

MICHAEL CRIPE-Crew 99978, he has passenger status.

He was sound asleep in bed. His cabin is all the way aft on A-164, on the Atlantic Deck. He got up to see something on his VCR and noticed that there was nothing on it. Then he noticed that the electricity was out. He did not hear the Alpha and Bravo codes. There are speakers in his room but they do not work all the time.

As soon as he woke up he got out and the emergency people to go his station. He just does what the passengers do, whatever is on his door. So he went to his muster station. Around 0900 they told the passengers that they could leave. About 1030 there was an announcement that all crew were to report to the Theater. He asked people what was going on and the crew that he saw on the way up, his station is 5 decks up above his cabin, said that there had been an explosion,

He has worked on NCL for 23 years, he was in the very first cast on the theater bringing the vessel after it had come from conversion from France. He has been on many NCL ships, some of which do not even exist anymore.

He is an entertainer. He has had safety training every time, until the last two contracts, when he got his 999 status.

In 1980 there were some power problems, a generator problem. They were at sea but they got it repaired. They were stranded, or not moving, for 48 hours. Other than that just normal stuff.

When star cruises bought NCL, the principals became entertainers. So they are considered guest entertainers. He is considered a "principal." He is a singer, sings 3 nights a week.

NCL always hired him, he has gotten 5, 10 and 20 year awards. His pay has always been on time. They have always let him go in the event of family emergency.

He wasn't up there when the codes came off, he just happened to be looking at his clock. It looked the same as it always does, no pandemonium, people on their lines. He got up around 0730. Cabin go into cabins. Passenger cabins get checked. His cabin is considered passenger/crew cabin. No one knocked on his door. It's kind of hard to tell when the passenger cabins get checked. Usually you go to your muster station before the boat station.

When he got to his muster station about 150 people were there. He reported to his leader, who happened to have been someone who he works with. This person saw him and checked him off. Said hello to them.

He found out what happened once the passengers left the ship, and then he heard several different versions of what had happened.