

## ***Golden Ray: Captain***

**Q:** Please state your name and position.

**A:** I am Captain Lee Gi-hak of the *Golden Ray*.

**Q:** While the ship was anchored, did it turn around when the anchor chain came into contact with the bottom of the ship?

**A:** I boarded the *Golden Ray* in port of Freeport, and worked on the ship for about 10 days until the accident. The ship was never anchored when entering or leaving Jacksonville or the Port of Brunswick.

**Q:** When the ship capsized, what was the location of the 19th green buoy (which was nearby) in relation to the *Golden Ray*?

**A:** I'm not sure exactly where it was. I was in no state of mind to be taking note of my surroundings. I do not remember coming into contact with a buoy.

<Investigator Kim Byeong-gon showed Captain Lee Gi-hak VDR footage>

**Q:** What was the exact time at which the ship began listing?

**A:** After 10 degrees starboard, 20 degrees starboard, and midship, I said "woo", after which the ship turned starboard side. At around this point, I did feel that the ship was listing more portside than usual.

**Q:** After leaving the Port of Brunswick and until just before the accident, when the *Golden Ray* was going hard over (according to the instructions of the pilot), what was the ship's largest tilt angle?

**A:** I remember that the outward heel was tilted about five degrees.

**Q:** Is there anything that is different about maneuvering the *Golden Ray* compared to other car-carrying ships?

**A:** No.

**Q:** Do you have anything else you wish to say?

**A:** No.

October 30, 2019

Interviewee: Lee Gi-hak (Captain, *Golden Ray*)

Interviewer: Kim Byeong-gon (Investigator, Korea Maritime Safety Tribunal)

Interviewer: Hwang Jeong-il (Investigator, Korea Maritime Safety Tribunal)