

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: MARCIANO SISON
Able Seaman

Tuesday,
September 10, 2019

APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

CARRIE BELL, Marine Accident Investigator
National Transportation Safety Board

LEE WILLET, Investigator
United States Coast Guard

LES LEDET, Investigator
United States Coast Guard

LT [REDACTED]
District 7 Legal
United States Coast Guard

MARC DeJESUS, Investigator
United States Coast Guard

TOM BREMER, Maritime Administrator
Republic of Marshall Islands

JAMES MOSELEY, JR., Attorney
(On behalf of *Golden Ray* and P&I Club)

COLIN McRAE, Attorney
RAYMOND JORDON, Attorney
Hunter Maclean
(On behalf of the slot charterers)

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

RYAN GILSENAN, Attorney
(On behalf of Mr. Tennant, the pilot)

JONATHAN TENNANT
Pilot

STEPHANIE AMIOTTE McDONALD, Attorney
(On behalf of Mr. Sison)

THRIA LIBERATOS
Interpreter

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I N T E R V I E W

1
2 MR. FLAHERTY: This is David Flaherty with the National
3 Transportation Safety Board, as part of the interview for the
4 investigation into the *Golden Ray* marine casualty. Today is 10
5 September 2019.

6 Sir, if you could please state your name and then spell your
7 last name, please?

8 MR. SISON: My name is Marciano R. Sison, III. My last name
9 is -- spell my last name, S-i-s-o-n.

10 MR. FLAHERTY: Thank you.

11 If you could please state your name and spell your last name,
12 please?

13 MS. LIBIERATOS: My name is Thria Libieratos, L-i-b-i-e-r-a-
14 t-o-s.

15 MR. FLAHERTY: And your role for the interview?

16 MS. LIBIERATOS: I'm the interpreter for Mr. Marciano.

17 MR. FLAHERTY: All right. Thanks.

18 MS. AMIOTTE McDONALD: Filipino.

19 MS. LIBIERATOS: Filipino.

20 MR. FLAHERTY: Filipino. All right.

21 Sir, do I have your permission to record the interview as
22 part of the investigation?

23 MR. SISON: Yes, sir.

24 MR. FLAHERTY: Thank you very much.

25 If you could please introduce yourself and spell your last

1 name?

2 MS. AMIOTTE McDONALD: Yes. Stephanie Amiotte McDonald,
3 A-m-i-o-t-t-e, McDonald, M-c-D-o-n-a-l-d, representing Marciano
4 Sison.

5 MR. WILLETT: Lee Willett, W-i-l-l-e-t-t, investigator for
6 the Coast Guard.

7 MR. LEDET: Les Ledet, U.S. Coast Guard investigator,
8 L-e-d-e-t.

9 MS. BELL: Carrie Bell, investigator for NTSB.

10 LT [REDACTED]: Lieutenant Peter [REDACTED], [REDACTED], U.S. Coast Guard,
11 District 7 Legal.

12 MR. McRAE: Colin McRae from Hunter Maclean, representing the
13 slot charterers. That's M-c-R-a-e.

14 MR. BREMER: Tom Bremer, B-r-e-m as in Mike-e-r. Republic of
15 Marshall Islands, maritime administrator.

16 MR. OSSICK: John Ossick, O-s-s-i-c-k, representing the
17 officers.

18 MR. MOSELEY: Jim Moseley, Jr., representing the *Golden Ray*,
19 M-o-s-e-l-e-y.

20 MR. GILSENAN: Ryan Gilsenan, G-i-l-s-e-n-a-n, counsel for
21 the pilots.

22 MR. TENNANT: Jonathan Tennant, pilot, T-e-n-n-a-n-t.

23 MR. FLAHERTY: Sir?

24 MR. JORDON: Yeah, Raymond Jordon, together with Mr. McRae
25 from Hunter Mclean on behalf of the slot charter.

1 MR. FLAHERTY: Okay. Marc?

2 MR. DeJESUS: Oh, Marc DeJesus, U.S. Coast Guard, D-e-J-e-s-
3 u-s.

4 MR. FLAHERTY: Thank you.

5 All right.

6 (Whereupon, THRIA LIBIERATOS, an interpreter, translated the
7 questions and answers for MARCIANO SISON as needed.)

8 INTERVIEW OF MARCIANO SISON

9 BY MR. WILLETT:

10 Q. So my name's Lee Willett. I represent the Coast Guard into
11 the investigation of the event that occurred Saint Simons Sound.
12 We want to ask you a few questions about your background, so we
13 can start there with your experience.

14 A. (In English) I understand.

15 Q. So how many years have you been sailing?

16 A. I'd say around, sir, around 12 years, sir.

17 Q. Twelve years? And what is your title right now?

18 A. Able seaman, sir.

19 Q. Able seaman. Okay. How long have you been sailing on Ro-Ro
20 vessels?

21 A. Ro-Ro, sir, around 8, sir.

22 Q. Eight years?

23 A. Yes, sir.

24 Q. How many vessels have -- different vessels, have you served
25 on?

1 A. Only two vessels, sir.

2 Q. Two?

3 A. Yes, sir.

4 Q. And what was their names? The *Golden Ray* and --

5 A. Yeah, the *Golden Ray*, sir. That's the vessel.

6 Q. And what's the other vessel?

7 A. Other vessel, sir, is also car ship from K-Line (ph.) and

8 also came from (indiscernible), sir, and also I have three

9 containers.

10 Q. Okay. So two car carriers and then containers?

11 A. Yes, sir.

12 MR. WILLETT: Could you ask him that again so I'm sure?

13 INTERPRETER: Yeah, I'll get that name of the vessel.

14 (Interpreter clarifies.)

15 INTERPRETER: *Golden Ray* and --

16 MR. SISON: Global Safety.

17 INTERPRETER: Global Safety.

18 MR. WILLETT: Global Safety. Okay, okay. Good.

19 BY MR. WILLETT:

20 Q. So what is your job normally on these vessels, the Ro-Ro

21 vessels?

22 A. I'm a quartermaster, sir. Yes, and also I'm the one who

23 steer the ship.

24 Q. Okay.

25 A. When (indiscernible) lookout, assist with the officers. When

1 in port, I'm on duty on the gangway to watch for the visitors.
2 All visitors, they need to talk to me first before they go to main
3 officers.

4 Q. Okay. So, in port, you would stand at the quarterdeck?

5 A. Yes, sir. The stern ramp.

6 Q. The stern ramp, and you check people in and out? Okay.

7 And then underway, your main job would be to steer the ship
8 and the lookout?

9 A. Yes, sir, lookout. Only steering when we enter in the port
10 in (indiscernible).

11 Q. So who normally steers it while you're underway? Is it on --

12 A. Automatic pilot.

13 Q. Automatic? Okay. So how many times do you remember that you
14 have driven a car carrier into port and out of port? Is it 50,
15 100?

16 INTERPRETER: Would you like -- can you please repeat the --

17 BY MR. WILLETT:

18 Q. How many times have you been at the helm leaving port and
19 coming in?

20 A. (Through interpreter) Just here in Brunswick?

21 Q. No, everywhere.

22 A. (In English) Everywhere, sir. Total time, sir?

23 Q. Just a guess. Yes.

24 A. Just a guess. I start I already (indiscernible) almost 6
25 years AB, sir.

1 Q. So 100, 200, 300? 400?

2 A. I'm not sure, sir.

3 Q. Yeah, a lot? A lot?

4 A. Yes, a lot, sir.

5 Q. So the reason I'm asking you that is, obviously, on this
6 *Golden Ray* there was a problem. So on the way in, did you notice
7 it steered or handled some way that was not normal?

8 A. No, just normal, sir.

9 Q. So on the way in, when you give -- they said 10, 10 degrees
10 right rudder or starboard, you were in follow-up or non-follow-up?

11 A. Follow-up. Follow-up, sir.

12 Q. Follow-up.

13 A. Follow-up.

14 Q. So you go 10 degrees --

15 A. Yes, sir.

16 Q. -- starboard, it acted normal?

17 A. Yes, sir. Yes, sir.

18 Q. Did the boat sometimes list when you would turn? Would --

19 A. It depends on the -- it depends how big change course, sir.

20 Q. Okay. So would it turn at 10 degrees?

21 A. Yes, sir.

22 Q. So would it turn to starboard? If you go 10 degrees
23 starboard, would the vessel list a little bit to the starboard?

24 A. Yeah.

25 Q. So that would be normal?

1 A. Listed to starboard, sir? No.

2 Q. If you turn to starboard, it would list to starboard just a
3 little?

4 MS. AMIOTTE McDONALD: Are you talking 10 degrees still or --

5 MR. WILLETT: Ten degrees.

6 MR. SISON: Sir, (indiscernible) --

7 MS. AMIOTTE McDONALD: Yeah, well, I don't want him to agree
8 that. I think he's confused.

9 BY MR. WILLETT:

10 Q. So what I'm asking, if somebody gives him a course direction
11 to go starboard, he goes to starboard, the vessel turned to
12 starboard, did it also list to starboard?

13 A. Yes, sir.

14 Q. Okay. So that would be normal?

15 A. Yes, sir, that would be normal.

16 Q. So this vessel acted similar to other car carriers and to
17 this effect when you gave 10 degrees starboard or 20 degrees
18 starboard, it would list like the others?

19 A. Yes, sir.

20 Q. Yes, sir? All right.

21 Okay. Do you remember if you guys had to take any ballast,
22 or would you have anything to do with that, prior to coming into
23 port?

24 A. No, sir.

25 Q. Okay. So that's not something you do?

1 A. Yes, sir. That's (indiscernible).

2 Q. So while you were at the Port of Brunswick, you were standing
3 duty?

4 A. Yes, sir.

5 Q. At the quarterdeck?

6 A. Yes, sir.

7 Q. What time did you report to the quarterdeck?

8 A. Again, sir?

9 Q. What time did you start your watch?

10 A. I'm 1200 to 1600, 12 to 4.

11 Q. So at noon to 1600?

12 A. Yes, sir.

13 Q. And then you went and took a nap or went to eat?

14 A. No, sir. That is duty, sir. That time (indiscernible), sir.

15 Q. So you had the 12 to 4, is --

16 A. Twelve to 4?

17 Q. Yeah.

18 A. Yes, sir.

19 Q. You were standing the midwatch then, or --

20 A. Yes, sir. The middle watch.

21 Q. Is that the midwatch?

22 MR. FLAHERTY: Yeah, that's the midwatch.

23 BY MR. WILLETT:

24 Q. Okay. So while you were standing on the quarterdeck, did you
25 see the cars being driven up?

1 A. Yes, sir.

2 Q. Were they normal -- do you normally carry those bigger cars
3 or were they small or --

4 A. Yes, sir.

5 Q. So were they big or small cars?

6 MS. AMIOTTE McDONALD: Let her ask him.

7 MR. WILLETT: Okay.

8 MR. SISON: (Through interpreter) Normal.

9 MR. WILLETT: So it was like a normal --

10 INTERPRETER: Yes.

11 MR. WILLETT: Okay.

12 BY MR. WILLETT:

13 Q. Have you ever helped lash any of the cars?

14 A. (In English) No, sir.

15 Q. No? Okay.

16 MR. WILLETT: I think that's good for me.

17 MR. LEDET: Les Ledet with U.S. Coast Guard.

18 BY MR. LEDET:

19 Q. When you were given commands by the pilot and you made the
20 maneuver --

21 A. Yes, sir.

22 Q. -- with the helm, did she handle properly?

23 A. Yes, sir. Handled properly.

24 Q. No issues? No problems?

25 A. No problems, sir.

1 Q. Okay.

2 MS. AMIOTTE McDONALD: Are you talking about at the time of
3 the incident or before the incident?

4 BY MR. LEDET:

5 Q. Before the incident, when you departed the dock and you went
6 en route --

7 A. Yes, sir.

8 Q. -- no problems?

9 A. No problems, sir.

10 Q. Okay. What about communications between you and the pilot?

11 A. Yes, sir. No problem with the communication. When he
12 command me, then I will (indiscernible) steering.

13 MR. LEDET: Okay. I'm going to pass for right now to
14 Ms. Bell.

15 BY MS. BELL:

16 Q. So how long have you worked on the *Golden Ray*?

17 A. Almost 3 months.

18 Q. Three months? That's -- how long is the contract? Do you
19 have a contract?

20 A. Nine months.

21 Q. Nine months. Is this your first time on the *Golden Ray*?

22 A. Yes, ma'am.

23 Q. Okay. And what time did you come -- wait. Let me start
24 over. What were you doing prior to coming on watch that night?

25 MR. FLAHERTY: At -- prior to midnight.

1 BY MS. BELL:

2 Q. Prior to the midnight watch, what did you do before that?
3 Were you working?

4 A. I don't remember. Ma'am, that's my rest, so I take some
5 (indiscernible) and I take some lunch -- a early morning breakfast
6 before I go to my duty. Because after departure, there is the
7 steering for 4 hours (indiscernible) on the bridge. That's why I
8 take -- I eat first.

9 Q. Okay. So you had early breakfast before your watch at
10 midnight?

11 A. Yes, ma'am.

12 Q. Did you work before that or did you sleep before?

13 A. Sleep.

14 Q. About how long? Do you remember?

15 A. Normally I am go to sleep around 7, maybe 7 hours.

16 Q. Seven hours?

17 A. Like that (indiscernible).

18 Q. About?

19 A. Yeah, about.

20 Q. So what is your schedule? You do the 12 to 4, so you work
21 until 4 p.m., 1600.

22 A. Yes, ma'am.

23 Q. And then what do you do after that?

24 A. After rest, ma'am.

25 Q. From that period up until you work again at midnight? Okay.

1 MS. BELL: I don't think I have anything else right now.

2 MR. WILLETT: Do you have your own bunk? Do you have your
3 own room?

4 MR. SISON: Yes, sir.

5 MR. WILLETT: Okay.

6 BY MS. BELL:

7 Q. How do you sleep during cargo operations? Is it loud?

8 A. (Indiscernible), ma'am. No, ma'am.

9 Q. No?

10 A. Because (indiscernible) --

11 INTERPRETER: Is it not on his duty

12 MS. BELL: Not on duty, correct.

13 (Interpreter clarifies with Mr. Sison.)

14 MS. AMIOTTE McDONALD: What are you asking? Can you ask
15 again?

16 BY MS. BELL:

17 Q. How well do you sleep?

18 MR. FLAHERTY: There's a lot of noise with cargo operations,
19 so --

20 MS. AMIOTTE McDONALD: Right.

21 INTERPRETER: He said normal.

22 MR. SISON: Yes, sir, (indiscernible).

23 INTERPRETER: Laying down.

24 MR. SISON: Yeah, (indiscernible).

25 MR. FLAHERTY: Oh, yeah. Interpreting it a different --

1 (Laughter)

2 MS. AMIOTTE McDONALD: I don't think he understood --

3 MS. BELL: I know, I know. Sorry about that.

4 I'm trying to understand quality of sleep.

5 MR. SISON: Yes, ma'am. I already -- when I sleep, I already

6 -- I always wake up -- some very nice sleep for me when I wake up

7 with my alarm every (indiscernible).

8 MS. BELL: Okay, okay. Sorry about that.

9 MR. SISON: It's okay.

10 MS. BELL: I don't have any other questions right now. Thank

11 you.

12 BY MR. FLAHERTY:

13 Q. So you reported to the bridge prior to getting underway.

14 A. Yes.

15 Q. Could you, in your best, describe from prior to getting
16 underway to the marine casualty things that you witnessed? If you
17 could just describe how things went, any -- in your own words, up
18 until the casualty?

19 MS. AMIOTTE McDONALD: Okay. Let -- I want to clarify
20 something before you interpret that. Are you talking about from
21 the time it --

22 MR. FLAHERTY: No.

23 MS. AMIOTTE McDONALD: -- listed? When you're saying
24 casualty, I'm not sure --

25 MR. FLAHERTY: Yeah, casualty, as it listed. Once -- so from

1 the time prior to getting underway, he's up on the bridge, to the
2 time the incident happened roughly about an hour or so later.

3 MS. AMIOTTE McDONALD: Okay. Can you interpret that?

4 INTERPRETER: You said from the time he's on the bridge --

5 MS. AMIOTTE McDONALD: Yes.

6 MR. FLAHERTY: Yeah.

7 INTERPRETER: -- until before the incident?

8 MS. AMIOTTE McDONALD: Until the incident.

9 MR. FLAHERTY: Or until the incident.

10 BY MR. FLAHERTY:

11 Q. If he can just describe how things went? And, you know, it's
12 just his observations.

13 A. (In English) (Indiscernible) pilot order, then that time I'm
14 steering, I'm steering. And then pilot make command, sir.

15 (Through interpreter) So he was steering and then the pilot
16 commanded him.

17 (In English) Yeah, they command starboard 10.

18 Q. Um-hum.

19 A. Okay. So normal. The pilot starboard (indiscernible).

20 (Through interpreter) So the pilot said starboard 10, and
21 then followed it. He steered starboard 10. So when the pilot
22 said starboard 10, it still -- it's slowly turning to starboard
23 10.

24 Q. Okay.

25 (Mr. Sison speaking Filipino to interpreter)

1 MR. SISON: (In English) Starboard 20. Yeah, after starboard
2 10, because the ship, then it start to swing to starboard, so the
3 pilot command starboard 20. So starboard 20 and the pilot command
4 because it very slow, so we need 20 -- he tell me 20. We make a
5 big swing. Then the pilot saw now start turning fast, and then
6 the pilot command midship.

7 BY MR. FLAHERTY:

8 Q. Okay. And you brought it back to midship?

9 A. Yeah, midship.

10 Q. Okay.

11 A. So in the midship, we continue. And then the pilot command
12 port 10 to (indiscernible).

13 Q. Um-hum.

14 A. And then --

15 (Through interpreter) To slow down turning.

16 (In English) Yeah, to slow down turning, so we need hard turn
17 to port to (indiscernible)

18 (Through interpreter) So they need to alternate the
19 direction. But it still keeps going to starboard 10. So the
20 pilot commanded to turn to the left, and then it still keeps
21 turning left, so then he commanded -- he commanded him to turn
22 right to slow down turning to the left, but it still keeps going
23 to the left.

24 UNIDENTIFIED SPEAKER: So he made a -- they made a right
25 turn, right?

1 MR. FLAHERTY: Yeah.

2 MR. WILLETT: (Indiscernible) split.

3 BY UNIDENTIFIED SPEAKER:

4 Q. Hey, so you've been doing -- driving a boat hundreds of
5 times.

6 A. Yes, sir.

7 Q. So that initial 10 degrees to starboard, in your opinion, was
8 it slower than normal?

9 A. I cannot -- it depends the current, sir.

10 Q. Okay.

11 A. Or sometimes the (indiscernible) starboard, so they against
12 the ship.

13 Q. So all the hundreds of times that you've turned to starboard,
14 did this particular night when he gave you 10 degrees starboard,
15 did the bow of the ship take longer than normal?

16 A. Yes. Yes, sir.

17 Q. Okay.

18 MS. AMIOTTE McDONALD: Do you want him to continue or --

19 MR. FLAHERTY: Yeah, please.

20 MS. AMIOTTE McDONALD: Okay. Just continue his statement
21 now.

22 MR. SISON: (In English) Then after that command starboard,
23 port 20; then he command port 20, so the ship has to continue to
24 swing to starboard but it is very fast. And then that time orders
25 from the captain is so very fast, the captain (indiscernible)

1 speed. Or the (indiscernible) fast the swing to starboard. And
2 then the pilot command hard port to (indiscernible).

3 BY MR. FLAHERTY:

4 Q. And then the -- after the port 20, what happened after you
5 had the port 20?

6 A. Still fast the swing, sir.

7 Q. And then what happened?

8 A. Then they command (indiscernible) hard port.

9 Q. Right. But after the command hard port, what happened to the
10 vessel?

11 A. It just continue, sir, continued to swing to.

12 Q. Was it heeling at either direction?

13 A. No, sir. Then the incident --

14 Q. Oh, then it just flipped?

15 A. Starboard (indiscernible)

16 MR. FLAHERTY: Ask him if the vessel was heeling at the time
17 to port or starboard.

18 INTERPRETER: If the --

19 MR. FLAHERTY: The vessel was tilting or heeling.

20 INTERPRETER: Which direction it was heeling?

21 MR. FLAHERTY: Yeah, yeah. Yes.

22 INTERPRETER: When they say hard port?

23 MR. FLAHERTY: Right.

24 MR. SISON: (Through interpreter) It's leaning towards the
25 left.

1 MR. FLAHERTY: Okay.

2 MR. SISON: (In English) Starboard.

3 INTERPRETER: To the right. Right?

4 MR. WILLETT: Yeah, port's to the left.

5 MR. FLAHERTY: Port's to the left.

6 MS. AMIOTTE McDONALD: Use the word that he uses, okay?

7 INTERPRETER: So it's going to the right direction.

8 MR. SISON: (In English) The direction was starboard.

9 INTERPRETER: Starboard or right. Starboard.

10 MR. WILLETT: So it was going to starboard, but leaning to
11 port?

12 MR. SISON: (In English) Yes.

13 MR. WILLETT: Okay.

14 BY MR. FLAHERTY:

15 Q. All right. At the time of -- that the vessel, when the --
16 prior to the pilot saying starboard 10 degrees rudder, were there
17 any alarms on the bridge?

18 A. (In English) No alarms, sir.

19 Q. Audible or visual alarms?

20 A. No.

21 Q. When the vessel was -- when he continued to change the rudder
22 commands, did any alarm occur prior to the vessel titling over?

23 A. I can remember (indiscernible) to the ship, yeah, I heard
24 some alarm.

25 Q. As it was going over?

1 A. Yes.

2 Q. Okay. But nothing before the incident occurred, there were
3 no alarms?

4 A. No, sir.

5 Q. All right. Were there any phone calls to the bridge from any
6 crew members saying something was wrong? There was no
7 notification that there was any problems?

8 A. Yes, sir, because everything was just very smooth.

9 Q. Okay.

10 INTERPRETER: There's not communication (indiscernible)

11 BY MR. FLAHERTY:

12 Q. All right. When you departed the dock earlier -- sorry,
13 backtracking -- were there any problems with the bow thruster or
14 the propulsion or the rudder when you were departing the port?

15 A. No, sir.

16 Q. So there was -- so nothing was identified at that point.
17 Let's see. Did the -- prior to the incident, was the helm, did it
18 respond immediately to your input or --

19 A. Yes, sir, responds immediately.

20 Q. Had there been any previous maintenance on the steering gear
21 that you're aware of?

22 A. No, I don't know, sir.

23 Q. Had there any -- had there been any previous within, you
24 know, the last few weeks, any mechanical problems that you noticed
25 at the helm while maneuvering the vessel?

1 A. No, sir, nothing.

2 INTERPRETER: He did not notice anything.

3 BY MR. FLAHERTY:

4 Q. Okay. Do you know, did any of the other personnel who were
5 at the helm, because you're not there all the time, did the other
6 persons who were at the helm during other watches, did they ever
7 mention to you that they had problems steering the vessel?

8 A. No, sir.

9 Q. Have you ever experienced a situation where the vessel starts
10 -- on any vessel, not just this one, where a vessel starts to turn
11 -- in a port situation, a vessel starts turning in one direction
12 or the other and does not respond to corrections to the helm?

13 A. No, sir.

14 Q. No. All right.

15 MR. FLAHERTY: That's all I have.

16 BY MR. McRAE:

17 Q. Hello, sir. Thank you for your time. I represent the
18 charter, the slot charter of the vessel.

19 Do your job duties include either the lashing of the cargo or
20 checking any of the lashings of cargo?

21 A. No, sir.

22 Q. No?

23 A. No.

24 Q. All right. Prior to the vessel beginning to tilt to port,
25 did you hear any loud noise that led you to think that any cargo

1 may have broken free or shifted in the cargo space?

2 A. (Through interpreter) No. He didn't hear anything.

3 MR. McRAE: All right. That's all I had. Thank you.

4 MR. BREMER: How are you? Tom Bremer with the Marshall
5 Islands.

6 BY MR. BREMER:

7 Q. Do you know which steering pumps were being used?

8 A. (In English) Always when we entering or leaving the port
9 (indiscernible)

10 Q. So both were running?

11 A. Both were running.

12 Q. And are the controls for the steering pumps at the steering
13 station? So the controls for activating the steering pumps --

14 MR. FLAHERTY: Or the on and off --

15 BY MR. BREMER:

16 Q. -- for starting and stopping?

17 A. Yes, sir.

18 Q. Are those at the helm station?

19 A. Yes, sir, the bridge.

20 Q. Okay. So you could see those?

21 A. Yes. In front of me.

22 Q. Okay. And just to confirm, there were no alarms with the
23 steering pumps, no lights?

24 A. No, sir.

25 INTERPRETER: There's no alarms (indiscernible) --

1 MR. SISON: No alarm. No alarm.

2 MR. BREMER: Okay. That's all I have. Thank you.

3 UNIDENTIFIED SPEAKER: No questions.

4 UNIDENTIFIED SPEAKER: No questions.

5 MR. WILLETT: All righty. That concludes this interview.

6 It's approximately 1530. Thank you very much.

7 MR. SISON: Thank you.

8 (Whereupon, at 3:30 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 Marciano Sison

ACCIDENT NO.: DCA19FM048

PLACE:

DATE: September 10, 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.



Kay Maurer
Transcriber