

YAM BAHADUR GURUNG-Crew 035, Safety 028, Security Guard on the Norway. He usually works in sea days 8 hours, in port days 12 to 14 days, depending on port. He is a security guard, he reports to another supervisor, who reports to Nigel Thorne. Cabin C-1069.

At that time he was just waking up, suddenly he heard a big bang, he did not know where it came from. One of his cabin mates opened the door, and he saw a lot of smoke coming from the left hand side. He told him to close the door. There were 4 in his cabin, all 4 security guards from Nepal.

Then the lights went off, they knew it was an emergency. They put on their uniforms. Then they opened the door again. The emergency lights were on, a dim light. They saw 3 or 4 cabins from them a man yelling and they saw a cabin door was blown off and the water sprinkler open. Then he called the bridge for a Code Alpha for medical assistance.

He didn't wait around to see if the medical help arrived. He went down the passageway to the gangway. His supervisor and Nigel were on the pier side in crowd control. He and a colleague were asked to check all of the cabins on C and B decks to make sure that all were off, except for the person who was hurt.

He did the Code Alpha on the radio, he had heard another call Code Alpha, he was the second call. After that over 100 crew went on pier side. Nigel told them to go there and make sure that they didn't go anyplace. He did not bring them back because pier security and others would not let them back. They were taking security numbers. He didn't know how the crew got to shore. No one came there afterwards. He did not pass by the damaged area.

This is his second contract with NCL. He has not worked with any other cruise lines. All time was on the Norway. Basic safety training was in the Philippines, two weeks, in Subic Bay. There he learned about safety and security, firefighting, first aid, survival craft proficiency. He completed this in Jan. 2002. He does not need to take recurrent training. Upon joining the Norway he took crowd control, in April 15, 2002. This was about 6 hours of training. The training helped him because in the emergency he told people nicely and firmly to keep calm, don't go anywhere, to stay in one place. He took all of their safety numbers.

He remained on shoreside about 3 hours with the crew, before they were allowed back. He learned English in the British Army, he served 15 years in the British Army. His base was in Hong Kong, but they learned fighting and survival training with them. He is from Nepal, a Ghurka. He never joined the Navy because he was in infantry.

This is the first ship, first company that he worked for. He retired in 1995, he worked 6 years in a logging company in Cambodia, then the company went bankrupt and then he joined the NCL. All were awake. He checked the cabins on port side. There are 9 security guards and one supervisor. One security guard on duty that morning. He was at the crew gangway, but he was hurt. Normally they put 2 guards in MIA, but that time was early, they would put more later. One went to breakfast and Nigel was with them.

Three others were working different shifts, they may have come off duty. They sleep in B deck, port side. Nigel and his supervisor were on the pier, all dirty. He did not see crewmembers on shore, Nigel told him that they were there.

When he hears 7 short, 1 long, he then focuses on crowd control, on the scene, on the spot. They know where that spot is by radio. The bridge made the announcement on the radio, channel 5. He saw two colleagues there.