

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

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Accident No.: DCA19FM048

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Interview of: HYUNJIM PARK
Chief Officer

Wednesday,
September 11, 2019

APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

CARRIE BELL, Marine Accident Investigator
National Transportation Safety Board

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LCDR [REDACTED], Investigator
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(On behalf of slot charterers)

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(On behalf of ship's crew)

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I N T E R V I E W

1
2 MR. FLAHERTY: My name is David Flaherty. I'm with the
3 National Transportation Safety Board. This is an interview for
4 the investigation into the *Golden Ray* Marine Casualty. Today is
5 September 11th, 2019.

6 Sir, if you could, please state your name?

7 MR. PARK: Park Hyunjin. Do you need the spelling?

8 MR. FLAHERTY: Yes. Spelling of your last name, please.

9 MR. PARK: It's P-A-R-K, H-Y-U-N-J-I-N.

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

12 MR. PARK: Say again?

13 MR. FLAHERTY: Do I have your permission to record the
14 interview for the investigation?

15 MR. PARK: Investigation. Okay.

16 MR. FLAHERTY: Yes?

17 MR. PARK: Yes.

18 MR. FLAHERTY: Thank you. Oh, I'm sorry. Introductions?

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

20 MR. OSSICK: John Ossick, O-S-S-I-C-K, counsel for the
21 witness.

22 LCDR [REDACTED]: Lieutenant Commander [REDACTED], U.S. Coast
23 Guard, [REDACTED]

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

25 MR. LEDET: Les Ledet, U.S. Coast Guard investigator,

1 L-E-D-E-T.

2 MS. BELL: Carrie Bell, NTSB investigator, B-E-L-L.

3 LT [REDACTED]: Lieutenant [REDACTED] [REDACTED], U.S. Coast Guard,
4 District 7 Legal.

5 MR. McRAE: Colin McRae, counsel for the slot charterers,
6 M-C-R-A-E.

7 MR. BREMER: Tom Bremer, B-R-E-M-E-R, Republic of Marshall
8 Islands, maritime administrator.

9 MS. AMIOTTE McDONALD: Stephanie Amiotte McDonald, A-M-I-O-T-
10 T-E, M-C-D-O-N-A-L-D, for the crew.

11 MR. MOSELEY: Jim Moseley, Jr., Attorney for the vessel,
12 M-O-S-E-L-E-Y.

13 MR. GILSENAN: Ryan Gilsenan, and counsel for the pilots, G-
14 I-L-S-E-N-A-N.

15 (Whereupon, CHO KIM, an interpreter, translated the questions
16 and answers for HYUNJIN PARK as needed.)

17 INTERVIEW OF HYUNJIN PARK

18 BY MR. WILLETT:

19 Q. Okay, sir, before we get started talking about the incident,
20 we'd like to know some of your background. How long have you been
21 sailing?

22 A. Sir, around 13 years.

23 Q. Thirteen years?

24 A. Yes, sir.

25 Q. And of that 13 years, how many -- how much experience do you

1 have on car carriers?

2 A. Six years.

3 Q. Six years?

4 A. Yes.

5 Q. And how long have you been a chief officer?

6 A. Ten years.

7 Q. Ten years? Okay. And of that 10 years, how long have you
8 been a chief officer on a car carrier?

9 A. Six years.

10 Q. Six. Okay. So, 6 years chief officer on car carriers?

11 A. Yes.

12 Q. Have you been stationed on this car carrier before, the
13 *Golden Ray*?

14 A. First time.

15 Q. First time?

16 A. Yes, sir.

17 Q. And what time did you embark on the ship?

18 A. 2019.

19 Q. Okay.

20 A. In March.

21 Q. March 2019?

22 A. March 5.

23 Q. March 5, 2019. Okay. So what is a normal day for you on the
24 vessel? What are some of your jobs and duties that you do?

25 A. On most the ships, on most the ships, the operation is I

1 involve the -- something, the supervising, like there is
2 something, car operation and operation with control, something
3 provision, and almost to the captain order, I follow the captain
4 order.

5 Q. So does the captain give you standing orders?

6 A. Yes.

7 Q. Does that change any or is it daily; is it weekly? Does he
8 tell you every day what to do?

9 A. No.

10 Q. No?

11 A. This is the just fixed.

12 Q. Okay. So during, like, cargo operations, what would you
13 normally be doing?

14 A. Normally we checking the storage plan, how many loading,
15 discharging, how many weights, and the lashing condition, and
16 which portion loading and which portion discharging, checking the
17 storage plan, and the other general something damaging or
18 something problem. We making the damage reports, like this. The
19 cargo operation is just that.

20 Q. Where are you normally located physically during cargo
21 operations?

22 A. Normally the -- what?

23 Q. Where would you actually be standing or where would you be
24 present during cargo operations, loading and unloading of
25 vehicles? Would you be in the ballast control room? Would you be

1 in your office?

2 A. This not fixed. Sometimes I am going to the cargo hold,
3 actual check. Sometimes I'm going to the ship's office. And
4 sometimes I'm needed heeling adjust.

5 Q. Okay.

6 A. Yeah.

7 Q. Where is the heeling adjustment?

8 A. The ship's office.

9 Q. Okay. So the ship's office has the ballast control?

10 A. Yes, ship's office.

11 Q. Okay.

12 A. But we, the ballast control is the bridge compartment, ship's
13 office compartment, engine room compartment.

14 Q. So the engine room, ship's office and the bridge?

15 A. Yes.

16 Q. So you can control ballast --

17 A. Normally, I control the ship's office.

18 Q. Okay. So normally that's where you would be if you wanted to
19 control ballast?

20 A. Yes.

21 Q. Okay. So how many hours do you normally work a day?

22 A. This one depends on cargo operation.

23 Q. Okay. So in the last, you know, maybe month, have you ever
24 had to work more than the STCW hours? Have you ever busted your
25 hours?

1 A. You may say that again?

2 Q. Work more than 77 hours a week?

3 A. No. No more than 77 hours.

4 Q. So you've never had to go over?

5 A. No over.

6 Q. Never? Okay.

7 A. Okay.

8 Q. For Hurricane Dorian --

9 A. Yes.

10 Q. -- did that change the way you were having to load anything?

11 A. You mean, sir, the --

12 Q. Because you guys had to --

13 A. -- the hurricane?

14 Q. Yes.

15 A. Dorian Hurricane, we avoiding the hurricane, the east to
16 Mexico sea.

17 Q. Okay.

18 A. So we, drifting and this instruction come from the
19 (indiscernible) office. They say, maybe just now a little
20 dangerous, that navigation, so everything is more better, like
21 (indiscernible).

22 Q. Okay.

23 A. Okay. We do everything and we adjusting the schedule.

24 Q. Okay. Do you have different ballast conditions for severe
25 weather?

1 A. Yes.

2 Q. So did you alter the ballast or the heel for Hurricane
3 Dorian?

4 A. We lower the ballast to the 1,000 to 500, I think. The
5 figure is, I'm not --

6 Q. That's fine. That's fine. And you did that because of the
7 Hurricane?

8 A. Yes.

9 Q. Okay. So how long would you normally stay in that condition?

10 A. The deck condition?

11 Q. Yeah, the storm condition?

12 A. Storm condition, we know in place the hurricanes.

13 Q. Okay. So as the hurricane passed, did you discharge ballast?

14 A. Yes.

15 Q. And do you remember approximately --

16 A. The same, same --

17 Q. You took --

18 A. -- loading ballast here and discharging.

19 Q. Okay. How do you determine how much you take on and how much
20 you discharge?

21 A. About 1,000 to 500.

22 Q. I know but how do you know that's how much you did?

23 A. This -- the system is, the monitoring system have --

24 Q. And that works perfectly?

25 A. Yes. Correct. And we, two methods of using.

1 Q. Okay.

2 A. One is the monitoring, and the one is the actual sounding.

3 Q. The soundings?

4 A. Okay.

5 Q. And so, you sound -- every time you conduct ballast
6 operations, you watch on the monitor?

7 A. Yes.

8 Q. And then who do you have go out and sound?

9 A. The quartermaster.

10 Q. The quartermaster?

11 A. Yes.

12 Q. And they write everything down?

13 A. Yes.

14 Q. And they give it --

15 A. No. No writing. Just reporting.

16 Q. Oh, so he talks?

17 A. Yeah. He can pass word through the transceiver.

18 Q. Okay. And then, but do you type it in or you just look --

19 A. I compare the actual sounding and the monitor sounding,
20 compare.

21 Q. Okay.

22 A. Then I the recording.

23 Q. So do you record it?

24 A. Yes.

25 Q. Okay. Has the sounding in the last month or two ever

1 differed from what you saw on your monitor? Have you got
2 different readings before?

3 A. Different reading, I check, but I no experience different
4 reading.

5 Q. You never have?

6 A. Yes.

7 Q. So it's always the soundings --

8 A. It's always the -- not same, but there is similar different.
9 Only 5 or few meters different.

10 Q. So you have a difference, like a -- you have an allowance?

11 A. Yeah.

12 Q. Okay.

13 A. Almost the same.

14 Q. Okay. So, when you got to Jacksonville, how many cars did
15 you discharge?

16 A. Around 205.

17 Q. 205?

18 A. Yes.

19 Q. And did you take cars on?

20 A. 116.

21 Q. 116?

22 A. Yes.

23 Q. And then what decks? Do you remember what decks you
24 discharged?

25 A. Discharging decks, 11 decks and 5 decks.

1 Q. So 11 -- deck 11 and deck 5?

2 A. Yes.

3 Q. And then you put cars back on the same, 11 and 5?

4 A. No.

5 Q. No?

6 A. This only the small, small, small, which car is I'm not
7 (indiscernible), but the -- I remember 11, 7, 5, 9. This one I'm
8 no remembering good.

9 Q. Did you have to take on any ballast or adjust the ballast in
10 Jacksonville?

11 A. No. No, taking ballast.

12 Q. Did you discharge ballast?

13 A. No discharging ballast.

14 Q. Did you have to transfer any ballast-only tanks?

15 A. Heeling tanks.

16 Q. Heeling tanks?

17 A. Yes.

18 Q. Do you remember how much you transferred?

19 A. Don't remember.

20 Q. Don't remember. Okay. So, during the loading and unloading
21 in Jacksonville, did you experience any unusual list, greater than
22 10 degrees?

23 A. Unusual?

24 Q. Like did it list at all when you were loading and --

25 A. Just upright.

1 Q. What was that?

2 A. Upright. This meaning is --

3 Q. Upright?

4 A. Upright.

5 Q. So why did you adjust your heel in Jacksonville?

6 A. Why I adjusting heel?

7 Q. Yes.

8 A. This depend on cargo operation. We put -- cargo is loading
9 port side, we heeling going to the port side.

10 Q. Yeah.

11 A. Car discharging port side, we going to the starboard. Just
12 depend on cargo operations.

13 Q. And that happened in Jacksonville?

14 A. What?

15 Q. In Jacksonville --

16 A. Yes.

17 Q. -- did you adjust your heel?

18 A. Yes.

19 Q. Okay.

20 A. Every port.

21 Q. Every port?

22 A. Yes.

23 Q. So you sit in the control room or do you sit in the ship's
24 office?

25 A. Yes.

1 Q. While the cars are being loaded and unloaded, and if it
2 starts to heel --

3 A. Yes.

4 Q. -- you would -- you transfer --

5 A. The ballast.

6 Q. Okay. Into the heel tanks?

7 A. Yes.

8 Q. To make sure it's upright?

9 A. Yes.

10 Q. So what do you --

11 A. This (indiscernible) I cannot speak to any kind upright
12 because I am thinking about the cargo loading portion or
13 discharging portion, and the heeling going to the -- if we heeling
14 going to the starboard side, I thinking, that we list not upright.
15 Neither port side is better.

16 Q. Okay.

17 A. Because discharging after we're going to the starboard side,
18 maybe like this, I saw continuous I'm not adjust heeling. Just
19 sometimes too much going like this, maybe dangerous, I thinking,
20 I'm going to the heeling adjust, like this.

21 Q. What is your limit, like 5 degrees, 10 degrees?

22 A. This limit, this -- I'm limit is 2 degrees.

23 Q. Two degrees?

24 A. Yes.

25 Q. Okay. Two degrees. All right. Are you the only one that

1 will adjust the heel on the ballast?

2 A. Two heeling tanks.

3 Q. Yeah. But are you the only one?

4 A. In this time, only one, yes.

5 Q. Yes. Do you ever let your assistants adjust ballast or --

6 A. Can pass work.

7 Q. Who would you allow?

8 A. All officers can pass.

9 Q. Now on this vessel, do you allow the other officers to adjust
10 the ballast?

11 A. Can possible.

12 Q. Possible?

13 A. Yes.

14 Q. Okay. Did they in Jacksonville?

15 A. Jacksonville maybe. The heeling is depend on cargo
16 operation. So something that I'm less time, officer is that I
17 permission to the -- if we going to the heeling too much, the port
18 or starboard side, you can (indiscernible) adjust like this. I am
19 order to the officers.

20 Q. Okay. So, you give a verbal order to the --

21 A. What?

22 Q. You give a verbal order to your assistants that they can
23 adjust the heel?

24 A. Yes.

25 Q. Okay. And do you train them how to do that?

1 A. Training?

2 Q. Yeah. Do you train your assistants --

3 A. Yes.

4 Q. -- how to adjust heel?

5 A. Correct. They all understand how to do ballasting and how to

6 cargo operating, the pumps, the pressure.

7 Q. Okay.

8 A. All understand.

9 Q. In Brunswick --

10 A. Yes.

11 Q. -- how many cars did you discharge in Brunswick?

12 A. 265.

13 Q. 265?

14 A. Yes.

15 Q. And then how many cars did you take on?

16 A. 359.

17 Q. 265, and you took on 359?

18 A. Yes.

19 Q. Do you remember the difference in weight?

20 A. Different weight? I'm not remember.

21 Q. Okay. Is it -- was it significant; was it a lot? You don't

22 have to know the exact amount, but was it 100,000 pounds --

23 A. Weight?

24 Q. -- or 10 tons, 20 tons?

25 A. How many different?

1 Q. Yeah.

2 A. I don't know the weight.

3 Q. You don't know?

4 A. Yes.

5 Q. Okay. So whenever you get these different amount of cars --

6 A. Yes.

7 Q. -- you probably know you might have to ballast or de-ballast
8 because you have different weights. Did you have to take any
9 ballast or discharge ballast?

10 A. This all depend on dropped.

11 Q. Well, what about in Brunswick?

12 A. Brunswick is normally the loading ballast there, discharging
13 ballast because I am -- the reading might dropped it.

14 Q. Yes.

15 A. Just it's okay.

16 Q. Okay.

17 A. The departure dropped this 9.4.

18 Q. 9.4?

19 A. Before the 9.4, after is 9.45. So I am not -- no necessary
20 to the loading ballast and discharging ballast.

21 Q. Okay.

22 A. Just the same like the arrival ballast.

23 Q. So when you got to the ST buoy in Brunswick, you didn't take
24 any ballast between Jacksonville and Brunswick?

25 A. Yes.

1 Q. No ballast?

2 A. No touching the ballast tank.

3 Q. Okay. So you went to the Port of Brunswick, discharged
4 cargo?

5 A. Yes.

6 Q. Took on cargo.

7 A. Yes.

8 Q. Did you conduct any ballasting at all?

9 A. No discharging, no loading.

10 Q. Did you do any heel adjust?

11 A. Heeling tank increase, normally three tanks we're using.

12 Q. So, did you adjust the heel in Brunswick?

13 A. Yeah. Only adjusting heeling.

14 Q. Okay. Did it -- did you have any significant shifting during
15 cargo operations in Brunswick?

16 A. Just depends on cargo loading position.

17 Q. But in Brunswick, did it significantly list during loading?

18 A. Yes.

19 Q. Like what, to what degree do you think during loading and
20 unloading?

21 A. Not too much. About 1 degree.

22 Q. One degree?

23 A. Yes.

24 Q. Okay. Was the cargo that you loaded in Brunswick any
25 different? Something -- was anything unusual about it or is it

1 just a typical vehicle that you would normally load? Were they
2 larger than normal?

3 A. Just normal cargo operation.

4 Q. Okay. So you do a lot of larger SUVs like Tahoes, and the
5 larger cars?

6 A. Large cars?

7 Q. Yeah.

8 A. In Brunswick it's only loading SUV and passenger.

9 Q. Okay. So you offloaded passenger cars?

10 A. Discharging was all the passenger cars.

11 Q. Okay. And you loaded passenger and SUVs?

12 A. Yes. Correct.

13 Q. And the difference in weight, does that concern you at all?

14 A. The weight?

15 Q. Yeah, the weight.

16 A. How many different?

17 Q. Yes.

18 A. I don't know.

19 Q. But did it concern you? Do you think about that?

20 A. Think about (indiscernible).

21 Q. Okay. So you take the draft?

22 A. Yes.

23 Q. And if the draft is different, then you might have to adjust
24 your ballast? Is that what you're --

25 A. It could I needed the trim adjusting.

1 Q. Yep.

2 A. I need trim adjusting or something. I need the -- we can
3 ballasting or de-ballasting, but we already reporting to the
4 Brunswick port. The ballast reporting already sending. No
5 discharging any ballast.

6 Q. Okay.

7 A. Already reporting. And we are, in this time, no necessary to
8 discharging ballast or loading ballast.

9 Q. Okay. All right. So do you oversee to make sure all the
10 vehicles are secured on the decks?

11 A. Yes.

12 Q. And the larger, like, SUVs, do they have bigger straps than
13 the passenger vessels or are they all the same? The vehicles,
14 sorry. The lashing?

15 A. Lashing?

16 Q. Yes.

17 A. This SUV and passenger ship is only the small lash when --
18 they're using small size.

19 Q. Yeah. Okay. And do you know what they're rated for, the
20 lashing? Like the breaking strength?

21 A. I know this -- the breaking load is 2 tons.

22 Q. Two tons?

23 A. Yes.

24 Q. And do you know how often they're inspected?

25 A. What?

1 Q. Or how often somebody inspects them to make sure they're
2 still good?

3 A. This already the ship, the class approved.

4 Q. Class?

5 A. Yeah.

6 Q. So they look at every lash to make sure they're still
7 operable?

8 A. Yes.

9 Q. And in good condition?

10 A. Good condition.

11 Q. Okay. So do you check -- you have your assistants check
12 every vehicle to make sure they're lashed?

13 A. You mean that I am checking the lashing condition?

14 Q. Or you have one of your assistants?

15 A. My officer, sir. Yes, check and he reporting to me.

16 Q. Okay. Do you write that down and then put it in your
17 computer, all secured?

18 A. Lashing condition?

19 Q. Yes.

20 A. Just the checklist, just lashing condition, I check, good
21 condition.

22 Q. Okay. When you do the reports about -- your ballast reports
23 and your loading reports, you fill them out, and do you send them
24 to the company?

25 A. No sending.

1 Q. No sending?

2 A. Yes, sir.

3 Q. Where do -- they just stay on the computer?

4 A. Stay on the computer, save.

5 Q. So you just report to the captain that all is well, and then
6 he sends a report to the company?

7 A. I calculate the stability and printing out, and this one that
8 I reporting to the captain. And captain permission, can password
9 the departure or not; he check. After, just keeping the ship's
10 pilot. No sending to the company.

11 Q. Okay. And before you depart, do you verify the GM of the
12 vessel to make sure its stable?

13 A. Yes.

14 Q. And in your -- what do you use for that? Do you have like a
15 manual that says your GM has to be between these two numbers prior
16 to departure?

17 A. Sorry?

18 Q. What was your GM at departure?

19 A. 2.45.

20 Q. Okay. Is that a good GM?

21 A. Yes. This is the -- our -- the Loadcom.

22 Q. Yeah.

23 A. This printing, the printout, this -- if the something no
24 good, this article is not okay, like this.

25 Q. Okay.

1 A. But I'm looking the paper and at this condition all okay or
2 not. Checking after I develop (indiscernible).

3 Q. So a computer tells you --

4 A. Yes.

5 Q. -- if your GM is okay?

6 A. Yeah, computer tell me the GM is okay.

7 Q. What parameters does it use to know that it's -- the
8 stability is okay? Does it have the draft, the heel?

9 A. Yeah, this -- the programing already this, Loadcom
10 programing, this already are approval to the class approver.

11 Q. Right.

12 A. And I am just put inside the cargo unit and the weight.

13 Q. Okay.

14 A. And deck.

15 Q. Yeah.

16 A. And the ballast and fuel and the fresh water. And all put in
17 the data and then I printout.

18 Q. How do you know what the, where the fuel -- what levels the
19 tanks are?

20 A. Just looking for the monitor.

21 Q. So you don't get a report from the engineers?

22 A. No. No, (indiscernible).

23 Q. Okay. So you use the monitor --

24 A. Yes.

25 Q. -- to tell you? Okay. And is that the potable water tank as

1 well?

2 A. Yes.

3 Q. And the sewage tank?

4 A. What?

5 Q. The sewage tank?

6 A. The sewage tank is --

7 Q. Is it too small or --

8 A. -- cannot monitor.

9 Q. Okay, okay. So, you can monitor the larger tanks on the
10 vessel? You know what height the weight is on each deck?

11 A. Yes.

12 Q. You would input that, and the computer says your GM is okay?

13 A. This all programing is either the capacity.

14 Q. Yes.

15 A. And put inside how much, how much here or the programing.

16 Q. Okay. Is there a way to verify that you know like the
17 vehicles, they tell you this vehicle weighs 1 ton or 2 tons? Do
18 you have to take the word of the shipper?

19 A. Yes.

20 Q. Okay.

21 A. Hyundai Glovis.

22 Q. Hyundai Glovis tells you this vehicle weights 6,000 pounds?

23 A. Yes.

24 Q. So you type that in?

25 A. Yes.

1 Q. Does anybody on shore help you do that?

2 A. What do you mean?

3 Q. Like you're typing it all in, does somebody else do the same
4 so you can compare that you both were correct?

5 A. No, only me.

6 Q. Only you? Okay. Does anybody check to make sure the numbers
7 you enter were correct besides yourself?

8 A. Correct, no correct, nobody know. Only me.

9 Q. Only you? Okay. Upon departure from Brunswick --

10 A. Yes.

11 Q. -- you were probably -- you worked the loading?

12 A. Yes.

13 Q. So, where did you go after the vessel started to depart the
14 dock? Did you go to your stateroom or go eat?

15 A. The sailing after, you mean, the moor line let go?

16 Q. Yep. Yep. You were still here, loading's complete, you did
17 your calculations.

18 A. Yes, sir.

19 Q. You tell the captain, we've got good GM.

20 A. Yes.

21 Q. So where do you go from there?

22 A. I'm at the stand by in post.

23 Q. So what is your position for standby?

24 A. The post, sir, commander.

25 Q. Okay. And where is that?

1 A. The following the captain order.

2 Q. Yeah.

3 A. The pilot on board.

4 Q. Yes.

5 A. And the departure time, the captain ordered to the headline
6 that go, the moor line that go like this, tug line may pass, like
7 this, I am just following the captain's --

8 Q. So you oversee all the lines?

9 A. Yes.

10 Q. Okay.

11 A. Yes.

12 Q. Do you do the pilot card as well? Do you interview with the
13 pilot, or do you tell the pilot anything?

14 A. Yes. Everything like this.

15 Q. So what would you normally tell the pilot? Maybe I didn't
16 answer that right. Do you --

17 A. The pilot not order to me.

18 Q. Okay, okay. So you're in charge of the line handlers?

19 A. Yes.

20 Q. Okay. All right. And then after the lines are all in the
21 boat --

22 A. Yes.

23 Q. -- what did you do after that?

24 A. When the captain order to me, two members, the watching and
25 the emergency officer stand by.

1 Q. Okay.

2 A. And other crew is dismissed. So I am going to the bridge,
3 and something problem or no problem, I am reporting to captain.
4 And then something, some more discuss. And then the captain say,
5 dismiss, and I go to my cabin.

6 Q. Okay. Now on the outbound transit, do you notice the ship
7 was acting differently? Did it feel different? Was it --

8 A. Everything okay.

9 Q. Okay. Is it normal for this vessel, when you're making
10 turns, to list a little bit? When you're making a starboard turn,
11 does it normally list a little bit?

12 A. Normal list meaning is I am something --

13 Q. Yeah. You know, the way the boat acts, if you're turning to
14 left, does it normally list a little bit?

15 A. This depends on the ship's condition. So the ship's
16 condition is changing, maybe this one -- depend on the speed, on
17 how much using the rudder.

18 Q. Okay.

19 A. The how much list, this one that I'm -- the normal list,
20 normal, not this time, I cannot decide it.

21 Q. Okay. That's fine. I understand.

22 So in this particular case, you had a good GM.

23 A. Yes. Yes, sir.

24 Q. And there was a turn made --

25 A. Yes.

1 Q. -- about here.

2 A. Yes.

3 Q. In that area.

4 A. I don't know the situation because that I am --

5 Q. You were in your rack.

6 A. -- on the cabin. So I don't know how much speed, how much
7 using the rudder.

8 Q. Yeah.

9 A. How much is normal list, this depend on speed and rudder,
10 what port (indiscernible).

11 Q. Well, let me ask you this, as a chief officer --

12 A. Yes.

13 Q. -- you've been on this boat a long time. Let's say, you're
14 out to sea.

15 A. Yes.

16 Q. And you're going maximum speed. What is the maximum speed
17 for this vessel?

18 A. This maximum speed is -- you mean the ship speed?

19 Q. Yeah.

20 A. Maximum speed?

21 Q. Yeah. Like what, 20 knots?

22 A. About 17 knots, 18 knots.

23 Q. Okay. Let's say it's going 18 knots.

24 A. Yes.

25 Q. You have a GM of 2.35.

1 A. Yes.

2 Q. You have no wind.

3 A. Yes.

4 Q. And you turn 20 degrees to port -- or to starboard.

5 A. Okay.

6 Q. Would the boat capsize?

7 A. Yes.

8 Q. It would? Well, okay, let me -- you're out at sea.

9 A. For the (indiscernible), the car carrier?

10 Q. Yeah, car carrier. This car carrier, the *Golden Ray*. You're
11 underway, 18 knots, you give a command, starboard 20. Would the
12 boat capsize?

13 A. I think the, even starboard 20, just maximum is -- starboard
14 list is only 10, just normal.

15 Q. Okay. So what if you went starboard 35 at 18 knots with a GM
16 of 2.35?

17 A. This, I have no experience like this situation.

18 Q. Okay. Okay.

19 A. But --

20 MR. FLAHERTY: You're kind of getting into hypotheticals
21 there.

22 MR. WILLETT: All right.

23 MR. PARK: If for like this situation, maybe I'm guess you.
24 I have no experience.

25 MR. WILLETT: Okay.

1 MR. PARK: Just I guess maximum 20 will, it's normal
2 condition.

3 MR. WILLETT: Okay. All right. I think --

4 MR. LEDET: I have no questions.

5 BY MS. BELL:

6 Q. What is the name of the cargo loading software that you use?

7 A. Cargo loading support?

8 Q. Software.

9 MS. AMIOTTE McDONALD: Software.

10 MR. PARK: Sub --

11 MS. BELL: What is the --

12 MS. AMIOTTE McDONALD: Software, computer --

13 MR. PARK: Ah, software?

14 MS. AMIOTTE McDONALD: Yeah.

15 MR. PARK: This --

16 MS. AMIOTTE McDONALD: The program.

17 MR. PARK: Programs. Programs. I cannot explain to you
18 this.

19 MS. AMIOTTE McDONALD: I don't think he knows what software.

20 MS. BELL: What's the name of it?

21 MR. FLAHERTY: What's the name.

22 MR. PARK: This Loadcom. Load, L-O-A-D, Com, C-O-M.

23 MS. BELL: Okay.

24 UNIDENTIFIED SPEAKER: Can you repeat that?

25 MR. WILLETT: Loadcom.

1 MR. PARK: Loadcom.

2 MR. WILLETT: C-O-M.

3 MR. PARK: It's program.

4 BY MS. BELL:

5 Q. Okay. And do you -- how were you trained to use that
6 software?

7 A. Training?

8 Q. Um-hum.

9 A. This, just to be the chief officer, handover time, he explain
10 how to using like this. But this, all is, almost is fixed just to
11 put in the data, like easy to understand it, how to using this.
12 Normally can password to the computer using, maybe the -- easy to
13 understand.

14 Q. It's easy to understand?

15 A. Yes.

16 Q. Okay. So did you learn on the job? He shows you when
17 you're --

18 A. Over, handover time.

19 Q. Handover.

20 A. Yeah.

21 Q. Okay. So about how long did it take you to learn to use the
22 program?

23 A. Programs, we are hand over at the sailing time. I already
24 using this Loadcom because I'm calculating GM. I am reporting to
25 the captain.

1 Q. So when you learned how to use it the first time, how long
2 did it take you to learn?

3 A. Only 3 hour, 4 hour.

4 Q. Okay. And does anyone else know how to use that on the ship
5 besides you?

6 A. No, only me.

7 Q. Just you?

8 A. Yeah.

9 Q. Okay.

10 A. Because they are no necessary to learn.

11 (Through interpreter) They have no responsibility learning
12 how to use this system, so he's the only one that operates that.

13 Q So if, say, something happened and you were ill, you were
14 sick during cargo ops, who would do that job?

15 A. (In English) This -- maybe captain.

16 Q. The captain?

17 A. Yeah.

18 Q. So he knows how to use the software? Do you --

19 A. I'm not sure.

20 Q. Okay.

21 A. I never experienced like this situation.

22 MS. BELL: Okay. That's all I have for now. Thank you.

23 BY MR. FLAHERTY:

24 Q. Does the program you use for the vessel stability
25 calculations for the GM, does it have any settings for the type of

1 water you're in, the vessel is in? If it's a freshwater --
2 A. Yes.
3 Q. -- do they have, the computer, do you have to change --
4 A. Yes.
5 Q. So at the port --
6 A. Yes.
7 Q. -- was -- what type of water --
8 A. Freshwater.
9 Q. At the port?
10 A. The Brunswick.
11 Q. Yeah, Port of Brunswick.
12 A. Yes.
13 Q. Did the computer program --
14 A. Sea water (indiscernible) can password through the changing.
15 Q. Yeah. What type of -- okay. Saltwater and freshwater and
16 brackish water have -- affect the vessel's buoyancy differently,
17 right?
18 A. Yes. Correct.
19 Q. Okay. Is there a setting in that program to change what type
20 of water the vessel is in when it's calculating the GM?
21 A. We have the salinity, you know, saline?
22 Q. Yes.
23 A. Yeah. We changing salinity. If we going to the freshwater,
24 we -- I changing the 1.000. I input, input the data.
25 Q. So for the computer, when you were calculating the GM --

1 A. Yes.

2 Q. -- on September 8th, 9th, for the vessel to depart --

3 A. Yes.

4 Q. -- you inputted freshwater?

5 A. Yes.

6 Q. All right. Why did you input freshwater at Brunswick?

7 A. Brunswick is the freshwater area. I input to the freshwater.

8 Q. All right. I think I'm mistaken.

9 A. (Through interpreter) He was informed that that was a
10 freshwater area.

11 (In English) This -- that come from the agent, that it gets
12 to the fresh trough.

13 Q. Okay. When you were in Jacksonville, what water type did you
14 put into the computer when you were calculating GM?

15 A. Freshwater.

16 Q. In Jacksonville?

17 A. Yes.

18 Q. All right. And the agent -- who was the agent?

19 A. Agent's name is, I don't know.

20 Q. Okay. What was the agent company?

21 A. Agent company?

22 Q. The company. What was, who were you --

23 A. I don't remember. Maybe you can password to asking to the
24 captain or --

25 UNIDENTIFIED SPEAKER: I think it's Norton Lilly.

1 MR. FLAHERTY: Well, we've got to confirm that.

2 UNIDENTIFIED SPEAKER: With [REDACTED]? He's outside.

3 MR. FLAHERTY: All right.

4 BY MR. FLAHERTY:

5 Q. Would, if the water is saltwater --

6 A. Yes.

7 Q. -- and in the computer you put in freshwater, would that have
8 -- would that give an incorrect, potentially give an incorrect GM
9 for the vessel?

10 A. I'm not sure of this.

11 (Interpreter clarifies)

12 (In English) Yes.

13 Q. Would that difference in a GM calculated for saltwater versus
14 a GM calculated for freshwater, would that difference be
15 significant?

16 A. This one I'm not sure, but I think the maximum/minimum is 20
17 centimeter. I guess this not big.

18 Q. Okay.

19 INTERPRETER: 20 centimeters of difference.

20 BY MR. FLAHERTY:

21 Q. In complete height?

22 A. Yes. The maximum/minimum maybe the 20 centimeter different.

23 Q. All right.

24 A. Maybe the different is half GM.

25 Q. Would -- no, would the GM in a freshwater be lower than the

1 GM in a saltwater?

2 A. Yes, it's different.

3 (Interpreter clarifies)

4 (In English) Freshwater is more going to the down.

5 Q. Yeah. So -- all right. Is there a setting for like brackish
6 water?

7 MR. FLAHERTY: We need to confirm what the other vessels in
8 the port may set their computers at.

9 MR. WILLETT: Hey, Pete? You're at the -- I'm sorry, Tom.
10 Call you Pete for now.

11 MR. WILLETT: The *Emerald Ace*, can we contact them and ask
12 what they were told and what they set theirs at?

13 MR. BREMER: Yeah, no problem.

14 MR. FLAHERTY: All right.

15 MR. WILLETT: And then maybe if they could run it -- their
16 GMs on fresh, salt and brackish and see the difference?

17 MR. BREMER: Yeah. We can discuss that off the different --

18 UNIDENTIFIED SPEAKER: I want, I want a little bit of clarity
19 for this question because I know where you're going.

20 BY UNIDENTIFIED SPEAKER:

21 Q. So, when you set the specific gravity for saltwater versus
22 freshwater, is there two settings? Meaning the ship is in
23 freshwater and then that's one number, and then the water -- what
24 about the water you put into the heel tank or the ballast tank?
25 What is that setting?

1 A. What --

2 (Interpreter clarifies)

3 (In English) Ballast tank, in ballast tank inside calculate
4 the seawater.

5 (Through interpreter) Always we calculated as seawater in the
6 ballast tanks inside.

7 Q. What about the heel tanks?

8 A. (In English) Seawater.

9 Q. Okay. So the number you're changing for freshwater versus
10 seawater is the water the ship is sitting in?

11 A. (Through interpreter) They calculate it by the water the ship
12 is on the freshwater or the seawater.

13 Q. Okay. So --

14 A. So there's no changes in the ballast of the tank.

15 BY MR. WILLETT:

16 Q. When you -- in Jacksonville, you entered freshwater?

17 A. (In English) Yes.

18 Q. When you left Jacksonville and went offshore, did you change
19 it back?

20 A. On this in the system?

21 MR. FLAHERTY: To saltwater.

22 BY MR. WILLETT:

23 Q. To saltwater?

24 A. What we are (indiscernible) is only arrival and discharging
25 at the departure, only the changing this freshwater, seawater.

1 The calculate the time is arrival time, GM, I calculate.

2 Q. Right.

3 A. Departure time, calculate GM. So departure time and arrival
4 time is freshwater. I am the picks -- the making the freshwater
5 and -- not necessary to the go out. I never --

6 (Through interpreter) He say it all depends on the condition
7 of the water at the time of the departure. So there's no --
8 that's how they calculate it. So at the time of the departure.

9 (In English) It's only after we (indiscernible) --

10 Q. You're no longer -- you're only required --

11 A. -- the freshwater or the seawater is not -- I'm not
12 calculate.

13 Q. Okay. So you're only required by the company to calculate
14 your GM at departure and when else? Just at departure?

15 A. We are the calculate GM is arrival and departure.

16 Q. All right. So two times?

17 A. Yes.

18 Q. And that's all the company requires?

19 A. Yes.

20 MR. WILLET: Okay.

21 BY MR. FLAHERTY:

22 Q. When you're calculating the GM for arrival, what setting are
23 you using for the water?

24 A. Arrival which port? Brunswick?

25 Q. Brunswick, yes.

1 A. Yes. I am using freshwater.

2 Q. Even though you're out in the ocean, off the coast?

3 A. In ocean, I no calculate. In arrival calculate.

4 Q. But when you're arriving, when do you do the calculation?
5 Before the vessel takes on the pilot?

6 A. In the ocean.

7 Q. Okay. In the ocean? So you're in the ocean, are you using
8 the saltwater setting for the calculation?

9 A. In the ocean, the ship condition is the freshwater or
10 seawater is, I'm not thinking this. Only arrival condition,
11 arrival this -- arrival water is freshwater or the seawater.

12 UNIDENTIFIED SPEAKER: So you're predicting what the GM will
13 be when you arrive at the dock?

14 MR. PARK: Yes.

15 UNIDENTIFIED SPEAKER: You don't care what the GM is out at
16 sea?

17 MR. PARK: This, I'm calculate time the seawater or
18 freshwater is, I'm not thinking about it.

19 (Through interpreter) Okay. The agency ask the calculated
20 arrival at port based on the freshwater, and that's they way that
21 he has calculate it and report it to them.

22 MR. FLAHERTY: Okay. All right. I'll hold off. No further
23 questions for now.

24 MR. McRAE: Hello, Chief. I'm Colin McRae. I represent the
25 slot charterers of the vessel.

1 MR. PARK: Yes.

2 MR. McRAE: Liberty Global Logistics.

3 BY MR. McRAE:

4 Q. Are you familiar with the term slot charterer or space
5 charterer?

6 A. Slot charter?

7 Q. Or space charterer?

8 A. Space charter? Charter, charter?

9 Q. Charterer.

10 A. Charterer. We are -- the charter is owner.

11 Q. Okay. There was a certain portion of the ship that was
12 chartered, a small space.

13 INTERPRETER: A charterer, slot -- a charter and space
14 charter, you say? It's a charter, right?

15 MR. McRAE: Either one.

16 INTERPRETER: The slot charter or -- slot charter or
17 whatever, they belong to same company.

18 BY MR. McRAE:

19 Q. Okay. So maybe you weren't aware that there was a slot
20 charterer. But have you, in your experience on other vessels,
21 have you served as a chief mate on vessels that were under
22 charter?

23 A. (In English) Yes.

24 Q. Yeah. Okay. And did you know whether or not this vessel was
25 subject to a charter?

1 A. Yes. In my on board, I'm no chartering.

2 Q. Okay. All right. Well, in your past experience with vessels
3 that were under charter, has the charterer ever provided you or
4 the ship instructions as to how to load cargo?

5 A. How to -- yes.

6 Q. Okay. Tell me about that. Were there any instructions given
7 to you for this ship from a charterer as to how to load?

8 A. They sending to the ship the pre-storage plan. They planning
9 this loading, which deck, like this with the ship. I understand
10 which side loading they chartering. He sending to the email, the
11 storage plan.

12 Q. And who was that, that sent you that?

13 A. This Hyundai Glovis.

14 Q. Okay, Glovis. Okay. All right. But nothing from Liberty
15 Global Logistics, LGL, or Liberty Group?

16 A. (Through interpreter) He says, what is the Liberty Group?

17 MR. McRAE: Well, that's what -- he obviously doesn't --

18 UNIDENTIFIED SPEAKER: That answers the question.

19 MR. McRAE: Yeah, that answers the question. Yeah.

20 BY MR. McRAE:

21 Q. In the inspection of the lashings after conclusion of cargo
22 operations, were there any deficiencies, any problems discovered
23 with the lashings?

24 A. No problems, sir.

25 Q. Prior to the incident where the vessel heeled over, did you

1 hear any loud noises or booms or bangs that would be consistent
2 with shifting of cargo?

3 A. No listen to any noise and any sound.

4 MR. McRAE: Okay. All right. That's all I have. Thank you.

5 MR. BREMER: Tom Bremer with the Marshall Islands.

6 BY MR. BREMER:

7 Q. The load computer, your stability computer that was on the
8 *Golden Ray*, have you worked with that software on previous
9 vessels?

10 A. Different software.

11 Q. Different software?

12 A. Yes.

13 Q. Was the function similar, different?

14 A. Almost similar.

15 Q. Very similar?

16 A. Yeah.

17 Q. Okay. As far as your draft readings --

18 A. Yes.

19 Q. -- how were those calculated? How were those taken? How
20 were the draft readings taken?

21 A. This -- the (indiscernible) the draft and I compare the
22 actual draft.

23 Q. Okay. So you have --

24 A. So I'm comparing the actual draft.

25 Q. Okay. So you have gauges, draft gauging, and then you also

1 verify --

2 A. Yeah. There's three kind. The first is gauging, and then I
3 am actual reading the draft, and then this -- the system that
4 calculate draft.

5 Q. Okay.

6 A. Three kind.

7 Q. Okay. So from the loading computer based on the salinity,
8 everything else that's input?

9 A. Yes.

10 Q. Okay. And do you remember to the best of your recollection,
11 did what the computer calculated for your -- what the draft should
12 be based on the loading conditions, was that fairly close to the
13 actual draft?

14 A. Almost close.

15 Q. They were close?

16 A. Not too much difference.

17 Q. When you say not much, do you remember how much? Was it, you
18 know, .1 meter? And if you don't remember, it's not --

19 A. This one, I'm recording this: the gauge draft, actual draft,
20 how many different, and also the system draft, actual draft, how
21 many different, and GM. On every port, arrival, departure, I'm
22 recording.

23 Q. Okay. And it's -- so the calculations from the computer
24 versus your actual draft were fairly close? They were close
25 together?

1 A. Almost to the close.

2 Q. Almost the same?

3 A. Um-hum.

4 Q. Okay. And the vessel at departure was sitting even, so your
5 port and your starboard drafts were the same? She was level, zero
6 degrees?

7 A. The upright and leaving?

8 Q. Yes.

9 A. Yes.

10 Q. Okay. And the last question I have, EPIRB on the vessel, do
11 you know where the EPIRB was?

12 A. EPIRB?

13 Q. Yes.

14 A. EPIRB is the bridge, wing bridge port side.

15 Q. Port side bridge wing?

16 A. Yes.

17 MR. BREMER: Okay. Perfect. Thank you. No more questions.

18 MR. PARK: Okay.

19 MS. BELL: I have no questions.

20 LT [REDACTED]: I have just a few. I can come over. Excuse me.

21 Hi, Mr. Park.

22 MR. PARK: Okay.

23 BY LT [REDACTED]:

24 Q. What is the minimum allowable GM?

25 A. Minimum allowable GM is 1.8.

1 Q. Okay. And the ballast tanks, are they double bottoms or wing
2 tanks, or both?

3 A. They're mixed.

4 Q. Okay. And how many -- are there -- is there a double bottom
5 tank on each side of the keel? Pairs of double bottom tanks?

6 A. Yes. Double bottoms.

7 Q. In pairs?

8 A. Yes.

9 Q. And then, and then pairs of wing tanks?

10 A. Wing tanks, their (indiscernible).

11 Q. Upper and lower?

12 A. Yes.

13 Q. Upper and lower wing tanks?

14 A. Yes.

15 Q. Okay. And how many sets of ballast tanks, like five wing
16 tanks?

17 A. Usually on, the something -- you want the capacity on each
18 ones?

19 Q. Yeah.

20 A. Capacity with this photo, you can understand?

21 Q. Sure.

22 A. Maybe it's, maybe -- you want this?

23 Q. There it is. I was going to ask you to draw that, but you've
24 already drawn it, so -- so we're looking at a forepeak tank
25 forward, and then the number 1 is a ballast tank all the way

1 across. And then we have number 2, port and starboard; 3, port
2 and starboard; and then 4 -- 4 and 5 are port, center and
3 starboard. And number 5 again is a pair, and then 6 -- okay. So
4 we have a combination of pairs and triples. Where there's three
5 across, are those wings?

6 A. Yes.

7 Q. Okay. Now -- oh, and are these the capacities or the
8 quantities you had in there?

9 A. They're quantity.

10 Q. These are the quantities. Okay. Do you have a similar
11 drawing with the capacities? So like if this number 3 -- excuse
12 me -- number 3 starboard has 715 metric tons in it?

13 A. Yes.

14 Q. Is that tank full?

15 A. Yes, full.

16 Q. Okay. What about 3 port, has 100 metric tons.

17 A. Yes.

18 Q. Is -- then that's not full?

19 A. Not full.

20 Q. Okay. 385 metric tons?

21 A. Full.

22 Q. Full?

23 A. Full. Number 2, 3, 4 center is full.

24 Q. Okay. Why don't -- if you could point to these and show me
25 which ones are not full and how much quantity is in them?

1 A. This, you can see that is full quantity. I say, I say number
2 2 starboard, number 3 starboard, and number 4 center is full.
3 Other is not full.

4 Q. All of these are not full?

5 A. Yes.

6 Q. Okay. And we did -- and there's just some slack in there, 15
7 tons, 100 tons?

8 A. No, the sounds like total ballast we have, total ballast
9 2880.

10 Q. You had 2880 metric tons on board?

11 A. Okay.

12 Q. Correct?

13 A. Yes.

14 Q. And what's the total -- well, I guess what I'm really focused
15 on is tanks that are not full but have quantities in them. Does
16 that make sense?

17 LT [REDACTED]: All right. That's all I have. Thank you very
18 much.

19 MR. PARK: Okay.

20 LT [REDACTED]: Appreciate it.

21 UNIDENTIFIED SPEAKER: Email that to me. Can you email it?

22 MR. PARK: But what one? This one?

23 UNIDENTIFIED SPEAKER: Yeah.

24 MR. PARK: Okay. I try to.

25 UNIDENTIFIED SPEAKER: Let me take just a second.

1 MR. WILLETT: Chris, do you have anything?

2 LCDR [REDACTED]: Yeah, I have a few questions.

3 MR. WILLETT: Okay.

4 MR. FLAHERTY: I guess we haven't -- the chief officer hasn't
5 gone through the events when the vessel went over, did he? Okay.
6 We should probably get that.

7 MR. WILLETT: Do you want to go through that with him.

8 LCDR [REDACTED]: I could do that part.

9 MR. PARK: You want sending the email?

10 UNIDENTIFIED SPEAKER: Yeah.

11 MR. PARK: Just now?

12 MR. FLAHERTY: We'll ask him. Are you --

13 MR. PARK: Just now?

14 UNIDENTIFIED SPEAKER: Yeah. Do it again.

15 MR. PARK: I need password to the sending to email so you
16 can, the password to the tech portal?

17 UNIDENTIFIED SPEAKER: The what?

18 MR. WILLETT: Would you like a break?

19 MR. PARK: What?

20 MR. WILLETT: Would you like a break?

21 MR. PARK: It's okay.

22 MR. WILLETT: Do you want to keep going? It's up to you.

23 MR. PARK: How long remain?

24 MR. WILLETT: Not -- do you got any questions?

25 MR. LEDET: No.

1 MR. PARK: Can password?

2 MR. WILLETT: Not much longer.

3 MR. PARK: Then continue.

4 MR. WILLETT: Okay. Chris.

5 BY LCDR [REDACTED]

6 Q. Chief, I want to talk about this loading. I've got just a
7 handful of questions about this loading. So you said you put in
8 the data for the loading, for the weights.

9 A. Yes.

10 Q. Right? And it gives you a GM?

11 A. Yes.

12 Q. Have you ever had the GM below 2.45?

13 A. Yes.

14 Q. How low? What's the lowest GM, you've ever had on the *Golden*
15 *Ray*?

16 A. Around 2.00?

17 Q. Zero, zero?

18 A. Yeah.

19 Q. Where was that at? Do you remember?

20 A. This at Germany, Emden.

21 UNIDENTIFIED SPEAKER: Where? Could you repeat that?

22 LCDR [REDACTED]: Say that again for me, please?

23 MS. AMIOTTE McDONALD: Germany?

24 LCDR [REDACTED]: Germany. Amsterdam?

25 MR. PARK: Germany. Emden.

1 MS. AMIOTTE McDONALD: Emden.

2 LCDR [REDACTED]: Amsterdam?

3 MS. AMIOTTE McDONALD: Amsterdam's not in Germany.

4 MR. PARK: No, no, no, no.

5 UNIDENTIFIED SPEAKER: Hamburg?

6 MR. PARK: Emden.

7 UNIDENTIFIED SPEAKER: Hamburg?

8 MR. PARK: Emden

9 UNIDENTIFIED SPEAKER: Hamburg?

10 UNIDENTIFIED SPEAKER: Emden, E-M-D-E-N?

11 MR. PARK: You know the Bremerhaven?

12 UNIDENTIFIED SPEAKER: Bremerhaven.

13 MR. PARK: Then other, then that small, small port. Maybe

14 near, don't -- Emden?

15 UNIDENTIFIED SPEAKER: Oh there. Yes, it's -- Emden,

16 Germany. E-M --

17 UNIDENTIFIED SPEAKER: What, is it Hamm?

18 UNIDENTIFIED SPEAKER: E-M-D-E-N.

19 UNIDENTIFIED SPEAKER: E-M-D-E-N.

20 UNIDENTIFIED SPEAKER: D-E-N.

21 MR. PARK: Yeah.

22 UNIDENTIFIED SPEAKER: E-M-D-E-N.

23 MS. BELL: E-M-D-E-N.

24 UNIDENTIFIED SPEAKER: I'm sorry.

25 UNIDENTIFIED SPEAKER: E-M-D-E-N.

1 BY LCDR [REDACTED]:

2 Q. Are you, are you doing any back up calculations, hand
3 calculations?

4 A. Any --

5 Q. Is the, is the computer doing all the calculations for you?
6 Or are you doing any manual calculations?

7 A. The manual calculation?

8 Q. Yeah. Are you doing any manual calculations?

9 A. Yes. No, I mean that I'm using only this system. The
10 computer. Yeah.

11 Q. Now what about, what about trim limitations?

12 A. Trim limitation is the 1.95.

13 Q. 1.95. That's, is that the point you start to adjust for
14 trim?

15 A. If more, more trim.

16 Q. Right.

17 A. The over trim.

18 Q. Right.

19 A. Yes. I'm adjusting the trim.

20 Q. Now, is that 1.95 forward or aft?

21 A. Yes.

22 Q. So, it doesn't matter. You're going to adjust it when it
23 gets 1.95?

24 A. Yes.

25 Q. Okay. What about heel limitations?

1 A. Heel limitation is -- I don't remember.

2 Q. Does the captain or the company have a policy that you will
3 always be at zero heel?

4 A. Yes. Generally, much time generally.

5 Q. Okay. When the vessel went into Jacksonville, were you on
6 the bridge?

7 A. That arrival that's where?

8 Q. Jacksonville, Florida, when you guys went to, when you guys
9 avoided Hurricane Dorian, and you went into Jacksonville, Florida,
10 were you on the bridge?

11 A. At the time in, only just time in bridge, the off time I'm
12 going to my cabin.

13 Q. Okay. So, when you guys transited into Jacksonville, and
14 transited out of Jacksonville, did the vessel heel over any, at
15 any time?

16 A. Heeling is the upright.

17 Q. So, in the, so there's a couple of turns in the St. Johns
18 River. Did the vessel heel over at any moment in any of those
19 turns that you recall in Jacksonville?

20 A. Heeled over?

21 Q. Yeah. So, when you, there's three turns that I know in
22 Jacksonville, Florida that you would be coming into. When you
23 went into those turns --

24 A. This one is --

25 Q. -- was there anything abnormal?

1 A. Yes. Yes. I say, yes, but this one depends on how many the
2 speed. And this one is more in that case, the bridge, the speed
3 and how many using rudder, we point heeling, the more, this one is
4 more -- so he say he cannot really say that this is abnormal
5 because it all depends under how they operate and the heel of --
6 this one depend on speed and the rudder.

7 Q. Understood.

8 A. To how much it lists.

9 Q. Understood.

10 A. That the 10 degree or 20 degree this one, depends.

11 Q. Was there, was there anything abnormal about it?

12 A. I know, I can just to the normal.

13 LCDR [REDACTED]: Okay. Do you want him to tell the story?

14 UNIDENTIFIED SPEAKER: Yes.

15 BY LCDR [REDACTED]:

16 Q. So, the last thing I want you to do for me is from when the
17 vessel left the dock in Brunswick, Georgia, up until you were
18 rescued by the Coast Guard in your words, give us that story,
19 please?

20 A. I'm chief officer, the online they go, and the ship is
21 sailing. And the pilot and captain and duty officer and
22 quartermaster onboard. And the captain says, dismissed. Only two
23 members remain. And I am going to up the bridge. And this time,
24 the pilot and the captain ordered the bridge member, his duty, and
25 I speak to the leader, only 10 minute, 5 minute, talking about

1 something problem, no problem. And discussing with the captain.
2 And the captain says, dismiss. I go down in the cabin. And the,
3 I don't know how long time, but 10 minute, 20 minutes between the
4 ship is going through starboard and port. So, I'm just, after
5 direct handling going to the, am I feeling more than 40-degree, 50
6 degree, like this. I'm just tried to escape. That's all.

7 Q. So where were you at when the ship started to list over?

8 A. I'm just lay on my bed.

9 Q. Where's your -- you were in your stateroom?

10 A. Yes. I'm in my cabin.

11 Q. Where's your cabin on the ship?

12 A. The starboard side.

13 Q. Okay. Midship? Starboard side midship, forward, aft?

14 A. Midship the starboard side.

15 Q. Okay. How did you --

16 A. Forward. Forward.

17 Q. Say that again?

18 A. Forward.

19 Q. Okay. Forward again.

20 A. Forward.

21 Q. How did you get out of the ship?

22 A. This on the, the ship is going to the starboard side, so or
23 something I attempt, or going down through the door side, over the
24 barriers, then one by one I'm finding, I find the telephone and
25 the watching. And the one by one take out and try to open the

1 door, very small. And I try to escape. So, everything was fell,
2 and I was blocking the passage. So, you just clapped to the
3 small, portion of the door. And he escaped through the door.

4 UNIDENTIFIED SPEAKER: That didn't sit.

5 UNIDENTIFIED SPEAKER: Did you get your life jacket out of
6 your stateroom or --

7 MR. PARK: No taking this. No sense.

8 UNIDENTIFIED SPEAKER: It was too, too fast or --

9 MR. PARK: I am feeling something accident coming. So, I,
10 the first thinking is this area escape, first time, no thinking
11 lifejacket, no one, no thinking. Just I escape.

12 UNIDENTIFIED SPEAKER: Was it completely dark?

13 MR. PARK: Yes.

14 UNIDENTIFIED SPEAKER: Okay. Did you have a flashlight?

15 MR. PARK: I take flashlight.

16 UNIDENTIFIED SPEAKER: Okay. Good. Anybody else?

17 UNIDENTIFIED SPEAKER: No questions.

18 MS. AMIOTTE MCDONALD: No more questions, thank you.

19 UNIDENTIFIED SPEAKER: And I'm fine right now, thanks.

20 MR. WILLETT: All right. It's 1347. We're concluding the --

21 UNIDENTIFIED SPEAKER: Get the email. It didn't, it didn't -

22 -

23 MR. PARK: I'm --

24 (Whereupon, the interview was concluded.)

25

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 Hyunjin Park

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