

JOHN ANDERSON-Safety 007, Crew 762, serves as Cruise Director

LIDIA POPARADA-Safety 008, Crew 773, is an International Hostess, basically translates documents and acts when needed. On this trip there were 37 German guests, some Norwegian, some Swedes. Usually she is told a few days before they join the ship the number of foreign people on board. This was typical. There are few Asian guests, but here are Filipino hostesses who can help translate.

John was in his cabin, N-1002, heard a code alpha page, turned his radio to channel five, heard fire teams chatter regarding fire. Code Alpha sends him up to the bridge. He got up to the bridge, half way up heard the Code Bravo talked to the captain who told him what was going on. He pulled out his announcement folder on the bridge. They went to the 7 short one long.

Every five minutes he would talk to the captain about what was going on and he would make the announcements over the PA to alert everyone. He stayed on the bridge through boat stations and stayed there throughout the event. He heard over the radio that they needed stretcher teams so he knew that it was serious. When he got to the bridge he overheard communications with the medical center on the extent of the injuries.

The captain told him that boiler No. 23 had an explosion, a steam leakage, and several crew injured or killed. Captain told him to get the guests at their stations to enable them to evacuate the passengers.

He told the passengers that there was a small fire downstairs on the Biscayne deck. The blaze was under control, and remain at your stations and follow crew instructions. He made this announcement regularly.

On the bridge the officers were in contact with the fire teams, and were communicating with the medical teams regarding transport of the crew. He would stay near the PA and would make the announcements as often as he thought necessary.

Everything on the bridge went smoothly. The captain was constantly on the radio with fire teams and the stretcher teams. Most of the bridge officers were calm waiting for instructions from the boat deck commanders or officers from the assembly stations.

The boat deck commanders were told to stand by and wait for orders. He is not sure whether they lowered boats or not. They did not lower boats on the starboard side. At one point they were opening windows to get ventilation through. They were primarily concerned about comfort of the passengers.

Drills were more calm, but he thought that everything went very well. After this incident he saw that everyone knew exactly what to do. Although crewmembers gripe about drills, it appears to have made a difference.

He has been at sea for 7 years, 4 times on the Norway, for several other NCL vessels, most recently on the Star. It took him seconds to get from the cabin to the bridge, probably less than 30 seconds.

There was a small code Bravo on the Star, and it was contained by the crew down there. After the fire was cleared the captain made his announcement, then he followed with his. Then capt came on again to say that everyting was under control and that it was clear.

He got up to the bridge about 0645 until about 1045, when crewmembers were allowed to leave their stations. During drills they bridge people go through their emergency assignments. Their performance was almost identical to their performance on the real event. All of his career was with NCL.

When the crew was mustered with the theater he went to the bridge and made announcements about company policy. The fire teams are directed to their stations by either captain or himself. This will be done via walkie-talkie, or PA.

Information about missing persons goes through safety secretaries.

LIDIA was sleeping in her room. She felt the bump, looked at her window, looked at her watch. After the first bump she heard the first alpha code. She does not respond to alpha code. She remained in her room then heard the Bravo code. She then went to the bridge.

Her role is to translate John Anderson's announcements into different nationalities, i.e., non-English speaking passengers. She does this with large groups. She speaks five languages. German, French, Hungarian, and Romanian, and English.

She went up there and assisted John, waiting for instructions. She did not make announcements on the bridge. He didn't need her, so she stayed till about 0800 when they started disembarking passengers. Then her duties involved crowd control and after the captain's announcement to disembark the vessel she went to stair tower No. 3 to help direct the passengers in case there was confusion.

Some of the German passengers had questions about their passports.

She received crowd control training in Budapest, where she joined.

This is her first year with NCL, but she has been transferred among other ships of the NCL. She has worked on the Dream Majesty, Star, and the Norway, all in one year. Her emergency duties are the same on all vessels.

She receives training to get new certificates. She had all certificates except drug and alcohol. ON every ship she has similar duties. This was her first time experiencing a real emergency. She was on the star with John when the galley fire on the Star occurred.

Everything went smoothly. She has no recommendations to make things better, she could feel the tension in the bridge but they were calm. Everything went well and everyone was organized.