

From: [Welborn, Blake E CAPT](#)
To: [Flaherty David](#)
Cc: [REDACTED] [LT](#)
Subject: RE: Golden Ray
Date: Monday, April 27, 2020 4:17:38 PM
Attachments: [REDACTED]

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David,

Yes, Lee Willett boarded the SILVER RAY (SR) last week, pics are attached. We were unable to load the GOLDEN RAY (GR) particulars in to the LOADMAX but did discover some interesting facts:

The LOADMAX pulls almost all the tank levels direct from IMACS, only a few tanks had to be hand entered,

The Chief Mate on the SR was involved in all of the loading operations on scene and not in the office like the Chief Mate on the GR the date of the incident,

The pilot door is 7' x 7', much larger than previously thought,

The escape trunk from the E/R sits aft of the pilot door behind a portion of the side shell that projects inboard. This protrusion would have initially slowed the path of the water ingress to the E/R escape,

The hatch to the E/R control room is not a watertight door, as such it not indicated on the bridge WTD control panel (we know it was open at the time of the incident).

In addition to the visit we learned that the stability curve departing JAX was only slightly better than the Brunswick curve (Ian attributed this to the amount of F/O burned). Ian is working a stability curve for Freeport, Tx to see the condition of the ship prior to drifting in the GOM when she discharged ballast. Will share when he is done.

Dr. Falzarano expects to finalize his report the second week of May and we will schedule a report out like we did with Ian's report, I will make sure you are invited.

I believe that this catches you up. Hope you are all safe and well.

v/r b

From: Flaherty David [REDACTED]
Sent: Monday, April 27, 2020 2:42 PM
To: Welborn, Blake E CAPT [REDACTED]
Subject: [Non-DoD Source] Golden Ray

Captain,

Hope all is well.

Were the CG IO(s) able to get on the sister ship?

Take care

Captain David M. Flaherty

Senior Marine Engineer,
Major Investigations, Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594



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