

**Testimony  
of  
KENDALL CARVER**

**International Cruise Victims Association, Inc.  
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Sammamish, WA 98074  
(602) 989-6752**

**Appearing Before  
COMMITTEE ON COAST GUARD & MARITIME  
TRANSPORTATION**

**“Cruise Ship Security Practices and Procedures”**

**Hearing Scheduled  
Wednesday, September 19, 2006 – 11:00 a.m.  
Rayburn House Office Building  
Room # 2167**

I wish to thank the Committee for the opportunity to speak today and provide you with a summary of the steps that have been taken, since the last hearing of March 27, 2007, in which both International Cruise Victims Association (ICV) and Cruise Line International Association (CLIA) were instructed by Chairman Elijah Cummings to enter into discussions for improving cruise ship safety and security, particularly addressing ICV's 10-Point Plan.

As I reflect back on my life, it has been exactly three years ago today that I began living the worst nightmare that a parent could fathom, learning that one of my four daughters was missing and not knowing where she was or what had happened to her. My story is no different than that of the other members of ICV, who have joined our efforts to address the current safety and security procedures for cruise ship passengers and recommend changes to the cruise line industry's operational practices.

Having retired to Phoenix, after serving as CEO and President of a New York Domiciled Life Insurance company, along with serving as Chairman of the Board of the trade Association in 1991, which represented all of the major New York Domiciled Insurance Company, I was ready for the 'good life'. Little did I realize that my past experiences were to prepare me for what has happened during these past three years.

After several months and tens of thousands of dollars, I soon learned that I was dealing with a major cover-up of the circumstances surrounding Merrian's disappearance by a major cruise line. This journey prompted the forming of International Cruise Victims Association (ICV), a group of victims who joined together to address the numerous crimes that occur on cruise ships. For the first time, ICV has provided a voice for victims throughout the world. Attached is our latest Victim Story coming from a crewmember in South America.

This is the fourth hearing that I have attended and the third congressional hearing in which I have testified on behalf of ICV.

ICV has grown substantially since January 1, 2006, from just a few members to an organization of over several hundred members, located in 15 countries throughout the world. With no paid staff and very limited funds, we have been fortunate to attract many skilled and talented volunteers around the world, who support our mission on a 24/7 basis. We actually now have a separate ICV chapter in Australia under the direction of Mr. Mark Brimble, Vice President of ICV.

Through their own individual experiences, victims soon realized that acting on their own was ineffective. We also need to give credit to the press, which has joined in our efforts by reviewing our goals and publicizing the stories of cruise ship victims.

In the March 2006 Congressional hearing, six victims testified for the first time, four of which were ICV members. In addition, ICV's 10-Point program to improve safety was presented and members of the Committee asked the cruise line industry representative, International Council of Cruise Lines (ICCL), their position on this program. This program was developed through a composite of input from our members. It is a work in-progress and has continued to change, based on additional suggestions and comments received by new and existing members.

At the last Congressional Hearing, Chairman Elijah Cummings requested that CLIA and ICV meet to review this program, along with meeting with the FBI and U.S. Coast Guard to review their agreement, which was signed the day prior to the last congressional hearing. Chairman Cummings indicated that there would be another hearing in six months to review the progress made in these discussions. I would like to bring the Committee up-to-date with those developments:

It has not been an easy task to comply with the Chairman's request to enter into serious negotiations. In the exhibits you will see the communications of our efforts for scheduling our first formalized joint

meeting. As you can see, on April 16<sup>th</sup>, after providing 60 pages of detailed documents concerning our proposal meeting, it was not until July 26<sup>th</sup> before we were actually afforded our one and only formalized meeting with CLIA.

I would also like to discuss four meetings in which ICV has participated with the details of each meeting following this list of dates:

- May 7, 2007  
Mr. Terry Dale (President & CEO of Cruise Lines International Association - CLIA), and Mr. Son Michael Pham (Vice President & Treasurer of ICV) and myself met to establish guidelines for the initial formalized meeting agenda and to determine the attendees.
- July 25, 2007  
ICV representatives met with representatives of the FBI, regarding an agreement between the FBI, the U.S. Coast Guard, and CLIA, which was signed and released just days prior to the March 7, 2006 congressional hearing.
- July 26, 2007  
First 'official' meeting with the ICV Team and CLIA (and two cruise line representatives) to review ICV's 10-Point Plan and discuss steps for solutions of each issue.
- August 14, 2007  
CLIA-sponsored meeting, as a result of their letter dated June 25, 2007, addressed to 'Passengers and their families'. This letter is shown under Section III of the Exhibits.

On May 7, 2007, the following guidelines were established between CLIA and ICV:

- The group would be limited in size for the purpose of productive discussions. (NOTE: This particular guideline was suggested by Terry Dale.)
- While there were some concerns, regarding the ICV team and who would be attending, it was agreed that ICV had the right to select who would represent ICV, subject to the approval of the ICV Board.
- Although Terry Dale suggested that the discussions be limited to just a few of the points in ICV's 10-Point plan, we stated that all 10 points would be addressed during our discussions.
- Terry Dale would forward the 60 pages of documents to a CLIA committee to be reviewed, and submit any questions from that committee to ICV, prior to our first formalized meeting, allowing sufficient time for ICV to review their questions, prior to the meeting.

On July 25, 2007, a meeting was initiated by ICV with the FBI, and held at the headquarters of the FBI, and included Salvador Hernandez, Deputy Assistant Director, and John Gillis, Director of the Violent Crime Division of the FBI.

The purpose was to review the concerns of the March 2006 agreement between the FBI, U.S. Coast Guard, and CLIA. Please refer to Section I Attachment that reflects the main points of our 2-hour discussion. The main conclusions from the meeting are as follows:

- Both FBI representatives were unaware that in 1999 the Cruise Line Industry had established a "zero tolerance for crime" policy, which required them to report all crimes to the FBI. The new

agreement only addressed how crimes were to be reported. This agreement took about 14 months to resolve, beginning in January 2006.

- Both advised us that the FBI and the Justice Department did not have the resources to follow up on crimes on cruise ships unless it reached certain thresholds. This is the reason why, in 2005, only 50 cases were opened with only 4 convictions from cruises that carry 10 million passengers (information provided by the FBI).
- The following issues were discussed with the FBI:
  - 1) Did the FBI have the authority to enter into an agreement that was generated by CLIA, which represents foreign-owned corporations, without having this agreement reviewed and authorized by the U.S Attorney General?
  - 2) We questioned the suspicious timing of this agreement, which was signed only a few days prior to the congressional hearing.
  - 3) The Assistant Director of the FBI informed us that they had spent months meeting with cruise company representatives, which resulted in the agreement. Knowing that CLIA and the FBI and the U.S. Coast Guard were having discussions, ICV officers actually met with the FBI and Coast Guard in June of 2006 to explain our programs and inform our intention to be included in future discussions. Although the FBI denied the secretiveness of these meetings, ICV was not included or made aware of this agreement, until after it was signed by the parties and released only a few days prior to the congressional hearing.

On July 6, 2007 we also requested by a faxed letter to meet with the U.S. Coast Guard. They never acknowledged our request until the morning of July 27, 2007 when it was too late to schedule a meeting.

On July 26, 2007, the first formalized meeting was held with CLIA and the members who had been appointed by the ICV Board to conduct these negotiations. This 5-½ meeting was held in Washington, DC, at the National Center for Victims of Crime. While the attachments go into great detail on the various points discussed, ICV presented the following materials:

- Based upon the files obtained on crimes reported by Royal Caribbean Cruise Lines from 2003 to 2005, close to 80% of these crimes involved crew members.
- Actual sexual crime rates varied significantly between various cruise ships and on average were 50% higher than comparable crimes rates for the average American city. (I.E. 3.33% to 6.36% greater than presented by Dr. Fox, Consultation for the Cruise Line industry, at the March 2006 Congressional Hearing.)
- Cruise lines take the legal position that they do not investigate crimes, and since the FBI does not have the resources to follow-up, no one is taking action.
- ICV discussed the concern of video/surveillance on cruise ships. In a deposition, a cruise line attorney took the position that this information is privileged. One of our members, Attorney James Walker, indicated that in 50 cases, he had never been able to obtain the videos. The Security Representatives for the cruise lines, attending this meeting, indicated that they were not aware of this and stated that this would be reviewed with their legal departments. So far, we have not received a response.

We approached and entered into this meeting with a positive attitude, and when it adjourned, I honestly believed that both organizations had set the stage for future positive discussions.

On August 3, 2007, following this meeting and upon receipt of ICV's minutes, which had been requested by Terry Dale, he responded, *"I believe it is fair to say that the cruise industry agrees in concept with ICVA but differs in how best to achieve the end results. We, therefore, look forward to continuing our discussions with ICVA and others in an effort to reach our shared common goals."*

We believe it is essential to continuing these discussions with CLIA to understand the alternatives to the ICV proposals.

Prior to all of the above meetings, CLIA issued a form letter on June 25, 2007, addressed to 'Cruise Passengers and their families', inviting them to an expense-paid meeting in Miami to discuss issues concerning victims; however, their respective attorneys and the media were prohibited from attending. In early July, I began receiving requests from cruise lines officials and others to invite our members.

Since it was impossible to determine the purpose of this meeting, I sent a memo to Terry Dale on July 20, 2007 that is shown in Section III of the Exhibits, requesting clarification, regarding who was invited and what was the program for this meeting. I never received a response.

At the end of the July 26, 2007, meeting I was again invited to attend the "Passengers and their families" meeting in Miami on August 14, 2007, and was advised that I could present ICV's 10-Point Plan to those attending. Although we did not know who was invited or agenda for the meeting, Son Michael Pham and I agreed to attend to present the 10-Point Plan. We presented this decision to the ICV Board, which chose to appoint Son Michael and me to represent all of our ICV members/victims.

Following the July 26, 2007 meeting, we received continuous pressure to forward CLIA's invitation to all ICV members. While we were never advised as to who was actually invited to this meeting, a week prior to the August meeting in Miami, we finally received an agenda, which was forwarded to ICV victims. Since attorneys were prohibited from attending, and since there were victims with pending lawsuits, we explained to our members that ICV neither sponsored nor sanctioned this conference.

On August 14, 2007 when we arrived at this meeting in Miami, we were shocked to find that the only individuals, who had been targeted, were ICV members. With the entire list of cruise line victims with whom they have had past and present dealings, we were disappointed that their only real interest was ICV members. The obvious concern we have is why would CLIA set up such a meeting aimed at ICV members without advising and trying to work with the officers of ICV or even answers our basic questions, as shown in my July 20, 2007 memo to them.

Other than Son Michael Pham, VP of ICV and myself, those attending included nine (9) ICV victims and families of victims and two (2) additional individuals that were solicited by the cruise lines, who could not be categorized as victims, one had died from cancer and the other passed away due to a heart attack while on cruises.

It appeared that CLIA was interested in only the ICV members, since they were organized and were being represented as a group, rather than stand-alone victims. Members of this 'working group' do not represent the hundreds of ICV members and victims; therefore, the forming of this new CLIA 'working group' with selected victims and non-victims is questionable to us, and in our opinion, this is simply an attempt to avoid working with ICV.

It is also important to note that some of the victims being selected as part of this 'working group' still have pending lawsuits against the cruise lines and are being invited to attend, absent their legal

representation, which could either jeopardize their case(s) or create opportunities for conflict of interest.

While the invitation letter of June 25, 2007 indicated that the discussions would be limited to suggestions to improve safety issues, most of those attending told their particular story without the benefit of legal council being present. A few days after the meeting I was called by one of the lawyers that expressed his concern that his client had disclosed information to the cruise line officials that could actually be harmful to their case.

By arranging a separate committee controlled by the cruise lines, this is a deliberate attempt to separate ICV members from our organization and to avoid future direct discussions with ICV, the organization that has been recognized by U.S. Congress and other government agencies to represent cruise victims worldwide; thus, there is absolutely no legitimate reason to form separate efforts to work on solutions needed to improve safeties and securities aboard cruise ships.

We have complied with Chairman Cumming's request to enter into positive discussions with CLIA. We have complied with the mutually agreed-upon guidelines for structuring those discussions. It is our hope that the Chairman will require continuation of the meetings between CLIA and ICV, in an effort to resolve the various safety issues, rather than allowing CLIA to target individual victims, the same victims who approached them prior to the formation of ICV, coupled with the many victims who continue to contact us for help.

I sit before you today, as President of International Cruise Victims Association, the father of a cruise ship victim, my missing daughter, and for ALL the victims and their families, who have suffered needlessly, due to crimes and safety deficiencies that occurred and continue to occur on cruise ships. We sincerely feel that whatever steps are taken to protect the safety of passengers will benefit the cruise lines.

You are our government, the U.S. Congress, and I'm sure that you too have families'... parents, wives, husbands, children, and grandchildren. Unlike the tragedies that we have encountered, they deserve to be protected... and you are their voice... and you have the power to protect them and all of us. I plead with you to put an end to this.

Thank you for your time and for allowing me to testify today.

Kendall Carver, President

International Cruise Victims Association, Inc.

**SUPPLEMENTAL ATTACHMENTS**

*Submitted by*

**KENDALL CARVER**

*Before*

**COMMITTEE ON COAST GUARD & MARITIME TRANSPORTATION**

**“Cruise Ship Security Practices and Procedures”**

**SECTION I ATTACHMENT**

- **FBI Meeting – July 25, 2007**

**SECTION II ATTACHMENTS**

- **CLIA-ICV Meeting – July 26, 2007**

**SECTION III ATTACHMENTS**

- **CLIA-Sponsored Meeting – August 14, 2007**

**SECTION IV ATTACHMENTS**

- **ICV - New Victim Story**

**SECTION I ATTACHMENT – FBI MEETING**

**JULY 25, 2007**

***International Cruise Victims  
Association, Inc***

***Kendall L. Carver, President***

July 6, 2007

Salvador Hernandez  
Deputy Assistant Director  
Federal Bureau of Investigation  
935 Pennsylvania, Ave, NW  
Washington DC 20535

Dear Mr. Hernandez:

As you may be aware, our organization met with members of the FBI and U.S. Coast Guard in June of 2006 to review the many suggested proposals for improving the safety on cruise ships.

At the last Congressional Hearing on March 27, 2007 titled "Crimes Against Americans on Cruise Ships," our organization was instructed to provide input concerning the agreement entered between the Coast Guard, FBI, and CLIA. I am attaching a follow-up letter sent to me on April 17, 2007 from Chairman Elijah Cummings, concerning this matter.

Since the FBI and Coast Guard are a party to this agreement, we wish to schedule a meeting to provide our comments and suggestions, regarding this agreement, in preparation for another Congressional Hearing. We are flexible with the meeting time, but suggest that the afternoon of July 25<sup>th</sup> may be a possible date. This meeting can include representatives of both the Coast Guard and the FBI or we can meet separately.

I look forward to hearing from you to make arrangements for this meeting. Please be advised that I am also forwarding a similar request to Rear Admiral Wayne Justice.

Please feel free to contact me at your earliest convenience.

Sincerely,

Kendall Carver

CC: Rear Admiral Wayne Justice  
Chairman Elijah Cummings

**5521 NORTH CAMELBACK CANYON DRIVE – PHOENIX, AZ 85018  
PHONE (602) 852 - 5896 – CELL PHONE (602) 989 - 6752  
E-MAIL kcarver17@cox.net**

**International Cruise Victims  
Association, Inc**

**Kendall L. Carver, President**

July 6, 2007

Rear Admiral Wayne Justice  
Assistant Commandant for Response  
2100 Second Street, S.W.  
Washington, DC 20593-0001

Dear Rear Admiral Justice:

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I look forward to hearing from you to make arrangements for this meeting. Please be advised that I am also forwarding a similar request to Salvador Hernandez with the FBI. Please feel free to contact me at your earliest convenience.

Sincerely,

Kendall Carver

CC: Salvador Hernandez  
Chairman Elijah Cummings

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**Meeting Summary: ICV and FBI**  
**25 July 2007**  
**8:45 – 10:15 AM**

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In attendance:

For ICV: Ken Carver, Son Michael Pham, Ross Klein

For FBI: Salvador Hernandez, John Gillies

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**KEY TOPICS**

- *Distinguishing role of FBI from role/responsibility of the cruise industry*

The FBI is an investigative organization and is not engaged in policy development or in “telling” the cruise industry or others what to do. Thus, some of the concerns raised by ICV are more properly dealt with in meetings between ICV and the cruise industry than in discussions with the FBI.

The FBI is limited by its jurisdictional authority which is mainly concerned with investigation of crimes reported by the cruise industry (it can investigate crimes reported, but is not in a position like local law enforcement to serve as an onboard police force). Even there, given limited resources, certain thresholds must be met for an investigation to be undertaken. Property crimes less than \$10,000 are normally not investigated; sexual and other assaults where it is “he said, she said” are also commonly not investigated beyond initial information gathering. Consequently, the number of reported crimes/incidents does not directly correspond with the number of files opened for investigation.

The issue of prosecution of crime lies with federal prosecutors and here again decisions are made based on the severity of the crime and the likelihood of successful prosecution leading to conviction. It was clearly laid out that the FBI is directed by authority provided by legislation and that unless there are legislative changes, their intervention in crimes on cruise ships is somewhat limited.

- *Process leading to CLIA – FBI/CG Agreement*

It was a coincidence that the CLIA – FBI/CG Agreement was reached immediately before and announced at the Congressional hearings in March 2007. Discussions and negotiations around the agreement had been ongoing for approximately seven months. A key element in the agreement was a standardized reporting mechanism for shipboard crimes.

When queried about why ICV was not invited to be part of the meetings between the USCG and the FBI, Salvador indicated that he did not see any benefit of including victims/family of victims in the process of drafting the agreement. By not including

victims or victim's families, the appearance was given that the agreement was done in secret.

During the negotiations, there was no awareness or acknowledgement of the cruise industry's 1999 *Cruise Industry Zero Tolerance Policy for Crimes Committed Onboard Ships* which was signed by Carnival Corporation, Royal Caribbean Cruises Limited, Princess Cruises, and Crystal Cruises (see <http://iccl.org/pressroom/press14.cfm> and <http://iccl.org/pressroom/press12.cfm>).

ICV pointed out that the CLIA – FBI/CG Agreement is largely a reiteration of the industry's "zero tolerance policy" given that:

- the policy already embodies a commitment by the cruise industry to report all crimes against Americans on cruise ships; and
- the policy already acknowledges that "the FBI has the authority to investigate and prosecute alleged crimes involving Americans anywhere in the world."

It was agreed that the only thing "new" about the agreement is a standardized reporting mechanism for purposes of establishing a data base of crimes on cruise ships.

- *ICV Concerns about the CLIA – FBI/CG Agreement*

- 1) The agreement does not extend to other than US Nationals – one would think that the cruise industry would accord Canadians, Brits, etc the same consideration as Americans.

Response: The FBI was given the impression that the cruise industry would report crimes involving other nationals to the police/consulate of that country. Whether this is done is beyond the FBI's concern or authority.

- 2) The agreement is wholly voluntary so compliance isn't assured. What actually constitutes compliance?

Response: The FBI can only deal with those crimes reported and is not concerned (nor does it have the authority) to deal with crimes not reported. Even if there is knowledge of non-compliance with the agreement, the FBI lacks the jurisdictional authority to take action or to impose penalties. This is especially the case given that ships are foreign-flagged and foreign-registered.

- 3) All data is kept "secret" so there is no way to know whether all cases have been reported by the cruise ships – passengers can not check to see whether their "incident" is recorded. Also, that data is not public deprives prospective passengers the chance to become fully-informed consumers.

Response: The data isn't secret – it is available to Congress if requested. The Agreement is intended to yield a data set that may be used to gauge the incidence of crime on cruise ships. It is not intended to provide data that is

available to the public (given privacy concerns) and there is not mechanism for the public to learn whether some cruise ships/cruise lines are safer than others.

ICV expressed concern about the lack of transparency and discussed the value of this information being disseminated. The FBI responded that it lacked the authority to digest and make this information public. If a change were desired it would need to be through legislation. For now, the FBI's role was to accumulate data and to make that data available to Congress if/when requested. It also pointed out that people need to assume there are risks associated with going on a cruise, much like the risks associated with visiting any foreign location.

- 4) No stated time frame for reporting - "as soon as possible" can be interpreted differently in various circumstances.

Response: The FBI was genuinely surprised that a more precise time frame was not indicated. ICV had the impression that earlier versions of the agreement had included a more precise statement. It was agreed that this was something that needed to be addressed in revising the agreement.

The FBI several times stated that as on land, crime reports from cruise ships will be handled as resources permit; they will get to a case when reported if/when they can. ICV expressed concern that the longer it takes before an incident is reported, the less 'critical' the incident appears. As well, delays potentially result in loss of evidence and the dispersal of potential witnesses to a crime/event.

- 5) There is no commitment to report incidents in the territorial waters of others countries to either that country or to the US.

Response: This is a jurisdictional issue and one which cannot be directly addressed here.

- 6) The definition of "sexual assault" may be construed as more limited in scope than is sufficient to truly protect passengers.

Response: This point was disputed given recent changes in legislation which make "unwanted touching" a felony. The impression conveyed is that the problem isn't in the definition of what constitutes a crime, but whether incidents are reported as a crime. This gets back to the issue of how to enforce compliance.

The meeting concluded with agreement that we would meet again, if needed. It was also agreed that ICV would discuss with the industry those concerns that fall under the industry's control and authority. There was general agreement that there was need to deal with crimes against Americans on cruise ships, but also acknowledgement that the FBI could only do what it has jurisdiction and legislative authority to do. For now, its dual role is: 1) to investigate crimes reported which are against Americans on cruise ships, but not all crimes will lead to full investigations and even fewer will lead to prosecution; and 2) develop and maintain a data set based on reports received from cruise ships – these crimes only being those involving Americans – and to make the data available in aggregate form to Congress if asked. This role of data gathering from cruise ships is unique to the cruise industry; it is not something normally done by the agency.

International Council of Cruise Lines is now  
**Cruise Lines International Association**  
**Press Room**

**CLIA** CRUISE LINES INTERNATIONAL ASSOCIATION

- Who we are  
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## Press Release

### For Immediate Release

Contact: Bridget Ann Serchak [202-296-8463](tel:202-296-8463)

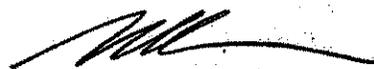
## Open Letter From the Senior Executives of the International Council of Cruise Lines (ICCL) July 27, 1999

### *Cruise Industry Zero Tolerance Policy for Crimes Committed Onboard Ships*

As leaders of the cruise industry, we are writing to reaffirm and strengthen our commitment to the safety and security of passengers and crew onboard our ships. These issues have always been of the utmost importance to us. Our action today establishes a unified industry standard, to be adopted by all member cruise lines, with regard to the procedures and reporting requirements that apply to crimes committed onboard ships.

This policy establishes a single industry standard that requires allegations of onboard crime be reported to the appropriate law enforcement authorities which, for vessels calling on U.S. ports or crime involving U.S. citizens, would include the Federal Bureau of Investigation.

In summary, our companies, and our industry as a whole, have zero tolerance for crimes committed on our vessels. If crimes do occur, the appropriate law enforcement authorities will be called in to investigate and prosecute to the fullest extent of the law. We will continue to cooperate with the authorities to ensure that perpetrators of crime are brought to justice.



**Micky Arison**  
 Chairman and CEO, Carnival Corporation  
 Chairman, ICCL



**Richard Fain**  
 Chairman and CEO, Royal Caribbean Cruises Limited



**Peter Ratchliffe**  
 President, Princess Cruises



**Joseph Watters**  
 President, Crystal Cruises

Corporate Headquarters: 910 SE 17th St., 4th Floor, Fort Lauderdale, FL 33316  
 Satellite office: 2111 Wilson Boulevard, 8th Floor, Arlington, VA 22201  
 Visit Us: [www.cruising.org](http://www.cruising.org) | Contact Us: [info@cruising.org](mailto:info@cruising.org)

**SECTION II ATTACHMENTS – CLIA-ICV MEETING**

**JULY 26, 2007**

## **ICV Members and Friends elected by the Board of Directors to negotiate with CLIA.**

**Kendall Carver** - Serves as President and founder of ICV. Lost our daughter, Merrian, and found ourselves facing a major cover-up. Has testified at both the March 2006-2007 congressional hearing concerning the cruise line industry. I served as President and CEO for a New York Insurance Company for 18 year.

**Son Michael Pham** - Serves as Vice President and Treasurer of ICV. He was one of the co-founders of ICV and is deeply involved in the day-to-day activities of ICV. He lost both parents on a cruise ship under mysterious circumstances. Testified at the March 2006 congressional hearing.

**Jeanne Olson** - Serves as Board Secretary of ICV. Jeanne was involved with a stalking case on a cruise ship and is also actively involved in the daily activities of ICV. Jeanne's work experience has been serving in the position of VP level in the banking industry.

**Lynnette Hudson** - As a member of the Board of ICV, she was selected by the Board to participate as a member of the ICV Negotiation team in our talks with CLIA. Lynnette lost her father on a cruise ship last year because of a fire. She is a claim representative with a major industry company. In addition, she has started a non-profit foundation to improve safety on cruise ships.

**James Walker** - He is a Maritime lawyer that has had experience working for the cruise lines from 1983 - 1996. Since then he has his own practice. His website is located at [www.cruiselaw.com](http://www.cruiselaw.com). Jim's experience and knowledge of the cruise line industry has been extremely helpful as a member of the ICV Team.

**Phil Gerson** - Brings great experience and knowledge to the ICV Team. In addition to working with ICV, Phil serves as a member of the Board of Directors for the National Center for Victims of Crimes. His firm has been representing Victims of various crimes and brings to the ICV team a great background. His Website is located at <http://injuryattorneyfla.com/>

**Dr. Ross Klein** - Professor at Memorial University of Newfoundland in St. John's, Newfoundland. His academic training is in sociology and his interests include conflict resolution, nonviolent alternatives to war, and of course the cruise industry. He maintains a website at [www.cruisejunkie.com](http://www.cruisejunkie.com)

**10-POINT PLAN**  
**TO INCREASE SECURITY & PASSENGER SAFETY**

**1 - BACKGROUND CHECKS (Crewmembers/Officers)**

- **Create a MAIN database for reporting all terminated employees, ensuring that the same employee will not be rehired by another cruise lines.**
  - a) Tighter security checks and screening of all employees
  - b) Although the cost of vacation cruises may increase, reliable personnel should be stationed on all decks and all the time.

**2 - INTERNATIONAL POLICE/U.S. MARSHALLS**

- **An International police force should be established at the expense of the cruise lines, connected to Interpol or another international police organization:**
  - a) Such authority should not be affiliated with the cruise line or its' crew.
  - b) U.S. Marshals to be present on cruise ships.
  - c) When a crime is not reported to the appropriate authorities by the cruise lines, and in a timely manner, substantial fines should be imposed.
  - d) All crimes must be made public - Not voluntarily, but mandatory.
  - e) Require protocol for filing any form of incident and to be immediately processed through specific channels.
  - f) Currently cruise lines maintain the position that they are not obligated to investigate crimes, nor do they have the necessary technical expertise or crime laboratory.
  - g) All crimes and missing passengers must promptly be reported, if a crime occurs or if a passenger goes missing on a cruise ship. In many high profile cases there have been significant delays before such cases have been reported.
  - h) Criminal cases that occur on a cruise line must be properly handled resulting in the prosecuting of those who commit such crimes.
  - i) An independent investigative organization will ensure that there is no 'conflict of interest' between the cruise line and the victims.
  - j) With the added concern of terrorism, additional security is necessary to protect passengers and crewmembers.

**3 - SECURITY – Crime Scenes**

- **Certified security training and security enhancements with documented procedures and check-off lists in place for the following:**
  - a) Roping off/securing the crime scene
  - b) Securing surveillance videos
  - c) Taking pictures of the crime scene
  - d) Avoiding physical handling of evidence
  - e) Properly bagging and securing such evidence
  - f) Immediately interviewing and obtaining names of witnesses
  - g) Documenting statements and details from witnesses
  - h) Recording time frames for each step of the investigation
  - i) Requiring a sign-off for each step
  - j) Distributing photos of missing passengers (Recent photos, not video)
  - k) Inspecting all cabins and all compartments throughout the ship
  - l) Contacting authorities immediately (Coast Guard, FBI, etc.)

#### 4 - STRUCTURAL ENHANCEMENTS

- **Increase the height of various places on the outside of each ship, making it difficult for passengers to go overboard:**
  - a) Higher glass walls
  - b) Other design changes

#### 5 - VIDEO/SURVEILLANCE CAMERAS

- **Upgrade existing surveillance systems and increase the number of cameras:**
  - a) Strategically place cameras in all areas, where passengers may frequent, i.e. decks, outside railings, non-glass elevators, etc.
  - b) Monitor system and cameras 24/7
  - c) Ensure and install proper lighting for image quality
  - d) Require daily inspections and monitoring to ensure proper functionality

#### 6 - ACCESS/SECURITY BRACELETS

- **Bracelets to be issued just prior to boarding the ship:**
  - a) Designed to include microchips
  - b) Distributed and worn by ALL Minors and initially offered to ANY passenger on a voluntary basis throughout the entire cruise (onshore & offshore)
  - c) Bear the name of the ship and identifying each passenger; thus, if an individual is missing, falls overboard, etc., their location will be detected.

#### 7 - MISSING or OVERBOARD PASSENGER(S)

- **When a passenger is reported missing/overboard, the ship must stop immediately and complete a search:**
  - a) Rail alarms to go off if an individual should go overboard.
  - b) Station 24/7 lifeguards on each side of the ship's decks.
  - c) Require a full accounting of the # passengers who board vs. exit

#### 8 - MEDICAL CARE PROVIDED to PASSENGERS (*INCUDING RAPE KITS/RAPE REPORTING*)

- **Cruise lines must assume responsibility for medical care provided to passengers on cruise ships.**
  - a) Doctors with medical licenses to practice medicine, must be available 24/7.
- **Rape kits MUST BE available on all ships:**
  - a) No requests should be refused or taken lightly.
  - b) Written documentation to be provided, signed, and issued to the patient.

#### 9 - EXCURSIONS – SOLD & PROMOTED

- **Cruise lines have selected specific on-shore companies for passenger excursions from which they obviously receive promotional revenue/commission:**
  - a) Since the cruise lines select and promote various excursions, they should be held accountable for the safety of their passengers, who purchase such excursions through them.
  - b) Weather conditions should be verified, prior to allowing passengers to purchase excursions, such as sightseeing tours, scuba diving adventures, water-skiing etc.

#### 10 - CRUISE LINES' ACCOUNTABILITY & U.S. CONGRESS INTERVENTION

- **Legislation changes must be made to hold cruise lines accountable for the safety of U.S. Citizens**
  - a) Maritime Law was intended to protect countries and jurisdictions during wartime and boundaries of these countries. It was NEVER the intent for individual cruise line companies to hide under this Law and not be held accountable.
- **Cruise lines need to acknowledge the following:**
  - a) Agree to move forward with Congress to make changes for the safety of all passengers, as the cruise line industry continues to become the number one vacation preference for many thousands of people.
  - b) Create consequences that are stricter for those who engage in foul play and for those who dismiss it, including these cruise ship companies, which are just shrugging their shoulders at the expense of so many families.

The second meeting took place on July 26, 2007 between Representatives of ICV and CLIA. This meeting lasted about 5 ½ hours. I believe the Committee has our minutes of this meeting. I really felt that this was a positive meeting setting the stage for future discussions. Using our 10-point program as an agenda for the meeting, our discussions covered the following items.

#### Point I

- EXHIBIT II shows that for the period of time from 2003-2005 based upon Court Documents submitted by Royal Caribbean Cruise Lines, close to 80% of all reported crimes on Cruise Ships involved a crew member. Therefore, there appeared to be an agreement of all present that there is a need to establish a procedure so that crew members dismissed by one cruise line could not just go to work for another cruise lines, which often the case. ICV has since furnish a legal statment that this can be done under the laws of which the cruise line operates, contrary to the position of the cruise companies that this practice is illegal.

#### Point II

- ICV presented material to CLIA and shown in Exhibit II which indicates the following:  
  
Cruise Lines take the legal position that they do not investigate crimes but do contact the FBI.  
  
FBI crime data indicated that they open only about 50 cases a year and in 2005 there were on four convictions for crimes on cruise ships. In a separate meeting held with the FBI on July 25, 2007, they indicated that they really do not have the resources to follow up on various crimes on cruise ships.

Since the cruise lines take the legal position that they do not investigate crimes and the FBI indicates that they do not have the resources to follow up on these crimes, this means that chance of a crime being prosecuted on a cruise ship is extremely low and the victim is left with no action being taken. The Laurie Dishman case is a perfect example of this problem. To address this issue, ICV presented extensive documentation to establish an independent security force on cruise ships. CLIA response has indicated that they support this concept but believe there are more viable alternatives. At this point in time we do not know what they would propose to address this major issue of crimes not be prosecuted.

#### Point III

- ICV made recommendations as to addressing the question of how to better secure a crime scene by establishing standards. CLIA is reviewing these recommendations but we have not yet been advised as to their proposed response.

#### Point IV

- ICV recommended that the cruise lines fund a study to determine what additional steps could be taken to limit a person's ability to fall overboard. We have received no confirmation as what steps the cruise line industry will take other than reviewing this issue.

#### Point V

- ICV expressed great concern that the video/surveillance cameras are usually not available when a crime occurs. Exhibit 4 showed that in legal depositions the cruise lines have taken the position that this material is privilege information and not available. James Walker, Maritime Lawyer and member of the ICV team, indicated that out of 50 requests he had never obtained the videos. Only when it worked to the cruise line advantage were they obtained. We were somewhat surprised that the two representatives in charge of Security for the two major cruise lines indicated that they were not aware of this and needed to review this with their legal department. As of this time, we have received not received their response.

#### Point VI and VII

- The need for security bracelets and better methods to determine when someone is missing was discussed and the cruise lines indicated than they are currently reviewing this matter. There appeared to be agreement on this matter but have not yet determined to put this technology in use.

#### Point VIII and IX

- ICV expressed concern that in the case of Medical Care on cruise ships and Excursions, the cruise lines take the legal position that they are not responsible. As a result, ICV strongly recommended that the cruise lines need to take responsibility for the medical care provided on cruise ships along with responsibility for the various excursions that they promote on ships which they receive commissions.

#### Point X

- The cruise line industry continues to take the position the legislation is not required to address these issues. Since the cruise lines announced their ZERO tolerance for crimes in 1999 and these crimes have continued to occur, ICV take the position that legislation is required since the previous voluntary programs have not been successful.

**RCI "Reported Sex Related Incidents" 2003 – 2005<sup>1</sup>**  
*Number of Reported Incidents and Annualized Rate per 100,000 by Ship*

Ship	Inappropriate Touch	Sexual Harassment (SH)	Sexual Assault (SA)	SH+SA (annual per/100,000)	Crew - Crew	Guest - Guest	Crew - Guest
<b>Jewel</b> (Double occ: 2112)	1	1	0	<b>10.75</b>	0	0	2
Onboard pop=3100   Incidence/100,000		<b>10.75</b>	<b>0.0</b>				
<b>Splendour</b> (Double occ: 1804)	1	2	0	<b>24.69</b>	0	0	3
Onboard pop=2700   Incidence/100,000		<b>24.69</b>	<b>0.0</b>				
<b>Grandeur</b> (Double occ: 1950)	1	2	3	<b>57.47</b>	0	2	3
Onboard pop=2900   Incidence/100,000		<b>22.99</b>	<b>34.48</b>				
<b>Adventure</b> (Double occ: 3114)	0	3	5	<b>57.97</b>	0	3	3
Onboard pop=4600   Incidence/100,000		<b>21.74</b>	<b>36.23</b>				
<b>Mariner</b> (Double occ: 3114)	0	6	4	<b>72.47</b>	0	2	6
Onboard pop=4600   Incidence/100,000		<b>43.48</b>	<b>28.99</b>				
<b>Legend</b> (Double occ: 1804)	2	2	4	<b>74.07</b>	3	2	3
Onboard pop=2700   Incidence/100,000		<b>24.69</b>	<b>49.38</b>				
<b>Serenade</b> (Double occ: 2112)	0	5	2	<b>75.27</b>	1	3	3
Onboard pop=3100   Incidence/100,000		<b>53.76</b>	<b>21.51</b>				
<b>Vision</b> (Double occ: 2000)	7	4	4	<b>88.88</b>	3	2	10
Onboard pop=3000   Incidence/100,000		<b>44.44</b>	<b>44.44</b>				
<b>Enchantment</b> (Double occ: 1950)	1	4	4	<b>91.94</b>	1	2	5
Onboard pop=2900   Incidence/100,000		<b>45.97</b>	<b>45.97</b>				
<b>Navigator</b> (Double occ: 3114)	3	6	8	<b>101.45</b>	0	1	13
Onboard pop=4600   Incidence/100,000		<b>43.48</b>	<b>57.97</b>				
<b>Radiance</b> (Double occ: 2110)	4	7	3	<b>107.53</b>	1	2	10
Onboard pop=3100   Incidence/100,000		<b>75.27</b>	<b>32.26</b>				
<b>Rhapsody</b> (Double occ: 2000)	0	3	7	<b>111.10</b>	0	2	5
Onboard pop=3000   Incidence/100,000		<b>33.33</b>	<b>77.77</b>				
<b>Sovereign</b> (Double occ: 2276)	1	5	7	<b>114.65</b>	2	1	9
Onboard pop=3400   Incidence/100,000		<b>49.02</b>	<b>65.63</b>				
<b>Brilliance</b> (Double occ: 2110)	2	6	7	<b>139.79</b>	2	2	10
Onboard pop=3100   Incidence/100,000		<b>64.52</b>	<b>75.27</b>				
<b>Majesty</b> (Double occ: 2354)	1	10	7	<b>161.91</b>	0	2	13
Onboard pop=3500   Incidence/100,000		<b>95.24</b>	<b>66.67</b>				
<b>Explorer</b> (Double occ: 3114)	2	13	11	<b>173.91</b>	4	2	16
Onboard pop=4600   Incidence/100,000		<b>94.20</b>	<b>79.71</b>				
<b>Voyager</b> (Double occ: 3114)	2	11	14	<b>181.16</b>	3	7	17
Onboard pop=4600   Incidence/100,000		<b>79.71</b>	<b>101.45</b>				
<b>Monarch</b> (Double occ: 2354)	6	5	15	<b>190.48</b>	2	8	13
Onboard pop=3500   Incidence/100,000		<b>47.62</b>	<b>142.86</b>				
<b>Empress</b> (Double occ: 1600)	2	7	8	<b>208.33</b>	2	2	10
Onboard pop=2400   Incidence/100,000		<b>97.22</b>	<b>111.11</b>				
<b>Totals</b>	36	102	113		24	50	151
Onboard pop=64000  Incidence/100,000		<b>53.12</b>	<b>58.85</b>	<b>111.97</b>	<b>10.7%</b>	<b>22.2%</b>	<b>67.1%</b>
US Rate for sexual assaults			<b>32.20</b>				

Place of Incident: Unknown (26.6%), Pax Cabin (20.1%), Bar/Disco (10.8%), Other (6.0%), Dining Area (5.4%), Spa/Salon (5.4%), Public area (4.8%), Cabin - Officer/Crew (3.6%), Corridor (3.0%), Deck area (2.7%), Ashore (2.7%), Child/teen area (2.4%), Elevator (1.8%), Swimming Pool (1.5%), Crew area (1.5%), Public restroom (1.5%)

<sup>1</sup> See explanatory notes on next page

**Explanatory notes:**

Data in this table was provided as part of discovery in a lawsuit involving the sexual assault of a passenger by a crew member. As such, the data only includes incidents reported to the cruise line and in turn reported in discovery. Given the limited purpose of the discovery request, it is suspected that incidents involving two crew members are under-reported.

The table shows reported incidents which have been labelled by the victim and/or cruise line as inappropriate touch, sexual harassment, sexual assault, or sexual battery. Cases of sexual battery have been included under the label "sexual assault."

The raw data included 41 incidents labelled inappropriate touching, 92 incidents labelled sexual harassment, 114 incidents labelled sexual assault, and 12 incidents labelled sexual battery. After cleaning for accurate labelling, eight incidents were dropped because they were wholly mislabelled; they are not included in the table.

The table shows both the ships passenger numbers (assuming double occupancy) and an estimate of total ship population which includes crew members and additional passengers given that many ships sail with more passengers than the double occupancy figure.

The comparison of reported incidents of sexual assault with the US rate of sexual assault convictions must be interpreted with caution. Technically, such a comparison can be misleading, however the cruise industry chose to make this comparison in testimony provided to Congress by James Fox in March 2006 and on that basis to claim that one is safer on a cruise ship than on land. Perhaps more informative is a comparison of Dr. Fox's assertion that there are 17.6 reported incidents of sexual assault per 100,000 with the data in this chart. This chart shows a rate of sexual assault that is 3.33 times greater than that presented by Dr. Fox to Congress; if we look at sexual assault plus sexual harassment the rate of incidence is 6.36 times greater than reported.

CRIMES ON THE HIGH SEAS

FY	Cases	Jurisdiction	Complaints	Informations	Indictments	Arrests	Convictions/ Sentencings
FY 2006*	46	Federal	6	1	6	6	3/2
		International	0	0	1	1	1/1
		Local	0	10	0	10	0/0
FY 2005	41	Federal	4	0	7	7	2/2
		International	0	0	0	0	2/2
FY 2004	51	Federal	6	3	3	11	10/8
		Local	1	0	0	1	0/0
FY 2003	52	Federal	8	3	5	8	13/14
		International	11	0	0	11	0/0

\*08/16/06

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**MEMORANDUM OF LAW****I. Count I - Fraudulent Concealment**

The "fraudulent concealment" claim is premised on RCCL's alleged failure to timely investigate Merrian Carver's disappearance and RCCL's failure to provide certain information to Plaintiffs and other third parties following her disappearance. Plaintiffs allege that RCCL failed "to investigate the disappearance of a passenger and to report the disappearance to the emergency contact listed by said passenger," or, "to timely notify the passenger's next of kin and the appropriate law enforcement personnel." Further, they allege that RCCL had a duty to the family members of Merrian Carver "to provide all relevant, material and wholly truthful information."

These statements are legally invalid. There is no court of law that has recognized the legal duties contrived by Plaintiffs in this Complaint. In fact, courts have specifically held that no duty to investigate exists. *See Doe v. Celebrity*, 145 F. Supp. 2d 1337 (S.D. Fla. 2001); *York v. Commodore Cruise Line, Ltd.*, 863 F.Supp. 159 (S.D.N.Y. 1994). The only duty owed by a ship owner to a passenger is that of reasonable care under the circumstances. *Kermarec v. Compagnie Generale Transatlantique*, 358 U.S. 625, 79 S.Ct. 406, 410 (1959). Moreover, a cruise ship operator owes no duty, whether to disclose information or otherwise, to third parties such as the Plaintiffs herein. Absent a duty to disclose, there can be no claim for "fraudulent concealment."

**II. Count II - Intentional Infliction of Emotional Distress**

The claim for Intentional Infliction of Emotional Distress simply re-alleges multiple paragraphs from the prior count, for fraudulent concealment. This cannot form the basis of a claim, as the practice of incorporating the allegations of prior counts into succeeding counts is prohibited under Florida law.

**Kendall Carver**

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From: MSheehan@rccl.com [mailto:MSheehan@rccl.com]  
Subject: Royal Caribbean responses

7. Royal Caribbean's frequent defense is that there is no duty to investigate crimes and no duty to assist families with investigations. Moreover, there are several examples of when the cruise line has denied information - including employee names, security tapes, etc. - to families.

Please reconcile those actions with comments from Richard Fain in the annual report and other public statements from spokespersons that Royal Caribbean responds to victims with honor and compassion.

A. We take very seriously our duty to reports alleged crimes to law enforcement agencies. However, we are not a law enforcement agency and do not have the technical expertise of a crime laboratory. For these reasons it is our policy to report all allegations of crime to the FBI and other appropriate law enforcement agencies for their professional investigation. We cooperate fully with all law enforcement agencies, giving them unrestricted access to our ships, guests and crew members, and allowing them to sail with us as they continue any onboard investigation. In fact, our Senior Vice President of Global Security is a former senior official with the FBI, which further assists us in interacting with various law enforcement authorities.

Our approach has always been to provide full access to all information to the FBI and other investigating law enforcement agencies. We then work in coordination with the involved law enforcement agencies to determine what information should be released to a person making an allegation, the accused, and their lawyers.

#####

Michael J. Sheehan  
Associate Vice President, Corporate Communications  
Royal Caribbean Cruises Ltd.  
Phone: 305-539-6572 Fax: 305-536-0140  
E-mail: msheehan@rccl.com

22 A. To my knowledge certain areas are covered  
23 by video surveillance.

24 Q. And can you tell — can you tell me which  
25 areas are and which — or how it's determined which  
0039

1 areas are?

2 MR. ROSE: Let me see if I can — because some  
3 of this goes into security — security procedures that  
4 we have in place. If I can, I'm just going to confer  
5 with him to make sure that you know — to find out what  
6 areas are recorded.

7 MR. BARNETT: Okay.

8 THE REPORTER: Off the record.

9 (Recess taken.)

10 MR. ROSE: Let me just interpose an objection.  
11 He's going to answer the question, but to the extent  
12 that the issues may later arise somehow, we would object  
13 just on the basis to the extent that the cameras are  
14 used for means of antiterrorism and security. For those  
15 type of purposes, we have an objection.

16 But go ahead.

17 THE WITNESS: I mean, I see the cameras on  
18 board. They are located in several areas. But it is  
19 not part of my job to see the videos, or I do not have  
20 anything to do with the video surveillance system, so I  
21 can not answer — I do not know what else to tell you.

22 BY MR. BARNETT:

23 Q. So when you were conducting your inquiry,  
24 your investigation, did you ask to see any of the  
25 videotapes during that cruise?  
0040

1 A. No, I didn't.

2 Q. Okay. And are those videotapes maintained  
3 from cruise to cruise or are they taped over or how does  
4 that work, if you know?

5 A. I do not know, sir.

6 Q. Okay. Did you — did you speak to the  
7 waiter or waitress at the table to which Ms. Carver was  
8 assigned?

9 A. No. I spoke with the restaurant manager  
10 who informed me that she did not come to the dining  
11 room. So there was no further question.

12 Q. Okay. And — okay. So it wasn't just  
13 that he didn't remember her. He knew that there was a  
14 passenger and that she was the passenger who didn't come  
15 for her meals?

16 A. No. He — what he needs to do is check  
17 his records. We have, I mean, the charts that indicate  
18 where are people seated in the dining room, and this is  
19 what he checked, and there was no indication that  
20 Ms. Carver had dinner in the dining room.

21 Q. Is that something that is unusual for a  
22 passenger that raises any type of red flag to the hotel  
23 manager or waiter or waitress attending to that table?

24 A. No, it's not. Because we have — apart

**SECTION III ATTACHMENTS**  
**CLIA AUGUST 14, 2007 MEETING**



**CRUISE LINES  
INTERNATIONAL  
ASSOCIATION, INC**

June 25, 2007

Dear Passengers and Families:

Cruise Lines International Association (CLIA) and its member lines have been actively listening to and learning from the survivors and family members of tragic incidents that have occurred on board international passenger ships. You have indeed taught us so much. These are lessons that we are applying to our operations and efforts not only within each cruise line but across the industry and the 175 cruise ships operated by CLIA member lines throughout the world.

The Family Assistance Foundation has been working with cruise lines, CLIA and victims to help develop victim and family assistance programs that meet not only the physical needs but emotional ones as well. CLIA believes we have much progress to report and is developing solutions to hopefully meet many of your concerns. We would like to continue this dialog with you in person to develop additional positive solutions.

On behalf of the Family Assistance Foundation and the 23 member lines of CLIA, we invite passengers and family members of cruise incidents to attend a meeting to discuss ways to collaborate for positive change. The Foundation will help shape an agenda. Potential dates for this meeting are August 13-15, 2007. The location will be in South Florida and CLIA will organize travel for those who are going to participate.

We want to emphasize that the focus of discussions will not be on the details of specific incidents, but rather on security and guest care changes you feel are necessary. Therefore, to keep this process open and candid, we believe it is important to exclude lawyers or media representatives from this meeting. Attendance of such persons would serve to inhibit the kind of openness that we all need for this process to achieve our common goals.

We hope that you are able to join us for this important meeting. Confirmation of dates and travel details will be forthcoming.

Kind regards,

Terry Dale  
President & CEO  
Cruise Lines International Association

## Kendall Carver

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**To:** Kendall Carver  
**Subject:** RE: Ausust CLIA meeting

-----Original Message-----

From: Kendall Carver [mailto:kcarver17@cox.net]  
Sent: Friday, July 20, 2007 11:48 AM  
To: Terry Dale; Carolyn Coarsey; Gary Bald  
Subject: Ausust CLIA meeting

Terry, Carolyn and Gary.

As we evaluate the August meeting, we have two questions.

1. Who has been invited? There are hundreds of victims and which ones were chosen to come to the meeting. A select group of victims?
2. What is the program?

This information will be helpful as we review and advise members about this meeting.

Appreciate the update.

Ken

***SECTION IV ATTACHMENTS – ICV NEW VICTIM STORY***

**Jane Doe  
(Employee attacked on a Royal Caribbean cruise ship)**

## **JANE DOE**

### **(Employee attacked on a Royal Caribbean cruise ship)**

I am a former 6-year Royal Caribbean Cruise Line (RCCL) crew member, who would like to provide some insight into what actually happened to me.

I had just returned from vacation, when some Turkish coworkers invited me to a cabin party to just relax, converse, and watch some movies. Initially, I declined the invitation with thoughts of going to bingo in the crew bar; however, I received several phone calls from a crew member, persuading me to attend the cabin party.

Eventually, I decided to go to the party for a quick drink, and then, still leave in time to play bingo.

When I arrived at the cabin party, He was alone with no other crew members, which I found very strange and asked him, "Where is everybody?" He claimed that they were at bingo, but would be arriving shortly. He had been drinking and I joined him by accepting 2 glasses of Bourbon, while waiting for the others to arrive.

He began talking about his wife and showing me pictures. Everything seemed fine, until he attempted to hold me and asked me to stay. When I said, "No", refused to kiss him and cursed at him, he threw me against the wall and began beating me. I tried to reach the telephone to call for help, but it broke, when he hit me in the face with it. He grabbed and pulled large pieces of my hair from my head. I kept crying and remained in a fetal position against the wall, while waiting for a moment to escape.

For three horrific hours, he held me captive in that cabin, where no one could hear my screams, because everybody was at bingo. And every time I tried to talk to him, he hit me furiously.

At approximately 4:00 a.m., he put the phone back together and called a friend. When the friend arrived and entered the cabin, and saw me, he grabbed my assailant and screamed for me to call 911.... Immediately, I called the bridge, screaming that a crew member was trying to kill me.

When Security arrived, I was treated like a criminal. They did not believe my story and blamed me for going to the cabin, claiming that my intentions for going to the cabin were obvious. I was still in shock, extremely bruised, and in very bad condition. I was taken to the medical facility and given a breathalyzer test.

The next day I learned that my assailant even produced a knife, claiming that I tried to kill him with it.

Both crew members were removed from duty for investigation, but he was not even incarcerated and continued to walk freely! Although he was restricted from any guest areas, he was still free to roam in the crew member areas; therefore, I was forced to see him several

times. (Normally, under such circumstances, the assailant would have been held in the ship's jail.)

The ship's doctor diagnosed me as "fit for duty" on the 3<sup>rd</sup> day after the attack. I was put back to work with my face was still distorted, and while I was still emotionally distraught.

As I waited for a hearing with the captain, He was deported back to his country with NO PROSECUTION or charges filed against him. And I was issued a FINAL WARNING, being told "not to make any further mistakes". Although he was deported by the FBI, they never interviewed or took a statement from me.

A couple of weeks later, for being 20-minutes late for duty, I was sent for another hearing with the captain, where I was terminated as a Royal Caribbean employee.

After so many years of dedication and with an unblemished record (until the recent warning), this captain punished me and terminated my employment, even after I had lived through this terrifying experience.

The public needs to be aware of what actually occurs on ships, whether you are a crew member or a paying passenger.