

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CAPSIZING/SINKING OF THE *GOLDEN*
RAY IN THE BRUNSWICK RIVER,
GEORGIA, ON SEPTEMBER 8, 2019

Accident No.: DCA19FM048

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Interview of: YEONGJUN KIM
Engineering Cadet

Wednesday,
September 11, 2019

APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

CARRIE BELL, Marine Accident Investigator
National Transportation Safety Board

LEE WILLETT, Investigator
United States Coast Guard

LES LEDET, Investigator
United States Coast Guard

LCDR [REDACTED], Investigator
United States Coast Guard

TOM BREMER, Maritime Administrator
Republic of the Marshall Islands

JIM MOSELEY, Attorney
(On behalf of the *Golden Ray* and P&I Club)

JONATHAN TENNANT, Pilot
Brunswick Harbor Pilots

COLIN McRAE, Attorney
RAY JORDON, Attorney
(On behalf of slot charterers)

RYAN GILSENAN, Attorney
(On behalf of the Brunswick Pilots)

JOHN OSSICK, Attorney
(On behalf of ship's officers)

STEPHANIE AMIOTTE McDONALD, Attorney
(On behalf of ship's crew and officer)

GRACE MIN, Interpreter

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I N T E R V I E W

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2 MR. FLAHERTY: My name is David Flaherty. I'm with the
3 National Transportation Safety Board. This interview is for the
4 investigation into the Golden Ray marine casualty. Today is
5 September 11, 2019.

6 Sir, if you could please state your name?

7 MR. KIM: Yeongjun Kim.

8 MR. FLAHERTY: And could you please spell your last name?

9 MR. KIM: K-I-M.

10 MR. FLAHERTY: Thank you. Do I have your permission to
11 record this interview for the investigation?

12 MR. KIM: Yes.

13 MR. FLAHERTY: Thank you.

14 MS. CHO KIM: Cho Kim, K-I-M, interpreter.

15 MS. AMIOTTE McDONALD: Stephanie Amiotte McDonald, A-M-I-O-T-
16 T-E, M-C-D-O-N-L-D, attorney for Apprentice Engineer Kim.

17 LCDR [REDACTED]: Lieutenant Commander [REDACTED], U.S. Coast
18 Guard, [REDACTED].

19 MR. WILLETT: Lee Willett, U.S. Coast Guard, W-I-L-L-E-T-T.

20 MR. LEDET: Les Ledet, U.S. Coast Guard Investigator, L-E-D-
21 E-T.

22 MS. BELL: Carrie Bell, NTSB Investigator, B-E-L-L.

23 MR. McRAE: Colin McRae, counsel for the slot charter, M-C-R-
24 A-E.

25 MR. BREMER: Tom Bremer, B-R-E-M-E-R, Republic of the

1 Marshall Islands, Maritime Administration.

2 MR. OSSICK: John Ossick, O-S-S-I-C-K, attorney for the
3 officers.

4 MR. MOSELEY: Jim Moseley Jr., attorney for the vessel, M-O-
5 S-E-L-E-Y.

6 MR. GILSENAN: Ryan Gilsenan, counsel for the pilots, G-I-L-
7 S-E-N-A-N.

8 (Whereupon, CHO KIM, an interpreter, translated the questions
9 and answers for YEONGJUN KIM as required.)

10 INTERVIEW OF YEONGJUN KIM

11 BY MR. WILLETT:

12 Q. Okay. Sir, we are just going to ask you a little bit about
13 your background and your experience. Are you still in the
14 academy?

15 A. Yes.

16 Q. What year?

17 A. Junior.

18 Q. Junior? Okay. Is this your first car carrier?

19 A. Yes.

20 Q. Have you been on any other vessels?

21 A. Training ship at school.

22 Q. Training ship? Okay. And your position is cadet or
23 assistant engineer?

24 UNIDENTIFIED SPEAKER: Apprentice.

25 BY MR. WILLETT:

1 Q. Apprentice engineer?

2 A. Apprentice.

3 Q. Okay. What do you normally do on the vessel? What were your
4 duties?

5 A. Make coffee for the officers then clean up and followed the
6 third officer engineer to just watch and observe. When asked to
7 bring tools then bring tools.

8 Q. Okay. So, when you were in Brunswick, what was your job when
9 the vessel was ordered to go to stand-by?

10 A. Assisting third engineer and working on the sewage system.

11 Q. Sewage system?

12 A. Yeah.

13 Q. Was something wrong with the sewage system?

14 A. Just maintenance, just a regular check.

15 Q. Okay. Just checking --

16 A. Yes.

17 Q. -- sewage system? Okay. Where was the sewage system?

18 A. On the bottom of ship (ph.).

19 Q. Okay. Is that where he was when the boat listed over?

20 A. Yes.

21 Q. And did he notice anything abnormal or strange or hear any
22 noises before the boat listed over?

23 A. No.

24 MR. WILLETT: No? Okay.

25 UNIDENTIFIED SPEAKER: No questions.

1 MS. BELL: How long have you been on the vessel?

2 MR. KIM: Almost 2 weeks.

3 MS. BELL: Two weeks? I don't have any other questions.

4 BY MR. FLAHERTY:

5 Q. Before the vessel heeled over, did you hear any alarms? Was
6 there any announcement that something was wrong with the ship?

7 A. He was so shocked and so afraid. There was an announcement,
8 but he does not exact content of the announcement, but he heard.
9 But he doesn't have the exact clear recollection.

10 Q. If he is comfortable, if he could describe from the time the
11 vessel heeled over to when he's rescued, if he feels comfortable.

12 A. At the time of the tilt of the boat, he was so afraid of it
13 and then he was actually just couldn't do anything but waiting to
14 be rescued.

15 Q. Okay. He was, was he with someone?

16 A. He was will a third officer, right? Third engineer and
17 second engineer was with him in the beginning. Third engineer was
18 with the in the beginning of the incident. And then second
19 engineer has emerged and joined them. So, the three of them was
20 together at the time of the rescue.

21 Q. Was he, were you the only one with a flashlight?

22 A. He only knows that he had his own flashlight. But he doesn't
23 remember whether the second engineer or third engineer. But he
24 thinks the third engineer did not have his flashlight. But he
25 only remembers he has his own.

1 Q. Okay. After the vessel heeled over, did water come rushing
2 in?

3 A. Water came in, but he doesn't really recollect. Because
4 really, he was so frightened. He was so afraid. But he does not
5 have a clear recollection of the sceneries.

6 Q. Did he, was he able to move around within the ship even
7 though it was on its side to get away from the water?

8 A. He said, it was so dark, that he could not find a way. But
9 he only followed the second and third officers, the engineer's
10 instructions and they were with him.

11 Q. Okay. And who, when they were together, who was tapping on
12 the side of the hull to get the attention of rescuers?

13 A. Third engineer tapped wall with some stick they had found in
14 a block, wood block.

15 Q. All right. And then when did you realize, like did you, did
16 you, was there tapping and then you heard tapping on the other
17 side? How did that happen when you -- or I'm sorry. How did you
18 know the rescuers had discovered that you were inside?

19 A. After they tapped it, there was response from the outside and
20 they responded back in saying they were inside. So that's when
21 they, he realized that someone was out there to rescue them.

22 Q. Were they able to communicate verbally through the hull or
23 was tapping?

24 A. Just a tap.

25 Q. And did they, as I understand, it they drilled the hull, and

1 put in some, a borescope or something to see you?

2 A. He did not know that.

3 Q. Okay. Did they cut a hole in the hull to get you out?

4 A. Yeah. There was a hole.

5 Q. Okay. When they were cutting the hole, did he notice if the
6 water level inside the engine room changed or the vessel changed
7 its position?

8 A. The movement of the ship changes so he did not recognize it.
9 But there was the level of the water, you know, was a little
10 different.

11 Q. Was it increasing?

12 A. Okay. Increasing and decreasing he said at the time.

13 MR. FLAHERTY: Okay. All right. That's all the questions I
14 have.

15 UNIDENTIFIED SPEAKER: I have no questions.

16 UNIDENTIFIED SPEAKER: No questions.

17 UNIDENTIFIED SPEAKER: No questions.

18 UNIDENTIFIED SPEAKER: No questions.

19 MR. WILLETT: All right its 12:34 -- oh, I'm sorry.

20 MR. LEDET: Excuse me. Les Ledet, U.S. Coast Guard.

21 BY MR. LEDET:

22 Q. Do you recall any conversations of anyone about any engine
23 troubles, steering troubles before the incident?

24 A. No.

25 Q. Thank you.

1 MR. WILLETT: All right. Does anyone have anything else?

2 It's 12:35. We will conclude the interview.

3 (Whereupon, at 12:35 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CAPSIZING/SINKING OF THE *GOLDEN*
 RAY IN THE BRUNSWICK RIVER,
 GEORGIA, ON SEPTEMBER 8, 2019
 Interview of Yeongjun Kim

ACCIDENT NO.: DCA19FM048

PLACE:

DATE: September 11, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Romona Phillips
Transcriber