

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: ORLANDO JIMENEZ
Ordinary Seaman

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

MARC DeJESUS, Investigator
United States Coast Guard

LCDR [REDACTED], Investigator
United States Coast Guard

LT [REDACTED]
District / Legal
United States Coast Guard

TOM BREMER, Maritime Administrator
Republic of the Marshall Islands

COLIN McRAE, Attorney
(On behalf of slot charters)

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)

THRIA LIBIERATOS, Interpreter

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2 MR. FLAHERTY: This is David Flaherty with the National
3 Transportation Safety Board. This is an interview for the
4 investigation into the *Golden Ray* marine casualty. Sir, if you
5 could please state your name.

6 MR. JIMENEZ: My name is Orlando Jimenez.

7 MR. FLAHERTY: Could you please spell your last name.

8 MR. JIMENEZ: My last name is J-I-M-E-N-E-Z.

9 MR. FLAHERTY: All right, sir. Do I have your permission to
10 record this interview for the investigation?

11 MR. JIMENEZ: Yes.

12 MR. FLAHERTY: Thank you very much.

13 MS. LIBIERATOS: Thria Libieratos, L-I-B-I-E-R-A-T-O-S,
14 Pilipino translator for Mr. Orlando.

15 MR. FLAHERTY: Thank you.

16 MS. AMIOTTE McDONALD: Stephanie Amiotte McDonald, A-M-I-O-T-
17 T-E, M-C-D-O-N-A-L-D, attorney for Mr. Jimenez, Ordinary Seamen.

18 MR. WILLETT: Lee Willett, investigator for the Coast Guard,
19 W-I-L-L-E-T-T.

20 MR. LEDET: Les Ledet, United States Coast Guard,
21 investigator, L-E-D-E-T.

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

23 MR. DEJESUS: Mark DeJesus, U.S. Coast Guard investigator, D-
24 E-J-E-S-U-S.

25 MR. McRAE: Colin McRae, counsel for the Slot Charters, M-C-

1 R-A-E.

2 MR. BREMER: Tom Bremer, B-R-E-M-E-R, Republic of Marshall
3 Islands, Maritime Administrator.

4 MR. OSSICK: John Ossick, O-S-S-I-C-K, counsel for the
5 officers.

6 MR. MOSER: Shea Moser, M-O-S-E-R, counsel for vessel owners.

7 MR. FLAHERTY: Sir?

8 MR. GILSENAN: Ryan Gilsenan, Counsel for pilots, G-I-L-S-E-
9 N-A-N.

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

12 (Whereupon, THRIA LIBIERATOS, an interpreter, interpreted the
13 questions and answers for ORLANDO JIMENEZ as required.)

14 INTERVIEW OF ORLANDO JIMENEZ

15 BY MR. WILLET:

16 Q. Okay. Before we talk about the event, we'd like to know a
17 little bit about your background. So how long have you been
18 sailing?

19 A. Almost 6 years.

20 Q. Six years? And what do you, is your normal position?

21 A. Ordinary Seamen.

22 Q. Ordinary Seamen?

23 A. Yes, sir.

24 Q. What would your normal day at sea be like? What would you be
25 doing?

1 A. Normal duty, cargo check lashing.

2 Q. Okay. So, how often do you do that a day?

3 A. It depends on the purposes of this.

4 Q. Okay. So, from the voyage from Jacksonville to Brunswick,
5 how many times did you go into the cargo holds to check stowage.

6 A. I'm sorry will you repeat, please?

7 Q. From the voyages from Brunswick -- I'm sorry. The voyage
8 from Jacksonville, Florida to Brunswick Georgia, how many times
9 did you go down and look at the lashings.

10 A. Starting from operation and after finish.

11 Q. Okay. I think we -- at sea how often does he do that?

12 A. Is this like when they're sailing?

13 Q. Yeah. When they are out in the ocean. Yeah.

14 A. They were all together and then they checked the lashing. He
15 said, for the day they did check. Are you --

16 Q. Okay. Let's stop that one there. I think we know he does
17 the lashing. When he is in port, what do you normally do when
18 your loading cargo and offloading cargo?

19 A. Observe the cargo operations and the voyage check lashing.

20 Q. Okay. And when you're loading cargo, does the vessel
21 normally go back and forth a little bit?

22 A. No, sir.

23 Q. Has it ever before, in your 6 years at sea? Have you seen a
24 vessel when its being loaded kind of move over a little bit and
25 the chief officer has to correct it?

1 A. Always operate (indiscernible).

2 Q. Okay. Okay. So, in Brunswick, where were you during the
3 loading and unloading of vehicles?

4 A. Cargo hold, sir.

5 Q. Which deck?

6 A. He's on Deck 4.

7 Q. So, you started at Deck 12 or --

8 A. Starting from Deck 12.

9 Q. Okay. So, you were there on Deck 12 the whole time the
10 vehicles were coming off and going back on?

11 A. Deck 12, 11 and 5 Deck.

12 Q. Okay. Okay. And after they loaded, you would go and check
13 the lashing? You would look at it to make sure the cars were
14 tight?

15 A. Yes, sir.

16 Q. How did you do that?

17 A. By using visible, by my eyes and I will check by hand.

18 Q. Okay. Did you find any that were not secured properly?

19 A. None. Everything was okay.

20 Q. Okay. What would you do if you found one that was not okay?

21 A. I would report to chief officer.

22 MR. WILLETT: Okay. I think that's it.

23 UNIDENTIFIED SPEAKER: No questions.

24 BY MS. BELL:

25 Q. Can you, what is your watch schedule?

1 A. Normal schedule?

2 Q. Normal watch schedule?

3 A. When at port, ma'am, when the ship arrived, starting duty
4 until finish, his duties start when the ship arrives and then when
5 they start loading. And then his duty ends when they finish
6 loading.

7 MS. BELL: Okay. I don't have any other questions. Thank
8 you.

9 BY MR. FLAHERTY:

10 Q. Where were you when the vessel heeled over, at the time of
11 the accident?

12 A. In my cabin.

13 Q. Were you asleep or awake?

14 A. Awake.

15 Q. All right. Before the vessel heeled over, did you feel
16 anything wrong with the vessel? Did it seem like it was sailing
17 as normal? Nothing?

18 A. Nothing.

19 Q. Prior to the vessel heeling over, did you hear any alarms or
20 announcements or any indication that something might be wrong?

21 A. Nothing, sir.

22 Q. Okay. When you're in port and getting underway -- so you
23 worked -- when did they stop -- when did they finish cargo
24 operations that day?

25 A. 2300.

1 Q. 2300. All right. When the cargo operation is done is that
2 when, is that when the final check on the vehicles to make sure
3 that they are properly secured is done, or is there a final check?
4 If you could just go through the procedure, so how does the ship's
5 chief officer know that the cargo is secure and safe for
6 transport?

7 A. They will report to the chief officer. And so, when they are
8 finished loading the cars, they will report to the chief officer.

9 Q. So, the vehicles, as they're put in there and lashed down,
10 once it's checked, that's it? There's no follow-on check at the
11 end of the cargo operations?

12 A. Can you repeat this?

13 Q. Is there a final check of the vehicles at the end of cargo
14 operations?

15 A. There is a final check. So, the ordinary seaman and the
16 bosun are doing the final check.

17 Q. Okay. And then from your understanding there were no
18 discrepancies discovered with the lashings of the vehicles at the
19 final check?

20 A. Everything's okay.

21 Q. So, when the cargo operations were done, did you go straight
22 to your cabin? Did you get something to eat? What was -- between
23 the cargo operations and the time of the incident, what were you
24 doing? If you could just go through it?

25 A. He went to his cabin and he was resting.

1 Q. Okay. So, you were asleep from 2300 to the time of the
2 incident?

3 A. So, the chief officer advised them, at the end of his duty
4 that they can go and rest. That's when he went to this cabin.

5 Q. Okay. If you could describe what happened after the vessel,
6 you woke up and the vessel was heeling over, could you describe
7 what was going on, and what happened until you were rescued?

8 A. He went outside of his cabin. And then, he transferred to
9 the starboard side. And then, from the starboard side he saw the
10 other crew members. And so, when he reunited with the crew
11 members, they found that when they went in from that window, they
12 escaped.

13 Q. Okay. Were you rescued by a boat or did you, were you
14 rescued by the helicopter?

15 A. The boat, sir.

16 Q. Okay. After the incident happened, did you hear alarms?
17 What was, any noises? What was going on at the time?

18 A. No. No alarms.

19 Q. No? All right. Where was your cabin located on the vessel?

20 A. Port side.

21 Q. Which deck?

22 A. Main deck, sir, accommodation

23 Q. Accommodation deck, okay, port side. Did your cabin fill up
24 with water?

25 A. Not that much, no.

1 Q. Did you have a flashlight with you when you were escaping?

2 A. No flashlight, sir.

3 Q. Okay. Did the emergency lighting come on after the vessel
4 lost power?

5 A. Yes, sir. But 2 seconds or 3 seconds only --

6 Q. Okay.

7 A. -- we have that.

8 Q. All right. And after you left your cabin and you made it
9 with the other crew, was the vessel still moving at all or had it
10 seemed like it stopped?

11 A. It was just stopped.

12 MR. FLAHERTY: Okay. All right. I have got no further
13 questions.

14 UNIDENTIFIED SPEAKER: I've got one question. After that
15 final check of the cargo, where you said no problems were found,
16 is there anything written down to confirm that there were no
17 problems?

18 MR. JIMENEZ: He made a call to the chief officer and told
19 him that everything was okay.

20 UNIDENTIFIED SPEAKER: Okay. So, you didn't write anything
21 down? Do you carried with you a notebook?

22 MR. JIMENEZ: No, sir.

23 UNIDENTIFIED SPEAKER: All right. Thanks. That's all.

24 UNIDENTIFIED SPEAKER: I have no questions.

25 MR. WILLETT: Have you, sir?

1 UNIDENTIFIED SPEAKER: Oh, sorry. No questions.

2 MR. WILLETT: All right. If there is no more questions, we
3 conclude this interview at 11:14.

4 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

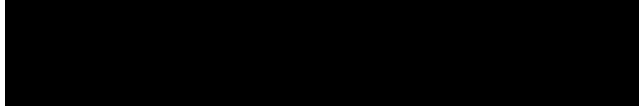
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 Interview of Orlando Jimenez

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.


Romona Phillips
Transcriber