

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: PETER HARRISON  
Norton Lilly International

Wednesday,  
September 18, 2019

## APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator  
National Transportation Safety Board

LT [REDACTED], Legal Advisor  
United States Coast Guard  
District 7

CAPT BLAKE WELBORN, Lead Investigator  
United States Coast Guard

LEE WILLETT, Investigator  
United States Coast Guard

LES LEDET, Investigator  
United States Coast Guard

MARC DEJESUS, Investigator  
United States Coast Guard

THOMAS BREMER, Maritime Administrator  
Republic of the Marshall Islands

JEONG CHOERLAG, Investigator  
Republic of Korea, KMST

HEEDONG CHOI, Investigator  
KMST

JEONG IL HWANG, Marine Investigator  
Korea Maritime Safety Tribunal

[REDACTED] Recorder  
United States Coast Guard

PETER HARRISON  
Norton Lilly International

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I N T E R V I E W

(10:00 a.m.)

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2  
3 MR. FLAHERTY: Flaherty with the National Transportation  
4 Safety Board. My last name is spelled F-l-a-h-e-r-t-y.

5 MR. WILLETT: Okay. So this is September 18th, approximately  
6 10 o'clock. We are here to interview Peter Harrison with Norton  
7 Lilly, regarding the *Golden Ray* incident. My name is Lee Willett.  
8 I'm with the U.S. Coast Guard. Last name is spelled  
9 W-i-l-l-e-t-t.

10 Mr. Harrison, do you mind if we record this interview?

11 MR. HARRISON: That's fine.

12 MR. WILLETT: Very well. So if you don't mind, state your  
13 name, and spell your last --

14 MR. HARRISON: Peter Harrison, Norton Lilly International.  
15 Last name is H-a-r-r-i-s-o-n.

16 MR. BREMER: Thomas Bremer, B-r-e-m-e-r, Republic of Marshall  
17 Islands, Maritime Administrator.

18 LT [REDACTED]: Lieutenant [REDACTED] [REDACTED], US Coast Guard,  
19 Legal advisor.

20 LT [REDACTED]: Lieutenant [REDACTED], [REDACTED], the  
21 recorder for the formal Board.

22 CAPT WELBORN: Captain Blake Welborn, W-e-l-b-o-r-n. I'm  
23 lead investigator.

24 MR. CHOERLAG: My name is Joeng Choerlag from Republic of  
25 Korea, KMST. My position is investigator. Last name

1 C-h-o-e-r-l-a-g.

2 MR. HWANG: Jeong il Hwang, H-w-a-n-g, from Korea Maritime  
3 Safety Tribunal, marine investigator. Last name is H-w-a-n-g,  
4 Hwang.

5 MR. CHOI: Okay. Heedong Choi, Investigator from KMST. Last  
6 name C-h-o-i.

7 MR. DEJESUS: Mark DeJesus, U.S. Coast Guard investigator.  
8 Last name is spelled D-e-J-e-s-u-s.

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

11 INTERVIEW OF PETER HARRISON

12 BY MR. WILLETT:

13 Q. Okay. Mr. Harrison, what we'd like to find out first is what  
14 you typically do with a vessel as the agent. What would be like  
15 just your normal job? What would you provide? What kind of  
16 documents? What kind of things would you be doing to help the  
17 vessel come in and out of port?

18 A. All right. I guess, I'll start with about 10 days out  
19 they'll send me a -- Hyundai Globus will send me a schedule, and  
20 it will have the rotation. It will start with a form for wherever  
21 they're loading from, and then all the discharge ports, and it  
22 will say what the ops are, load and discharge. This one was load  
23 and discharge. So I brought a file. First thing I'll file the  
24 3171 with Customs.

25 Q. Okay.

1 A. And it will just say who it's coming in for, where it's  
2 coming from, where it's going. I'll submit the cost in our  
3 system, their system, just saying what it costs for those ships to  
4 come in and out, wharfage. Try and get it within 5, 10 percent of  
5 the entire cost. Keep up with the daily updates, daily updates,  
6 stay in touch with GPA, pilots. A day or two before the ships, if  
7 I know everything, I'll send this -- I'll send the captain an e-  
8 mail saying your ETA of, I think this one was 1700 on the 7th,  
9 noted. Pilot aboard on arrival. Ship will dock at  
10 (indiscernible) Island, Berth 1. Cargo ops will start at this  
11 time. Sail at this time. Please have these documents available  
12 on arrival. And it just is, you know, the documents that we -- or  
13 I got them right there. This is pretty much the first thing we do  
14 when we go onboard. Vessel registry, load line, tonnage,  
15 certificate of financial responsibility, letter showing  
16 relationship between owner and operator, safety, receipts, and  
17 clearance from the last port.

18 I'll take that. I'll go to Customs after I get his arrival  
19 time, which I write down here in the file. And I'll enter and  
20 clear with Customs. When I enter it, I'll get a check. I'll  
21 write them a check. I get a receipt. I give back to the captain.  
22 After I meet with Customs, I go back to the ship, and give him his  
23 clearance, which we keep a copy of.

24 That's basically it. Cut and dry on Ro-Ro ships.

25 Q. Okay. So you talked about the cost before. Does Hyundai

1 Globus kind of want you to stay within a certain amount for each  
2 vessel that comes in?

3 A. Yeah. I think it's company policy that we're 10 percent.  
4 It's more for us because we are the ones receiving the invoices.  
5 So we want to make sure that we have enough money to pay all the  
6 vendors. We like to get the money prior to the ship coming in.  
7 So covering ourselves.

8 Q. So this particular vessel you knew 10 days out it supposed to  
9 come to Brunswick. Did the storm affect the schedule at all of  
10 Hurricane Dorian?

11 A. A little. Because he was coming from Jacksonville. He had  
12 headed out of Jacksonville toward (indiscernible), and I can't  
13 remember exactly when the -- I can't remember if he was waiting.  
14 No. He, yeah, he was. He was the fourth ship to come in after  
15 the storm.

16 Q. Okay. And then because of that, did it affect at all the --  
17 did it increase the amount to berth there? Because he had to  
18 change his schedule or --

19 A. Pilot on board was 15 -- 1453, all fast was 1736. That's  
20 about average.

21 Q. Okay. For the transit.

22 A. From Jacksonville?

23 Q. Yes. Oh, no. I'm sorry. From the entrance into --

24 UNIDENTIFIED SPEAKER: From the sea buoy to the dock.

25 MR. WILLETT: Yeah.

1 MR. HARRISON: No. It was about the same. It's average.

2 BY MR. WILLET:

3 Q. Okay. So in your --

4 A. Two and a half hours.

5 Q. How many of these have you done before?

6 A. Ro-Ro Ships?

7 Q. Yes.

8 A. I've been doing it for almost two years with 12 to 15 a  
9 month. So a lot.

10 Q. And you said Hyundai Globus tells you in advance. Who  
11 specifically in Hyundai Globus?

12 A. It comes from a lot of people. The first person comes from  
13 somebody in Korea, and it won't be a very detailed schedule. It  
14 will just, it will just say in the body of the e-mail, you know,  
15 we're loading in Europe or Mexico, and these are the ports that  
16 we're going to call and discharge. But then maybe 10 days out  
17 I'll get a detailed schedule of the times and dates they want to  
18 work it.

19 Q. Do you actually get the cargo itself? Do you know exactly  
20 what's going to go on and what's going to come off?

21 A. Um-hmm. Yeah. I get the manifest.

22 Q. Who do you get that from?

23 A. Mike Mavernak (ph.).

24 Q. Mike Mavernak. Okay. And he just -- he came on, I guess,  
25 six months ago, is that correct?



1 A. Um-hmm.

2 Q. Okay. So he gets the schedule. Do you know who he gets the  
3 cargo from?

4 A. The load port.

5 Q. Okay.

6 A. I believe so. I think it comes out of their system.

7 Q. Okay.

8 A. They have teams everywhere. If it's coming from Mexico --  
9 this one came from Mexico. So I think somebody in Mexico made the  
10 manifest.

11 Q. Okay. And then you get the manifest, and you give it to who?

12 A. Well, he sends it with me copied, and he copies the stevedore  
13 and IAP, International Auto Processors.

14 Q. Okay. And they work for?

15 A. They work for, I think, they're a third party. They receive  
16 some of the high heavies and used cars.

17 Q. What do you mean by high heavy? What is that?

18 A. Equipment. Anything other than a vehicle.

19 Q. Is it rolling or is it like --

20 A. Rolling.

21 Q. Okay.

22 A. But I think this one had Kias. So they receive it direct.

23 Q. So what was --

24 A. It's been --

25 Q. -- brought off was Kias?

- 1 A. I believe so. I think so.
- 2 Q. And then --
- 3 A. And then we loaded Kias.
- 4 Q. Okay. Do you know the make and model?
- 5 A. Loaded Kia Telluride.
- 6 Q. Okay. And then took off --
- 7 A. I think it was -- huh?
- 8 Q. What did they remove?
- 9 A. I believe it was just Kia, Kia and Hyundai cars, light cars.
- 10 Q. Okay.
- 11 A. It was all light cars. There was no high heavy on the ship.
- 12 Q. So they remove --
- 13 A. That we --
- 14 (Simultaneous comments.)
- 15 Q. -- light cars --
- 16 A. -- discharged.
- 17 Q. -- and put on SUVs?
- 18 A. Um-hmm.
- 19 Q. Okay. Do you ever interact with the Chief Mate?
- 20 A. I met him on the ship. It's not every time though.
- 21 Q. Did you have any communication problems at all? Did he speak
- 22 good English?
- 23 A. He did. The only thing I asked him was -- I saw him on the
- 24 ramp, and I asked him what his departure drafts was.
- 25 Q. Did he know?

1 A. He said he had to do a little calculations, but he thought it  
2 was going to be the same.

3 Q. Okay.

4 A. And then he's the one -- I think, I think he came on the  
5 elevator with us, and the Third Officer came on the elevator, and  
6 we met him up in the -- we went up to the conference room, and the  
7 Captain was there too, and he told me it was going to be the same  
8 as departure or same as arrival.

9 Q. Why would you need departure draft?

10 A. Well, if it's any over -- if it's anything over 9.3, it's  
11 tidal restrictive.

12 Q. Okay. And was this one over 9.3?

13 A. A little. I think it was 9. -- he was 9.45 freshwater.

14 Q. So if you know it's going to be tidal restrictive, who do you  
15 inform of that?

16 A. Henry at Pilots.

17 Q. Okay.

18 A. But we were leaving on a high tide, so we were fine.

19 Q. So do you think because of the tidal restriction did it  
20 affect maybe they got underway sooner than they would have liked  
21 to?

22 A. No. I don't think so.

23 Q. Okay.

24 A. They had a lot of time. The cargo completed at, I believe,  
25 it was 2242, and then I set up sailing for 1:00 a.m. So that's

1 more time than they need.

2 Q. Okay.

3 A. That we normally give them.

4 Q. So is that typical? So --

5 A. An hour after cargo is typical.

6 Q. Okay. And how long did this one have?

7 A. An hour and 18 minutes.

8 Q. Okay. Now, when you talked with the Chief Mate, is there  
9 anything else you pass to them?

10 A. No.

11 Q. Did you talk with anybody else on the crew?

12 A. I can't really remember. Most of the time we meet with the  
13 Third Officer. That's who always has the times. But I met with  
14 the Captain real brief. He was going to dinner.

15 Q. He's going to dinner off the ship?

16 A. On the ship.

17 Q. Okay.

18 A. He signed these forms that we give to Customs, and that was  
19 about all we really needed from the Captain. Most of the time we  
20 meet with the Third Officer.

21 Q. Okay. Was there any communication issues?

22 A. Huh-uh.

23 Q. What time did you meet with the Captain?

24 A. I'd say it was about 1800.

25 Q. 1800.

- 1 A. And we --
- 2 Q. And that was --
- 3 A. -- watched the ramp come down.
- 4 Q. Okay.
- 5 A. And we went on by ramp.
- 6 Q. I don't -- you've been doing these awhile. Do they normally  
7 give you the draft readings with the ramp down or?
- 8 A. They give me the draft a few days in advance.
- 9 Q. Okay. A few days in advance?
- 10 A. Yeah. Before the ship comes in.
- 11 Q. And then --
- 12 A. I just --
- 13 Q. -- I'm talking about departure.
- 14 A. Departure, yeah, they give -- well, they -- I think, I mean,  
15 I think they calculated based on sailing with the ramp up.
- 16 Q. So after he went and calculated it, how did he communicate to  
17 you what the --
- 18 A. No. He just walked in the conference room, and told me it  
19 will be the same as arrival.
- 20 Q. Did he look at anything or --
- 21 A. I think he went on his computer, but it was another room.
- 22 Q. Okay. Did you -- do you ever provide to them, like, the  
23 salinity at the port so they can do their calculations?
- 24 A. The density?
- 25 Q. Yes.

1 A. I tell them brackish water.

2 Q. And who do you get that from?

3 A. Surveyors on other ships. They just kind of tell me what the  
4 range is. There's a range. I think it's 1.0075 to 1.0077.

5 Q. So you gave -- how --

6 A. I didn't give him that.

7 Q. Okay. What --

8 A. He just gave me the drafts in freshwater.

9 Q. Okay.

10 A. And we, I think, freshwater is deeper than brackish water.

11 So they kind of --

12 Q. So you're more concerned just about draft, not stability?

13 You just want to make sure --

14 A. That's all I ask is draft.

15 Q. So in you all's mind if you do in freshwater that's going to  
16 be the most severe draft?

17 A. Right, yeah.

18 Q. Okay.

19 A. I normally take it off freshwater, and I tell Henry, hey,  
20 we're 9.45 freshwater, and he says, okay, we're fine.

21 Q. Okay.

22 A. We're leaving on a, we're leaving on a incoming tide. I  
23 think, I mean, I think we were an hour into the tide when he  
24 sailed.

25 Q. Okay.

1 A. So he --

2 Q. While you were onboard the vessel, did you notice any unusual  
3 lists or anything?

4 A. No. I didn't notice anything.

5 Q. So did this particular loading and unloading seem typical  
6 like every other one or?

7 A. This one was by the book, cut and dry. I mean, it was -- it  
8 only had a little bit of cargo. He wasn't rushed. He showed up  
9 with plenty of time. He had a hour, hour and a half from all fast  
10 to cargo start. Then he had plenty of time after sailing.

11 Q. Had he missed the sailing window, how much extra would that  
12 have cost the ship or (indiscernible)?

13 A. It wouldn't have cost any additional port cost, but I'm sure,  
14 if he had missed his window, I think we could have sailed at 1:30.  
15 So it wouldn't -- it was only 30 minutes.

16 Q. Oh, okay, okay.

17 A. So he had -- we had time.

18 Q. Well, let's --

19 A. I think he had plenty of time to get to Baltimore.

20 Q. Okay. Well, let's say he completely missed that window, the  
21 tide, he would have had to wait for 12 hours?

22 A. Not sure.

23 Q. Okay.

24 A. I mean, they -- we weren't expecting --

25 Q. If you don't know --

1 (Simultaneous comments.)

2 Q. -- you just --

3 A. Yeah. I don't know. We weren't expecting, we weren't  
4 experiencing a negative tide.

5 Q. Okay.

6 A. So it's not like that 9.45 was really critical.

7 Q. Okay.

8 A. And we didn't have to wait for high tide. We just had to  
9 wait. We just didn't want to leave on super low.

10 Q. And what is the restriction again, the --

11 A. Anything over 9.3 brackish water is restricted.

12 Q. So if it's 9.3 or less, then they can sail at any time?

13 A. Any time, yeah.

14 Q. Okay.

15 A. Unless we have a negative tide.

16 Q. Okay.

17 MR. WILLETT: Captain, I'll --

18 CAPT WELBORN: No. I, at this time, I don't have anything.

19 MR. WILLETT: Tom.

20 MR. BREMER: No questions.

21 UNIDENTIFIED SPEAKER: No questions.

22 MR. WILLETT: Anything?

23 Sir.

24 BY UNIDENTIFIED SPEAKER:

25 Q. So regarding my understand -- my (indiscernible) that time



1 drop to 9.3.

2 A. Well, his draft was 9.45 freshwater.

3 Q. So --

4 A. So if you -- I don't really know the breakdown, but it would  
5 be around 9.35 brackish water.

6 Q. So do you know you can see underkeel clearance, you can see?

7 A. I don't have that information.

8 Q. You don't know --

9 A. I don't know.

10 Q. -- underkeel clearance of this (indiscernible)?

11 A. I don't know the underkeel clearance.

12 Q. So anyhow, 9.3 for ship's draft is necessary?

13 A. That's the pilot's restriction, the bar pilot's restriction  
14 on the every day.

15 Q. So how departure drop towards around 9.45.

16 A. Right. In freshwater.

17 Q. So freshwater 9.45 and brackish water 9.3?

18 A. Approximately. It's probably 9.35 brackish.

19 Q. Then this departure condition of this vessel does not violate  
20 the pilot (indiscernible)?

21 MR. WILLETT: I think he's asking about the tidal  
22 restriction.

23 MR. HARRISON: There wasn't, there wasn't much on this ship.  
24 We left on inbound tide.

25 BY UNIDENTIFIED SPEAKER:

1 Q. Sir?

2 A. We left on a incoming tide.

3 Q. Uh-huh.

4 A. So we were about an hour, an hour and a half into the tide to  
5 where the restriction may have been 9.6 at the time. But any time  
6 is 9.3. It depends on the height.

7 Q. So 10, final 10 is for departure condition is no problem?

8 A. No problem.

9 Q. Okay.

10 MR. WILLETT: Dave, you got anything from NTSB?

11 MR. FLAHERTY: Yeah. Just a, maybe a couple of follow-on  
12 questions. David Flaherty, National Transportation Safety Board.

13 BY MR. FLAHERTY:

14 Q. How many years have you been in this line of work, sir?

15 A. Coming up on six years.

16 Q. And what did you do prior to that?

17 A. Student.

18 Q. I'm sorry?

19 A. A student, college student.

20 Q. Oh, okay. I'm not there, so I can't determine how young you  
21 look.

22 A. Yeah.

23 Q. So what was your degree? What's your background? That's  
24 what I'm trying to get to.

25 A. Business.

1 Q. And then in your relationship with the Captain -- who do you  
2 deal with more, the Captain or the Chief Officer?

3 A. Prior to the ship coming in, I deal with the Captain. At  
4 least, I think I do. That's whose e-mailing me. And then when I  
5 go on the ship, I normally just deal with the Third Officer.  
6 Sometimes I'll see the Chief, if the computer is in the -- it  
7 depends on what room we meet in. This particular ship we met in  
8 the conference room where it was just me, the Third Officer, and  
9 the Captain came in, signed a few papers, and that was -- and then  
10 he left.

11 Q. Would it be possible for us to get copies of those e-mails  
12 that you had with the Captain prior to the vessel coming in?

13 A. Yeah. I asked about that. The only thing -- we would just  
14 need something on a letterhead requesting that. Because there's a  
15 lot of people on copy. I'm fine with sharing my e-mail. It's  
16 just a lot of people on copy.

17 Q. All right. Understood. Maybe we can get (indiscernible) see  
18 if we can do that.

19 A. Okay.

20 UNIDENTIFIED SPEAKER: Hey, Dave, coordinate a subpoena.

21 MR. FLAHERTY: All right.

22 BY MR. FLAHERTY:

23 Q. And in your exchanges with the Captain, nothing came up about  
24 the vessel, any concerns at all?

25 A. No. I mean, he come from several other U.S. ports, and that,

1 you know, everything seemed normal.

2 Q. All right. And then when you were there that day,  
3 interaction with the crew, you said that they had plenty of time  
4 to get underway, but was there any type of -- let me put it this  
5 way. Did the crew seem focused while they were doing their work  
6 that you saw?

7 A. Yeah, as far as I know. I mean, they had everything in  
8 order. There weren't -- I didn't have to ask them for anything.  
9 Everything was ready. I wasn't onboard the ship but maybe 20  
10 minutes at most.

11 Q. All right. And what did -- if you could just kind of go  
12 through the list of information that they provided to you while  
13 you were onboard.

14 A. All right, yeah. So when I get onboard, whoever has the bell  
15 book. I believe it's the Third Officer that keeps up with those  
16 kind of times. I'll get NSC passage, pilot onboard,  
17 (indiscernible) on shore, all fast, fuel figures, and his draft.  
18 The Captain signs maybe -- this Captain signed six -- or eight  
19 documents of mine, and a couple stamps. I collected a crew list,  
20 ship stores and crew effects, and that was it.

21 Q. All right. Can we also get a copy of those documents,  
22 please?

23 A. Sure. I don't see why not. I'll have to ask somebody.

24 Q. All right.

25 A. Our legal --

1 Q. Maybe Captain Welborn can do a subpoena on them.

2 A. Okay.

3 Q. Was there anything unusual like about when you -- with the  
4 fuel readings, was -- did they make any mention on if they were  
5 going to be taking on bunkers in the near future?

6 A. No, I don't -- I didn't hear anything about that. He has a  
7 lot of -- it seemed like he had plenty of fuel onboard for the  
8 rest of his voyage.

9 Q. All right. What about ballasts? Did they talk to you about  
10 taking on additional ballast or any of those, anything with the  
11 ballast tanks or the heeling tanks?

12 A. No. They don't ever really talk to us about that.

13 Q. All right.

14 A. I mean, we have a copy of his ballast report, but that's in  
15 the e-mails.

16 Q. All right. Yeah, I'd be curious to -- was that inbound or  
17 when was that report on the ballast tanks given to you?

18 A. It's sent to the National -- NBIC. They send it maybe one or  
19 two days before the ship arrives.

20 Q. They'd still be at Jacksonville at the time then?

21 A. Right.

22 Q. All right. And do they give you updated ballast tank loads  
23 prior to departure?

24 A. I'm not sure. I don't really read those. I don't really  
25 open those attachments. I don't really know what they mean. I

1 mean, I see that he sends them, but I don't ever click on the PDF  
2 file and really look at it.

3 Q. All right. Okay. Yeah, if we could -- I think it would be  
4 best if we can get those documents. It might show what the  
5 stability or the ballast tanks configuration were prior to. And  
6 we'll also have to see if -- and I'm just speaking out loud  
7 (indiscernible) with stuff. So when you're onboard you didn't --  
8 they didn't say, hey, we've got work we have to finish on some  
9 equipment prior to getting underway?

10 A. No. They didn't ask, they didn't ask for any additional time  
11 alongside the berth. They weren't --

12 Q. All right.

13 A. They weren't rushed on my side or anybody's side that I know.

14 Q. All right. Were you aware of any changes in the number of  
15 vehicles going onboard than originally planned?

16 A. No. It was all seemed to be done well in advance far as I  
17 know.

18 Q. All right. Did they mention if any of the vehicles that were  
19 being loaded were damaged or they took on additional cargo that  
20 wasn't expected?

21 A. No, not that I, not that I know of.

22 Q. And then prior to them departing, did they forward any  
23 paperwork to your office?

24 A. No. From the time he departed until the accident I think was  
25 only less than an hour.

1 Q. All right.

2 A. So he wouldn't have had time to send me anything.

3 Q. Prior to departure did they send you any additional  
4 information?

5 A. I don't believe so.

6 Q. All right.

7 A. He may have sent a e-mail, but I can't remember.

8 Q. All right. Maybe if we could check to see if there was any  
9 e-mails either to you -- would they be sending it to anyone else  
10 in your company?

11 A. Yeah, we -- I have a e-mail. It's for Brunswick. There's  
12 probably eight people on that distribution. And the a lot of  
13 times they copy in our Savannah office. So that's another 7, 8  
14 people. But most of the time they send e-mails through  
15 distribution. So there's a lot of people on copy, and a lot of  
16 people that I don't know who are on copy.

17 Q. Okay. But you're not sure if they sent any additional  
18 information via e-mail to your company prior to departure?

19 A. No, I don't believe so. Nothing that I would have used.

20 Q. Okay.

21 A. I talked to him beforehand, and told him -- I told him  
22 sailing time when I boarded on arrival. So there was no changes.

23 Q. Okay. All right. That's all the questions I have. Thank  
24 you.

25 A. Okay, no problem.

1 MR. WILLETT: Les, do you have --

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

3 BY MR. LEDET:

4 Q. Mr. Harrison, how does Norton Lilly get the -- acquire the  
5 ship to represent as an agent? Is this through a contract or --

6 A. We have an agreement with Hyundai Globus.

7 Q. Okay.

8 A. I know we, I know we do most of their ships on the East  
9 Coast. I'm not sure of what port we don't use. I mean, I know we  
10 do, I know we do Freeport, Texas, Brunswick, Jacksonville,  
11 Philadelphia. We handle most of the East Coast that I know of.

12 Q. So from port-to-port, you mentioned Freeport. You mentioned  
13 Jacksonville, of course, Brunswick. And those happen to be the  
14 three last ports that she would have called on. Are you the agent  
15 that handles this vessel for all those ports?

16 A. No. Just -- Norton Lilly is, but I handle just Brunswick  
17 only.

18 Q. Just Brunswick?

19 A. Um-hmm.

20 Q. So the two prior ports, which would have been Jacksonville  
21 and Freeport --

22 A. Right.

23 Q. -- were those handled by the same agent or do you know if  
24 they were different agents that would have handled that?

25 A. That was -- but they were both Norton Lilly.



1 Q. Norton Lilly. What about the agents themselves?

2 A. I don't know who the actual agent is. I, I mean, it's all in  
3 e-mail.

4 Q. Got you. So --

5 A. Who the boarding agent was, we send an arrival message, and  
6 we send a departure message.

7 Q. Okay.

8 A. A lot of times there's, I think it was, I think he worked in  
9 Jacksonville. I think it was a Friday. I'm not sure who was  
10 working the ship.

11 Q. Okay. And with that connection, do you guys have any pass-  
12 down to each other? Would the agent in Freeport have passed  
13 information about the ship to the agent in Jacksonville?

14 A. Not a lot. The only thing we really see from them is arrival  
15 and departure message. And then we'll put, like, he was going to  
16 Baltimore after here.

17 Q. Yes.

18 A. So I'll put all these times that I said completion drafts,  
19 and then I'll also put his ETA the next port. That's really the  
20 only thing I ever look at on Jacksonville's departure board. But  
21 Jacksonville and Brunswick are so close I don't, I don't ever  
22 really look at his -- their departure board. The Captain gives me  
23 ETA.

24 Q. Anything unusual about the ship, any type of problems or  
25 troubles, is that passed on from agent-to-agent?

1 A. Sometimes. If there was a severe problem, yeah, they would  
2 have called us.

3 Q. Okay.

4 A. Or they would have called somebody locally or they would have  
5 probably, you know, I'm not sure. That's never happened. We've  
6 never had a issue like this that I know of.

7 Q. Anything like engine troubles or --

8 A. If there was engine troubles, the Captain would have e-mailed  
9 --

10 Q. Okay.

11 A. -- every person he knew.

12 Q. And that --

13 (Simultaneous comments.)

14 A. There would have been lost time.

15 Q. Got you. What about, is it typical or not that after sailing  
16 that a pilot would report to you all if there were any issues or  
17 problems with ships, handling, steering, engines, drafts, anything  
18 gat all?

19 A. Yeah, they -- I mean, I would imagine they would tell us or  
20 they would tell the pilot dispatcher.

21 Q. Okay. And nothing that you know of was reported through  
22 those last --

23 A. I saw nothing. I heard nothing.

24 MR. LEDET: Okay. Thank you.

25 MR. WILLETT: All right, Captain do you have anything?

1 MR. WELBORN: Yeah, I have a couple follow-ups.

2 BY MR. WELBORN:

3 Q. Mr. Harrison, thank you again for coming in. I appreciate  
4 your time today. So just a couple of follow-up questions before  
5 we move on. Have you dealt with this particular vessel, the  
6 *Golden Ray*, before?

7 A. I don't think so.

8 Q. Okay. So this is your first time dealing with them?

9 A. I believe so.

10 Q. Okay. So have you had any experience with this Master or  
11 this crew before?

12 A. Not that I know of.

13 Q. Okay.

14 A. He didn't look familiar.

15 Q. Okay. All right. So when you -- you said you were only  
16 onboard the vessel about 20 minutes.

17 A. Um-hmm.

18 Q. Did you notice anything -- you came up the loading ramp, went  
19 through the cargo spaces and up into the conference room, is that  
20 right?

21 A. Yeah.

22 Q. Okay. Anything different that you wouldn't have expected to  
23 see or something that kind of peaked your interest?

24 A. No. It was Plain Jane. There weren't any exciting cargo to  
25 look at.

1 Q. No Ferraris or --

2 A. No. Nothing. The only thing I saw was a motor home on the  
3 bottom deck.

4 Q. Interesting.

5 A. I didn't look at the top deck. I didn't look at the below  
6 deck.

7 Q. You just went through the --

8 A. I signed --

9 Q. -- deck --

10 (Simultaneous comments.)

11 A. -- in, and I went straight to the elevator.

12 Q. Okay. All right. Cool. Big motor home? Big, like, big  
13 Class A, bus looking thing?

14 A. I can't remember.

15 Q. Don't know. Okay.

16 A. Only thing I know is a motor home.

17 Q. Okay.

18 A. Nothing too fancy.

19 Q. So when you're in your job as the agent, do you receive  
20 information from the ship, and then relay it to other entities?

21 A. Um-hmm.

22 Q. Okay. So for instance, if there were an instance where, and  
23 we've kind of asked around this question, if there were an  
24 instance where there was something special about the ship that  
25 needed to go to the pilots, are you the viaduct that that

1 information would come through?

2 A. More than likely.

3 Q. Okay. So the ship would e-mail you some information, and  
4 then you schedule the pilots. Is that correct?

5 A. That's right.

6 Q. Okay. So then you would take that information and relay it  
7 to the pilots?

8 A. Right.

9 Q. Okay.

10 A. Yeah. I mean, like example, you know, some ships will say  
11 our bow thruster isn't working. We need two tugs. And I'll just  
12 tell the pilots that. But that's really the only thing --

13 Q. Okay. Anything --

14 A. -- that ever comes to us.

15 Q. -- in this instance --

16 (Simultaneous comments.)

17 A. -- nothing on this one.

18 Q. Okay. So there was no information specifically from the ship  
19 that came to the pilots?

20 A. No.

21 Q. No. Okay. Was there any other type of -- did you schedule  
22 any visit, like, a special vendor needed to come to the ship or a  
23 technician?

24 A. No. This one had nothing.

25 Q. Okay. So they --

1 A. Came in, worked cargo and left.

2 Q. Okay. No stores, no, like I said, no technicians, nothing?

3 A. I didn't arrange for anybody. I didn't put anybody on the  
4 gate list.

5 Q. Okay. And that would have gone through you?

6 A. Yes.

7 Q. There's nobody else to do that job?

8 A. Right.

9 Q. Okay. All right.

10 A. Unless somebody had a TWIC card and a GPA badge that I didn't  
11 know about, but I don't believe there was.

12 Q. Okay. No reason to believe that there was anybody else?

13 A. Correct.

14 Q. Okay. All right. I mean, that's what you're paid to do?

15 A. Um-hmm.

16 Q. Right. Okay. So, Mr. Harrison, are you familiar with when  
17 we're loading vehicles -- you've done this -- that part of it  
18 loading vehicles quite a bit?

19 A. I mean, sometimes I'll watch it.

20 Q. Okay.

21 A. I don't really get too involved with it.

22 Q. But as far as being an agent, you've done Ro-Ro vessels now  
23 for a couple of years in this capacity?

24 A. Um-hmm.

25 Q. Okay. Do you know any of the particulars about that

1 operation or that process?

2 A. Not really. A lot of them are discharge. Sometimes I'll  
3 know what zone they're going to.

4 Q. Okay.

5 A. But I don't know anything about what part of the ship they  
6 park in, the stability. I don't even -- I receive stow plans  
7 sometimes, but I don't know what any of that means.

8 Q. Okay. That's not your --

9 A. No.

10 Q. That's not your bailiwick?

11 A. That's just, that's basically just the stevedore.

12 Q. Okay.

13 A. I'm not sure who puts that together either.

14 Q. Okay. What about the fuel in the vehicles? Do you know any  
15 -- the ongoing vehicles, the vehicles that they loaded, do you  
16 know anything about that?

17 A. Nothing.

18 Q. Okay.

19 A. I only, I mean, I would imagine there's very little of that.

20 Q. Okay.

21 MR. WILLETT: Anybody else have any more questions?

22 Yes, sir.

23 MR. HWANG: Yes. I'm Jeong il Hwang from KMST

24 (indiscernible).

25 BY MR. HWANG:

1 Q. Just a brief question. Have you ever provided any specific  
2 navigation information on port of Brunswick to the -- any vessel  
3 before? Like passage, navigation information.

4 A. No.

5 Q. No.

6 A. The only thing I really tell them is where they can safely  
7 anchor.

8 Q. Okay.

9 A. That's really -- I don't give any coordinates.

10 Q. So there was no information was provided to -- I mean, the  
11 navigation information provided to --

12 A. Not from me.

13 Q. -- *Golden Ray*, right?

14 A. Correct. Yeah, not from me.

15 BY UNIDENTIFIED SPEAKER:

16 Q. You had mentioned that you provided ETA to the next port. Do  
17 you remember or do you have that information of what that was?

18 A. Yeah. The ETA was 10 -- 200. So about 48 hours, which is  
19 plenty of time.

20 Q. Plenty of time. Yeah. Okay. And they don't provide you,  
21 like, what their -- what speed they're going to be going at or  
22 anything like that, right?

23 A. No.

24 Q. That's just -- okay. That's all I have.

25 MR. WILLETT: All right. If nobody has any more --



1 Les.

2 MR. LEDET: One more question.

3 BY MR. LEDET:

4 Q. You've had several ships that you have represented in agency  
5 -- Les Ledet with U.S. Coast Guard. In this -- in that particular  
6 area where this ship had her troubles, throughout your time  
7 handling, representing ships, do you recall a whole lot of  
8 problems in this area? Is this something that's really, really  
9 strange to you or?

10 A. Yeah. This seems pretty strange. I hadn't heard of  
11 anything, any issues.

12 Q. You've never had any other vessels that have had issues?

13 A. No. Every single ship that comes in, I normally tell them,  
14 the same pilot that brings you in -- that brought you in is going  
15 to bring you out.

16 Q. Okay.

17 A. And they always say, oh, very good pilot, very good pilot.  
18 That's all I ever hear.

19 Q. I got you. But specifically to the region itself, the route  
20 --

21 A. Right.

22 Q. -- the waterway, the currents, those types of things, do you  
23 get any complaints or any problems, hear anything that's unusual?

24 A. No. I've never gotten a complaint.

25 MR. LEDET: Okay. All right. Thank you very much.

1 MR. WILLETT: All right. That's it --

2 LT [REDACTED]: One more thing. Sorry. Lieutenant [REDACTED], the  
3 recorder.

4 BY LT [REDACTED]:

5 Q. Mr. Harrison, can I get your mailing address and phone number  
6 for the record?

7 A. Yeah. It's [REDACTED]. Cell  
8 phone [REDACTED]

9 LT [REDACTED]: Thank you.

10 MR. WILLETT: That's all?

11 All right. It is approximately 10:30. We have concluded the  
12 interview with Mr. Peter Harrison.

13 Thank you.

14 (Whereupon, at 10:30 a.m., on September 18, 2019, the  
15 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 Peter Harrison

ACCIDENT NO.:               DCA19FM048

PLACE:

DATE:                        September 18, 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.

  
Katherine Motley  
Transcriber