridge for a couple of minutes and then, of course,
7 we were finished with all engines, and all these things
8 there. And then I went to bed again and that put, told
9 the bridge officers to call me at quarter to eight. And
10 approximately seven, 6:40, then I woke up with this big
11 bang.

12 MR. JONES: So, bang is what awoken you.

13 CAPTAIN GANGDAL: That is what awoken me.
14 Yes, yes. Because I had been up since nearly two
15 o'clock in the morning.

16 MR. JONES: Right.

17 CAPTAIN GANGDAL: Yeah.

18 So, that was the, everything went normal, you
19 know.

20 MR. JONES: Right.

21 CAPTAIN GANGDAL: Everything was a routine
22 until the bang.

23 MR. JONES: Now just to take you back to the
24 logbook entry that we read.

25 CAPTAIN GANGDAL: Yes.

1 MR. JONES: So, when the thrusters were
2 secured, that was your first when engines?

3 CAPTAIN GANGDAL: That was, well, I figured
4 before we are finally finished with the steam turbines
5 were earlier.

6 MR. JONES: Okay.

7 CAPTAIN GANGDAL: Because those are, as soon
8 as we are along side and we are coming along the dock,
9 we can't use the turbines anymore.

10 MR. JONES: Right.

11 CAPTAIN GANGDAL: So then you shut those down.

12 MR. JONES: Just holding with the thrusters to
13 keep you along side.

14 CAPTAIN GANGDAL: Yes, yes.

15 MR. JONES: Because of the traffic and the --

16 CAPTAIN GANGDAL: Yeah, yeah.

17 MR. JONES: Okay. And after you heard that
18 bang, what happened next from your side?

19 CAPTAIN GANGDAL: From my side, I, of course,
20 run to the bridge.

21 MR. JONES: Okay.

22 CAPTAIN GANGDAL: Which was the shortest way
23 in there. All the alarms and everything was going.

24 And then, "What has happened? What has happened?" So,
25 of course, I soon hear our people injured, we, we are

1 started sending, call what they call Code Alpha, which
2 is stretcher thing, but we didn't know for merchant, we
3 hadn't gotten any contact, you know, because everything
4 was then in chaotic and I tried to get in touch with
5 the engine room and to find out and then when I found
6 out that, as I said, that there is a fire first in the
7 ops engine room. There is also one in the forward
8 engine room. So, then I said, I -- to take on the
9 emergency alarm so we can get the passengers to safety.

10 MR. JONES: And you were notified that by
11 radio?

12 CAPTAIN GANGDAL: By radio, yes.

13 MR. JONES: By your fire --

14 CAPTAIN GANGDAL: Walkie talkie. No, from the
15 control room, from the chief engineer.

16 MR. JONES: Okay.

17 CAPTAIN GANGDAL: Yeah, yeah.

18 MR. JONES: Okay. But, at that time you were
19 being told there was a fire in both engine rooms?

20 CAPTAIN GANGDAL: Yes, but I called off that
21 very quickly as soon as I get to know and get the
22 situation. But, there might have been a fire flash.

23 MR. JONES: Right.

24 CAPTAIN GANGDAL: Which had been put out by
25 the steam.

1 MR. JONES: Okay.

2 CAPTAIN GANGDAL: I, I, this is the only
3 theory I can tell there exactly because, you know,
4 everything, of course, happened so quickly and people
5 were, you can say in shock.

6 MR. JONES: At that time, so at that time you
7 rang the fire alarm?

8 CAPTAIN GANGDAL: So then I ring the fire
9 alarm.

10 MR. JONES: Okay.

11 CAPTAIN GANGDAL: Yeah, as soon as, I get a
12 little bit of, of and I also called the Coast Guard.

13 MR. JONES: And how did you --

14 CAPTAIN GANGDAL: On Channel 16.

15 MR. JONES: On VHF 16.

16 CAPTAIN GANGDAL: VHF 16, to get the
17 ambulances as soon as we heard they needed help -- they
18 said this is so bad, that we need from ashore. And
19 then I called the Coast Guard to send, I said send me
20 four or five ambulances right away. This is bad, you
21 know, and --

22 MR. JONES: And that as over 16 to the Coast
23 Guard.

24 CAPTAIN GANGDAL: That was over 16 to the
25 Coast Guard. And then we got this helicopter and that

1 is starting, hanging over us.

2 UNIDENTIFIED SPEAKER: Coast Guard.

3 CAPTAIN GANGDAL: I assume it was the Coast
4 Guard helicopter.

5 MR. JONES: Right.

6 CAPTAIN GANGDAL: It looked like it was that.
7 And with all the alarms going on, inside the bridge,
8 because, you know, due to the automatic, you have an
9 alarm for everything, so they were in there, so I tried
10 to go out on the bridge to communicate with the teams
11 on the ship, and I couldn't communicate from the
12 outside, because the noise from the helicopter and I
13 couldn't communicate inside because of the alarms. So,
14 it was a very difficulty, I had to call the Coast Guard
15 again and say, please, try to get this helicopter away
16 so we can communicate. Yeah, so that is one of those
17 things that you think about in, if anything like that
18 happens again, don't fly too close, so it is
19 interrupting the communications onboard the ship --

20 MR. JONES: Right.

21 CAPTAIN GANGDAL: Yeah.

22 MR. JONES: Now any other communications to
23 shore side? From the bridge or --

24 CAPTAIN GANGDAL: From the bridge.

25 MR. JONES: -- from a cell phone or anything?

1 CAPTAIN GANGDAL: Of course, I called the
2 office to notify people there over the cellular phone.

3 So, so, so, to inform them that what had happened and
4 that we didn't, of course, at that time, not the full,
5 full view of the situation. So, yeah.

6 MR. JONES: Did you, from the bridge,
7 coordinate any of the emergency squads or was that
8 being handled --

9 CAPTAIN GANGDAL: We only called the emergency
10 squads, those stretcher teams and the fire teams and
11 then we had the, the engine, engineers and the second
12 chief as the on scene commander and the staff captain
13 that is coordinating from the bridge. Yeah, so they
14 stayed in touch as much as they could, you know, and we
15 concentrated all, you know, to try to get this, this
16 people which was really hurt, yeah. Those, we tried to
17 get those into, to the hospital and to help. And, and
18 finally from, I didn't have a direct contact with the
19 fire team on shore, but they were at the gangway.
20 There was the fire chief down there, so he communicated
21 with them. So, they went in and also we were told from
22 the fire team down there that, that all the security,
23 they would take casualties straight to the ambulance,
24 straight, instead of bringing them all the way to the
25 hospital and then back again. So, in that way they

1 were 23 people, yeah, so they were calling in, you
2 know, ambulances as needed, you know, to have them
3 turned over and there were 23 total.

4 MR. JONES: Okay. While this was going on, did
5 anybody initiate any fire screen doors or water tight
6 doors?

7 CAPTAIN GANGDAL: Yes, they were closed, yeah.

8 MR. JONES: Okay. And that was done from the
9 bridge?

10 CAPTAIN GANGDAL: Yes, it was done from the
11 bridge there.

12 MR. JONES: So, just in the zones, not fire
13 screen doors throughout the ship.

14 CAPTAIN GANGDAL: No, no, no, no, because
15 there was nothing wrong in the ship, and as long as
16 there wasn't anything to, you wouldn't close them.

17 MR. JONES: Okay.

18 CAPTAIN GANGDAL: Because of that way you can
19 distract the passengers and they can keep track of
20 everything and to get the transportation, the flow, you
21 don't close down, you seal the area.

22 MR. JONES: Right.

23 CAPTAIN GANGDAL: That is my, my thing.

24 MR. JONES: Any ventilation down there shut
25 from the bridge? Do you have a ventilation --

1 CAPTAIN GANGDAL: Everything was shut by the
2 explosion.

3 MR. JONES: Okay.

4 CAPTAIN GANGDAL: Everything was shut by the
5 explosion.

6 MR. JONES: Okay. And any pages or messages to
7 the passengers at that time to let them know?

8 CAPTAIN GANGDAL: Before I put on the alarm,
9 as soon as I saw and I heard, then I went on the, on
10 the intercom, myself. And of course, trying with a
11 very calm voice, so that you couldn't hear difference
12 from when I talk to them every day, you know.

13 MR. JONES: Sure.

14 CAPTAIN GANGDAL: And that morning to, to let
15 them know that we had had an explosion and for their
16 safety, I asked them to proceed to their emergency
17 station, that I would be sounding the alarm, seven
18 short and one long, and they all proceeded directly to
19 the station. So that was done very early and we keep
20 them updated every seven to 10 minutes. I don't think
21 we went over 10 minutes and they were all five, six,
22 seven minutes between each time. And I had the crew --
23 which is then stationed on the bridge as soon as the
24 emergency alarm signal was up, he comes to the bridge,
25 the International hostess, she come to the bridge, so

1 that in case you have many different language speaking
2 people, you can do it in different languages. So, so,
3 she was there ready to assist, but we announced it in
4 English. And I hold them up there because I didn't see
5 any need to send them right ashore right away. We
6 were fairly quickly that this is something which just
7 happened down in the engine, in the boiler room. And
8 there was no fire whatsoever around. And that we could
9 keep them until, until you could see the situation had
10 calmed down and then I wanted all this, which was
11 burned, fatalities, I want all those ashore before I
12 started sending the passengers ashore.

13 MR. JONES: Okay.

14 CAPTAIN GANGDAL: So, when that had, they were
15 ashore, then I called up again and talked to the
16 passengers and told them that they could go back to
17 their cabins, they could pick up their personal
18 belongings and then proceed ashore. So, that was
19 then. And as soon as that was finished, with all the
20 passengers ashore, I took and mustered all the crew,
21 some of the crew they run ashore when they heard the
22 explosion, they were standing there by the gangway, you
23 know, so, they went ashore when they heard the
24 explosion. And, and those, of course, were not allowed
25 to get back onboard, but the rest I met in the, as many

1 as they could, in the theater. So I could inform them
2 about what had happened. And by that time I had, was
3 informed that we had four people which had been killed.

4 Actually it was two, but two were so severely burned, I
5 thought that, when they took them off, I thought they
6 were dead. But, when they went ashore they were still
7 alive, but they died during the day.

8 MR. JONES: Yes. I am very sorry about that,
9 too.

10 CAPTAIN GANGDAL: Yeah, yeah. Yeah.

11 MR. JONES: You just mentioned that the crew
12 that had gone ashore were not allowed back aboard at
13 that time.

14 CAPTAIN GANGDAL: At that time they were not
15 allowed back onboard, no.

16 MR. JONES: Okay.

17 CAPTAIN GANGDAL: So, they were all there
18 until, I didn't manage to keep an exact time, because
19 it was the police, which stopped them, because I wanted
20 them back again right away, so I could do, so we could
21 have them there when we had this meeting, because I
22 want to inform everybody.

23 MR. JONES: And the local police, Miami Dade
24 or the uniformed police, kept them away.

25 CAPTAIN GANGDAL: There was, I tell you, I had

1 so many different polices coming to my, my quarter and
2 this here, and orders was given that for me it was
3 impossible to, to keep track of all this different
4 polices which were coming there. And, and finally I
5 got the Chief of the Fire Department, or he was leading
6 the team down here. He come up to the bridge. And,
7 and we stood and talked a little bit, and he was very
8 impressed with our teams onboard. So, his teams had
9 just been following our teams that had been down to
10 the, to the room and done what they could do, so they
11 were just stand by on the dock and helping then with
12 the people which had been burned.

13 So, so, cooperation was, I would say was
14 excellent, yeah, all the way. It was excellent. But,
15 you know when you are there trying to take care of the
16 situation and the people and then I come from this, I
17 am just one here and I come from this and this one
18 here, and I haven't had too much to do with the police,
19 so, I know some were from the, from the, what you call,
20 Homicide.

21 MR. JONES: Right.

22 CAPTAIN GANGDAL: Yeah. From the Homicide and
23 they was, then want to seal off the area and I have no
24 clue, of course, went in and out of that area. And
25 then we had the Captain of the Coast Guard, he was

1 onboard there and, and then we sat down and discussed
2 and tried to line up, so that, you know, we wouldn't
3 have too much people coming and running, so we had
4 tried to put down an agenda so we, from there, we took
5 it the way we held. And then there was, was informed
6 that the Safety, National Transportation Safety Board
7 was coming. Yeah.

8 MR. JONES: Well, it is interesting that about
9 the police statement, but do you know where he, they
10 kept those crew members that disembarked the vessel?

11 CAPTAIN GANGDAL: They, they kept them just
12 outside the building there and then they brought them
13 back again, I can't tell you exactly how many minutes
14 or if it was 15, half hour or something, before they
15 sent them back onboard.

16 MR. JONES: Okay.

17 CAPTAIN GANGDAL: It was 103 crew members.

18 MR. JONES: One hundred and three.

19 CAPTAIN GANGDAL: One hundred and three, yeah.

20 MR. JONES: I don't know where we got 62, but
21 they say it was only --

22 CAPTAIN GANGDAL: One hundred and three is the
23 number I have been given.

24 MR. JONES: Right. Well, I am sure that
25 number, it depended upon who you talked to.

1 CAPTAIN GANGDAL: Probably, probably so, but,
2 yesterday was also brought up and that was 103.

3 MR. JONES: Yes.

4 CAPTAIN GANGDAL: So, as long as I haven't
5 gotten an official number, I stick to that.

6 MR. JONES: And do you have a reason why they
7 would have left?

8 CAPTAIN GANGDAL: Probably very scared. I
9 would think so.

10 MR. JONES: Yes. And when, was the same
11 officer that was holding them, that said, okay, now
12 they are --

13 CAPTAIN GANGDAL: This I have no idea. I have
14 no idea who was down there and, and the only thing I
15 told them, the security, to get them back onboard
16 again. And then they said that the police or, they
17 don't want them onboard again. They are holding them
18 here at the present time. Yeah.

19 MR. JONES: Okay.

20 CAPTAIN GANGDAL: Yeah.

21 MR. JONES: But, then at some point, at some
22 point they were given permission to come back onboard.

23 CAPTAIN GANGDAL: That is correct.

24 MR. JONES: Okay.

25 CAPTAIN GANGDAL: Yes.

1 MR. JONES: Okay. Did you, was the bridge
2 informed about the crew members that went into the
3 water? How did that word get spread?

4 CAPTAIN GANGDAL: That word, I have no, the
5 bridge was not informed because I was on the bridge.

6 MR. JONES: Okay.

7 CAPTAIN GANGDAL: And there were, I have got
8 new lighter, there were two crew members, yeah, and
9 they were standing, you know, in the door, they were
10 delivering garbage or whatever, they were standing in
11 the door, and because of the air pressure, they were
12 pushed right out, yeah. But, they was helped up again
13 right away. So, there was one landed, as you say, in
14 the safety net. And the other one was half outside of
15 the safety net because we put the safety net out --

16 MR. JONES: Right.

17 CAPTAIN GANGDAL: So, it was the air pressure
18 and that is, I heard the same for the security which
19 was at the gangway. He was standing there in the open
20 and he was pushed of course onto the gangway of the air
21 pressure. Yeah. Because normally, you know, when we
22 go along side, we have open, open up these gates to put
23 off our, our ramps and our conveyor belts for
24 transportation, so we are starting, you know, off
25 loading, off loading the luggage. We are starting off

1 loading garbage, which we have, and clean out and then
2 we starting -- So, they were using the rigging pole,
3 because eight o'clock, I mean, at seven o'clock they
4 start the luggage.

5 MR. JONES: Okay.

6 CAPTAIN GANGDAL: So, everything was in,
7 beautiful Sunday morning, everything calm, nice, until
8 this happened.

9 MR. JONES: Yeah. And when did you feel it
10 was a good time and safe to disembark the passengers?

11 CAPTAIN GANGDAL: It was, you could say it was
12 safe to disembark the passengers all the way from the
13 time we had the big bang, it was safe to disembark
14 them. But, I didn't want to just send them ashore
15 without any control of anything. So, and I spoke to
16 the, to the, we got clearance from the Customs, from
17 Immigration, that we could disembark at any time. So,
18 they were very cooperative and helpful. But, I didn't
19 want them, the need to have, you know, onshore. If it
20 had been necessary, I would have, of course, sent them
21 ashore together with the crew and have the crew to
22 control the crowd. Of course we have a system set up
23 here that if you have to ever disembark ship and you
24 are along side, they will have to meet at the same
25 stations as if they were onboard. You have a number of

1 stations, and those numbers, we have ready. So, we
2 have crew on shore and you go to that number you belong
3 to. So, that is the system which is implemented if you
4 have to ever do it, right away, yeah.

5 MR. JONES: Okay. Coming along side in the
6 morning, like you are and do you know of any, is this
7 the standard routine for the boilers, you are coming in
8 from sea speed and bringing it down to maneuvering and
9 then along side for usually about 12 hours?

10 CAPTAIN GANGDAL: Yeah.

11 MR. JONES: Do you bring the, what is your
12 take on the normal practice for the boilers?

13 CAPTAIN GANGDAL: Well, the normal practice, I
14 must say, I am not an engineer. The only thing I say
15 that we are through with the boilers from the bridge,
16 we don't need them for propulsion. I think they, you
17 could say since we are leaving again at four o'clock,
18 they don't shut them down. And some of it, some of the
19 steam they are producing, you know, you use for
20 different things --

21 MR. JONES: Sure.

22 CAPTAIN GANGDAL: -- on the ship. And they
23 keep them then on a very low, you must have them
24 heated. And then again they start racing them, we say
25 we need an engine by four o'clock, we give them an hour

1 notice, and then they probably start warming up so you
2 get the steam pressure back up again.

3 MR. JONES: Okay. One of the things I had
4 asked Leonard for and I got, everybody has been very
5 helpful, actually, Captain, was the logbooks. Just so
6 I had a time line of the events that morning.

7 CAPTAIN GANGDAL: Yes, yes, that is no
8 problem.

9 MR. JONES: Well, it hasn't been a problem,
10 but, the smooth log or the deck log that the man on
11 watch is actually writing in, takes us up to a certain
12 point in that time, time table and then there is a
13 printed preliminary log, event log.

14 CAPTAIN GANGDAL: Okay.

15 MR. JONES: All right, and then after, and
16 that I think stops around 10 o'clock that morning.
17 And it is, you know, I am not insinuating anything, but
18 there is a gap between 10 o'clock and any other entries
19 until about two, 14:30 that afternoon.

20 CAPTAIN GANGDAL: That is probably --

21 MR. JONES: Of events.

22 CAPTAIN GANGDAL: Yeah.

23 MR. JONES: And just for the, the process of
24 reporting as things go for the, for our documents, you
25 know, I would like to see more of a time line of events

1 that are kept in the log.

2 CAPTAIN GANGDAL: That is probably true, but
3 it depends on how busy they have been and many times it
4 is lost restarting, if you are busy, is that, no, I
5 have to write down the time.

6 MR. JONES: Right.

7 CAPTAIN GANGDAL: These people are busy
8 answering. There is a lot of things going on and they
9 don't stay with the pen all the time and write this
10 down. The most important is to get the response.

11 MR. JONES: True.

12 CAPTAIN GANGDAL: It isn't until after you
13 start, you say, hey, has this been low, has this been
14 low, what time was it exactly this happened, what time
15 exactly did this happen. I have seen that so many
16 times.

17 MR. JONES: It is a hard thing to discipline
18 when events are happening that are an emergency
19 setting.

20 CAPTAIN GANGDAL: You can do it on an
21 exercise, on an exercise that usually goes very good,
22 because then you have one, he will take the time, but
23 in a real situation, he maybe completely different area
24 and then you look back again and say when did we do
25 this here and when did that go. Yeah.

1 MR. JONES: Yes.

2 CAPTAIN GANGDAL: So, so, so, I can't answer
3 you exactly of what was written down there. Because as
4 soon as we had got the passengers, you know, to safety,
5 and we sounded the abandon ship signal, I mustered the
6 crew and this here, I had already lots of people which
7 wanted to talk to me, so I had to just say, okay, I see
8 you here, but I have to talk with the crew and, and let
9 them know what is going on. We had to arrange for Red
10 Cross to come as soon as we know that there has been
11 fatalities, you know, and there were people killed, so
12 we want to do something for the crew, too, yeah. So, I
13 was trying to arrange everything I could, you know, and
14 the last thing I was thinking about, I know it is five
15 after nine and I have to call the Red Cross, the Red
16 Cross called five pass nine. No, I didn't --

17 MR. JONES: Okay.

18 CAPTAIN GANGDAL: So, I am sorry about that,
19 but, I, if I checked with all the times I have, I know
20 they put down a lot of times out there.

21 MR. JONES: Yes.

22 CAPTAIN GANGDAL: And --

23 MR. JONES: Well, what is in the log is in the
24 log or what is not in it, is not in it at this point.

25 CAPTAIN GANGDAL: That is true, yeah, yeah.

1 MR. JONES: It would help if between you,
2 yourself and the officers, if they could kind of fill
3 that time, if they can estimate just for the time line
4 of events, you know, first rescue scene, you know, on
5 command. Some of that is in there, I am just going
6 verbatim now.

7 CAPTAIN GANGDAL: Yeah, yeah.

8 MR. JONES: But --

9 CAPTAIN GANGDAL: You could say, from the
10 alarm goes, the action, the Code Alpha is called, then
11 everything goes. I don't think they have time, number
12 one boat to the -- number two boat to the -- number
13 three boat ashore. The fire team on the door, can all
14 these times, nobody can track it down.

15 MR. JONES: Okay.

16 CAPTAIN GANGDAL: No, no. I am sure that
17 they, there was so much going on, and, and so, so, that
18 we have it in the bridge, we are suppose log all there
19 was, but when it comes to a real situation like this
20 here and along side, it is probably not the best, so I
21 can't take the blame for that. Because I didn't tell
22 them, no, you stay here and take the times, forget the
23 rest.

24 MR. JONES: All right, Captain. Right now I
25 would like to open it up and go around the table.

1 LIEUTENANT LASALLE: I just have a couple of
2 questions, Captain.

3 CAPTAIN GANGDAL: Yes.

4 LIEUTENANT LASALLE: When you guys are
5 underway, this is Lieutenant LaSalle from the Coast
6 Guard. When you guys are underway and there is an
7 emergency you have procedures and everyone has a
8 responsibility for a muster station, or what have you.
9 When you guys are tied up shore side, are the
10 procedures the same?

11 CAPTAIN GANGDAL: Same, same procedures.

12 LIEUTENANT LASALLE: Okay.

13 CAPTAIN GANGDAL: Yes, unless told otherwise.

14 LIEUTENANT LASALLE: Okay. So, the 103 or
15 whatever number that went ashore, what, how do you
16 know --

17 CAPTAIN GANGDAL: Well, like I tell you what
18 happened there. That was before, they were ashore
19 before anything were unbeknownst, before any alarm.

20 LIEUTENANT LASALLE: Before there was an
21 alarm.

22 CAPTAIN GANGDAL: No, no, to my knowledge.

23 LIEUTENANT LASALLE: Okay. But, when they were
24 ashore, do you know, was it like just the hotel staff
25 or the laundry staff or do you know who was ashore?

1 CAPTAIN GANGDAL: We are getting the numbers
2 of those 103, the names of those 103 so I cannot answer
3 you for that now. I heard rumors but that was only
4 rumors, so I want to, when I made announcement I
5 thought I had said abandon ship.

6 LIEUTENANT LASALLE: Okay.

7 CAPTAIN GANGDAL: That can be an excuse they
8 are using because nothing like that was happening.

9 LIEUTENANT LASALLE: All right, so, just to
10 reiterate, when you were underway or in port,
11 everything is, you have the same job.

12 CAPTAIN GANGDAL: The same job, the same
13 responsibility, yes.

14 LIEUTENANT LASALLE: Okay.

15 When they went ashore, was there a person in
16 charge or was it --

17 (Change of tape.)

18 CAPTAIN GANGDAL: I can tell you one thing --

19 LIEUTENANT LASALLE: When we get the list
20 we will know.

21 CAPTAIN GANGDAL: I can tell you, when this
22 explosion happened, it was probably, you could say the
23 best time if anything should happen, it was probably
24 the luckiest time it could happen because there was the
25 least people in that particular area. Had it been, for

1 example, an hour later, we will not talk about -- the
2 first engine room had been full of people working.

3 LIEUTENANT LASALLE: Full of people.

4 CAPTAIN GANGDAL: The area where this
5 happened, we had 40, I think it was 41 signs of that
6 day. And then a lot of transportation. There is a lot
7 of activity around that area.

8 LIEUTENANT LASALLE: Personnel --

9 CAPTAIN GANGDAL: This was so early no shore
10 side except for the security guards, Customs,
11 Immigration onboard, nothing else. And then the
12 longshoremen are onboard. They are onboard. So, so,
13 thank the Lord that was something, you know, that we
14 didn't lose anymore. I know we still have five in the
15 respiratory, and in critical condition, I know that.
16 So, so, yeah.

17 MR. JONES: Okay. Captain, that is all I
18 have.

19 CAPTAIN GANGDAL: Okay. If I can be to any
20 assistance to anything, I will be more than glad to
21 help. And when it come to the gangway, security was
22 down there. There was the ship's security was there
23 and also you had the shore guards, yeah. If I told the
24 crew to get safety, when they heard the announcement or
25 whatever, because I am sure many down there was very

1 scared. And, and probably thought I heard. I have no
2 idea to be very honest with you. No.

3 MR. JONES: Okay.

4 CAPTAIN GANGDAL: Yes. Okay.

5 UNIDENTIFIED SPEAKER: Oh, one more.

6 CAPTAIN GANGDAL: Yes.

7 UNIDENTIFIED SPEAKER: Captain, where are your
8 fire fighter?

9 UNIDENTIFIED SPEAKER: Your fire man, can he
10 be -- right now at this moment?

11 CAPTAIN GANGDAL: Yes, they can, any sounds,
12 the only thing that we, we, as I said, there are, we
13 are not, of course, if there is anything, we can go
14 anywhere.

15 UNIDENTIFIED SPEAKER: Okay.

16 CAPTAIN GANGDAL: Yeah. Anywhere. We have
17 to if there is danger. Yeah, yeah. The only thing we
18 would ask, you know, then that every equipment used has
19 to be treated as a -- until it is cleared for, that is
20 why we have set these boundaries. So that day we stay
21 until it is clear that we can open them out and I know
22 they are doing testing and everything throughout the
23 ship to find out if there is anything. So far it has
24 been looking very good, to my knowledge.

25 UNIDENTIFIED SPEAKER: Okay. Thank you.

1 CAPTAIN GANGDAL: You are welcome.

2 MR. JONES: Okay.

3 CAPTAIN GANGDAL: Okay.

4 (Whereupon, the interview was concluded.)