

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: OK HYEON RYOO
G-Marine Service

Thursday,
September 19, 2019

APPEARANCES:

DAVID FLAHERTY, Marine Accident Investigator
National Transportation Safety Board

LEE WILLETT, Investigator
United States Coast Guard

LT [REDACTED], Investigator
United States Coast Guard

LT [REDACTED]
United States Coast Guard

CAPT BLAKE WELBORN
United States Coast Guard

TOM BREMER, Maritime Administrator
Marshall Islands Administration

JOENG CHOERLAG
Busan Regional Maritime Safety

HEEDONG CHOI, Marine Investigator
Korea Maritime Safety Tribunal (KMST)

HWANG JOENG, Marine Investigator
KMST

DAVID KIM
G-Marine Service

JIM MOSELEY, Attorney
(On behalf of Vessel PPI)

COLIN McRAE, Attorney
(On behalf of the Slot Charter)

RYAN GILSENAN, Attorney
(On behalf of the Pilot)

SEYHUN CHRIS KIM
Interpreter

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(1:30 p.m.)

(Whereupon, SEYHUN CHRIS KIM, a Korean language interpreter, translated the questions and answers for OK HYEON RYOO.)

MR. WILLETT: Okay. It's 1330, September the 19th. We're conducting an interview with the representative of G-Marine, who runs the day-to-day operations of the Motor Vessel *Golden Ray*.

Sir, I would like you to state your name, and please spell your last name.

MR. RYOO: (In English) Yeah. My name is Ok Hyeon Ryoo. My family name is R-y-o-o.

MR. WILLETT: Thank you. Now we recording this interview. Do you have -- is it okay if we record the interview?

MR. RYOO: (In English) Yeah.

MR. WILLETT: Yes?

MR. RYOO: (In English) Yes.

INTERVIEW OF OK HYEON RYOO

BY MR. WILLETT:

Q. Okay. Before we get started, we'd like to know your background in the marine industry.

A. (Through interpreter) I graduated the -- from marine college and I was a crew member for 10 years. And then at the end of my crew member I was an engineer, and then I moved to marine company working in the office. And then I've been educated on international marine rules and all other training, I got it from

1 the company, and that is my experience and my record.

2 MR. WILLETT: Okay. Sir, I forgot, would you please identify
3 yourself and spell your last name?

4 INTERPRETER: Yes. My name Seyhun (ph.) Chris Kim. I am the
5 U.S. Coast Guard Auxiliary interpreter, and my last name is
6 spelled K-i-m.

7 MR. WILLETT: Thank you, sir.

8 UNIDENTIFIED SPEAKER: Can you ask the first name?

9 MR. WILLETT: His first name? We have his card.

10 INTERPRETER: My first name is Seyhun and my middle name is
11 Chris. Thank you.

12 BY MR. WILLETT:

13 Q. Sir, how long have you worked for G-Marine?

14 A. The G-Marine originally started as Hanjin Marine. It was
15 from 2000 October it became the -- they split from Hanjin Marine
16 into a ship management company, and then ship management
17 particular division is separated and specialized as G-Marine,
18 2017, September 1st.

19 Q. Okay. How many vessels are you responsible for managing?

20 A. Currently there are 54 ships.

21 Q. How many does he personally oversee?

22 A. I would like to explain the organization of our company, that
23 we have about -- I'm in the top of this division, that under me
24 there are team leader and also under team leader there is some
25 direct managers there, and then under managers, there are staff

1 members. Each staff members manages four to five ships. So I do
2 not personally manage those ships, but I am in charge of all
3 operations in our organization.

4 Q. Do you develop the safety management systems? Do you oversee
5 that development and implementation on the ships that your company
6 manages?

7 A. We have a separate division who is in charge of the
8 management safety.

9 Q. And who is that?

10 A. The safety management team is under, directly under CEO, and
11 that safety management team is in charge of those rules.

12 Q. What company -- is it still with G-Marine or a different
13 company?

14 A. Well, this is not direct under CEO. This is another division
15 under CEO similar to, parallel to my division, and that is the
16 safety management. And this is the same G-Marine company.

17 Q. Okay, okay. So who is directly responsible at G-Marine for
18 overseeing the day-to-day operations of the *Golden Ray*?

19 A. My team -- one of my team is in charge of automobile section,
20 and there a couple of people under them, that team member. Should
21 I tell you the name of the staff?

22 Q. If he knows it, yes.

23 A. Kim Taegyun, that's his name.

24 (In English) Superintendent. Yeah.

25 Q. Superintendent?

1 INTERPRETER: Superintendent.

2 BY MR. WILLETT:

3 Q. Where is he physically located?

4 A. He is residing in Busan.

5 Q. Okay. How do you spell his last name?

6 A. K-i-m.

7 Q. Okay. And does he have a business card for this gentleman?

8 A. So I don't have it, but I can have people to take a picture
9 and then send it to you.

10 Q. Perfect. Okay. Thank you.

11 Who is responsible for hiring the crew for the *Golden Ray*?

12 A. Under me there is the personnel, marine personnel department,
13 and the name who is in charge of that team is Kim Jaiwan (ph.).
14 Yeah, Kim Jaiwan, is the person who is in charge of it.

15 Q. How do they verify that the crew is properly trained to
16 operate the vessel?

17 A. So there are certificates that they have to provide before
18 they get hired. And additional, they -- the company also verifies
19 additional education and training requirement from the G-Marine
20 company. And those -- the employees should provide the
21 certificate.

22 Q. Can we get a copy of the additional G-Marine training for the
23 crew members?

24 MR. WILLETT: He said -- I believe I heard that he said that
25 G-Marine also required additional training?

1 INTERPRETER: That's right.

2 MR. RYOO: Okay. We'll submit it at later time.

3 MR. MOSELEY: And I just want the record to reflect the
4 witness was looking at me because he doesn't have any
5 documentation.

6 MR. WILLETT: Oh, okay.

7 MR. MOSELEY: The discussion was if a document is asked --

8 MR. WILLETT: Sure.

9 MR. MOSELEY: -- I will work with you all to get it.

10 MR. WILLETT: Okay.

11 MR. MOSELEY: So I think he was concerned that --

12 MR. WILLETT: Ah. Yeah. I see.

13 MR. MOSELEY: So I'm okay with you asking him about
14 documentation, and afterwards we can talk --

15 MR. WILLETT: Well -- yeah, yeah, instead of --

16 MR. MOSELEY: -- and exchange (indiscernible) --

17 MR. WILLETT: That's fine.

18 BY MR. WILLETT:

19 Q. Does G-Marine pay for the maintenance on the vessel?

20 A. So G-Marine receives money from the owner of the ship to
21 maintain the ship.

22 Q. So --

23 A. And then --

24 Q. I'm sorry. Go ahead.

25 A. And then G-Marine hires a company who does the maintenance.

1 Q. So if the *Golden Ray* had an issue, would they contact the
2 person in charge of that vessel that works for G-Marine and then
3 they would report back to him, hey, we need X amount of dollars to
4 fix this item?

5 A. The rule is that we receive a monthly planned expense for the
6 maintenance and then we just spend it.

7 MR. WILLETT: Okay. So we'll want to get a copy of that as
8 well.

9 No, you don't have to tell him. We're going to tell his
10 attorney.

11 INTERPRETER: Okay.

12 BY MR. WILLETT:

13 Q. Who pays for the fuel for the vessel?

14 A. So we are not responsible for the payment of fuel. The fuel
15 is directly under the owner's responsibility.

16 Q. Okay. How often does G-Marine communicate with the *Golden*
17 *Ray*?

18 A. So we kept every day using the vessel position system
19 approximately where the vessel is. We don't really communicate
20 verbally.

21 Q. So do you communicate once a week?

22 A. So there's no fixed communication schedule, but usually when
23 ship is coming in or out of the port or ship is traveling some
24 specific marine area, then we'll communicate with them.

25 Q. Do they ever receive emails to or from the ship?

1 A. So we receive email every day 12 o'clock p.m.

2 Q. Okay. Who receives those emails?

3 A. So email coming through our company system.

4 Q. So it goes to multiple people?

5 A. Yes, there are multiple people, but the first person who is
6 reading this is the person who is in charge, superintendent of
7 that ship.

8 Q. Okay.

9 A. And then there is safety teams also can read that email.

10 Q. What type of information are in these emails?

11 A. So the noon report, it includes location of the ship, and
12 then amount of fuel and amount of the water, and also the
13 navigation information and then the location destination
14 information.

15 Q. When he says water, does he mean potable water or ballast?

16 A. Potable water.

17 Q. Okay. If the chief mate discharges or takes on ballast, is
18 he required to report that to G-Marine?

19 A. So initially, before they set sail, they -- we have to report
20 the amount of ballast water to the government officials, and then
21 once you pass the area, and then they will report the ballast
22 water amount.

23 Q. So if they do discharge or take on ballast, besides notifying
24 the government, do they notify G-Marine?

25 A. So currently we report when we enter the U.S. boundary about

1 the ballast water levels, whether -- but that's reporting to the
2 port about it.

3 Q. Okay. Do they require that the chief mate knows the salinity
4 of the ballast?

5 INTERPRETER: Could you repeat that one again?

6 BY MR. WILLETT:

7 Q. Do they require the chief mate to understand and know the
8 salinity of the ballast water?

9 A. Of course we gather all this salinity level in the port that
10 going into from the local information centers. And then also, we
11 also have a basic information in the company.

12 Q. Okay. But what's actually inside the ballast tanks, does the
13 chief mate, is he required to know what the salinity is? Not
14 outside, but actually inside the ballast tanks.

15 A. The chief knows the ballast water information, but also for
16 this automobile carriers, we don't really manipulate the water
17 level very often. But, yes, the chief should know the ballast
18 water condition.

19 Q. How would he know the salinity, the chief mate?

20 A. So we have the device that measure the salinity of the
21 ballast water.

22 Q. Is that done daily?

23 A. We don't check it every day.

24 Q. Do you check it every time they exchange ballast?

25 A. We only check occasionally when we entering to a very

1 different region.

2 Q. When was the last time it was checked?

3 A. I don't know.

4 Q. When they do check it, is the salinity reported to G-Marine?

5 A. No, they don't report it.

6 Q. So the chief mate checks it but does not report it to anyone?

7 A. I think that chief mate report it to the captain of the ship.

8 Q. Okay. Does G-Marine have a policy on the amount of ballast
9 tanks that are slack?

10 A. Well, we don't have a specific amounts guideline, but we have
11 the other general type and condition guideline.

12 Q. Does he know how many ballast tanks were slack on the *Golden*
13 *Ray* when she departed Brunswick?

14 A. (Indiscernible) didn't know.

15 Q. Does he know if G-Marine has a policy on when the pilot
16 boarding doors on the fifth deck can be open?

17 A. Yes, we know how the plots operate and then where the pilot
18 is.

19 Q. So when can those watertight doors on the fifth deck be open?

20 A. So pilot goes in and out through that pilot door.

21 Q. Yes. But is the policy that the pilot comes in, they close
22 it back, the pilot goes to the bridge, he completes the journey,
23 comes down, opens the door, gets off and he's done, or can that
24 door stay open during the whole transit?

25 A. So I don't know the exact rule on that door.

1 Q. Would that be in the safety management system?

2 A. I don't remember that.

3 Q. Okay.

4 MR. WILLETT: Now we would like to get a copy, then, of the
5 safety management system from the lawyer. We already
6 (indiscernible). You don't have to translate it. I --

7 INTERPRETER: Okay. Sure.

8 MR. WILLETT: I think I'll defer to Tom, Marshall Islands.

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

10 MR. WILLETT: Here, you can sit over here so you can --

11 MR. BREMER: Yeah. Tom Bremer with the Marshall Islands.

12 MR. FLAHERTY: Hey -- I'm sorry, Tom.

13 Hey, Lee, could we do introductions so that the person
14 transcribing this can identify voices with names, please?

15 MR. WILLETT: I think we were just going to -- because we're
16 having such trouble with the (indiscernible), we're just going to
17 get everybody's names and just give that to you, if that's okay?

18 MR. FLAHERTY: Well, I -- that's fine for me, except I need
19 to -- the transcriber is going to be listening to this and he has
20 to hear --

21 MR. WILLETT: Oh, right. Right, right. Okay. So I'm Lee
22 Willett with the Coast Guard. Last name W-i-l-l-e-t-t.

23 LT [REDACTED]: [REDACTED], Lieutenant [REDACTED] with the U.S.
24 Coast Guard, [REDACTED], legal advisor.

25 LT [REDACTED]: Lieutenant [REDACTED], [REDACTED] the

1 recorder for the Board.

2 MR. BREMER: Tom Bremer, B-r-e-m-e-r, Republic of Marshall
3 Islands, Maritime Administrator.

4 MR. CHOERLAG: My name is Joeng Choerlag from Republic of
5 Korea, KMST, in this case here. J-o-e-n-g.

6 MR. CHOI: My name is Choi Heedong from KMST. Last name
7 C-h-o-i.

8 MR. HWANG: Marine investigator Joeng Hwang, H-w-a-n-g, from
9 Korea Marine Safety Tribunal, KMST.

10 MR. MOSELEY: Jim Moseley, vessel interests. M-o-s-e-l-e-y.

11 MR. KIM: David Kim, G-Marine Service, employee of G-Marine
12 Service. K-i-m, last name.

13 MR. McRAE: Colin McRae, attorney for Charterer LGL.
14 M-c-R-a-e.

15 MR. WILLETT: Oh, and we have Captain Blake Welborn. He just
16 stepped out. His last name's W-e-l-b-o-r-n-e [sic].

17 MR. GILSENAN: On the phone is -- I'm Ryan Gilsenan, G-i-l-s-
18 e-n-a-n, for the pilots.

19 MR. FLAHERTY: And this is David Flaherty with the National
20 Transportation Safety Board.

21 Thank you. Hey, Tom, you can proceed. Sorry for the
22 interruption.

23 MR. BREMER: Okay. Not a problem. Thank you.

24 BY MR. BREMER:

25 Q. So again, Tom Bremer with the Marshall Islands. Does G-

1 Marine use a manning agency?

2 A. Manning agent? What is -- what do you mean by the manning
3 agent?

4 Q. So for crewing, for crewing, does G-Marine hire the seafarers
5 directly or does a crewing agency provide the seafarers for --

6 A. So we hire the Korean crew directly, but all other, Filipinos
7 and Indonesia, other country crews, we use a manning agent.

8 MR. BREMER: Okay. I think that's all I have.

9 MR. WILLETT: Okay. [REDACTED]?

10 LT [REDACTED]: Thank you.

11 BY LT [REDACTED]:

12 Q. This is LT [REDACTED] So what division are you in charge of?

13 A. The technical part of the ship and the crew members.

14 Q. And when you say technical part, what do we mean? Is that
15 just maintenance or just anything else?

16 A. So the maintenance and supply and then the condition after
17 the inspection.

18 Q. And when you say -- what do you mean by supply? Just like
19 machinery supplies or what do we mean by supplies?

20 A. This is a spare part and the other -- consumable parts.

21 LT [REDACTED] Okay. Okay, I have no other questions. Thank you.

22 MR. WILLETT: [REDACTED].

23 BY LT [REDACTED]:

24 Q. This is LT [REDACTED] with the Coast Guard. Just two things. You
25 mentioned that the salinity on board was measured with a device.

1 Do you know what kind or brand is used on the ships?

2 A. I don't remember now.

3 Q. Okay. That's fine. And there seems to be some moving parts
4 within G-Marine. Is there an organizational chart that kind of
5 has the titles and roles of the employees?

6 A. So I'll ask the attorney to provide them.

7 Q. Okay. Thank you.

8 LT [REDACTED] That is all.

9 MR. WILLETT: Okay. Ryan, do you have anything?

10 MR. GILSENAN: Yes. Thanks.

11 BY MR. GILSENAN:

12 Q. When the chief mate runs the stability program before
13 sailing, are the results of that program sent to G-Marine?

14 A. They don't report the company.

15 MR. WILLETT: Hey, Ryan, I'll ask a question for the
16 interpreter so he can hear it.

17 MR. GILSENAN: Okay. Go ahead.

18 MR. WILLETT: Sir, he was asking if when the ship is leaving
19 and the chief mate computes his stability, are the stability
20 results, like the GM, sent to G-Marine?

21 UNIDENTIFIED SPEAKER: (Indiscernible) he seem confused.

22 MR. WILLETT: Okay. What's a better word in Korean for
23 stability?

24 UNIDENTIFIED SPEAKER: (Indiscernible).

25 MR. WILLETT: Can you -- or ask --

1 MR. RYOO: If the chief found some problems with the trim
2 stability, including the ballast water, the salinity, all the
3 calculation, then he will report to the company. However, if
4 everything is okay, he just report to the captain of the ship.

5 MR. GILSENAN: Okay. Thank you.

6 And, Lee, I just wanted to confirm whether the company has a
7 report of the stability analysis in and out of Jacksonville and in
8 and out of Brunswick?

9 BY MR. WILLETT:

10 Q. So he's asking if the company has reports about the stability
11 when the vessel entered Jacksonville and left Jacksonville?

12 A. I believe that captain will have some information regarding
13 that. Also, they reported to the port. But we, G-Marine don't
14 have that information.

15 Q. Okay. So they reported to what port?

16 A. So every port, report to every port before we sail out.

17 Q. Who in the port did they report to? Because the port's big.

18 A. We don't -- I don't exactly know who that it's reported to in
19 the port authority, but we use the agent who is doing the service
20 for that service, and they know who to send it to.

21 Q. Okay.

22 MR. KIM: He meant shipping agency.

23 MR. WILLETT: Oh. Okay, okay, okay. Okay.

24 Ryan, is that good?

25 MR. GILSENAN: Yes. That's all I have. Thanks, Lee.

1 MR. WILLETT: Roger that.

2 Davide Flaherty, NTSB.

3 MR. FLAHERTY: Hi. Thanks.

4 BY MR. FLAHERTY:

5 Q. Sir, David Flaherty with the National Transportation Safety
6 Board. Would you find it -- all right. Let me ask it this way.
7 Is it common for the chief officer, when calculating the stability
8 of the vessel while the vessel is in the port, to use freshwater
9 for the external water content?

10 A. So the ship isn't aware of the stability all the time before
11 they enter into the port.

12 MR. WILLETT: Maybe you could ask him -- he's trying to ask,
13 whenever he uses LoadMax he has to input what the salinity is
14 around the ship to help him do his ballast calculations and his
15 stability.

16 MR. KIM: Yeah, the chief mate already put the
17 (indiscernible) --

18 INTERPRETER: I'm sorry. I cannot hear the --

19 MR. WILLETT: No, no, it's okay. Just a second, we're
20 talking -- just a second, sir.

21 MR. KIM: But there is information coming from the previous
22 port before he enters new port.

23 MR. WILLETT: So he was asking is it normal to use freshwater
24 for the computer that does the LoadMax calculations. Because we
25 were told at this port he was given freshwater to put into the

1 LoadMax computer to do his stability calculations.

2 MR. RYOO: I don't think so, but I don't know exactly what
3 happened.

4 MR. FLAHERTY: Well, Lee, if you could kind of translate or
5 pass this to the translator: If the chief officer used freshwater
6 for calculating the vessel stability, should he have also used
7 saltwater since the vessel will be shortly transiting from
8 brackish to saltwater for the -- as the vessel departs the part?

9 MR. WILLETT: Hey, Chris, let me use this gentleman here.
10 It's probably easier because he knows marine side a little bit
11 better. Okay, Chris?

12 INTERPRETER: Yeah, that sounds good.

13 MR. WILLETT: Okay. So what NTSB is asking, so when he did
14 his LoadMax for the outside water, he used freshwater, 1.000. And
15 NTSB is asking should he have also ran another stability
16 calculation with 1.025 to see what he was going to have off shore?

17 MR. RYOO: I don't know the details about that.

18 MR. WILLETT: Okay.

19 MR. RYOO: Because we are in charge of that, you know,
20 communication of the load calculation about the (indiscernible).

21 BY MR. WILLETT:

22 Q. So G-Marine has nothing to do with the policy regarding the
23 LoadMax or the stability upon departure?

24 MR. WILLETT: It is LoadMax, right?

25 BY MR. WILLETT:

1 Q. Loadmaster. Sorry.

2 A. Well, we have a policy that requires stability, but there's
3 no specific policy regarding the Loadmaster.

4 MR. MOSELEY: May I?

5 MR. WILLETT: Yes.

6 MR. MOSELEY: Just so there's no confusion in the record, I
7 would like to have the ability to remind the witness not to guess
8 or --

9 MR. WILLETT: Sure.

10 MR. MOSELEY: Yeah. Because I think some of these questions,
11 in all honesty and candor, he's trying to be helpful.

12 MR. WILLETT: I see.

13 MR. MOSELEY: I've advised him to be helpful to this board.

14 And I --

15 MR. WILLETT: Hey, Chris, could you just remind him that if
16 he doesn't know something do not guess, just say he does not know.

17 MR. RYOO: (In English) Yeah, I'm guessing not -- yes, sir.

18 MR. WILLETT: Okay. All right. David?

19 BY MR. FLAHERTY:

20 Q. I guess my final question, with his experience and
21 background, would he find it unusual for the chief officer to only
22 do calculations using freshwater as the external water of the
23 vessel for the stability calculations?

24 A. I don't know about that because I'm the engineer, not the
25 pilot.

1 MR. WILLETT: Okay, okay.

2 That good, David?

3 MR. FLAHERTY: Yeah, that's fine. Thanks.

4 MR. WILLETT: Roger that.

5 So, Chris, for the next people that are going to ask some
6 questions, they are from Korea and speak Korean, so I'll let them
7 ask the questions in Korean and then he can answer. If you don't
8 mind, you can just give us the English interpretation?

9 INTERPRETER: Will do.

10 MR. WILLETT: Roger that.

11 MR. HWANG: My name is Hwang, investigator from KMST Korea.
12 From now on, I'll just use Korean.

13 INTERPRETER: Do you need to tell us his --

14 MR. HWANG: No, no, no.

15 MR. WILLETT: Chris, what we'd like to do is -- he'll ask the
16 question, and then if you could interpret the question for us,
17 then --

18 INTERPRETER: Sure, sure.

19 MR. WILLETT: Okay. Thank you.

20 (Whereupon, Mr. Kim translated the following questions and
21 answers from Korean to English.)

22 BY MR. HWANG:

23 Q. Does G-Marine has a manual which is under ISM?

24 A. Yes, we do.

25 Q. Do you know if there's a rule, ISM, talking about the

1 stability based on the freshwater and saltwater, and then how to
2 -- do you know that there's a rule?

3 A. I do not know anything about that area, but I can provide the
4 documents later.

5 Q. So under ISM code, please tell us who is in charge of safety
6 in G-Marine?

7 A. We have a special team called a Safety Team, and then the
8 team leader's name is Kehoo (ph.) Kim.

9 Q. Is the Kim Kehoo in charge of safety?

10 A. Yes.

11 Q. According to ISM, you have to provide the documents that
12 transfer the captain, the chief, they have to provide a document
13 that who's -- regarding the transfer of the ship (indiscernible)?

14 A. Yes.

15 Q. When the crew members switch in *Golden Ray*, that report says
16 anything unusual?

17 A. I think there is a report, but I do not remember.

18 Q. Do you know the system, ballast system in *Golden Ray*?

19 A. I do not know in detail.

20 Q. So I know that you just told us that you don't know details
21 about the ballast system, but just in case, I'd like to ask you
22 that the *Golden Ray* ballast system, that there is a filling tank?
23 Do you know that?

24 A. I know that there is a filling tank, but all different ships
25 has different filling tanks, so I do not know details about the

1 *Golden Ray*.

2 Q. I'll ask a different question. Before the ship goes for
3 sail, the (indiscernible) is leaning towards the -- slightly
4 leaning just one side. Do you know that?

5 A. So as far as I know, that the -- well, we control this
6 automobile transport ship, we control using the filling tank.

7 Q. So according to the document that the KMST received from the
8 company, that there is a tanker -- heeling tanker of capacity but
9 this ship doesn't have that amount.

10 MR. HWANG: Not heeling tank or ballast tank accounted, but
11 there was no (indiscernible) or capacity. That's what I said.

12 UNIDENTIFIED SPEAKER: Ah. Okay. So the capacity
13 (indiscernible) --

14 MR. RYOO: So the *Golden Ray* does not have a specific heeling
15 tank, not (indiscernible), because this has to be done by
16 manually.

17 BY MR. HWANG:

18 Q. Do you know how the pilot controlled the ship in this *Golden*
19 *Ray* when they departed?

20 A. So this case that we -- the ballast water was used to control
21 the stability.

22 MR. HWANG: It's different, I think. Interpreter is
23 different.

24 INTERPRETER: The load is (indiscernible).

25 MR. KIM: The chief mate controlled the ballast for stability

1 by, you know, in and out of the ballast water. But in this case,
2 he, you know, control the ballast water, the level, by moving one,
3 you know, port side to the starboard side.

4 MR. WILLETT: Okay.

5 MR. KIM: That's what he meant.

6 MR. WILLETT: Okay.

7 BY MR. HWANG:

8 Q. This is just a guess, this one, or you just got the report
9 regarding this issue that we just talk about?

10 A. So this is just a general practice, not a specific report
11 that I have quoted.

12 MR. HWANG: That's all.

13 MR. WILLETT: We've spent about an hour. We've just got one
14 person scheduled (indiscernible) --

15 CAPT WELBORN: Let's take a quick 5.

16 MR. WILLETT: Yeah. Okay.

17 CAPT WELBORN: Okay. Just take a quick 5.

18 MR. WILLETT: Because he probably needs a break, some water.

19 CAPT WELBORN: Yeah. So, Chris, we're going to take a quick
20 5, if that's okay? Dave, Ryan, who else --

21 UNIDENTIFIED SPEAKER: Let's do it.

22 CAPT WELBORN: Okay.

23 INTERPRETER: I'll be back in 5 minutes.

24 CAPT WELBORN: Okay.

25 LT [REDACTED]: All right. For the recording, I am stopping the

1 recording at 1440 for a quick 5-minute break.

2 (Off the record at 2:40 p.m.)

3 (On the record at 2:48 p.m.)

4 LT [REDACTED]: For the record, we are back on at 1448 to continue
5 the interview.

6 MR. WILLETT: All right. Jim, do you have any?

7 MR. MOSELEY: No.

8 MR. WILLETT: Colin?

9 MR. McRAE: No, I'm good. Thank you.

10 MR. WILLETT: Captain?

11 CAPT WELBORN: As I missed part of the interview to step out
12 and talk with another interviewee, I don't have anything to ask.

13 MR. WILLETT: Okay.

14 CAPT WELBORN: Thank you.

15 MR. WILLETT: So if nobody has any additional questions?

16 LT [REDACTED] One question.

17 BY LT [REDACTED]:

18 Q. I just would like the spelling of -- you mentioned Mr. Kim.
19 Can I have the spelling of his first name?

20 INTERPRETER: Can you -- there are so many Kims. Which Kim
21 are you talking about?

22 LT [REDACTED]: Oh, I'm sorry. For the safety management team.

23 INTERPRETER: Oh. Okay.

24 CAPT WELBORN: The technical advisor for this particular
25 ship.

1 INTERPRETER: I'm sorry?

2 CAPT WELBORN: The technical advisor for this ship.

3 MR. RYOO: So his last name is Kim, K-i-m, and then Kehoo
4 spelling, he doesn't know the exact English spelling.

5 LT [REDACTED] Okay. I think we have it.

6 INTERPRETER: Okay.

7 BY LT [REDACTED]

8 Q. And then also, like what the Captain had mentioned, for the
9 ship itself, I think we referred to him as the staff member or
10 superintendent. Is that the same title as staff member and
11 superintendent, and --

12 Do we have that information for the ship?

13 UNIDENTIFIED SPEAKER: No, I don't have it.

14 MR. RYOO: So that's the same one.

15 BY LT [REDACTED]

16 Q. Okay. And who is that for the *Golden Ray*?

17 A. Kim Taegyun. Taegyun Kim.

18 CAPT WELBORN: Is that the same person?

19 MR. RYOO: No different.

20 LT [REDACTED] Can we get the spelling?

21 INTERPRETER: I guess I can guess.

22 MR. RYOO: (In English) T-a-e-g-y-u-n.

23 LT [REDACTED] Okay. Thank you.

24 MR. RYOO: Taegyun Kim.

25 LT [REDACTED] That's it.

1 MR. WILLETT: Okay. If that's it, we'll conclude this
2 interview at approximately 1451.

3 (Whereupon, at 2:51 p.m., 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 Ok Hyeon Ryoo

ACCIDENT NO.: DCA19FM048

PLACE:

DATE: September 19, 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.



Kay Maurer
Transcriber