

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: DONGHYEON KIM  
Second Engineer

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

MARK DeJESUS, Investigator  
United States Coast Guard

LCDR [REDACTED], Investigator  
United States Coast Guard

[REDACTED]  
District 7 Legal  
United States Coast Guard

TOM BREMER, Maritime Administrator  
Republic of the Marshall Islands

COLIN McREA, Attorney  
(On behalf of the 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)

SHEA MOSER, Attorney  
(On behalf of vessel owners)

CHO KIM, Interpreter

I N D E X

ITEM

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Interview of Donghyeon Kim:

By MR. Willett

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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 11, 2019.

6 Sir, if you could please state your name.

7 MR. KIM: Donghyeon Kim.

8 MR. FLAHERTY: 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, sir.

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

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

16 MR. WILLETT: Lee Willett, investigator with the U.S. Coast  
17 Guard, W-I-L-L-E-T-T.

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

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

21 LT [REDACTED]: Lieutenant [REDACTED], [REDACTED], U.S. Coast Guard  
22 District 7 Legal.

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 Slot Charters, M-C-R-A-

1 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 the vessel  
7 owners.

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

10 (Whereupon, CHO KIM, an interpreter, interpreted the questions and  
11 answers for DONGHYEON KIM as required.)

12 INTERVIEW OF DONGHYEON KIM

13 BY MR. WILLETT:

14 Q. First of all, before we talk about the incident, we'd just  
15 like to know a little bit about your background. When did you  
16 graduate the academy?

17 A. 2017.

18 Q. Okay. How many car carriers have you been on?

19 A. This year is third time.

20 Q. Third, the third?

21 A. Yeah.

22 Q. Have you been on this ship before?

23 A. This ship or *Golden Ray*?

24 Q. The *Golden Ray*.

25 A. *Golden Ray* is first time.

1 Q. When did you embark?

2 A. In June 1st, 2019.

3 Q. Okay. And you're the second assistant engineer?

4 A. Second engineer. Yes.

5 Q. Yes? Okay. What are your normal duties?

6 A. Maintenance, generator engine and oil purifier and all pumps  
7 in engine room.

8 Q. The pumps?

9 A. Yeah, pumps.

10 Q. Okay. So, what would do with the pumps. You just watch or  
11 make sure they are working?

12 A. Yeah. Watch and working, very well working condition.

13 Q. Okay.

14 A. Yeah.

15 Q. Do you maintain the ballast pumps?

16 A. No. Since he has been on board, he has not.

17 Q. Okay. But do you know where they are, the ballast pumps?

18 A. Yes.

19 Q. Where are they on the ship?

20 A. In the engine room at floor deck, the engine room.

21 Q. The bottom deck?

22 A. Yes.

23 Q. Is it forward or aft of the engine room?

24 A. Engine room position is aft of the vessel end, but ballast  
25 pump is, the engineer room is in the back of it, the ship. But

1 the, it's inside of the engine room. In the front of the engine  
2 room.

3 Q. Okay. So, if this is the bottom of engine room and this is  
4 the main engine, the ballast pumps, this is forward, the ballast  
5 pumps are up here?

6 A. Yeah, yeah.

7 Q. Are they above the fuel. They're like sitting -- it's okay  
8 if he doesn't understand what we're asking. That's fine. I'm  
9 probably not asking it right.

10 Q. So where were you on the, when you left Brunswick in stand-  
11 by, where were you in the engine room?

12 A. At stand-by?

13 Q. Yes.

14 A. At stand-by, I prepared the generator engine.

15 Q. Prepare it?

16 A. Yes.

17 Q. So, you start the engine?

18 A. Yes, sir. The generator engine.

19 Q. Okay. The generators. And you started which ones?

20 A. We have three generator engines. I operate it, number 1 and  
21 number 2 generator engine operated. So, I only preparing number 3  
22 generator engine.

23 Q. Okay. So, you started number 3.

24 A. Yes, sir.

25 Q. And does it manually parallel with number 1 and 2.

1 Synchronize. I'm sorry. Synchronize.

2 A. Yes, sir. They're synchronized.

3 Q. So, the main buses were all closed? They weren't separated,  
4 the buses.

5 A. Yes, common.

6 Q. Okay. Common bus. Okay. Okay. So, you started number 3  
7 and synchronized.

8 A. Yes, sir.

9 Q. And then where did you go?

10 A. And after I operating number 2 generator engine and go back  
11 to engine control room to watch the condition of the generator  
12 engine.

13 Q. Okay. And then you stayed there?

14 A. Yes, sir.

15 Q. What were you doing after you made sure the generator was  
16 running properly?

17 A. The I closed the ACB of the bow thruster.

18 Q. Air circuit breaker?

19 A. Yes, sir.

20 Q. Okay.

21 A. And then waiting for the excess line (ph.) to go in. After  
22 line clear and vessel will be put, engine starting and then I go  
23 out to engine control room to checking fuel injection to main  
24 engine.

25 And the any oil leakage in engine room and petrol engine room



1 and come back to engine control room.

2 Q. Okay. And then you came back to the engine control room,  
3 what were you monitoring when you came back into the engine  
4 control room?

5 A. I am monitoring generator assistant and main engine assistant  
6 and boiler assistant.

7 Q. Boiler?

8 A. Yes.

9 Q. Do you also see what pumps are energized?

10 A. Which pump?

11 Q. Any.

12 A. Any pumps?

13 Q. Yeah. Running. Running.

14 A. Oh yes.

15 Q. Okay. Do you remember if any pumps were running during the  
16 transit?

17 A. I don't remember that.

18 Q. You don't remember? Okay. So, before the vessel heeled  
19 over, did you notice anything wrong? Prior to --

20 A. No. There was no problem prior to but he felt that they  
21 would be coming back to the other, but it didn't come back.

22 Q. When you got to, maybe the bridge, did you open the air  
23 circuit breaker for the bow thruster?

24 A. What's the name of it?

25 Q. The bridge. He might have not have seen it, but did you ever

1 open the air circuit breaker prior --

2 A. Yeah. I called, I called from the bridge, bow thruster  
3 finished.

4 Q. Yes.

5 A. So, in the bridge, bow thruster motor stopped. And then I  
6 opened ACB of the bow thruster.

7 Q. Okay. Did you notice any fluctuations after you --

8 A. No, no.

9 Q. So, everything was normal?

10 A. Yes.

11 Q. Okay. Did you shut down number 3?

12 A. Yes, sir.

13 Q. Okay. So, you had generators 1 --

14 A. And 2.

15 Q. And 3 was offline?

16 A. One and 2 operating only. And only number 3 generated but I  
17 stopped.

18 Q. Okay. Okay. So, you opened the air circuit breaker and shut  
19 down number 3 generator?

20 A. Yes, sir.

21 Q. And you did that from the engine control room?

22 A. Yes, sir.

23 Q. Okay. Okay. So, you did that and then you came back. What  
24 did you do after that?

25 A. After I stopped the generator engine and I monitoring engine

1 assistant --

2 Q. Okay?

3 A. -- on the monitor.

4 Q. All right. And did anything, were any alarms or things were  
5 running different? Everything, was everything normal?

6 A. Yes, nothing special. No problem.

7 Q. Okay. And then what happened after that?

8 A. I just monitoring in the monitor, engine room system. After  
9 that there was leaning. Yeah, yeah. He wasn't, he's monitoring  
10 the system and he felt that the ship was tilting.

11 Q. Okay. And then did you, did the alarms start going off?

12 A. To some degree that the ship was tilted, that's when the  
13 alarm activated.

14 Q. Okay. Do you know what the firefighting system is in the  
15 engine room?

16 A. Yeah. In engine room had water mists.

17 Q. Hyper mist?

18 A. Yes. Local firefighting system has.

19 Q. Okay.

20 A. They start in main engine, generator engine, oil fuel  
21 fighter, incinerator and auxiliary boiler. It starts. That  
22 system is operated when the two kinds of detector.

23 Q. Yes. Like smoke, heat or fire?

24 A. Yeah. Smoke or heat and flame detector.

25 Q. Okay.

1 A. Yeah. Detector.

2 Q. Are there any video cameras in the engine room?

3 A. Yes. Yes.

4 Q. Do you know if they were recorded?

5 A. I don't know exactly.

6 Q. Okay. For the, do you ever check the levels of the fuel  
7 tanks?

8 A. Where, in stand-by time?

9 Q. Anytime.

10 A. Yes, sir.

11 Q. Who do you give that information to?

12 A. Chief engineer.

13 Q. Chief engineer?

14 A. Yes.

15 Q. Have you given that information to the chief officer?

16 A. Yes, sir.

17 Q. How often do you do that?

18 A. We have many bunker tanks. So, if one tanks almost finished,  
19 I ask to chief officer, which tank can I use for ballasting?

20 Q. Mm-hmm. Did you do that the day of departure?

21 A. No. That day -- they have the main half tank fuel, so he did  
22 not.

23 Q. Okay. When was the last time you had to talk to the chief  
24 officer about transferring fuel? You can just guess. It doesn't  
25 have to be exactly.

1 A. I don't know exactly.

2 MR. WILLETT: You don't remember? Okay. Okay. I think  
3 that's IT.

4 UNIDENTIFIED SPEAKER: No questions.

5 MS. BELL: No questions.

6 UNIDENTIFIED SPEAKER: No, I have no questions.

7 UNIDENTIFIED SPEAKER: No questions.

8 UNIDENTIFIED SPEAKER: None here. None.

9 UNIDENTIFIED SPEAKER: No questions. Next.

10 MR. WILLETT: All right. No questions. That concludes the  
11 interview. It's 10:48.

12 UNIDENTIFIED SPEAKER: Thank you.

13 MR. WILLETT: Thank you, sir.

14 (Whereupon, 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 Donghyeon 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.

A black rectangular redaction box covering the signature of Romona Phillips.

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Romona Phillips  
Transcriber