

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: GUNHEE LEE
Second Officer

Tuesday,
September 10, 2019

APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

CARRIE BELL, Marine Accident Investigator
National Transportation Safety Board

LEE WILLETT
LES LEDET
MARK DeJESUS
United States Coast Guard

LCDR [REDACTED]
United States Coast Guard

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Marshall Islands Administration

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(On behalf of slot charterers)

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

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

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(On behalf of ship's crew)

GRACE MIN, Interpreter

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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 NTSB.
3 This is an interview for the marine casualty *Golden Ray*. Today is
4 10 September 2019.

5 Ma'am, if you could please introduce yourself?

6 MS. MIN: Okay. My name is Grace Min, M-I-N. I'm an
7 interpreter. I work for the Universal Interpreting Coalitions
8 Company (ph.). And I'm here to help out with this accident.

9 MR. FLAHERTY: Thank you. If you could ask --

10 MR. LEE: My name is Lee, and I am second officer on *Golden*
11 *Ray*.

12 MR. FLAHERTY: Sir, is it okay for us to record this
13 interview for the investigation?

14 MR. LEE: Yes.

15 MR. FLAHERTY: Thank you very much. Sir?

16 MR. OSSICK: John Ossick. I'm counsel for Mr. Lee.

17 MR. FLAHERTY: Thank you. Could you spell your last name?

18 MR. OSSICK: O-S-S-I-C-K.

19 MR. FLAHERTY: Thank you.

20 MR. WILLETT: Lee Willett. I'm the investigator for the
21 Coast Guard, W-I-L-L-E-T-T.

22 MR. LEDET: Les Ledet, U.S Coast Guard. Last name L-E-D-E-T.

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

24 MR. McRAE: Colin McRae. I'm an attorney representing the
25 slot charterer of the vessel. M-C-R-A-E.

1 MS. AMIOTTE McDONALD: Stephanie Amiotte McDonald, and I'm
2 representing the crew members and one officer.

3 MR. BREMER: Tom Bremer, B-R-E, M as in Mike, E-R. Republic
4 of Marshall Islands, maritime administrator.

5 MR. MOSELEY: Jim Moseley, Jr. for the vessel interest
6 ownership.

7 MR. GILSENAN: Ryan Gilsenan, G-I-L-S-E-N-A-N, counsel for
8 the Brunswick pilots and Captain John Tennant.

9 LCDR [REDACTED]: Lieutenant Commander [REDACTED], Coast Guard.

10 [REDACTED].

11 MR. FLAHERTY: Thank you very much.

12 MR. WILLETT: Okay. Please introduce yourself.

13 MR. DeJESUS: Marc DeJesus, U.S. Coast Guard. D-E-J-E-S-U-S.

14 MR. FLAHERTY: All right. Thank you.

15 (Whereupon, GRACE MIN, an interpreter, translated the
16 questions and answers for GUNHEE LEE as needed.)

17 INTERVIEW OF GUNHEE LEE

18 BY MR. WILLETT:

19 Q. All right. So we'll get started, and I'm going to ask you
20 some questions about the events concerning the *Golden Ray* and also
21 some overall background about your experience on the sea or on the
22 ocean. So how long have you been sailing on vessels?

23 A. (Through interpreter) Overall? The whole history?

24 Q. Yes, overall.

25 A. About 4 years.

1 Q. Four years. How long have you been on the *Golden Ray*?

2 A. Okay. It's August 28th this year at the Freeport.

3 Q. August 28. Okay, at Freeport. 2019?

4 INTERPRETER: Right.

5 BY MR. WILLETT:

6 Q. How many vessels have you sailed on?

7 INTERPRETER: Over all 4 years of experience, right?

8 MR. WILLETT: Yes.

9 INTERPRETER: Okay, he was on a car carrier boat only. It's
10 all car carrier ships, but 9, 10 different --

11 MR. WILLETT: Nine, 10. Okay. Good, good.

12 BY MR. WILLETT:

13 Q. How would you rate the condition of the *Golden Ray* with those
14 other vessels that you sailed on? Were they better? Was the
15 *Golden Ray* better; was it worse?

16 A. (Through interpreter) He thought it was a very good ship
17 because it's just built.

18 Q. Okay. Anytime that he needed to perform maintenance and he
19 asked for a part or he asked for equipment, did he typically get
20 it very quickly?

21 A. Okay. Yes. Very quickly.

22 Q. Okay. What would your normal day be like on the ship? In
23 port. In the port.

24 INTERPRETER: In port?

25 MR. WILLETT: Yes, in port.

1 INTERPRETER: Okay. Not on the ship?

2 MR. WILLETT: Correct. No. When the boat would be moored
3 and taking on cargo, what would he normally be doing?

4 INTERPRETER: Yes, in port?

5 BY MR. WILLETT:

6 Q. Yes. When they're driving on cars.

7 A. Okay, he looked at the storage plan, and he want to make sure
8 that the car is going to the right place.

9 Q. Okay.

10 A. Okay, check -- okay, he goes around and makes sure the
11 lashing is secure.

12 Q. Okay. So how does he know like -- do different cars, like if
13 you have a small car and a large car, do they have different size
14 of lashing?

15 A. (In English) Yeah.

16 Q. They do?

17 A. (Through interpreter) Okay. It's a difference between cars,
18 the weight of the cars, the size of the cars.

19 Q. Who supplies the lashing for the cars?

20 A. Okay. On the boat is provided the lashing material.

21 Q. Okay. Do the crew do the lashing or do the stevedores lash
22 the vehicles?

23 A. Usually stevedores.

24 Q. Okay. And when they were loaded at Brunswick, did the crew
25 lash the cargo or did the stevedores lash the cargo?

1 A. He was off duty at the time, so he doesn't know.

2 Q. Okay. Okay. When he was on duty -- was he on duty at all in
3 the Port of Brunswick?

4 A. He was not on duty when they was at the port, but after they
5 departed, then he was on duty.

6 Q. Okay. So what would your job normally be when you're
7 underway? Away from dock, yeah.

8 INTERPRETER: Away from dock?

9 MR. WILLETT: Yes.

10 MR. FLAHERTY: Sailing.

11 BY MR. WILLETT:

12 Q. Sailing, yes.

13 A. (Through interpreter) He, as an officer, he want to make sure
14 if the boat is -- if the ship is safe and secure. He checks the
15 monitor -- (interpreter clarifying) --

16 (In English) Radar.

17 INTERPRETER: Radar?

18 MR. LEE: ECDIS.

19 MR. WILLETT: ECDIS?

20 INTERPRETER: ECDIS. Okay. Radar and ECDIS. He checked all
21 that.

22 BY MR. WILLETT:

23 Q. Prior to departure, since you went on duty after the ship was
24 loaded and the ramp was closed, do you do a walkaround and verify
25 everything is secured prior to departure?

1 A. (Through interpreter) Okay, his duty is to make sure the
2 starboard ramp is secure.

3 Q. Okay. And was the starboard ramp secure before you left
4 Brunswick?

5 A. Okay. He checked what he was assigned to and it was secure.
6 And there are other people who are assigned to the different --

7 Q. Okay. How does he verify? Was it visual or is it a light or
8 an indicator?

9 A. Okay, okay. There is a light comes on, on the panel, and
10 then if there's a light comes on, he goes to the place and
11 inspect.

12 Q. Okay. And the light, is it on the bridge?

13 A. It's where the stern ramp is.

14 Q. Okay, okay. So after the stern ramp, he verified it was
15 secured, where did he go then?

16 A. He went to his cabin and rested, and by midnight, at
17 midnight, okay, he went to the bridge because it's time to report
18 to the duty.

19 Q. So you were waiting on the tides?

20 INTERPRETER: Tide? Water tide?

21 MR. WILLETT: Yes.

22 INTERPRETER: He doesn't --

23 BY MR. WILLETT:

24 Q. Okay, okay. At any point when he was at the dock, did he
25 notice a list to starboard or to port?

1 A. (Through interpreter) While he was on the bridge?

2 Q. No, just anytime at port.

3 A. Well, if the cars are placed in one side are more heavier,
4 then there's some, but not this time.

5 Q. So this --

6 INTERPRETER: He didn't hear, he didn't --

7 MR. WILLETT: He didn't notice?

8 INTERPRETER: No.

9 BY MR. WILLETT:

10 Q. Okay. Were the cars on this particular boat this time larger
11 than normal?

12 A. (Through interpreter) Those are the -- just regular, you
13 know, regular cars and SUVs.

14 Q. So you didn't -- it's a normal -- was it a normal load?

15 A. It's just a normal.

16 Q. Okay. Did Hurricane Dorian affect your route?

17 A. Okay, he's -- they're supposed to arrive in Jacksonville a
18 little sooner, but because of the hurricane they had to kind of
19 wait in the south of somewhere in Florida.

20 Q. Okay. Does he ever conduct ballast -- or does he ever watch
21 his chief officer conduct ballast operations?

22 A. He never touch those. But he sometimes will see them doing
23 it.

24 Q. Okay. Do you -- are you familiar with the ballast system at
25 all?

1 A. Not completely. He knows some of it.

2 Q. Okay. That's fine, that's fine. Okay. So thank you for
3 your background. I would like to ask what you did when you
4 reported to the bridge, from the time of that, to when the boat
5 turned?

6 A. He was on his duty on the bridge.

7 Q. Was he at the chart table? Is that where you -- where were
8 you physically on the bridge; where were you? At the ECDIS? I'm
9 sorry, go ahead.

10 A. It's on the kind of left side of the ship.

11 Q. Port side. Okay.

12 A. Yeah, yeah, port side. And then kind of in front of the
13 radar.

14 Q. The ECDIS?

15 A. Okay, radar and ECDIS in --

16 Q. So what are his duties?

17 A. He checks the -- all the security measures. He watches, and
18 if the pilot is doing okay, I mean, is doing the right thing. And
19 -- so he just monitors all the safety measures. Okay, he's kind
20 of the middleman. If something happens, then he reports to the
21 captain -- okay, he will report to captain or the pilot. So he
22 kind of just watches --

23 Q. I see. Did he notice the ship, was it handling normally?

24 INTERPRETER: When the boat, when the ship was --

25 MR. WILLETT: Before. Before it capsized.

1 BY MR. WILLETT:

2 Q. So from the dock to here, was it handling normally?

3 A. Yes.

4 Q. Did he see any alarms at all between here and prior to the
5 capsized?

6 A. No.

7 Q. When the vessel made this last turn, did you notice the ship
8 first heel to starboard?

9 INTERPRETER: Can you say that again for me?

10 BY MR. WILLETT:

11 Q. So what we believe happened is the vessel was making the turn
12 and it capsized to port. However we had a report that possibly,
13 when you're making the starboard turn, that it came over to
14 starboard a little bit and then went to port. Is that what -- I
15 just -- ask him what he saw. I don't want to lead.

16 A. He doesn't remember the ship kind of lean toward the
17 starboard. Starboard.

18 MR. WILLETT: He doesn't? He doesn't remember?

19 INTERPRETER: He does not remember about that.

20 MR. WILLETT: Okay.

21 INTERPRETER: Okay, he remembers that it kind of leaned
22 toward the port side.

23 BY MR. WILLETT:

24 Q. Okay. Does he remember the commands or anything that were
25 given?

1 A. The first order he heard was a starboard 10. Okay, the ship
2 didn't turn quite as ordered, so he heard the order that starboard
3 20. Okay, after the order, the boat just turned toward the right
4 very quickly and then kind of capsized. Not capsized yet; kind of
5 tipped.

6 Q. What was the time frame between that?

7 A. (In English) I didn't remember.

8 Q. Okay, okay.

9 MR. FLAHERTY: Was it quickly?

10 MR. LEE: Yeah, quickly swing to starboard, and then our list
11 quickly also. Listed to port.

12 MR. FLAHERTY: So turning to starboard, but then you did
13 this.

14 MR. LEE: Yeah, yeah, yeah.

15 BY MR. WILLETT:

16 Q. Do you remember if the stern of the vessel was swinging?

17 A. No.

18 Q. You don't know? Okay. All right. Do you remember the
19 corrective actions that the pilot tried to give after the boat
20 started to heel to port?

21 A. (Through interpreter) The next -- the order the pilot, he
22 gave was midship.

23 Q. Okay. And then does he remember anything after the midship?

24 A. After -- even after that, the boat was kind of tipped much --
25 okay, still it's kind of tipped. He can't remember quite exactly,

1 but the last order he heard was a hard port and then the ship
2 capsized.

3 Q. Okay. Before the ship capsized and while the pilot was
4 trying to take corrective action, did you hear any alarms? Did
5 you hear anything weird, any booms, any bangs, smell any smoke,
6 anything at all abnormal?

7 A. Not in between the last order and then -- but after the
8 capsize, he remembers something.

9 Q. Okay. So after it capsized, then you heard alarms and --

10 A. (In English) Yes.

11 Q. Okay. When after -- how long after the capsize do you
12 remember seeing flames or smelling smoke? Or if you didn't see
13 any of that, that's okay too. But did you see a fire at all?

14 INTERPRETER: So your question is, how long after --

15 MR. WILLETT: Capsize. Yeah.

16 INTERPRETER: -- the capsize that he saw the fire or the
17 smoke?

18 MR. WILLETT: Yes, yes. Yes.

19 INTERPRETER: He doesn't remember any of those, but he knows
20 that he -- remember that there was an alarm went off.

21 BY MR. WILLETT:

22 Q. The fire alarm?

23 A. (Through interpreter) Okay. There's a panel. There's a --
24 there's kind of flashing light, but he didn't -- he doesn't know
25 whether that was a fire alarm or what --

1 Q. Could have been loss of power or --

2 A. Fault or fire.

3 Q. Oh, okay. He didn't know -- okay.

4 A. Fault or fire.

5 Q. He didn't know if it was a fault or a fire. Okay, okay. All
6 right. And then how did you exit the bridge after the vessel
7 capsized?

8 A. Okay, the quartermaster of the ship dropped the rope. A fire
9 hose to him. I'm sorry. A fire hose. So he slid down to the
10 port side on the left.

11 (In English) Door.

12 (Through interpreter) Door. So he opened the door. Okay, so
13 he dropped down the fire hose to the bottom of wing bridge.

14 Q. Yes. Did you get into the water or into a boat?

15 A. He got on the boat. Fourth -- he was the fourth rescued.

16 MR. WILLETT: Okay. Okay, I -- anybody?

17 MR. FLAHERTY: I have --

18 BY MR. FLAHERTY:

19 Q. So your position, were you relaying any helm commands that
20 the pilot was -- were you repeating any helm commands to the
21 person at the helm?

22 INTERPRETER: So your question is --

23 BY MR. FLAHERTY:

24 Q. Was he -- the pilot was saying a command. Was he passing
25 that command to someone else or was he just silent, monitoring the

1 equipment?

2 A. (Through interpreter) If the quartermaster doesn't
3 understand, then he would relay the message. But generally
4 speaking, okay, he doesn't have to pass on what the pilot says.

5 Q. Was the crew member who was at the helm, the quartermaster,
6 was -- did he understand English fairly well?

7 A. Yes.

8 Q. Did you notice the -- it's the angle indicator for the
9 heeling. When you started to heel over, by chance did you see
10 what that was registering?

11 A. So what was the heeling indicator was indicating?

12 Q Yeah, when the heeling -- yeah, did he -- what was the last
13 -- when the vessel started to -- when the vessel was turning, did
14 he see that it started to heel to port, did he see what the number
15 that the --

16 A. (In English) 32, 35.

17 Q. 32 to 35?

18 A. Yeah, I -- so at first.

19 Q. All right. And then at no point did it ever come back to
20 center; it just continued to go to port?

21 A. Yes. No come back.

22 Q. Okay. Was there -- are you aware of any transfer of ballast
23 water ongoing within the ship prior to the accident but after you
24 departed the facility?

25 INTERPRETER: So you're asking whether there was any --

1 MR. FLAHERTY: Ballast water --

2 INTERPRETER: Being removed or added --

3 MR. FLAHERTY: Yeah, within the ship.

4 INTERPRETER: -- within the ship?

5 MR. FLAHERTY: Yeah, within the ship or added within the
6 ship.

7 INTERPRETER: Okay. After they departed the port, right?

8 MR. FLAHERTY: Correct?

9 INTERPRETER: That's not -- he doesn't know.

10 BY MR. FLAHERTY:

11 Q. He doesn't know. Okay. Was he aware of any stability
12 restrictions for the vessel that they have to ensure that will
13 keep the vessel safe? Are there -- anything that they can or
14 cannot do with the vessel?

15 A. (Through interpreter) Okay, he doesn't -- that's the chief
16 officer's job.

17 Q. Okay. All right. Has he -- since he was on that vessel for
18 about a month, roughly --

19 MR. INTERPRETER: I guess, I guess so, yeah. About a month.

20 MR. FLAHERTY: August 28th. Yeah, or just a few weeks then.

21 UNIDENTIFIED SPEAKER: Yeah, in Freeport. Yeah, in Freeport.
22 Ten days.

23 MR. FLAHERTY: Ten days? I'm sorry.

24 BY MR. FLAHERTY:

25 Q. During the 10 days you were on board the vessel, did the

1 vessel feel what they call tender, meaning it was feeling unstable
2 at any point?

3 A. No.

4 MR. FLAHERTY: Okay. All right. I'm fine. Yep, I'm fine.
5 Thank you.

6 BY MS. BELL:

7 Q. What time did your watch start?

8 INTERPRETER: His duty start?

9 MR. LEE: 12 to 16, and then midnight to 4 o'clock. Times.

10 MR. FLAHERTY: You had the midwatch?

11 MR. LEE: Yes.

12 BY MS. BELL:

13 Q. Okay. And who were you relieving when you came on at
14 midnight?

15 A. (In English) Third officer. Filipino.

16 (Through interpreter) Filipino third officer that he's
17 relieving.

18 Q. And when you relieved him, what did you discuss?

19 A. Okay, they exchanged information about the power [sic]
20 thruster.

21 MR. WILLETT: Bow thruster.

22 INTERPRETER: Bow thruster.

23 MR. LEE: Main engine.

24 INTERPRETER: And main engine.

25 BY MS. BELL:

1 Q. Anything unusual?

2 A. (In English) No.

3 Q. No? Anything about cargo?

4 A. No.

5 Q. No? And you said that you were responsible for ensuring the
6 stern ramp was closed? And you said lashings as well were secure?

7 A. (Through interpreter) Are you talking about the cargo lashing

8 --

9 Q. Yes.

10 A. -- or the stern ramp lashing?

11 Q. Or what?

12 A. Stern ramp lashing. Which one?

13 Q. Both. Either one.

14 A. Stern ramp is his responsibility. Stern ramp in the upper
15 deck, he checks number 5 and 6 on the -- okay, number 7 deck.

16 Okay, or 6 and -- 5 and 6, or the 7, they are the bosun, OS, they
17 are the one who is checking that.

18 MR. FLAHERTY: Ordinary seaman.

19 BY MS. BELL:

20 Q. Okay. Do you have any training in the securing of any -- I'm
21 not, I'm not sure I'm understanding if he does any of the cargo
22 securing. No? I'm guessing --

23 A. If he's not on duty, then he doesn't have anything to do with
24 it. If he's not on duty.

25 Q. Have you had any training in cargo securing?

1 A. Okay, yeah, he got the training. From the company.

2 BY MR. FLAHERTY:

3 Q. Who was responsible for the cargo securing prior to getting
4 underway?

5 A. (Through interpreter) Okay, the first -- chief officer's
6 responsibility that makes sure it's all secure.

7 Q. Has he ever -- is that a visual walk of the vessel? Does he
8 know how he ensures that the cargo is secured? How is -- is he
9 aware of that procedure?

10 A. Okay, bosun or the OS are placed where the lashing -- okay,
11 each lashing part.

12 Q. So each lashing is visually inspected to ensure that it's
13 properly secured?

14 A. They are supposed to visually check.

15 Q. Okay. When the vessel started to heel over, did you hear any
16 crashing, loud noises, something that would indicate to you that
17 the cargo was moving or shifting?

18 A. He doesn't know.

19 Q. Doesn't know. Okay.

20 A. Okay, just -- he heard that something -- things are falling
21 on the bridge.

22 Q. On the bridge, but --

23 A. On the bridge, but not in the cargo place.

24 MR. FLAHERTY: Okay. All right.

25 UNIDENTIFIED SPEAKER: I think these guys covered everything

1 that I was going to ask. No questions.

2 MR. FLAHERTY: Ma'am? You got anything?

3 MS. AMIOTTE MCDONALD: No.

4 BY UNIDENTIFIED SPEAKER:

5 Q. So did you prepare the passage plan from Brunswick to
6 Baltimore?

7 A. (In English) Yes.

8 Q. Do you remember the drafts fore and aft of the vessel at
9 departure?

10 A. Yes. Fore, 9.4 meters; and aft, 9.45.

11 Q. One more time?

12 A. 9.4; 9.45.

13 Q. Okay.

14 MR. FLAHERTY: And that's in meters?

15 MR. LEE: Yeah, meters.

16 BY UNIDENTIFIED SPEAKER:

17 Q. And do you know what the minimum underkeel clearance was
18 expected to be for the outbound departure?

19 A. (Through interpreter) Okay, he was watching that according to
20 the echo sounder, 2 and -- 2 to 3 meters.

21 UNIDENTIFIED SPEAKER: 2.33?

22 INTERPRETER: No, no. 2 to 3 meters.

23 UNIDENTIFIED SPEAKER: 2 to 3. Okay.

24 INTERPRETER: Meter. 2 to 3 meter. Okay, that indicated the
25 forward.

1 BY UNIDENTIFIED SPEAKER:

2 Q. Forward?

3 A. (In English) Yeah, yeah, yeah. Because of the squall. Yeah.

4 Q. Okay. And normally, you are the navigation officer; correct,
5 in charge of navigation equipment?

6 A. Yes.

7 Q. Was everything, to your knowledge, working properly?

8 A. Yes.

9 Q. And prior to departure, did you do the pre-departure checks
10 for the navigation equipment?

11 A. Yes.

12 UNIDENTIFIED SPEAKER: Okay. I think that's all I have for
13 now.

14 BY MR. FLAHERTY:

15 Q. Okay, I just have some more follow-up. After the vessel --
16 were there any plans for the vessel to take on any additional
17 ballast after it departed the port and was heading to Baltimore?

18 INTERPRETER: After? After the ship departed?

19 BY MR. FLAHERTY:

20 Q. Yeah, after the vessel passed the sea buoy, were there any
21 plans for the vessel to take on additional ballast?

22 A. (Through interpreter) They are -- it was decided by the chief
23 officer and captain and -- or the officers, but he doesn't --

24 Q. So it wasn't, it wasn't communicated?

25 A. No. He doesn't --

1 MR. FLAHERTY: All right.

2 MR. LEDET: Les Ledet, U.S. Coast Guard.

3 BY MR. LEDET:

4 Q. What were the communications like between the pilot and the
5 bridge team?

6 A. (Through interpreter) By voice. In English. In English.

7 Q. Yes. Did everybody communicate well?

8 A. (In English) Yes.

9 Q. Everyone communicated well? Understood the pilot?

10 A. Yes.

11 Q. Yeah. Were there any discussions or concerns from any of the
12 bridge team of being too close to the shore?

13 A. (Through interpreter) Okay, it's not the closeness toward the
14 shore, but they kind of concerned about this narrow -- the
15 narrowness and the shallowness of the water. That's what they're
16 concerned, mostly.

17 Q. Was the captain concerned?

18 A. He's not sure.

19 Q. Did anyone --

20 A. He's not sure. He cannot assure whether --

21 UNIDENTIFIED SPEAKER: I don't think he understands what
22 "concerns" means. I think -- it's paying attention to, or was it
23 something unusual about it or something? I'm not sure that he's
24 got the same --

25 UNIDENTIFIED SPEAKER: Right. Sure, sure.

1 UNIDENTIFIED SPEAKER: -- appreciation of concerns, whether
2 extraordinary or (indiscernible) --

3 UNIDENTIFIED SPEAKER: Right, right, right, right.

4 MR. LEDET: Did the captain --

5 INTERPRETER: Okay.

6 BY MR. LEDET:

7 Q. Did the captain make mention to the pilot?

8 INTERPRETER: From captain to the pilot, right?

9 MR. LEDET: Yes, yes.

10 INTERPRETER: He didn't hear anything when the boat, the ship
11 was departing, because he was at the rear -- the station, the
12 back.

13 MR. LEDET: Okay. Okay. Thank you.

14 MR. WILLETT: So who was concerned about the depth? You, you
15 were concerned? Okay.

16 MR. LEE: (Through interpreter) Okay, that was in his mind.

17 MR. WILLETT: Oh, okay, okay. Thank you.

18 All right. Anybody else? Well, if nobody else has any
19 questions, we'll conclude the interview. It's approximately
20 12:44. Do you have anything for us or --

21 MR. LEE: (Through interpreter) No.

22 MR. WILLETT: No? Okay. Thank you very much.

23 (Whereupon, the interview was concluded.)
24
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 Gunhee Lee

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.



Eileen Gonzalez
Transcriber