

1 GOLDEN RAY Hearing

2 17 September 2020

3  
4 **CAPT Welborn:** Good morning all. The current local time is 9:02, we're back on the  
5 record in the matter of: the capsizing of the GOLDEN RAY on September 8, 2019 in St.  
6 Simons Sound in Brunswick, GA.

7 Good morning, ladies and gentlemen. It is Thursday, September 17, 2020. This is the  
8 fourth day of the public hearing. I am CAPT Blake Welborn. I am the Lead Investigating  
9 Officer for this 7<sup>th</sup> District Coast Guard Formal Investigation. The Commander of the 7<sup>th</sup>  
10 District, has convened this investigation under the authority of Title 46, United States  
11 Code, Section 6301 and Title 46, Code of Federal Regulations, Part 4, to investigate the  
12 facts and circumstances surrounding the capsizing of the Motor Vessel GOLDEN RAY.  
13 This investigation was mutually agreed upon to be a joint effort between the ship's flag  
14 state, the Republic of the Marshall Islands, the U.S. National Transportation Safety  
15 Board, the Korean Maritime Safety Tribunal, and the U.S. Coast Guard.

16 Present today, other than myself, are the following members of this Formal  
17 Investigation: Mr. Lee Willett and LCDR [REDACTED], who is also the Recorder.

18 The legal counsel to this investigation is LT [REDACTED].

19 The National Transportation and Safety Board is participating in this hearing. Captain  
20 David Flaherty, investigator-in-charge, is appearing virtually.

21 The Republic of the Marshall Islands' representative is Mr. Thomas Bremer, who is  
22 physically here at the hearing.

1 In addition, the Korean Maritime Safety Tribunal personnel have given me questions to  
2 ask on their behalf. I will note when the time arises for me to ask the questions posed by  
3 the Korean Maritime Safety Tribunal also known as KMST.

4 I would like to request the cooperation of all persons present to minimize any disruptive  
5 influences on the proceedings in general and on the witnesses in particular. Witnesses  
6 are appearing before the members of this board of investigation to provide valuable  
7 information that will assist. We request members of the public be courteous and  
8 respectful of the hearing location during these proceedings and attend via livestream  
9 to comply with the Federal, State, and Local COVID-19 guidelines.

10 For those of you participating via video or phone, I ask that you mute yourself until I've  
11 recognized you for your questions unless you do wish to make an objection. All media  
12 inquiries and comments regarding the hearing should be sent  
13 to [GoldenRayPublicHearing@gmail.com](mailto:GoldenRayPublicHearing@gmail.com). If you ask questions regarding the response  
14 we will follow and send on those email request to the appropriate entity. The email  
15 [GoldneRayPublicHearing@gmail.com](mailto:GoldneRayPublicHearing@gmail.com) should only be for questions referring to the  
16 hearing.

17 The Coast Guard has designated Parties In Interest to this investigation. I have  
18 designated the following organizations and individuals as Parties in Interest: the  
19 Brunswick Bar Pilots Association; including Captain Bruce Fendig and Captain  
20 Jonathan Tennant; and the Owners of the GOLDEN RAY, including Hyundai Glovis and  
21 G-Marine. The lead counsel for the Brunswick Bar Pilots Association, Captain Fendig,  
22 and Captain Tennant are appearing virtually at this hearing. In fact Captain Tennant is  
23 with us today. The lead counsel for the Owners of the GOLDEN RAY, including

1 Hyundai Glovis and G-Marine, are appearing virtually with a representative physically  
2 here at the hearing.

3 As a reminder, any SISs, PIs or witnesses objecting to a question or line of questioning  
4 should do so on the record for a ruling by me. If unhappy with the ruling, there is an  
5 appeals process outlined in 46 Code of Federal Regulations Section 1.03. If there are  
6 any issues with the language translation during this hearing, an audio version of the  
7 record will be made available at the conclusion to all parties. Any concerns or noted  
8 discrepancies may be submitted to me in writing within 14 days of the date that the  
9 audio recordings are made available. The Coast Guard now stands ready to call the  
10 following and first witness of the day, Captain Gi Hak Lee.

11 **Recorder:** The following witness requires the use of a translator. ENS [REDACTED] has been  
12 previously sworn for the record and I would like to remind you that you are still under  
13 oath for this proceeding. Captain Lee please stand raise your right hand. A false  
14 statement, good morning. A false statement given to an agency of the United States is  
15 punishable by fine and or imprisonment under 18 United States Code 1001. Knowing  
16 this do you solemnly swear that the testimony you're about to give will be the truth, the  
17 whole truth and nothing but the truth so help you God?

18 **Mr. Lee:** I will tell all the truth.

19 **Recorder:** Thank you Captain Lee, please be seated.

20 **CAPT WELBORN:** Thank you Captain Lee for appearing today.

21 **Mr. Lee:** You're welcome, sir.

22 **CAPT WELBORN:** Would you please state your full name and spell it for the record?

23 **Mr. Lee:** Yes, sir. Gi Hak Lee. Name is Gi Hak, Gi G-I, Hak H-A-K, and Lee L-E-E.

1       **CAPT WELBORN:** Thank you very much Captain I do appreciate that. Captain how  
2       are you today after this incident? How are is your health, are you well?  
3       **ENS [REDACTED]:** Yes I am, I'm healthy and I've been great.  
4       **CAPT WELBORN:** And I would like to inquire about your crew, have you spoken with  
5       them since the incident?  
6       **ENS [REDACTED]:** I have not spoken to my crew after the incident.  
7       **CAPT WELBORN:** Understand. Captain Lee are you represented by counsel?  
8       **ENS [REDACTED]:** No.  
9       **CAPT WELBORN:** Have you been designated as a party in interested to this  
10       investigation?  
11       **Mr. Lee:** I am sorry I don't understand fully. Can you explain again?  
12       **CAPT WELBORN:** Captain a party in interest is someone who participates intently and  
13       specifically in the -----  
14       **Mr. Reisman:** Captain Welborn I believe you're mute, so we're not hearing you.  
15       **CAPT WELBORN:** That's okay. I know that the Captain has not been designated as a  
16       party in interest. I just wanted to make sure that we had it on the record. So let the  
17       record show that Captain Lee has not been designated as a party in interest. Captain  
18       do you hold any professional certificates or certifications?  
19       **ENS [REDACTED]:** Yes I do.  
20       **CAPT WELBORN:** Can you please tell us what those are?  
21       **ENS [REDACTED]:** I have Master's license.  
22       **CAPT WELBORN:** Do you hold any SOLIS certificates?  
23       **ENS [REDACTED]:** Yes I do.

1       **CAPT WELBORN:** Can you share those with us?

2       **ENS [REDACTED]:** Yes I can show it to you.

3       **CAPT WELBORN:** Can you state what those are to us on the record?

4       **Mr. Lee:** I am sorry I don't understand your speak. Please say again.

5       **CAPT WELBORN:** Captain I asked if you have SOLIS certificates, you stated yes.

6       Can you tell me what certificates those are?

7       **Mr. Reisman:** Captain Welborn I've handed Captain Lee his file folder with his licenses

8       and certificates. If it's okay for him to look through that and then respond.

9       **CAPT WELBORN:** Yes please.

10      **ENS [REDACTED]:** Yes I do have certificate I will show it to you.

11      **CAPT WELBORN:** Captain can you just read me the title of the certificates?

12      **Mr. Lee:** Radar [in audible].

13      **CAPT WELBORN:** Any others?

14      **Mr. Lee:** Number one radar [in audible].

15      **ENS [REDACTED]:** Number one radar and [in audible] training.

16      **Mr. Lee:** And the number two [in Korean].

17      **ENS [REDACTED]:** Sea going vessel duty training.

18      **Mr. Lee:** And number three. [In Korean].

19      **ENS [REDACTED]:** Safety medical, safety and management training. Ship's resource

20      management training. Ship safety and management lead training. Fire safety training.

21      Aids to safety training. Life boat training. Emergency and medical care training. That's

22      all I have.

23      **CAPT WELBORN:** Thank you Captain.

1 **Mr. Lee:** You're welcome.

2 **CAPT WELBORN:** Excuse me?

3 **Mr. Lee:** You are welcome, sir.

4 **CAPT WELBORN:** Sir, would you please provide us with a brief summary of your  
5 background and experience as a mariner?

6 **ENS [REDACTED]:** I graduated from maritime academy in 1980. In 1980 March I started as the  
7 Third Mate.

8 **Mr. Lee:** Captain Lio, this is Captain Lee. I would like to speak English directly to  
9 Captain Welborn my history.

10 **CAPT WELBORN:** Very good, sir, please do.

11 **Mr. Lee:** Yeah. I graduate Coastal Maritime College on 1980, February. Number two I  
12 worked as Third Officer in 1980, March. And I promoted to Captain in 1995 as bulk  
13 carrier. Number three. I got the experiences various kinds of vessels. First bulk  
14 carrier. Second container vessel. Third [in audible] bulk carrier. Fourth cape side bulk  
15 carrier. And then car and truck carrier. That is all.

16 **CAPT WELBORN:** Captain have you served as a Chief Officer before?

17 **ENS [REDACTED]:** Yes I've worked as a Chief Officer before.

18 **CAPT WELBORN:** Who was your employer in September 2019?

19 **ENS [REDACTED]:** At the time my employer was G-Marine Service.

20 **CAPT WELBORN:** And what position did you hold?

21 **Mr. Lee:** Captain.

22 **CAPT WELBORN:** When did you report to the GOLDEN RAY before September  
23 2019?

1 **Mr. Lee:** Captain Lio I don't understand your question correctly. Can you explain me  
2 again?

3 **CAPT WELBORN:** How long had you been on the GOLDEN RAY before the incident?

4 **ENS [REDACTED]:** I reported on 2019, August 28<sup>th</sup>.

5 **Mr. Reisman:** Captain Welborn I apologize I was just explaining to the Captain you  
6 show up on our screen as LIO, I think he was mistaking your name for – he was  
7 referring to you as Captain Lio. I was explaining that was just the lead investigative  
8 officer, that your name is Captain Welborn.

9 **CAPT WELBORN:** No offense taken.

10 **Mr. Lee:** Captain Welborn.

11 **CAPT WELBORN:** Yes.

12 **Mr. Lee:** Captain Welborn I am sorry I misunderstood your name. I've very sorry.

13 **CAPT WELBORN:** No offense taken, sir. Thank you. Captain when you reported  
14 aboard the GOLDEN RAY how was the ship, was it in good condition?

15 **ENS [REDACTED]:** At that time the condition of the vessel was very good.

16 **CAPT WELBORN:** Captain when serving as Chief Officer were you responsible for the  
17 stability calculations aboard the ship you served on?

18 **ENS [REDACTED]:** Yes when I was Chief Officer I calculated the ship's stability.

19 **CAPT WELBORN:** What was the ship's outbound transit plan for port of Brunswick on  
20 September 8<sup>th</sup> and what was the next port of call?

21 **Mr. Lee:** I am sorry I don't understand your question. Can you explain again?

22 **CAPT WELBORN:** Captain on September 8<sup>th</sup> leaving the port of Brunswick, what was  
23 the next port of call?

1       **ENS [REDACTED]**: The next port of call was Baltimore.

2       **CAPT WELBORN**: Captain I would like for you to recount what happened on your out  
3       bound transit. So from the time that you took your lines in until the incident. Can you  
4       tell us that story please?

5       **Mr. Reisman**: Understood. Tell him to go slowly until we can give the translator a  
6       chance. I think if he gives the full story it may be too much for the translator to keep up  
7       with.

8       **CAPT WELBORN**: Understood.

9       **Mr. Reisman**: So he can translate it in pieces.

10      **Mr. Lee**: Yes, sir. Captain Welborn can you ask me the short sentence. If you ask me  
11      the long sentence or many kind of question I don't understand exactly what you want.

12      **CAPT WELBORN**: Understood Captain. Can you tell me what happened on  
13      September 8<sup>th</sup> from the time you left the dock until the ship capsized?

14      **Mr. Lee**: Your translator is wrong. I heard Captain Welborn's question. I understand.  
15      Can I give an answer directly to Captain Welborn in English?

16      **CAPT WELBORN**: Yes, sir you may. Captain if you are comfortable speaking English  
17      then I am fine with that. If you need assistance in Korean ask and we will engage the  
18      translator at that time.

19      **Mr. Lee**: Thank you. In Brunswick in port to the point of incident. [in audible] issue, no  
20      problem, no have any kind of problem.

21      **Mr. Reisman**: Captain can I help?

22      **CAPT WELBORN**: Yes please.



1 **Mr. Reisman:** What they want you to do is explain what happened from the time you  
2 left the dock until the accident. Explain what maneuvers, what the pilot ordered, where  
3 you went, what you did. Do you understand that?

4 **Mr. Lee:** Yes I understand.

5 **Mr. Reisman:** If you would prefer to say that in Korean you just break it up in small  
6 pieces and the translator will translate.

7 **Mr. Lee:** Yep.

8 **Mr. Reisman:** It's up to you.

9 **Mr. Lee:** Okay I will take translator.

10 **CAPT WELBORN:** Please begin.

11 **Mr. Lee:** Yes, sir.

12 **ENS [REDACTED]:** When moored in Brunswick before departure I checked departure checklist.  
13 And then I requested the calculations on checkoff list. And then I prepare for the  
14 departure. When Pilot got on board we departed. After the departure the weather was  
15 good there was no wind. Before the incident on the out bound transit there was no  
16 issue.

17 **Mr. Lee:** That is all.

18 **CAPT WELBORN:** Thank you Captain.

19 **Mr. Lee:** You're welcome, sir.

20 **CAPT WELBORN:** Captain can you describe your duties as the Master of the  
21 GOLDEN RAY?

22 **Mr. Lee:** Number one is overall command of the vessel and crew members. The  
23 second one I will take translator.

1       **ENS [REDACTED]**: Second follow the Master intent International Rule of Regulation.

2       **Mr. Lee**: That is not to follow, observe, observation, observe.

3       **Mr. Reisman**: He's saying observe the International Rules and Regulations, I believe.

4       **CAPT WELBORN**: Understand. Follow, observe, understood Captain, thank you.

5       **ENS [REDACTED]**: As a Captain of the ship I work with the crew to manage the ship's research.

6       **Mr. Lee**: Okay, Captain Welborn. Number third is manage crew members, [in audible]  
7       and the ship's [in audible]. Number four I control all ship's condition. And number five  
8       observe and take company's policy, SMS and regular audit. And number five, last one  
9       to be certified, test stability for the time. Finished.

10       **CAPT WELBORN**: Thank you Captain.

11       **Mr. Lee**: You're welcome, sir.

12       **CAPT WELBORN**: I appreciate your English, thank you. Captain Hurricane Dorian  
13       slowed your transit a few days. Can you tell us how Hurricane Dorian impacted the  
14       schedule of your ship?

15       **ENS [REDACTED]**: It was not impacted by Hurricane Dorian.

16       **CAPT WELBORN**: Did you slow your trip down to avoid Hurricane Dorian?

17       **ENS [REDACTED]**: To avoid Hurricane Dorian after departure from Feeport we conducted  
18       drifting in a big port.

19       **CAPT WELBORN**: Did the ship handle differently departing the Port of Jacksonville?

20       **ENS [REDACTED]**: No it wasn't.

21       **CAPT WELBORN**: Did the ship handle differently on the way in to Brunswick?

22       **ENS [REDACTED]**: No it wasn't.

23       **CAPT WELBORN**: Did the ship handle differently on the Brunswick out bound transit?

1       **ENS [REDACTED]**: Captain you muted yourself.

2       **CAPT WELBORN**: Sorry. Did the ship handle differently on the Brunswick out bound  
3       transit?

4       **Mr. Reisman**: Are you tell, Captain, is that before the actual casualty event?

5       **CAPT WELBORN**: Yes.

6       **Mr. Reisman**: Can the translator explain that?

7       **ENS [REDACTED]**: No there was no difference.

8       **CAPT WELBORN**: Were you made aware of any stability issues during cargo  
9       operations in Brunswick?

10       **ENS [REDACTED]**: No.

11       **CAPT WELBORN**: Were you aware of any changes between the pre-stowage plan  
12       and the final stowage plan for Brunswick?

13       **ENS [REDACTED]**: No.

14       **CAPT WELBORN**: Did you receive a brief about stability after the ship was loaded in  
15       Brunswick?

16       **Mr. Lee**: Captain Welborn I can't understand your question. Can you explain again?

17       **CAPT WELBORN**: Did the Chief Mate report to you about the stability after the ship  
18       was loaded in Brunswick?

19       **ENS [REDACTED]**: Yes I did receive the report.

20       **CAPT WELBORN**: Did you receive documentation, paperwork about this report?

21       **Mr. Lee**: I will talk to Captain Welborn in English.

22       **CAPT WELBORN**: Very good Captain. When the Chief Mate gave you the information  
23       about the stability was it a verbal report or was it paper?

1 **Mr. Lee:** I never took report. The one is verbal response before departure. And after  
2 departure the Chief Officer submit hard copy report.

3 **CAPT WELBORN:** Do you recall the GM on that report?

4 **Mr. Lee:** Translator please. I didn't – I don't remember. I remember from major [in  
5 audible] in Brunswick.

6 **CAPT WELBORN:** Major what?

7 **Mr. Reisman:** I'm not sure, I don't know. But I'm not sure the question was translator  
8 properly. He doesn't seem that he's answering the question you asked. If you could  
9 maybe repeat the question for him.

10 **CAPT WELBORN:** Okay. Captain on the report the GM was listed. Do you remember  
11 what the GM was?

12 **Mr. Lee:** Stop translator. I will talk English. I remember the GM when my vessel  
13 depart from the rig, the GM is 2.45.

14 **CAPT WELBORN:** Thank you Captain.

15 **Mr. Lee:** You're welcome, sir.

16 **CAPT WELBORN:** Do you recall the draft as the vessel departed Brunswick?

17 **Mr. Lee:** Yes, sir. I remember the departure from the rig is forward 9.4 general meters.  
18 And aft 9.05 meters.

19 **CAPT WELBORN:** Did you have draft restrictions?

20 **Mr. Lee:** No I don't have draft restrictions.

21 **Mr. Reisman:** Captain just for clarification that was, you were referring specifically to  
22 Brunswick there?

23 **CAPT WELBORN:** Yes.

1 **Mr. Reisman:** You understood that?

2 **Mr. Lee:** I understood.

3 **CAPT WELBORN:** Can we pull up the chart, Exhibit, I'm not sure which exhibit it is,  
4 NOAA's chart 11506?

5 **Mr. Reisman:** He's got a hard copy in front of him Captain as well.

6 **CAPT WELBORN:** Okay. We will pull one up here also. Mr Reisman if you could help  
7 the Captain identify the Jekyel Island range, the waterway leading to the Widener 11.

8 **Mr. Reisman:** Hopefully his eyes are better than mine. This is, it's hard to read here.  
9 This is the Jekyel Island range and this turning basin here is the Widener that he's  
10 referring to. So he wants you to look at this area here, the Jekyel Island.

11 **Mr. Lee:** Jekyel Island.

12 **Mr. Reisman:** Correct.

13 **Mr. Lee:** Yes.

14 **Mr. Reisman:** And this area is referred to as the Widener.

15 **Mr. Lee:** Wide.

16 **Mr. Reisman:** Widener.

17 **Mr. Lee:** Widener?

18 **Mr. Reisman:** Yes. Maybe they will zoom in, it might be easier there. He's got it in  
19 front of him Captain, and actually we're getting pretty close to be able to see it on the  
20 screen now, it's looking better. Yeah you can actually read it there, Jekyel Island  
21 Range.

22 **Mr. Lee:** Umm huh.

23 **Mr. Reisman:** And then you have the bend and then Plantation Creek Rang going out.

1 **Mr. Lee:** Plantation Creek Range.

2 **Mr. Reisman:** Right. And Jekyel Island.

3 **Mr. Lee:** Jekyel Island Range.

4 **Mr. Reisman:** If you see this line here, this area, you can say Widener.

5 **Mr. Lee:** Widener.

6 **Mr. Reisman:** Right. Okay I think he's got his bearings Captain.

7 **CAPT WELBORN:** Understood. Captain, thank you.

8 **Mr. Lee:** You're welcome, sir.

9 **CAPT WELBORN:** Before we proceed Captain do you have questions or do you  
10 understood the exhibit? Do you understand where the Jekyel Island Range is on the  
11 chart?

12 **Mr. Lee:** Yes I understand the Jekyel Island, where it is.

13 **CAPT WELBORN:** Okay. Captain when your ship was sailing in that area on  
14 September 8<sup>th</sup>, do you remember the draft of your vessel?

15 **Mr. Lee:** I just remember the departure dropped when my vessel approach and got into  
16 the Jekyel Island I'm not sure the drop.

17 **CAPT WELBORN:** Understood. You said your vessel was acting well. Were there  
18 problems, any problems noted in the Jekyel Island Range with the navigation of your  
19 ship?

20 **Mr. Lee:** No I don't have any problems.

21 **CAPT WELBORN:** I do not – oh, Captain proceeding through the Jekyel Island Range  
22 approaching Widener 11 do you remember the speed of your ship?

23 **Mr. Lee:** Sorry I am not sure at that time.

1 **CAPT WELBORN:** Did you feel that the ship was proceeding at a safe speed?

2 **Mr. Lee:** Captain Welborn I don't understood your question. Please say again.

3 **Mr. Reisman:** Do you want the translator?

4 **Mr. Lee:** I will take translator.

5 **CAPT WELBORN:** In the Jekyel Island Range did you feel your ship was moving at a

6 safe speed?

7 **ENS [REDACTED]** Yes it was proceeding with safe speed.

8 **CAPT WELBORN:** Captain before departure of Brunswick were pre-departure

9 checklists completed?

10 **Mr. Lee:** Captain Welborn, sorry can you ask me again?

11 **CAPT WELBORN:** Yes Captain. Before departure of Brunswick did you complete

12 departure checklists?

13 **Mr. Lee:** Yes, sir. I check with and I check and I reviewed departure checklist.

14 **CAPT WELBORN:** Did you test the steering here?

15 **Mr. Lee:** Yes I did.

16 **CAPT WELBORN:** Did you test propulsion?

17 **Mr. Lee:** Test the what?

18 **CAPT WELBORN:** Propulsion?

19 **Mr. Lee:** Yes I did.

20 **CAPT WELBORN:** What were the results of these checks?

21 **Mr. Lee:** No issue, no problem noted.

22 **CAPT WELBORN:** When the Pilot arrived did you conduct a Pilot briefing?

23 **Mr. Lee:** Pilot briefing?

1       **CAPT WELBORN:** Yes Captain.

2       **Mr. Lee:** It mean Captain and Pilot information exchanging.

3       **CAPT WELBORN:** Did you conduct that with the Pilot?

4       **Mr. Lee:** Yes, sir.

5       **CAPT WELBORN:** What information was discussed?

6       **Mr. Lee:** I provide Pilot card and ship's particulars and the departure checklist. Three  
7       kind.

8       **CAPT WELBORN:** Was any ship's equipment not operational?

9       **Mr. Lee:** No. I don't have some ship problems.

10       **CAPT WELBORN:** What was the working language on the bridge?

11       **Mr. Lee:** The language is English.

12       **CAPT WELBORN:** Were there communication problems between the Pilot and the  
13       crew?

14       **Mr. Lee:** No, I don't have.

15       **CAPT WELBORN:** Captain the Pilot door was open on the out bound transit. Who  
16       ordered this door to be opened?

17       **Mr. Lee:** I ordered to open the Pilot's door after sailing.

18       **CAPT WELBORN:** Do you recall when?

19       **Mr. Lee:** Translator? Translator is something different what Captain Welborn asked.

20       **CAPT WELBORN:** Captain you stated you ordered the Pilot door to be opened, yes?

21       **Mr. Lee:** After sailing.

22       **CAPT WELBORN:** When after sailing did you make this order?



1 **Mr. Lee:** I ordered to open to prepare the Pilot ladder, cleared dock and then I think  
2 that everything's good, the weather condition is good, so I ordered it to open and  
3 prepare Pilot.

4 **CAPT WELBORN:** Do you recall crossing under the bridge on your out bound transit?

5 **Mr. Lee:** Captain Welborn I don't understand your question. What is the recall?

6 **Mr. Reisman:** Remember.

7 **CAPT WELBORN:** Do you remember crossing under the bridge leaving Brunswick?

8 **Mr. Lee:** Bridges name?

9 **CAPT WELBORN:** The Sydney Lanier Bridge.

10 **Mr. Reisman:** Captain can I help?

11 **CAPT WELBORN:** Yes Mr. Reisman, please.

12 **Mr. Reisman:** He's not asking you the name. He wants to know do you remember that  
13 your ship passed under this bridge?

14 **Mr. Lee:** Time?

15 **Mr. Reisman:** Do you remember that you did that?

16 **Mr. Lee:** Yeah I remember the passing under the bridge.

17 **CAPT WELBORN:** Did you open the Pilot door before or after crossing under the  
18 bridge?

19 **Mr. Lee:** Almost immediately under the bridge.

20 **CAPT WELBORN:** I'm sorry Captain could you restate that?

21 **Mr. Lee:** I will take translator.

22 **ENS [REDACTED]:** While the ship was passing through the bridge I made that order.

23 **CAPT WELBORN:** Thank you.

1 **Mr. Lee:** You're welcome, sir.

2 **CAPT WELBORN:** Were there any problems with the navigation equipment on your  
3 ship leaving Brunswick?

4 **Mr. Lee:** No I don't have problems.

5 **Mr. Reisman:** Captain the witness is asking if he can take a break.

6 **CAPT WELBORN:** Absolutely. Absolutely, so the local time is 9:53, Captain would a  
7 10 minute break be enough?

8 **Mr. Lee:** Thank you, sir.

9 **CAPT WELBORN:** Yes. We will stand in recess for 10 minutes. Again the time is 9:53  
10 local. We stand in recess.

11 *The hearing recessed at 9:53, 17 September 2020*

12 *The hearing was called to order at 10:08, 17 September 2020.*

13 **CAPT WELBORN:** Alright the local time is 10:08 and we are back on the record of the  
14 formal hearing regarding the capsizing of the GOLDEN RAY. Captain, much better?

15 **Mr. Lee:** Yes better, thank you, sir.

16 **CAPT WELBORN:** Good, absolutely, sir. If you need another break please let me  
17 know we will take another break.

18 **Mr. Lee:** Thank you Captain Welborn.

19 **CAPT WELBORN:** So Captain I have a couple of photos from the SILVER RAY, the  
20 sister ship of the GOLDEN RAY. I would like to show those photos to you and have you  
21 tell me what they are.

22 **Mr. Lee:** Yes.

23 **CAPT WELBORN:** Do you recognize this from the SILVER RAY?

1 **Mr. Lee:** That is the Pilot position.

2 **CAPT WELBORN:** Does this door look like the GOLDEN RAY Pilot door?

3 **Mr. Lee:** Will take translator please.

4 **ENS [REDACTED]:** Yes it looks the same.

5 **CAPT WELBORN:** Can we show the other photo? Captain is this what it looks like  
6 when the GOLDEN RAY Pilot door was open?

7 **ENS [REDACTED]:** Yes it was.

8 **CAPT WELBORN:** Just to make sure is the SILVER RAY a sister ship of the GOLDEN  
9 RAY?

10 **ENS [REDACTED]:** Yes it is.

11 **CAPT WELBORN:** So the Pilot doors would be the same, is that correct?

12 **ENS [REDACTED]:** Yes it is.

13 **CAPT WELBORN:** How far above the waterline is the Pilot door?

14 **Mr. Reisman:** You were asking, I note shown the sister ship, but you're specifically  
15 asking on the GOLDEN RAY Captain?

16 **CAPT WELBORN:** Yes I am.

17 **Mr. Lee:** I'm sorry I am not sure, the water to and Pilot door. I'm not sure.

18 **CAPT WELBORN:** Understood, thank you Captain.

19 **Mr. Lee:** You're welcome, sir.

20 **CAPT WELBORN:** Captain who was on the bridge during the out bound transit from  
21 Brunswick?

22 **Mr. Lee:** Yes the First Captain, the Second Pilot, the third duty Quartermaster, the  
23 fourth duty officer, the fifth apprentice officer. Five people on the bridge.

1 **CAPT WELBORN:** During the out bound transit did you disagree with any of the Pilot's  
2 commands?

3 **Mr. Reisman:** Captain it looks like he's asking for clarification. If I could just get – are  
4 you talking about before the actual casualty? Or are you including during the casualty  
5 event?

6 **CAPT WELBORN:** Up to the casualty.

7 **Mr. Lee:** Captain Welborn I'm sorry I don't understand your question correctly. Can  
8 you ask again?

9 **CAPT WELBORN:** Yes I will. The Pilot on your ship provided commands to the  
10 helmsman. Did you disagree with any command?

11 **Mr. Lee:** No.

12 **CAPT WELBORN:** Did you disagree with any command as the ship began to roll over?

13 **Mr. Lee:** No. No disagree.

14 **CAPT WELBORN:** When was the first time you realized your ship was in danger?

15 **Mr. Lee:** Yes.

16 **ENS [REDACTED]** When the Pilot gave the command starboard 20 and then the ship started to  
17 list and that's when I first realized there was a problem.

18 **CAPT WELBORN:** Have you served on other RO-RO ships?

19 **Mr. Lee:** Yes I have served.

20 **CAPT WELBORN:** In your experience on other RO-RO ships how did the GOLDEN  
21 RAY handle in comparison?

22 **ENS [REDACTED]** There was not difference, almost the same.

23 **CAPT WELBORN:** Did you hear any alarms prior to the ship losing power?

1 **Mr. Lee:** The translator is assumption wrong. Captain Welborn can you tell me again?

2 **CAPT WELBORN:** Yes Captain. Did you hear any alarms prior to the ship losing

3 power?

4 **Mr. Lee:** I will talk in English. I will give translator in English. I don't – I didn't hear the

5 alarm at the point of the accident.

6 **CAPT WELBORN:** Did you hear alarms as the ship rolled over?

7 **ENS [REDACTED]:** No I did not.

8 **CAPT WELBORN:** Did you hear any fire alarms?

9 **ENS [REDACTED]** No I did not hear it.

10 **CAPT WELBORN:** Did you see smoke or flames coming from the GOLDEN RAY?

11 **ENS [REDACTED]:** No I did not see fire or smoke.

12 **Mr. Reisman:** Captain I'm not sure the line of questioning is clear for him. And if we

13 could just clarify, are you talking at any point or are you talking prior to the ship

14 beginning to roll over?

15 **CAPT WELBORN:** As the ship began to roll over.

16 **Mr. Reisman:** Do you understand that? So while the ship was rolling over. Did you,

17 Captain and I apologize Captain, again I think he may have been answering prior to that

18 moment as opposed to -----

19 **CAPT WELBORN:** Understood. So Captain as the ship began to roll did you hear

20 alarms?

21 **Mr. Lee:** I didn't hear alarms small quantities were released.

22 **CAPT WELBORN:** Then when the large quantities of list did you hear alarms?

23 **Mr. Lee:** Yes, sir.

1       **CAPT WELBORN:** Did you hear a smoke alarm during that time?

2       **Mr. Lee:** No I didn't hear smoke alarm.

3       **CAPT WELBORN:** So during that time did you see flames or smell smoke?

4       **Mr. Lee:** No I didn't hear any fire and smoke alarms.

5       **CAPT WELBORN:** As the ship was rolling over when did the ship lose power?

6       **Mr. Lee:** Sorry I'm not sure of the time, the exact time.

7       **CAPT WELBORN:** Was the ship on its side or was it moving when the ship lost power?

8       **Mr. Lee:** The vessel list to a port side a lot [in audible] list. But I am not sure the exact

9       time where we're losing power.

10       **CAPT WELBORN:** Once the ship listed over it ran aground and stopped moving. Did

11       you have power then?

12       **ENS [REDACTED]:** Yes there was still power.

13       **CAPT WELBORN:** Is there a system on board the ship that monitors tank levels?

14       **ENS [REDACTED]:** No translator. Captain Welborn can you tell me again?

15       **CAPT WELBORN:** Yes Captain. Is there a system on the ship to monitor -----

16       **Mr. Reisman:** Listen carefully.

17       **Mr. Lee:** Yes, sir.

18       **CAPT WELBORN:** Is there a system on the ship that monitors tank levels?

19       **ENS [REDACTED]:** Yes it was.

20       **CAPT WELBORN:** What is this system called?

21       **ENS [REDACTED]:** It's called IMAX.

22       **CAPT WELBORN:** What other things on board the ship does the IMAX monitor?

23       **Mr. Lee:** [Answers in Korean]. Do you understand?

1       **ENS [REDACTED]**: IMAX manages ballast and bunkering.

2       **Mr. Reisman**: Could you repeat that, sir?

3       **ENS [REDACTED]**: IMAX manages ballast and bunker.

4       **Mr. Reisman**: Ballast and bunker, is that what he's saying?

5       **ENS [REDACTED]**: Yes.

6       **Mr. Lee**: Yes that's correct.

7       **Mr. Reisman**: Thank you.

8       **CAPT WELBORN**: Are the watertight doors monitored by the IMAX system?

9       **ENS [REDACTED]**: Yes it is.

10       **CAPT WELBORN**: Is the Pilot door monitored by the IMAX system?

11       **ENS [REDACTED]**: Yes it is.

12       **CAPT WELBORN**: How many Pilot doors does the GOLDEN RAY have?

13       **ENS [REDACTED]**: There are two Pilot doors.

14       **CAPT WELBORN**: Where are they located?

15       **Mr. Lee**: Starboard one, port side one. Two total.

16       **CAPT WELBORN**: Are they at the same height on the vessel or different heights?

17       **ENS [REDACTED]**: Same height.

18       **CAPT WELBORN**: On the same deck?

19       **Mr. Lee**: Yes, sir.

20       **CAPT WELBORN**: Which Pilot door was opened on September 8<sup>th</sup> for the Pilot?

21       **Mr. Lee**: Port side Pilot door. Translator give an answer.

22       **CAPT WELBORN**: I understand Captain, Port side. Thank you. Captain I asked you

23       how far above the water is the Pilot door. And you told me you did not know.

1 **Mr. Lee:** [in audible].

2 **CAPT WELBORN:** That's okay. Where can I find that information?

3 **Mr. Lee:** The finished plan.

4 **CAPT WELBORN:** The ship's plan?

5 **Mr. Lee:** Yeah, the finished plan.

6 **CAPT WELBORN:** What's he saying?

7 **Mr. Reisman:** Say it in Korean.

8 **ENS [REDACTED]:** Finished plan.

9 **Mr. Reisman:** Captain I was asking him to say it Korean because he's a hard to  
10 understand.

11 **Mr. Lee:** Captain Welborn.

12 **CAPT WELBORN:** Yes.

13 **Mr. Lee:** The finished plan is hard to translate in Korean language.

14 **CAPT WELBORN:** Yes.

15 **Mr. Lee:** Normally using the finished plan.

16 **CAPT WELBORN:** I understand, sir. Thank you.

17 **Mr. Lee:** You're welcome, sir.

18 **CAPT WELBORN:** Okay. I have no more questions at this time for you. But we have  
19 others participating in our investigation. Others will have questions for you, okay.

20 **Mr. Lee:** Thank you, sir.

21 **CAPT WELBORN:** Yes.

22 **Mr. Lee:** Understand.



1 **CAPT WELBORN:** So now I will turn to our Republic of the Marshall Island delegate  
2 Mr. Tom Bremer. Do you have questions for this witness?

3 **Mr. Bremer:** Yes Captain I do. Captain Lee can you state whether or not you have  
4 sailed on car carriers as a Chief Officer?

5 **ENS [REDACTED]:** No not as Chief Officer.

6 **Mr. Bremer:** And have you previously sailed with the Chief Officer that was on board  
7 the GOLDEN RAY at the time of the incident?

8 **Mr. Reisman:** Mr. Bremer are you asking if he had sailed with that Chief Officer prior to  
9 that voyage that Captain joined in Freeport?

10 **Mr. Bremer:** Yes, correct.

11 **Mr. Reisman:** Do you understand that?

12 **Mr. Lee:** Bremer I'm sorry I don't understand your question correctly? Can you explain  
13 again?

14 **Mr. Bremer:** Yes. The Chief Officer, Mr. Park have you sailed with him prior to the  
15 GOLDEN RAY?

16 **Mr. Lee:** No I didn't. I met him first at GOLDEN RAY.

17 **Mr. Bremer:** And during the out bound transit from Brunswick did the Quartermaster  
18 respond properly to the Pilot's orders?

19 **ENS [REDACTED]:** Yes he did.

20 **Mr. Bremer:** And did the Quartermaster report any issues with the steering during the  
21 out bound transit from Brunswick?

22 **Mr. Lee:** No issues.

1 **Mr. Bremer:** Captain do you remember which steering pumps were running during the  
2 out bound transit?

3 **Mr. Lee:** I get the both steering wheels together at the same time.

4 **Mr. Bremer:** And the Pilot doors that you spoke with Captain Welborn about, do you  
5 know which deck those are accessed from?

6 **Mr. Lee:** Sorry I'm not sure which deck.

7 **Mr. Bremer:** For departure from Brunswick were you rushed to depart the port?

8 **Mr. Lee:** No, never.

9 **Mr. Bremer:** And during the out bound transit from Brunswick were there any crew  
10 member at the Pilot door once it was opened?

11 **Mr. Lee:** Can you explain me again? The time before departure or after departure?

12 **Mr. Bremer:** Yes Captain after departure once the Pilot door was opened was there  
13 any crew members at the Pilot door?

14 **Mr. Lee:** No I gave an open to prepare the Pilot together.

15 **Mr. Reisman:** It doesn't sound like he's understanding your question Mr. Bremer.  
16 Maybe we can have the translator help you?

17 **Mr. Lee:** Yes, sir. I need a translator.

18 **Mr. Bremer:** Yes if I could please clarify for the translator. After the Pilot ladder was  
19 rigged did any crew members remain at the door?

20 **ENS [REDACTED]:** Yes the duty member was getting ready near the Pilot door as the ladder  
21 was set up.

22 **Mr. Bremer:** Okay thank you very much Captain. No further questions.

23 **Mr. Lee:** Thank you, sir.

1 **CAPT WELBORN:** Thank you Mr. Bremer. Captain Flaherty with the National  
2 Transportation Safety Board, do you have questions for this witness?

3 **NTSB:** Yes I do Captain Welborn. Good morning Captain, how are you doing, sir?

4 **Mr. Lee:** Good morning, sir.

5 **NTSB:** I'm going to go back to the time when you went on board the GOLDEN RAY  
6 during the relief process that you had with the Captain who was departing the vessel.  
7 Could you please describe in detail what information he passed to you concerning the  
8 vessel, the crew, anything that was related to the operation of the vessel.

9 **Mr. Reisman:** Captain Flaherty obviously I'm going to let the translator do his best and  
10 hopefully this will work, but I just think based on experience if we can break it down to  
11 maybe some smaller segments it might be easier. I think that's going to be tough for  
12 the translator to get all of it.

13 **NTSB:** Yeah let me. Let me start over again then. Captain as I said I'm going to start  
14 in Freeport, Texas when you joined the vessel.

15 **Mr. Lee:** Yes, sir.

16 **NTSB:** I would like to discuss the relief process you had with the Captain who  
17 departed. What information did the Captain departing pass to you about the vessel?

18 **Mr. Lee:** Yes, sir. [Korean].

19 **ENS [REDACTED]:** I've already said outgoing Captain handed over a note and we reviewed  
20 them together.

21 **Mr. Lee:** And number two [Korean].

22 **ENS [REDACTED]:** And up on the bridge the off going Captain explained the navigation and  
23 communication system and equipment on board.

1 **Mr. Lee:** No, no, translator. Outgoing Captain and I together.

2 **ENS [REDACTED]:** He and outgoing Captain were on the bridge together when the pass down  
3 happened for the navigation and communication equipment.

4 **Mr. Lee:** Number three. Outgoing Captain and I – outgoing Captain [Korean].

5 **ENS [REDACTED]:** The outgoing Captain passed over the provisions, cash money and other  
6 materials related to pass down.

7 **NTSB:** Captain -----

8 **Mr. Lee:** [Korean].

9 **ENS [REDACTED]** Outgoing Captain passed to the current Captain about the health of the crew  
10 members and other related members of the crew members.

11 **Mr. Lee:** That finished.

12 **NTSB:** Okay. Captain in your response you mentioned a note from the outgoing  
13 Captain. Do you recall what was listed on that note?

14 **ENS [REDACTED]:** Hand over note contains a lot of stuff it will be time consuming if they go over  
15 everything. Are you okay with that?

16 **NTSB:** Well I understand. Could you give me a summary of the information contained  
17 on that note?

18 **Mr. Reisman:** Captain are you asking for the details of the information provided or the  
19 topics that were covered, or both?

20 **NTSB:** Well let's, maybe if we could go over the topics and then if I have any follow-on  
21 questions to the topics we could expand there, if that's alright.

22 **Mr. Reisman:** Translator can you explain that to the Captain please? And Captain  
23 Flaherty maybe, he has a printed form and we have a record of it. I don't know that It's

1       been requested. But he has it and he's got it in front of him. So he can give you as  
2       much detail as you would like. But if you want him to start with the topics we'll do that.

3       **NTSB:** Yeah let's do the topics just for the hearing. And if there's something I would  
4       like to expand into just to discuss with him I would still like to pursue that, if needed.

5       **Mr. Reisman:** Certainly.

6       **Mr. Lee:** Yes, sir. I will start with the main topic, main title, I will talk. Is this alright?  
7       No problem?

8       **NTSB:** No problem.

9       **Mr. Lee:** First about the voyage, voyage first. And the second one is cargo and  
10      schedule. And the number three is the vessel's condition. Do you understand?  
11      Vessel's condition, number three.

12      **NTSB:** Yes.

13      **Mr. Lee:** And number four is the [in audible], ship's problem [in audible]. And number  
14      five, number five [in audible]. And number six inspections with all kinds of inspections.  
15      And then number seven about crew members conditions. Number eight are other  
16      items, small items.

17      **NTSB:** Okay. For the vessel's condition listed on that note what did it say?

18      **Mr. Lee:** Vessel's condition is [in audible] and main engine condition and side  
19      condition, car deck condition and [in audible] condition, yeah.

20      **NTSB:** How long was the relief process between you and the outgoing Captain?

21      **Mr. Lee:** I had two days handover processing period.

22      **NTSB:** So it was a 24 – how many hours from those two days was the relief process?

23      **Mr. Lee:** Sorry I'm not sure the exact period of time.

1 **NTSB:** So it would start in the morning go through it until early evening or so and then  
2 the next day you would finish it up?

3 **Mr. Lee:** I joined and started handover processing and late at night and the next day  
4 from morning 8 O'clock to the point of his disembark.

5 **NTSB:** Did you walk through the entire vessel with the outgoing Captain?

6 **Mr. Lee:** Translator.

7 **Mr. Lee:** Captain Flaherty can you tell me again please?

8 **NTSB:** Sure. Did you tour the entire vessel during the relief process?

9 **Mr. Lee:** No I didn't the whole area.

10 **NTSB:** So did you go into the engine room at all?

11 **Mr. Lee:** No I didn't go into the engine room at that time.

12 **NTSB:** Okay. Did you – was the vessel taking on or discharging cargo at the time?

13 **Mr. Lee:** Yes, sir. The cargo working is continually.

14 **NTSB:** Did you observe that operation just during your tour of the vessel?

15 **Mr. Lee:** Translator something is wrong. Captain Flaherty I am sorry I don't understand  
16 your question correctly. Can you explain me again?

17 **NTSB:** Did you witness during your tour of the vessel cargo operations?

18 **Mr. Lee:** No. The cargo operations is the Chief Officer's main job.

19 **NTSB:** Okay. Did the – did you, excuse me. Did you and the outgoing Captain review  
20 the vessel's safety management system?

21 **Mr. Lee:** Translator.

22 **ENS [REDACTED]:** No not during that relief process.

23 **NTSB:** Did the Chief Officer brief you on his responsibilities during the relief process?

1       **ENS [REDACTED]**: No Chief Officer did not report during the relief process.

2       **NTSB**: Okay. Did the outgoing Captain pass to you any comments about how the  
3       vessel handles, anything that you should be aware of as the Master?

4       **Mr. Lee**: The translator is switching what Captain Flaherty said. Captain Flaherty I'm  
5       sorry I don't understand your question correctly. Can you tell me again? Sorry.

6       **NTSB**: Sure no problem. Did the outgoing Captain pass to you anything about the  
7       vessel handling that was maybe unique? And if you need examples I can kind of give  
8       examples.

9       **Mr. Lee**: No he didn't pass me these issues and the problem.

10       **NTSB**: So when the relief process was finished you were satisfied with the condition of  
11       the vessel?

12       **Mr. Lee**: Yes, sir. I was satisfied with the condition and ship's better condition.

13       **NTSB**: And you were satisfied with the professionalism and capability of the crew?

14       **Mr. Lee**: Yes, sir.

15       **NTSB**: Was there anything that you still had questions about at the end of the relief  
16       process?

17       **Mr. Lee**: No I don't have any issues.

18       **NTSB**: When did – when did you have interaction with the Chief Officer following the  
19       relief process?

20       **Mr. Lee**: Translator.

21       **ENS [REDACTED]**: We did not have anything during the relief process, about right after I got on  
22       board I had conversation with Chief Officer.

1 **NTSB:** And was anything passed about what he thought of the vessel, the Chief  
2 Officer?

3 **ENS [REDACTED]:** No.

4 **NTSB:** Prior to departing the Port of Freeport, Texas did the Chief Officer brief you on  
5 the stability of the vessel?

6 **ENS [REDACTED]:** No.

7 **NTSB:** Did you have any questions seeing that this is your first time as the Master of  
8 this vessel concerning the stability of the vessel?

9 **ENS [REDACTED]:** No I did not.

10 **NTSB:** Were you aware of the GM of the vessel when you departed the Port of  
11 Freeport, Texas?

12 **ENS [REDACTED]:** Something different from the translator. Captain Flaherty can you tell me  
13 again and I don't understand your question correctly.

14 **NTSB:** Do you recall what the vessel's GM was when the vessel departed the Port of  
15 Freeport, Texas?

16 **Mr. Lee:** No I didn't remember.

17 **NTSB:** And was it briefed to you by anyone else on the crew besides the Chief Officer?

18 **Mr. Lee:** Sorry Captain Flaherty your talking into something broken. I cannot hear you  
19 clearly.

20 **NTSB:** I'm sorry. Did any of the other ship's officers brief you on what the GM of the  
21 vessel was when it departed Freeport, Texas?

22 **Mr. Lee:** The GM review is Chief Officer's main job.



1 **NTSB:** Correct. Did anyone pass to you, besides the Chief Officer, did anyone mention  
2 to you what the GM of the vessel was when you departed?

3 **ENS [REDACTED]:** No there was not.

4 **Mr. Reisman:** Captain Flaherty and I may have misunderstood this earlier, has he  
5 been asked whether the Chief Officer provided that information to him? Or are you just  
6 asking about others?

7 **NTSB:** I asked about the Chief Officer earlier and he said no. I just wanted to follow up  
8 if any other of the officers, I would assume deck officers had passed to him the GM,  
9 draft or any of the other information.

10 **Mr. Reisman:** And again as he mentioned we're breaking up a little bit here. I'm not  
11 sure that he – we didn't understand the question about the Chief Officer. You might ask  
12 that again. I'm not sure if that was clear here.

13 **NTSB:** Okay, no problems. Captain, prior to departing the Port of Freeport, Texas did  
14 the Chief Officer pass to you the GM of the vessel?

15 **ENS [REDACTED]:** Chief Officer informed him.

16 **NTSB:** And passed to him the GM of the vessel?

17 **ENS [REDACTED]:** Yes he told him the GM of the vessel.

18 **NTSB:** Captain do you recall the GM of the vessel that was briefed to you?

19 **ENS [REDACTED]:** No I do not recall.

20 **NTSB:** Captain do you remember if, while you may not remember the GM did the  
21 number that was passed to you sound reasonable?

22 **ENS [REDACTED]:** Yes it was.

1 **NTSB:** Okay. Let's see. And Captain if you need to take a break please let me know.  
2 I'm going to talk now about the vessel's encounter, not encounter, I'm going to talk  
3 about the vessel's – what the vessel did due to the passing hurricane.

4 **Mr. Lee:** Yes, sir.

5 **NTSB:** You were aware of the hurricane prior to departing the Port of Freeport, Texas?

6 **ENS [REDACTED]:** Yes I knew about it.

7 **NTSB:** When did you discuss the vessel's plans to prepare for the storm with your  
8 ship's officers and crew?

9 **Mr. Lee:** Captain Flaherty, if you don't mind I can take break time.

10 **NTSB:** That's fine. Captain Welborn.

11 **CAPT WELBORN:** Yes Captain Lee, thank you for asking. So now it is, the local time  
12 is 10:56. Captain Lee would 10 minutes be okay?

13 **Mr. Lee:** Yes it is better.

14 **CAPT WELBORN:** Very good. So we will stand in recess until 11:06. This court  
15 stands – this hearing stands in recess.

16 **Mr. Lee:** Thank you Captain.

17 *The hearing recessed at 10:56, 17 September 2020*

18 *The hearing was called to order at 11:06, 17 September 2020.*

19 **CAPT WELBORN:** The local time is 11:06 and we're back on the record in the formal  
20 hearing regarding the capsizing of the Motor Vessel GOLDEN RAY. Captain, you  
21 good?

22 **Mr. Lee:** Yes of course.

1 **CAPT WELBORN:** Thank you. Captain Flaherty would you like to resume your line of  
2 questioning?

3 **NTSB:** Yes I would Captain, thank you. As I was previously discussing the time the  
4 vessel prepared for the hurricane. Did you meet with your officers and crew to discuss  
5 the preparations of the vessel for the storm?

6 **ENS [REDACTED]:** Yes before departing Freeport I met with my crew members to discuss about  
7 going to a safe navigation course.

8 **NTSB:** Did your vessel take – did your vessel take any, let me ask it this way, excuse  
9 me. What type of preparations were done to prepare the vessel for the storm?

10 **ENS [REDACTED]:** To avoid storm we discussed about the safe navigation course. Also he  
11 called the crew members to tie down.

12 **NTSB:** To tie down equipment and stuff that was lose?

13 **Mr. Lee:** I asked the crew members to secure and to tie up all better equipment and  
14 cargo deck of cargo, deck.

15 **NTSB:** Did you discuss with the Chief Officer the need to take on any additional ballast  
16 for the vessel as part of preparing for the storm?

17 **ENS [REDACTED]:** Yes we did discuss.

18 **NTSB:** Did the vessel take on additional ballast for the storm?

19 **ENS [REDACTED]:** Yes we added more.

20 **NTSB:** Do you recall how much ballast was added to the vessel?

21 **ENS [REDACTED]:** I do not recall, that is a responsibility of Chief Officer.

22 **NTSB:** Did the Chief Officer pass to you what the new GM would be with the additional  
23 ballast on board?

1 **ENS [REDACTED]**: We added more ballast to overcome the hurricane swell and that's the  
2 reason why we added more ballast.

3 **Mr. Lee**: I will explain in English.

4 **Mr. Reisman**: Hold on, sir. I'm not sure you're answering the question that Captain  
5 Flaherty asked you. Captain Flaherty would you like to have maybe have the translator  
6 repeat the question. I don't think he's answering the question you asked.

7 **NTSB**: Did the Chief Officer brief you on what the vessel's new GM was following the –  
8 because of the addition of new ballast?

9 **Mr. Lee**: To ride out high wind and high swell for Hurricane Dorian.

10 **Mr. Reisman**: Captain can I help here maybe?

11 **NTSB**: Yes please, thank you.

12 **Mr. Reisman**: Captain listen to me. What Captain Flaherty is asking is did the Chief  
13 Officer tell you what the GM was after you added ballast?

14 **Mr. Lee**: Chief Officer didn't report to me the GM.

15 **NTSB**: Okay. Understood. Did the vessel encounter significant waves or swells while  
16 you waited for the hurricane to pass?

17 **ENS [REDACTED]** No we have not.

18 **NTSB**: Okay. So as I understand it there was a port change from Brunswick to  
19 Jacksonville due to the four day delay of the storm.

20 **ENS [REDACTED]**: Yes.

21 **NTSB**: Did the Chief Mate discuss with you how much ballast he was going to  
22 discharge from the vessel prior to entering the Port of Jacksonville?

23 **ENS [REDACTED]** Chief Officer did not report that amount of discharge.

1 **NTSB:** Okay. Did you encounter anything unusual with the vessel's stability as the  
2 vessel entered Jacksonville?

3 **Mr. Lee:** No.

4 **NTSB:** Did the Chief Officer go over the updated unloading and loading plan for the  
5 vessel with you?

6 **Mr. Lee:** Captain Flaherty I don't understand your question correctly. Can you explain  
7 me again?

8 **NTSB:** Sure. Did the Chief Officer update you on the loading and unloading plan for  
9 Jacksonville?

10 **ENS [REDACTED]:** No.

11 **NTSB:** Were you aware of any issues with loading cargo while in the Port of  
12 Jacksonville?

13 **ENS [REDACTED]:** No I did not.

14 **NTSB:** Did the Chief Officer discuss with you the need to take on additional fuel due to  
15 the delay of the hurricane?

16 **ENS [REDACTED]:** No he did not.

17 **NTSB:** Let's see. When you're Master on other vessels was it common to fully  
18 delegate all the stability responsibilities to the Chief Officer?

19 **ENS [REDACTED]:** Yes.

20 **NTSB:** When you were departing the Port of Jacksonville did you notice or have any  
21 concerns with the vessel's stability?

22 **ENS [REDACTED]:** No there was no issue.

1 **NTSB:** During the voyage from Jacksonville to Brunswick did you have any concern  
2 about the stability of the vessel?

3 **ENS [REDACTED]:** No issue.

4 **NTSB:** Did any of the ship's offices or crew express to you a concern about the  
5 vessel's stability?

6 **ENS [REDACTED]:** No there was none.

7 **NTSB:** I'm going to jump forward here a little bit to Brunswick when the vessel was –  
8 from the time the vessel finished loading the cargo and prior to departing. Was the  
9 cargo operation, to your knowledge completed without any issues or concerns?

10 **Mr. Lee:** What the Captain noted as good. Captain Flaherty please tell me again.

11 **NTSB:** Sure. In the Port of Brunswick did the cargo operations proceed as planned?

12 **ENS [REDACTED]:** Yes proceeded as planned.

13 **Mr. Reisman:** Are you asking, I think there may be some confusion. Your original  
14 question asked if there were problems, now you've asked if it was as planned. I'm not  
15 sure which one he's attempting to answer.

16 **NTSB:** Well then I'll just ask it again just, as planned. I shortened it. Were there any  
17 issues or concerns with the cargo operations in Brunswick?

18 **ENS [REDACTED]:** No there was not.

19 **NTSB:** Okay. At any time prior to the accident did you witness the Chief Officer  
20 comparing and evaluating the vessel's stability?

21 **Mr. Lee:** The translator is something different what the Captain Flaherty's question. I'm  
22 sorry I don't understand Captain Flaherty's question. Can you explain what or clearly?

1 **NTSB:** Were you present in the ship's office at any time prior to the accident to watch  
2 the Chief Officer calculate the stability of the vessel?

3 **Mr. Reisman:** Do you understand his question Captain or do you want to hear it in  
4 Korean?

5 **Mr. Lee:** I need the Korean translator. That's something different the question and the  
6 translator.

7 **Mr. Reisman:** Captain Flaherty can I help here?

8 **NTSB:** Sure.

9 **Mr. Reisman:** And Captain please obviously correct if I'm misstating with your intention  
10 of your question.

11 **NTSB:** Of course.

12 **Mr. Reisman:** Captain I think what Captain Flaherty is asking you is, did you go into  
13 the cargo office on the ship in Brunswick and watch the Chief Officer calculate stability  
14 on the load com?

15 **Mr. Lee:** I understand it.

16 **Mr. Reisman:** Captain is that accurate?

17 **NTSB:** That's accurate.

18 **Mr. Lee:** No I trust the Chief Officer to – job. I didn't go to deck officer, deck office.

19 **NTSB:** Okay. So just at no point during your time on board the vessel did you just  
20 happen to see or oversee the Chief Officer calculating the vessel's stability?

21 **Mr. Lee:** That's something different of the translator and the question. Or the  
22 translation.

23 **Mr. Reisman:** You want me to help Captain?

1 **NTSB:** Yes please.  
2 **Mr. Reisman:** From the time you boarded the ship in Brunswick, I mean at Freeport  
3 until the accident did you ever go into the cargo office and watch the Chief Officer  
4 calculate stability?

5 **Mr. Lee:** No.

6 **NTSB:** Okay. Captain thank you for your time. Captain Welborn I have no further  
7 questions at this time.

8 **CAPT WELBORN:** Thank you Captain Flaherty I do appreciate it. Captain Lee.

9 **Mr. Lee:** Yes, sir.

10 **CAPT WELBORN:** Good?

11 **Mr. Lee:** Good. Thank you, sir.

12 **CAPT WELBORN:** Yes very intense. A couple of follow-on questions before we move  
13 on to our next few individuals that may have questions for you. When the ship was  
14 delayed due to Dorian and Brunswick and Jacksonville ports were shifted in the  
15 sequence, was there a change to the stow plan at that time?

16 **ENS [REDACTED]:** There was no change.

17 **CAPT WELBORN:** In the Jekyel Island Range approaching the Widener I asked if you  
18 recall the ship's draft. You told me no. Do you recall the under keel clearance for that  
19 area?

20 **Mr. Lee:** I'm not sure.

21 **CAPT WELBORN:** Thank you.

22 **Mr. Lee:** You're welcome, sir.



1 **CAPT WELBORN:** Captain did, on the out bound transit from Brunswick, up until the  
2 incident, up until the 20 degrees rudder was called for did you ever feel that the stability  
3 of the vessel was in question?

4 **Mr. Lee:** Never.

5 **CAPT WELBORN:** Before the ship rolled over did you hear or feel any cargo shift on  
6 board?

7 **ENS [REDACTED]:** No never.

8 **CAPT WELBORN:** Did the ship react or do you believe that you may have struck  
9 anything underneath the ship before it rolled over?

10 **ENS [REDACTED]:** No I did not feel anything.

11 **CAPT WELBORN:** When did you realize that the stability of your ship was in question  
12 and how did you know?

13 **ENS [REDACTED]:** Until the ship rolled over completely I did not know any issue or problem with  
14 the ship.

15 **CAPT WELBORN:** Thank you Captain.

16 **Mr. Lee:** You're welcome, sir.

17 **CAPT WELBORN:** I now have one question from the Korean Maritime Safety Tribunal.  
18 The question is, Captain what do you believe, excuse me, I'll start again. Captain what  
19 led you to believe that the stability of the GOLDEN RAY was good enough to depart the  
20 port of Brunswick?

21 **Mr. Lee:** The translator says something different what the Captain is speaking.

22 Captain can you explain me again?

1 **CAPT WELBORN:** Yes. I will ask the question as we received it from KMST. What led  
2 you to believe that the stability of your ship was good enough to depart the Port of  
3 Brunswick?

4 **Mr. Lee:** I understand.

5 **Mr. Reisman:** Do you want the translation or do you want to answer?

6 **Mr. Lee:** Okay Captain. I will talk in English. Prior to departure in Brunswick Chief  
7 Officer report to me over telling and after sailing Brunswick Chief Officer submit the  
8 stability calculation ship. Everything the Chief Officer said stability calculations  
9 everything's okay. Chief Officer work on better modern ships for six years. And he had  
10 enough experiences as a Chief Officer. So I trust, I rely on the Chief Officer stability  
11 call.

12 **Mr. Reisman:** Captain can I just clarify. You said six years on the ship. Did you mean  
13 six years of -----

14 **Mr. Lee:** Six months. Sorry six months.

15 **Mr. Reisman:** I didn't think the ship was that old.

16 **CAPT WELBORN:** Six months. Do you know what system the Chief Officer used to  
17 calculate stability?

18 **Mr. Lee:** Yes I know. Chief Officer use a program load com system.

19 **CAPT WELBORN:** Thank you Captain.

20 **Mr. Lee:** You're welcome, sir.

21 **CAPT WELBORN:** Captain we have a few more questions. Are we okay to proceed?

22 **Mr. Reisman:** Do you want a quick break or are you okay.

23 **Mr. Lee:** Can I take break for 5 minutes?

1 **CAPT WELBORN:** Yes absolutely Captain, absolutely. So currently the local time is  
2 11:32. Let's go ahead and break for 10. So we will reconvene at 11:42. This hearing  
3 stands adjourned.

4 *The hearing recessed at 11:32, 17 September 2020*

5 *The hearing was called to order at 11:42, 17 September 2020.*

6 **CAPT WELBORN:** The local time is now 11:42 and we're back on the record at this  
7 formal hearing addressing the capsizing of the Motor Vessel GOLDEN RAY. Captain  
8 before we get started again I want to commend you on your English and you're handling  
9 yourself very well. You're doing fine, thank you.

10 **Mr. Lee:** You're welcome, sir.

11 **CAPT WELBORN:** So Captain I told you before the break we had a couple more folks  
12 that would ask questions. I will start with Mr. Reisman. Sir, do you have questions for  
13 this witness?

14 **Mr. Reisman:** Thank you Captain. I have no questions for the witness at this time.

15 **CAPT WELBORN:** Thank you Mr. Reisman. Mr. Gilsenan, do you have questions for  
16 this witness.

17 **Mr. Gilsenan:** No, sir. No thank you Captain.

18 **CAPT WELBORN:** Understood. We have received no more questions from KMST. So  
19 Captain I want to again thank you for your testimony today. I do appreciate the care  
20 that you provided in the responses that you gave us today. I know this was a very long  
21 interview. Again thank you very much. I do ask though, Captain that you are available  
22 for recall if need be if we have some additional questions we may need to contact you  
23 again to have those questions answered. Is that okay?

1 **Mr. Lee:** Yes, sir.

2 **Mr. Reisman:** Captain Welborn as with the other witnesses as I've mentioned  
3 previously, Captain Lee is scheduled to fly home to Korea tomorrow which will put him  
4 back in Korea I think Saturday, maybe late tomorrow or early Saturday our time.  
5 Certainly if you all have questions for him next week we would make him available by  
6 video or by telephone conference or for written questions, however you please. But we  
7 just want to make sure is it okay for him to travel back to Korea tomorrow.

8 **CAPT WELBORN:** Absolutely. Safe travels to you Captain.

9 **Mr. Lee:** Thank you very much Captain.

10 **CAPT WELBORN:** Thank you for your time. So we have one piece of housekeeping  
11 that we need to take care before we take our recess for lunch. Exhibit 10 which is the  
12 two photos that we showed to Captain Lee of the Pilot door we would like to enter those  
13 into evidence. Any objections from the Republic of the Marshall Islands?

14 **Mr. Bremer:** No objections Captain.

15 **CAPT WELBORN:** NTSB?

16 **NTSB:** No objections.

17 **CAPT WELBORN:** We will wait to see if KMST has any objections. Mr. Reisman,  
18 objections, sir?

19 **Mr. Reisman:** It will be clear that those photos were from the SILVER RAY, is that  
20 correct?

21 **CAPT WELBORN:** Yes, sir. We will note those as so. Photos of the SILVER RAY  
22 being the sister ship of the GOLDEN RAY.

23 **Mr. Reisman:** Roger. Then no objections.

1 **CAPT WELBORN:** Mr. Gilsenan?

2 **Mr. Gilsenan:** No objections, sir.

3 **CAPT WELBORN:** And we received no objections from KMST. So those two photos  
4 are entered as Coast Guard Exhibit 10. The local time now is 12:45. Our next witness  
5 is not due on the stand until 12:30. So we will recess until 12:30 local time. This  
6 hearing stands in recess.

7 *The hearing recessed at 11:45, 17 September 2020*

8 *The hearing was called to order at 12:30, 17 September 2020.*

9 **CAPT WELBORN:** So the time is locally 12:30 here in Brunswick, Georgia. We're  
10 back on the record for the formal hearing to look into the events leading up to and after  
11 the capsizing the vessel GOLDEN RAY on September 8<sup>th</sup>, 2019. Our Next witness is  
12 Mr. Tae Kim who will speak to the ship's safety management system, the company's  
13 safety management system and Mr. Lee Willett will lead this investigation. Excuse me,  
14 will lead this line of questioning.

15 **Mr. Willett:** Sir, could you please state your name and spell your last name for the  
16 record?

17 **Mr. Reisman:** Is our translator on?

18 **Mr. Willett:** He is, but before I need to step back a little bit. We need to swear in the  
19 witness.

20 **Recorder:** Good afternoon. The following witness requires the use of a translator.

21 ENS [REDACTED] has previously been sworn. For the record I would like to remind you that you  
22 are still under oath ENS [REDACTED] for the purposes of this proceeding. Mr. Kim please stand  
23 and raise your right hand. A false statement, good morning. A false statement given to

1 an agency of the United States is punishable by fine and or imprisonment under 18  
2 United States Code 1001. Knowing this do you solemnly swear that the testimony  
3 you're about to give will be the truth, the whole truth and nothing but the truth so help  
4 you God?

5 **Mr. Kim:** Yeah.

6 **Recorder:** Thank you please be seated. Mr. Willett will be the lead questioner for this  
7 witness.

8 **Mr. Willett:** Mr. Kim could you please state your name and spell your last name for the  
9 record?

10 **Mr. Kim:** Tae Kim, K-I-M.

11 **ENS [REDACTED]:** My name is Tae Kim, and my last name K-I-M.

12 **Mr. Willett:** Are you represented by counsel?

13 **ENS [REDACTED]:** Yes.

14 **Mr. Willett:** Have you been designated a party in interest?

15 **Mr. Reisman:** I'm not sure he understands.

16 **Mr. Willett:** I know it was just something we ask for the record. He has not been  
17 designated a party in interest.

18 **Mr. Reisman:** And I apology – I couldn't understand his answer to your prior question  
19 on whether he's represented by counsel. Did he say yes or no? I didn't understand it.

20 **Mr. Willett:** He said yes.

21 **Mr. Reisman:** Okay. You understand I represent the company, not you individually, do  
22 you understand that?

23 **Mr. Kim:** I'm sorry.

1 **Mr. Reisman:** No problem. What Mr. Willett was asking is do you have your own  
2 personal lawyer representing you here today?

3 **Mr. Kim:** Could you -----

4 **Mr. Willett:** ENS [REDACTED] could you translate?

5 **Mr. Kim:** No, company lawyer.

6 **Mr. Willett:** Do you hold any professional certificates or certifications?

7 **ENS [REDACTED]:** Yes I do.

8 **Mr. Willett:** Could you list those certificates or certifications?

9 **ENS [REDACTED]:** He says he has an Engineer's License.

10 **Mr. Willett:** Okay. Who is your current employer?

11 **Mr. Kim:** G-Marine service.

12 **Mr. Willett:** So that is G-Marine service?

13 **Mr. Kim:** Yes.

14 **Mr. Willett:** What position do you hold?

15 **Mr. Kim:** Company superintendent, technical superintendent.

16 **Mr. Willett:** Did you say superintendent, technical superintendent?

17 **Mr. Kim:** Yeah.

18 **Mr. Willett:** How long have you held that position?

19 **Mr. Kim:** Five years.

20 **Mr. Willett:** Have you received any training for your position?

21 **Mr. Kim:** On the job training internally in company.

22 **Mr. Willett:** How many ships do you manage or oversee?

23 **Mr. Kim:** Now three vessels.

1 **Mr. Willett:** Are they are all car carriers?

2 **Mr. Kim:** Yes, car carriers.

3 **Mr. Willett:** Did you oversee the GOLDEN RAY?

4 **Mr. Kim:** Yes.

5 **Mr. Willett:** How does the GOLDEN RAY, or how did the GOLDEN RAY calculate their  
6 stability?

7 **Mr. Kim:** Chief Officer, load com, sir, stability.

8 **ENS [REDACTED]:** Chief Officer calculates stability using load com.

9 **Mr. Willett:** Explain how the load com works.

10 **ENS [REDACTED]:** Chief Officer puts all data for ship's stability into entry and depending on the  
11 results you get the display.

12 **Mr. Willett:** How many inputs into the load com are manual?

13 **ENS [REDACTED]:** Since I'm an engineer I'm not sure.

14 **Mr. Reisman:** If I can interject, again we're – we were designed to talk about the  
15 policies and procedures and now you're asking operational details of the operations of a  
16 load com computer. I just don't know that our SMS witnesses are going to be able to  
17 answer that. That's not a policy and procedure.

18 **Mr. Willett:** Noted. How are members trained to use the load com computer?

19 **ENS [REDACTED]:** There's no procedure on SMS on load com. But in order to be a Chief  
20 Officer this is a basic knowledge to get the license. And for Second and Third Mates  
21 they get on the job training.

22 **Mr. Willett:** How often is the load com verified to ensure that it's accurate?



1 **ENS [REDACTED]**: For our policy every three months by Chief Officer. And there's annual  
2 surveys from Korean Register.

3 **Mr. Willett**: When was the load com on the GOLDEN RAY last checked for accuracy?

4 **ENS [REDACTED]**: The record is on the ship. So I do not get the exact date.

5 **Mr. Willett**: Could we receive a copy of that data?

6 **Mr. Reisman**: The witness said it's on board the ship, it cannot be [in audible].

7 **Mr. Willett**: Okay. When does G-Marine require the vessels to calculate stability?

8 **ENS [REDACTED]**: Can you your question one more time?

9 **Mr. Willett**: Yes. When does G-Marine or Hyundai Glovis require vessels to calculate  
10 stability?

11 **Mr. Reisman**: Just for the record Mr. Kim as he told you is a G-Marine employee, I'm  
12 not sure that he's qualified or capable of talking about any Hyundai Glovis policies.

13 **Mr. Willett**: Okay. Is G-Marine in charge of the day to day operations of the vessel?

14 **Mr. Kim**: Yeah.

15 **Mr. Willett**: When does G-Marine require vessels to calculate stability?

16 **ENS [REDACTED]**: Prior to departure and prior to arriving they calculate stability.

17 **Mr. Willett**: Does G-Marine require the stability calculations to be sent to a shore  
18 office?

19 **ENS [REDACTED]**: No we do receive the calculation.

20 **Mr. Willett**: Does anyone from G-Marine check to ensure that stability calculations are  
21 accurate?

22 **Mr. Reisman**: Are you asking about somebody on the ship or off of the ship or both?

23 **Mr. Willett**: Off of the ship. Off of the ship.

1 **Mr. Reisman:** On shore.

2 **Mr. Kim:** On shore.

3 **Mr. Reisman:** On shore.

4 **ENS [REDACTED]:** There's no designated person to verify on shore.

5 **Mr. Willett:** Does G-Marine have a policy that states how the Chief Officer is required  
6 to use the load com computer?

7 **ENS [REDACTED]** He asked whether you're referring to training?

8 **Mr. Willett:** Correct, I think he answered that they were trained when they got their  
9 license. But I was asking if G-Marine had additional training for the Chief Officer?

10 **ENS [REDACTED]** There's a load com operational manual on board the Chief Officer can use  
11 and they learn it from on the job training as well as during hand over you get from your  
12 predecessor.

13 **Mr. Willett:** According to the safety management system how long should that hand  
14 over training be?

15 **ENS [REDACTED]** There's no specific date line.

16 **Mr. Willett:** The training that you mentioned about the load com computer do you have  
17 a copy of that on shore?

18 **Mr. Reisman:** Are you referring to the manual?

19 **Mr. Willett:** Correct, the manual.

20 **Mr. Kim:** Yes.

21 **Mr. Willett:** Does the safety management system state that only the Chief Officer  
22 conducts stability calculations?

23 **Mr. Kim:** Yeah.

1 **Mr. Willett:** Does anyone else on board, according to the safety management system  
2 look into and verify the stability calculations of the vessel?

3 **ENS [REDACTED]:** No only Chief Officer.

4 **Mr. Willett:** Does anyone else on board know how to use the load com computer  
5 according to the safety management system?

6 **Mr. Reisman:** I've got to object to that question. I'm not sure what you meant when  
7 you added according to the SMS Manual. Are you asking ----

8 **Mr. Willett:** I'll rephrase.

9 **Mr. Reisman:** Okay, thank you.

10 **Mr. Willett:** Does the safety management system identify any other individuals on  
11 board that are trained or allowed to use the stability calculation or the load com  
12 computer?

13 **ENS [REDACTED]:** Could you please repeat the question in English?

14 **Mr. Willett:** Are there – does the safety management system identify any other crew  
15 members that can use the load com computer?

16 **ENS [REDACTED]:** It is Chief Officer who use load com.

17 **Mr. Willett:** So only the Chief Officer?

18 **ENS [REDACTED]:** Yes.

19 **Mr. Willett:** Does the safety management system talk about taking soundings of the  
20 ballast?

21 **ENS [REDACTED]:** Could you please repeat the question?

22 **Mr. Willett:** Does the safety management system address when to take soundings of  
23 the ballast tanks?

1 **ENS [REDACTED]**: There is a process for measuring the sounding or ballast tanks, but I do not  
2 know when exactly.

3 **Mr. Willett**: Is there a requirement in the safety management system to take the salinity  
4 of the ballast?

5 **ENS [REDACTED]**: I think it is included to check the salinity.

6 **Mr. Willett**: When these measurements are taken is a report generated and sent to G-  
7 Marine?

8 **ENS [REDACTED]**: No we do not receive any report.

9 **Mr. Willett**: Do you ever – did you receive a report when the vessel left Jacksonville  
10 that detailed the GM of the vessel?

11 **ENS [REDACTED]**: Yes I received the departure report.

12 **Mr. Willett**: Does he recall or do you recall the GM at the departure from Jacksonville  
13 in that report?

14 **ENS [REDACTED]**: I cannot recall the exact number.

15 **Mr. Willett**: That's okay. Did you receive a report from the GOLDEN RAY that detailed  
16 the GM at its departure from Brunswick?

17 **ENS [REDACTED]**: I did not receive one.

18 **Mr. Willett**: Does the SMS address how soon after departure that the vessel needs to  
19 send that report to G-Marine?

20 **ENS [REDACTED]**: There is no specific timeline.

21 **Mr. Willett**: Does the SMS state when the Chief Officer can discharge ballast?

22 **ENS [REDACTED]**: No because its upon Captain and Chief Officer's discrepancy – discretion.

1 **Mr. Willett:** Okay. Does the SMS or safety management system explain to the Chief  
2 Officer what he needs to do if the GM is not correct?

3 **Mr. Reisman:** For clarification the question you asked you if the GM is not correct, is  
4 that what you're asking as opposed to insufficient?

5 **Mr. Willett:** I guess I could rephrase. If the load com says the GM is not correct does  
6 the safety management system detail or let the Chief Officer know what he needs to do  
7 to correct the GM?

8 **Mr. Reisman:** Again I don't want to interfere with you, but I don't understand it in  
9 English.

10 **Mr. Willett:** Okay.

11 **Mr. Reisman:** You're saying the GM is not correct. I don't know that -----

12 **Mr. Willett:** If the GM is insufficient to sail, its unstable.

13 **ENS [REDACTED]:** I cannot recall that procedure, but if there's an issue with ship's stability the  
14 Chief Officer has to report to Captain and they can adjust it the last time.

15 **Mr. Willett:** Okay. Does the safety management system detail where the Chief Officer  
16 should be during cargo operations?

17 **ENS [REDACTED]:** He asked like where?

18 **Mr. Willett:** Yes physically on the ship, yes.

19 **ENS [REDACTED]:** There is no specific policy that – where the Chief Officer has to be.

20 **Mr. Willett:** Does the safety management system address where the Chief Officer  
21 should get the weights for each vehicle?

22 **ENS [REDACTED]:** There is no specific policy.

1 **Mr. Willett:** Captain Welborn. I've completed my questions and I turn the gentleman  
2 back over to you.

3 **CAPT WELBORN:** Thank you Mr. Willett. So now, sir we will go around our SIS's and  
4 see if we have follow-on questions. The Republic of the Marshall Islands do you have  
5 questions for this witness Mr. Bremer?

6 **Mr. Bremer:** Yes Captain. Sir can you please describe as the Technical and  
7 Superintendent what your interaction with the GOLDEN RAY would normally be?

8 **ENS [REDACTED]:** Support all the request from the ship and then trying to [in audible] on board  
9 the ship.

10 **Mr. Reisman:** Your answer broke up, we couldn't hear it here. Would you mind  
11 repeating that please?

12 **ENS [REDACTED]:** Yes, sir. We get all the requests from the ship and then we try to support  
13 those requests. And then we also we put all input all status on board the ship.

14 **Mr. Bremer:** Okay. And in your experience as the Technical Superintendent for  
15 GOLDEN RAY did you have any issues getting needed spare parts or equipment?

16 **ENS [REDACTED]:** No.

17 **Mr. Bremer:** And as the Technical Superintendent do you go on board the ships that  
18 you oversee?

19 **ENS [REDACTED]:** Yes I do regularly.

20 **Mr. Bremer:** And if you've been on the GOLDEN RAY prior to the incident, when was  
21 the last time?

22 **ENS [REDACTED]:** February 2019.

1 **Mr. Bremer:** And how would you describe the condition of the GOLDEN RAY when  
2 you were last on board?

3 **ENS [REDACTED]:** The condition was very good since the GOLDEN RAY was just over a year  
4 after it was built.

5 **Mr. Bremer:** And were you aware of any overdue maintenance items or non-  
6 operational machinery on board the GOLDEN RAY prior to the incident?

7 **ENS [REDACTED]:** I cannot recall at this point and time.

8 **Mr. Bremer:** Okay thank you, sir. No further questions.

9 **CAPT WELBORN:** Thank you Mr. Bremer. Captain Flaherty do you have questions  
10 from NTSB for this witness?

11 **NTSB:** No I do not.

12 **CAPT WELBORN:** Thank you, sir. Mr. Kim a couple of follow-on questions. As the  
13 fleet manager or the technical superintendent what company plans are you responsible  
14 for?

15 **ENS [REDACTED]:** Captain could you please describe more about the plan?

16 **CAPT WELBORN:** What company documents, like the safety management system  
17 would be one, what other documents, what other guiding instructions are you  
18 responsible for as a technical superintendent?

19 **ENS [REDACTED]:** I'm not sure what question is asking for sure. I have lots of documents that I  
20 manage.

21 **Mr. Reisman:** We're having trouble hearing the translator. If you could just – you're  
22 fine, I couldn't hear the translator.

1       **CAPT WELBORN:** The last statement he made was the individual is unsure about the  
2       question regarding what documents I'm asking about. So I'm not sure if you can help  
3       us out here Mr. Reisman. Obviously the safety management system is maintained by  
4       the technical superintendent. I'm trying to clarify what other quality type, management  
5       type, oversight type documents he is responsible for.

6       **Mr. Reisman:** I'll see if – I'll try and help, I don't know if I can. What he's asking is are  
7       there any other plans or programs that the company has that you're responsible for  
8       monitoring on the ship. Is there a routine maintenance program, something like that?  
9       Captain is that what you're looking for?

10      **CAPT WELBORN:** That's a good characterization, thank you.

11      **Mr. Kim:** We have [Korean].

12      **ENS [REDACTED]:** We have preventative maintenance procedures so we go along with that  
13      manual.

14      **CAPT WELBORN:** Any others?

15      **Mr. Reisman:** Captain just for clarification. You asked specifically that Mr. Kim  
16      oversees, is that correct?

17      **CAPT WELBORN:** In his role as the technical superintendent, yes.

18      **Mr. Reisman:** Roger. Do you understand?

19      **Mr. Kim:** Yeah.

20      **ENS [REDACTED]:** I manage supply required from the ship when it arrives at the port. And I  
21      take care of the requests for the spare parts. And [in audible] as well, sorry about that.

22      **CAPT WELBORN:** Okay, thank you. Mr. Kim is the load com manual available on  
23      board the ship?



1       **ENS [REDACTED]**: Yes it is.

2       **CAPT WELBORN**: Does anyone ashore with the company have access to the load  
3       com system?

4       **ENS [REDACTED]**: No, cannot access.

5       **CAPT WELBORN**: Does anyone in the company ashore understand how the load com  
6       system operates?

7       **ENS [REDACTED]**: Yes, various.

8       **CAPT WELBORN**: Who is that?

9       **ENS [REDACTED]**: No specific person, whenever it becomes necessary that person performs  
10       that duty.

11       **CAPT WELBORN**: How long after departure, let me start again. What is the normal  
12       time after a ship departs before the stability information is translated to the company?

13       **ENS [REDACTED]**: Could you please verify if it's the stability report or arrive report or departure  
14       report?

15       **CAPT WELBORN**: The departure report with stability information.

16       **ENS [REDACTED]**: There's no deadline.

17       **CAPT WELBORN**: Is there a document that the Chief Officer may refer to, to  
18       determine if the ship's GM is within safe parameters?

19       **ENS [REDACTED]**: You can verify GM through load com automatically and using GM stability.

20       **CAPT WELBORN**: Will the load com advise the Chief Officer if the GM is safe for  
21       transit?

22       **ENS [REDACTED]**: Report will say whether it is satisfied or not.

1       **CAPT WELBORN:** When the vessel departs port they issue a departure report to the  
2       company. What's contained in this report?

3       **ENS [REDACTED]:** In the name of the report, the time and date, GM, [in audible], steering and  
4       cargo related information.

5       **Mr. Reisman:** Cargo what information?

6       **ENS [REDACTED]:** Cargo related.

7       **Mr. Reisman:** Thank you.

8       **CAPT WELBORN:** And this report is normally sent to the company how long after  
9       departure?

10       **ENS [REDACTED]:** It varies depending on the ship's condition.

11       **Mr. Reisman:** Do you disagree with what he said?

12       **Mr. Kim:** Disembark but it depends on the ship's condition.

13       **Mr. Reisman:** Captain we're you all able to hear that.

14       **CAPT WELBORN:** Yes. I was. So I'm trying to get the witness to tell me, is that  
15       hours, days, weeks, months. How long after the ship departs port on average does it  
16       take before that report is sent to company?

17       **ENS [REDACTED]:** After the, on average after the Pilot disembarks.

18       **CAPT WELBORN:** Mr. Kim you said that submission of this report is dependent upon  
19       the ship's condition. What do you mean by condition?

20       **ENS [REDACTED]:** It's just not safe for navigation, Captain can hold crew members to safe  
21       condition and they could delay their report.

1 **CAPT WELBORN:** Thank you Mr. Kim. I just received a note that we have no  
2 questions from KMST for this witness. So I will go through and ask our PII's. Mr.  
3 Reisman do you have questions for this witness?

4 **Mr. Reisman:** I have one question Captain Welborn. Mr. Kim earlier there was a  
5 question about the SMS policy and who could use the load com computer. Do you  
6 remember being asked that?

7 **Mr. Kim:** Yeah.

8 **Mr. Reisman:** Does the SMS say that only the Chief Officer is allowed to use it, or  
9 does the SMS say that the Chief Officer is responsible and required to use it? Which of  
10 those is it?

11 **Mr. Kim:** Again.

12 **Mr. Reisman:** Does the SMS say that the Chief Officer is required to use the load  
13 com?

14 **ENS [REDACTED]:** It is the responsibility of the Chief Officer.

15 **Mr. Reisman:** Does the SMS say that no one else is allowed to use the load com?

16 **ENS [REDACTED]:** There is no policy.

17 **Mr. Reisman:** Thank you. I have no further questions, thank you.

18 **CAPT WELBORN:** Thank you Mr. Reisman. Mr. Gilsenan, do you have questions for  
19 this witness?

20 **Mr. Gilsenan:** No, sir. Thank you.

21 **CAPT WELBORN:** Mr. Kim do you know specifically where in the SMS the stability  
22 information is contained?

23 **ENS [REDACTED]:** Yes I do.

1 **Mr. Reisman:** I think he said more than that.

2 **ENS [REDACTED]:** It is listed in the cargo operation manual.

3 **CAPT WELBORN:** Is the cargo operations manual part of the SMS?

4 **ENS [REDACTED]:** Yes it is.

5 **CAPT WELBORN:** So Mr. Kim you said that the SMS does not restrict usage of the  
6 load com to just the Chief Officer, correct?

7 **ENS [REDACTED]:** There's no policy saying no one else can use it.

8 **CAPT WELBORN:** But the only person trained to use it is the Chief Officer?

9 **Mr. Reisman:** Are you asking what the policy says or whether anybody else on board  
10 has been trained?

11 **CAPT WELBORN:** This is solely about the policy, sir.

12 **ENS [REDACTED]:** Captain could you please repeat the question again?

13 **CAPT WELBORN:** The policy states that anyone can use the load com. But who else  
14 on board is specifically trained to use the load com?

15 **Mr. Reisman:** Captain I apologize, I'm not trying to – but I think you may have  
16 misstated what the policy says. The witness didn't say the policy says anybody can use  
17 it. He said that the policy doesn't say that only the Chief Officer could use it.

18 **CAPT WELBORN:** You're correct, sir. I stand corrected. So the policy states that not  
19 only the Chief Mate is not the only one who can use it. My question is, please go ahead

20 Mr. ----

21 **Mr. Reisman:** I don't want him to be confused. But what I think the policy says is the  
22 Chief Officer is required to use it. It's silent as to whether anybody else could use it. I  
23 think that's what he told us earlier.

1 **CAPT WELBORN:** But no one else has been trained to use it. Is that correct?

2 **ENS [REDACTED]:** As I said before Chief Officer learned about stability from this school, he has  
3 a license and they can refer to the manual.

4 **CAPT WELBORN:** Understood. So other questions from our SIS's? Captain Flaherty  
5 are you – do you have any follow-on questions for this witness?

6 **NTSB:** No I do not.

7 **CAPT WELBORN:** Mr. Bremer?

8 **Mr. Bremer:** No additional questions.

9 **CAPT WELBORN:** Thank you. Okay. Mr. Kim I do thank you for your time today.  
10 Thank you for your testimony and as with the other witnesses I have to ask up front, Mr.  
11 Reisman will Mr. Kim also be departing the U.S.?

12 **Mr. Reisman:** Yes Captain he's scheduled to depart tomorrow morning.

13 **CAPT WELBORN:** Understood. So Mr. Kim if we need to contact you again and  
14 discuss or ask more follow-on questions we'll do that through Mr. Reisman's office.

15 **Mr. Reisman:** Do you understand you can go back to Korea tomorrow. If they have  
16 any additional questions they'll let me know and I'll contact you and we'll get those  
17 answers to them.

18 **Mr. Kim:** Okay.

19 **CAPT WELBORN:** Thank you again Mr. Kim. I do appreciate your testimony today.  
20 The witness is dismissed. So now the local time is 1:23. We're preparing to take a  
21 short recess and we will enter some more information into the record. We have some  
22 previous interviews regarding one of the crew members that was stranded on board the  
23 vessel once it capsized that we're going to read into the interview instead of bringing

1 this individual back to the United States, or having them available for testimony. That  
2 will be the First Engineer. So we're going to take a, like is said a quick recess. The  
3 local time is 1:23. We will reconvene in 10 minutes at 1:33 to hear a reading of that  
4 testimony. We stand in recess.

5 *The hearing recessed at 1:23, 17 September 2020*

6 *The hearing was called to order at 1:33, 17 September 2020.*

7 **CAPT WELBORN:** Good afternoon ladies and gentlemen, the local time now in  
8 Brunswick is 1:33 and we're back on the record in the formal hearing of the GOLDEN  
9 RAY capsizing. At this time we will have two members of our investigation support  
10 team read relevant excerpts from a previously sworn testimony of the GOLDEN RAY's  
11 First Engineer at the time of the incident. Mr. Junyoung Kim. We are entering this  
12 testimony to expedite these proceedings. Given the small amount of information  
13 needed from Mr. Kim. MST2 [REDACTED] will be reading the questions posed by each  
14 interviewer stating each individual's name and ENS [REDACTED] will read the  
15 question, pardon me, read the answers from Mr. Kim. You will be hearing their voices  
16 but they will not be appearing on video. Lieutenant Commander [REDACTED] our Recorder  
17 has previously sworn in MST2 [REDACTED] and ENS [REDACTED] off the record. I will enter this  
18 document as Coast Guard Exhibit 11 unless there are objections from the SIS's or PII's  
19 at the conclusion. MST2 [REDACTED] please proceed.

20 [The following transcript was read into the record by MST2 [REDACTED] and ENS [REDACTED]

21 **Mr. FLAHERTY:** Please state your name and spell your last name for the record.

22 **MR. FLAHERTY:** Sir, if you could please state your name?

23 **MR. KIM :** My name is Junyong Kim.

1 **MR. FLAHERTY:** Could you please spell your last name.

2 **MR. KIM:** My last name is K-I-M.

3 **Mr. Willett:** Can you give us a brief summary of your background and experience?

4 Before we talk about the incident, we'd like to know a little bit about your background.

5 How long have you been sailing?

6 **MR. KIM :** From the first time on board?

7 **MR. WILLETT:** Yes.

8 **MR. KIM :** It was 2012.

9 **MR. WILLETT:** 2012?

10 **MR. KIM :** Yes. And I was third engineer starting on board.

11 **MR. WILLETT:** And you graduated from academy in 2012?

12 **MR. KIM :** Yes, sir.

13 **MR. WILLETT:** How long have you been a first?

14 **MR. KIM :** Oh, it's 1 not the concern because -- so sorry, sir. I just need to count.

15 **MR. WILLETT:** Okay. That's no problem. It can just be approximate too. It doesn't have

16 to be exact.

17 **MR. KIM :** I was onboard as first engineer including this time, four times. So, it's total --

18 and he started as first engineer 2015,'16 and he had a break in 2017 and went on back

19 in 2018 until now.

20 **MR. WILLETT:** Okay. Okay. How many car carriers have you been on?

21 **MR. KIM :** Including this time, second time.

22 **Mr. Willett:** When did you report to the GOLDEN RAY?

23 **MR. WILLETT:** Second time. Okay. When did you embark the Golden Ray?

1 **MR. KIM** : Embark was, I didn't concern. It's not to be concerned.

2 **MR. WILLETT**: That's okay, just approximate.

3 **MR. KIM** : Last December.

4 **MR. WILLETT**: Last December?

5 **MR. KIM** : Yeah. December 17 or 18. Yeah.

6 **MR. WILLETT**: So, you've been on board a few months?

7 **MR. KIM** : No, sir. I've been here with Golden Ray about 9 months.

8 **Mr. Willett**: Describe your duties and responsibilities as 1st Engineer of the GOLDEN  
9 RAY.

10 **MR. WILLETT**: What does your normal job consist of in the engine control room?

11 **MR. KIM** : Okay. My job, main job was doing stand by engine. I check the engine  
12 condition. Basically, I can, I watch the, on the screen, the engine and generator,  
13 everything going well. And in the control room, of course I see the monitors, checking  
14 the value of the engine condition and that.

15 **Mr. Willett**: What was the condition of the main engine, generators, and steering gear  
16 of GOLDEN RAY?

17 **MR. WILLETT**: Nine months? Okay. Okay. So, during that 9 months have you seen,  
18 have there been any problems with the machinery?

19 **MR. KIM** : Not a big problem because this is new ship. And everything was going  
20 through perfectly. So, I was very satisfied with the condition of the engine. In my  
21 concern, everything was normal.

22 **MR. WILLETT**: Normal?

23 **MR. KIM** : Yes, normal. Not big deal.



1 **MR. WILLETT:** Did you do any maintenance on any of the machinery, like the main  
2 engines, steering gear, generators?

3 **MR. KIM :** I had a few maintenance happen but it's not a big one, like a piston. I didn't  
4 do the piston or like big job. Only small work like a pure injection valve, changed the  
5 pure injection valve. Or starting about like that way.

6 **MR. WILLETT:** Was there any unscheduled maintenance required?

7 **MR. KIM :** No. It's on the schedule.

8 **MR. WILLETT:** So, everything you did was scheduled?

9 **MR. KIM :** Yeah.

10 **Mr. Willett:** Can you tell us what happened during the outbound transit of the GOLDEN  
11 RAY from Brunswick, Georgia in September of 2019?

12 **MR. WILLETT:** Okay. Okay. All right. So, lets go back to departure from Brunswick. So,  
13 from when you were in Brunswick and you went stand-by, the vessel left the dock, you  
14 were in the engine control room monitoring the engines?

15 **MR. KIM :** Yes.

16 **MR. WILLETT:** On the way out was everything normal?

17 **MR. KIM :** Yes. Everything was.

18 **MR. WILLETT:** The temperatures?

19 **MR. KIM :** Yes.

20 **MR. WILLETT:** The oil pressure?

21 **MR. KIM :** Yes. Everything.

22 **MR. WILLETT:** Everything? And then when did you realize there was a problem?

1 **MR. KIM** : When vessel tilt. I thought will be back again, because I thought why we tilt  
2 like this? Then I realize it's not coming back. Then it keeps tilting. Then, yes, it  
3 happened.

4 **MR. WILLETT**: Did you feel a shutter? Like a duh-duh-duh?

5 **MR. KIM** : No.

6 **MR. WILLETT**: Do you think the vessel grounded?

7 **MR. KIM** : No. No. So, I also why did it happen. I wondered, why did it happen? I don't  
8 know yet.

9 **MR. WILLETT**: Okay. Now as it started to tilt, what, did you grab on to the --

10 **MR. KIM** : Yeah. Yeah. I am holding the bar not to fall down because when tilt, the fall  
11 down could be maybe dangerous. So, I try to protect myself and my mate, the second  
12 engineer. So, need to be protect. I shout at him to holding the bar. That, you know, it  
13 only takes, it takes a little time to tell him. So, we try to protect for us, by our self. And I  
14 concern about the second, third engineer, third engineer and apprentice engineer as  
15 well. They are, they were all in engine control room. So, I try to find to them. I shout  
16 really, really loud at second engineer. So, they are in safe. So, we try to not fall down.

17 **MR. WILLETT**: Okay. So, as the vessel came over, when did you lose all the power and  
18 engines?

19 **MR. KIM** : I didn't check the time. I cannot check the time because, you know, my  
20 situation was very hard. But hardly tilting, engine shutdown. And then I don't know. First,  
21 generator black out. And same time engine shutdown. Then few times later standby  
22 running. Standby generator running but cannot work and emergency generator running  
23 for a few second. I thought they're running because light coming up again. But few, I

1 don't know, few seconds later, also gone. Then battery light was on. Then I thought, we  
2 are really in danger. I feel that way.

3 **MR. WILLETT:** Okay. So, the battery light, you had light in the engine control room?

4 **MR. KIM :** Yeah, the, yeah, the light from the battery pack.

5 **MR. WILLETT:** Were they battle lanterns or like -- is it like this one? Like that?

6 **MR. KIM :** No.

7 **MR. WILLETT:** No? It was a --

8 **MR. KIM :** Engine, you know, it's sailing light, inside about small.

9 **MR. WILLETT:** Emergency ballast light.

10 **MR. KIM :** Yeah. Emergency ballast tank.

11 **MR. WILLETT:** So, you were in the engine control room with the --

12 **MR. KIM :** Second engineer.

13 **MR. WILLETT:** Second engineer?

14 **MR. KIM :** Yeah.

15 **MR. WILLETT:** So, the boat tilted over. What did you do after you made sure the  
16 second engineer was okay?

17 **MR. KIM :** He was with me. And I try to keep him not to falling down. I grabbed him not  
18 to fall down to the end of the engine room because the engine room was about a bit  
19 long. And if he falls down to end, he could be injured. So, I try to grab him to not fall  
20 down to the end of this. Yeah.

21 **MR. WILLETT:** And after you made sure he was safe and you grabbed him, what did  
22 you guys do after that?

1 **MR. KIM** : After that, we tried to check on the third engineer, apprentice engineer is now  
2 okay. Then, yeah, we tried to take a walkie talkie or telephone. But this one still, we  
3 were in the middle at that one, and the pointer is, distance was so far. So, we couldn't  
4 make it that to take phone call. But we heard the announcement, attention, disembark  
5 attention. But we thought, if we are going down, we are, try to out of. The engine control  
6 will be dangerous. So, we are waiting for, to make sure how we are doing next then  
7 water coming up.

8 **MR. WILLETT**: The water came in the engine control room?

9 **MR. KIM** : Yeah.

10 **MR. WILLETT**: Could you access the emergency escape jump from the ECC, or the  
11 engine control room?

12 **MR. KIM** : Water came from the emergency escape route.

13 **MR. WILLETT**: Oh, it did?

14 **MR. KIM** : Yeah. So, I tried to think, how can we escape from here?

15 **MR. WILLETT**: Yes?

16 **MR. KIM** : There was no way. Then, yeah, then we tried waiting in the safe area. So, we  
17 tried to climb up to the other side of the engine control room.

18 **MR. WILLETT**: Yes?

19 **MR. KIM** : But suddenly we felt so hot.

20 **MR. WILLETT**: Yes.

21 **MR. KIM** : Then we, I don't even know how long we are, we were there because we  
22 don't have, I had a watch, but it was hot and bothering me. The watch maybe. So, I  
23 take, took it off. And, you know, watch, cannot see that already. This room already dark.

1 Only fuel monitor has alarm. That makes some little light so --

2 **MR. WILLETT:** . How long did the emergency ballast light stay on?

3 **MR. KIM :** No. Emergency ballast light, I don't know the time but

4 **MR. WILLETT:** It did go out?

5 **MR. KIM :** Yeah. It was also go out. So, we felt so hot in there. We decide to go down  
6 again, because water, we thought water is not coming more.

7 **MR. WILLETT:** Not rising?

8 **MR. KIM :** Yeah. Not, no more rising. So, we hope, please, we are grounded. If not  
9 grounded, we were going to die. So, we pray to God to ground it. Yes. Yeah, yeah, I  
10 thought its grounded. So, we tried, we all decide to go down. If we all keep in up there,  
11 we would die because we have no water. We thought, I thought I could die there. So,  
12 we tried to go down to the water. Then we are in the, we go down and try to make our  
13 body cool. Not to get sweat. Then, yeah, then I can survive in there.

14 **MR. WILLETT:** Did you have a flashlight?

15 **MR. KIM :** I have a flashlight. But it won't take a long time. It won't last a long time.

16 **MR. WILLETT:** I see. Was there a refrigerator in the engine control room?

17 **MR. KIM :** Yes, sir.

18 **MR. WILLETT:** Did you, able to get the water from -- no? Okay.

19 **MR. KIM :** It's a little better off. We, normally we had water but at that time, we are out of  
20 water. So, we thought the wiper (ph.) took the water bottle to carry the water from  
21 ballast.

22 **MR. WILLETT:** Oh, okay.

1 **MR. KIM** : Yes. It was a really bad drop. So, I keep thinking, why it happens to me. I  
2 think, if I have water, I could survive 2 days more.

3 **MR. WILLETT**: Did, when, you were in the engine control room when the rescue.

4 **MR. KIM** : Yes, sir.

5 **MR. WILLETT**: Where did the second go?

6 **MR. KIM** : Okay. He has a story. You know, when I was in, up there, the second  
7 engineer and me together up there. And we felt really hot. And we took, he and me  
8 thought, we talked about this, we're going to die here. So, he tried to go down. He said  
9 to me, he needs to go down to, near the water because too hot there. Too hot there. So,  
10 he said to me, he want to go. He did not, we are out of power. We are really out of  
11 power. So, but, you know, the distance and height is a little bit far. So, I thought, we  
12 could die when we go down. If we try to go down, we could be die, to fall down the step.  
13 But, you know, anyway, we could die up there also. So, he go first. Then he step in the  
14 on the water, in the water, it's not hot. Not hot. And he asked me, come down. It's, I  
15 would die in there. So, third engineer, he going to water, into the water. And third  
16 engineer, apprentice engineer, they gathering together in the water. And also, I went  
17 down. Yeah. Yeah. I went down but I went have no power to go down again. So, I was,  
18 but it's no more, not bad, to no more hot. And dehydrated. So, I decide I will, I will stay  
19 here. That water come down, come up and the door, my place and their place, between  
20 have a door. The water buildup and door was sink. Then we are separated.

21 **MR. FLAHERTY**: Did you hear or see any alarms after GOLDEN RAY began to heel?

22 **MR. FLAHERTY**: Did you hear any additional alarms after the incident?

1 **MR. KIM** : There are a lot of alarms come. I can hear, but I couldn't check that out  
2 because, you know, all light gone. And alarm, you know, at that time alarm wasn't  
3 necessary to me because I need to survive.

4 [That concludes this document].

5 **CAPT WELBORN:** I want to thank MST2 [REDACTED] and ENS [REDACTED] for their reading of  
6 that excerpt from First Engineer's testimony. We do appreciate that. I thought it was  
7 important that we put this on the record telling the story of the individual that was  
8 trapped on the vessel longest as we move through that. So thank you again for that  
9 reading. This excerpt will be entered into evidence as Coast Guard Exhibit 11 and will  
10 be made available, not only for our SIS's and PII's but will also be posted to the  
11 newsroom for media outlet if needed and wanted. We have two additional exhibits on  
12 behalf of the investigation team. Coast Guard Exhibit 12 includes two screen shots  
13 from the Port of Jacksonville camera footage of the GOLDEN RAY as the ship departed  
14 the port before arriving in Brunswick. This exhibit is intended to show where the port  
15 side Pilot door is located for the public's understanding of what Captain Lee referred to  
16 in his testimony earlier today. You can see on the screen shot this area right here just  
17 after midships is the approximate location or is the location of the port side Pilot door,  
18 the one that was rigged and opened as the Master of the vessel testified just after the  
19 bridge, after the ship passed under the Lanier Bridge in Brunswick. That shows the  
20 location of the Pilot door there on the port side which was open, again as, just after or  
21 around the time the vessel transited under the Lanier Bridge in Brunswick. The next  
22 portion, the next photo actually shows that Pilot door circled in red on the ship's  
23 schematic. That portion is here. Those two pieces will be entered as Coast Guard

1 Exhibit 12 and 13. Page two of the zoomed in photo, the ship's schematic has not been  
2 altered and it shows that Pilot door there on deck 5. Those pieces of evidence I believe  
3 have already been stipulated to by our SIS's and PII's, but I'll make sure just very  
4 quickly to make sure that everyone understands or to see if there are any objections.  
5 Republic of the Marshall Islands, Mr. Bremer, do you have any objections to Exhibit 11,  
6 12 or 13?

7 **Mr. Bremer:** No objections Captain.

8 **CAPT WELBORN:** NTSB, Captain Flaherty any objections for Exhibits 11, 12, or 13?

9 **NTSB:** No objections.

10 **CAPT WELBORN:** Mr. Reisman?

11 **Mr. Reisman:** No objections.

12 **CAPT WELBORN:** Mr. Gilsenan? Hearing nothing I will take that as no objection.  
13 KMST?

14 **WIT:** No objections received.

15 **CAPT WELBORN:** Great all three exhibits are then entered into evidence as Exhibits  
16 11, 12, and 13. So today we heard we heard from Captain Gi Hak Lee, the Captain of  
17 the GOLDEN RAY at the time of the incident. He spoke about the responsibilities as  
18 Captain; his interaction with the Chief Officer; the procedures for departing from port;  
19 the stability of the GOLDEN RAY; and the pilot door on the GOLDEN RAY. We  
20 presented Coast Guard Exhibit 10, which were two photographs taken by the Coast  
21 Guard of the pilot door on sister ship the SILVER RAY, Captain Lee confirmed that the  
22 pilot door looked the same as that on the GOLDEN RAY.

23



1 We also heard from Mr. Tae Gyun Kim, Superintendent of the Fleet Team at G-Marine.  
2 Mr. Kim spoke about the Safety Management System of the GOLDEN RAY at the time  
3 of the incident, including stability and loading procedures.

4 In addition, we entered Coast Guard Exhibit 11, which were excerpts from the previous  
5 sworn testimony of the GOLDEN RAY's First Engineer, Mr. Junyong Kim, at the time of  
6 the incident. MST2 [REDACTED] and ENS [REDACTED] read the excerpts, which described Mr. Kim's  
7 experiences leading up to, during, and after the capsizing of the GOLDEN RAY.

8 Should any person have, or believe he or she has information not brought forward but  
9 which might be of direct significance, that person is urged to bring that information to my  
10 attention by emailing: [USCGGoldenRay@gmail.com](mailto:USCGGoldenRay@gmail.com).

11 During tomorrow's session, we will hear from the pilot of the GOLDEN RAY, Captain  
12 Johnathan Tennant. Thank you. The time now is 1:57 local. Hearing Session Day 4 is  
13 now formally adjourned