

**From:** [Welborn, Blake E CAPT](#)  
**To:** [Willet, Alfred L CIV](#); [REDACTED] LT; [REDACTED]; [Bremer, Thomas](#); [Flaherty David](#); [REDACTED] LT  
**Cc:** [REDACTED] LT  
**Subject:** RE: VDR GOLDEN RAY [HFWLDN-HFWLDN.FID2519991]  
**Date:** Tuesday, June 23, 2020 12:32:28 PM  
**Attachments:** [Golden Ray Stability Report Simulation \(From Silver Ray\).pdf](#)

---

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

SIS gurus,

This is wonderful info, pls below and attached.

Ian,

Pls compare this work to your analysis.

v/r bw

---

**From:** David Reisman <[REDACTED]>  
**Sent:** Tuesday, June 23, 2020 10:38 AM  
**To:** Willett, Alfred L CIV <[REDACTED]>  
**Cc:** Welborn, Blake E CAPT <[REDACTED]>; Dejesus, Marcos A CIV <[REDACTED]>; [REDACTED] LCDR <[REDACTED]>; [REDACTED] LT <[REDACTED]>; Mark Thompson <[REDACTED]>  
**Subject:** [Non-DoD Source] FW: VDR GOLDEN RAY [HFWLDN-HFWLDN.FID2519991]

Mr. Willet

As noted in the email below from Mark Thompson, we believed that the GM figure calculated by the Chief Officer of the Golden Ray was inaccurate. Shortly after your April visit to the Silver Ray, we had a simulation of the Golden Ray's stability calculation run using the Loadmate computer on board the Silver Ray and the data we collected from the Golden Ray. The results of that simulation served to confirm our belief that the Golden Ray's GM upon departure from Brunswick was less than 2.45 meters. It was unclear to us at the time of your April visit, however, whether the Coast Guard was going to subsequently request that we run a simulation of the Golden Ray's stability using data provided by the Coast Guard. Rather than wait any longer, we want to provide you with a copy of the Full Stress and Stability Report for the simulation we had run on the Silver Ray's Loadmate (copy attached).

Also, we would like to take this opportunity to report on a number of initiatives voluntarily undertaken by Hyundai Glovis, as charterers of the Golden Ray, following the casualty. These initiatives, designed to improve safety and reduce the likelihood of a recurrence of the Golden Ray casualty, include the following:

- Increased training for Chief Officers on topics including
  - Stability and stress
  - Affect of trim and other factors on stability
  - Calculation of draft
  - Cargo management during loading/voyage/discharge
  - Use of Loadmate stability computer
  - Properly inputting cargo information into Loadmate based on stowage plan
  - Properly inputting ballast/bunker/fresh water into Loadmate
- Case review of Golden Ray Casualty with senior officers throughout the fleet
- Enhanced focus by Vessel Superintendents on stability during on-board audits, including use of hard copy records and Loadmate data
- Posting of vessel-specific minimum GM tables from Trim & Stability Manual in the cargo office and on the bridge as an additional aid for checking stability
- Ongoing investigation of potential warnings to be added to the Loadmate system in an effort to render the system more user friendly and intuitive.

Please let us know if you have any questions with respect to the foregoing.

David L. Reisman  
Shareholder



**LISKOW & LEWIS**  
NEW ORLEANS | LAFAYETTE | HOUSTON | BATON ROUGE

One Shell Square  
701 Poydras Street, Suite 5000  
New Orleans, LA 70139

Liskow & Lewis, A Professional Law Corporation. This communication is solely for the person to whom it is addressed. It contains legally privileged and confidential information. If you are not the intended recipient, you may not forward, disclose, copy, print, or save the message or its attachments. If you have received this message in error, please notify me immediately, and please delete this message.

---

**From:** Mark Thompson [REDACTED] >  
**Sent:** Tuesday, March 3, 2020 3:47 PM  
**To:** Willett, Alfred L CIV [REDACTED]  
**Cc:** [REDACTED] LT [REDACTED] >; Welborn, Blake E CAPT [REDACTED] >; Dejesus, Marcos A CIV [REDACTED] >; David Reisman [REDACTED] >; [REDACTED] >; GRP GOLDENRAY [REDACTED] >; goldenray [REDACTED] >  
**Subject:** RE: VDR GOLDEN RAY [HFWLDN-HFWLDN.FID2519991]

**EXTERNAL EMAIL**

Good afternoon Lee,

Thank you for your e-mail, my apologies for the delay getting back to you.

Yes we are very happy to provide the MADAS replay for the purposes of the USCG investigation and BOI. It is a little too large to e-mail so I have uploaded it to a secure file sharing site. The site can be accessed via the link below.

URL: [REDACTED]



I think that the MADAS replay should contain all of the information which you require, the only missing information we have found is in relation to the rudder angle demand, this data was found to be corrupted as the MADS replay was being compiled, however, the demands can clearly be heard on the audio, which is taken from the central bridge position. The actual rudder position is working correctly and the movements of the rudder correspond to the verbal demands. This corrupted data has therefore not been an issue for us.

The replay starts whilst the vessel is alongside, just before the Pilot embarks. There is an alarm at the start (testing gear) so don't have the volume too loud to begin with!

On a separate note, and as we spoke about during our last meeting, we have continued with the production of our computer model for the vessel and stability calculations with our naval architects. We would like you to know that our initial calculations show that the figure for the GM of the vessel, which was provided to you (and us) by the Chief Officer during his interview, may not be accurate.

Our own calculations have returned figures which are less than the 2.45 metre GM stated by the Chief Officer. We are continuing to review the data and finalise our calculations. As soon as we have some accurate figures, we shall let you know and we are happy to provide you with the results of our calculations.

We have also copied in David Reisman with whom we are now working closely on the investigation and would ask that he is copied in on future exchanges. We understand that David has already advised LCDR [REDACTED] (also reading in copy) of the above in general terms, as until yesterday she was his primary contact with respect to the investigation.

We hope that you find the MADAS replay useful, as before, I am very happy to discuss any technical issues Marc Dejesus if required and please let us know if you have any issue accessing the replay.

Kind regards  
Mark Thompson  
Senior Master Mariner  
HFW

[REDACTED]  
E [REDACTED]

HFW, Friary Court, 65 Crutched Friars, London EC3N 2AE, United Kingdom

[REDACTED] [REDACTED]

-----Original Message-----

From: Willett, Alfred L CIV [REDACTED]  
Sent: 27 February 2020 15:35  
To: Mark Thompson [REDACTED] >  
Cc: Link, Peter W LT [REDACTED] Welborn, Blake E CAPT [REDACTED] >; Dejesus, Marcos A CIV [REDACTED]  
Subject: [EXTERNAL] VDR GOLDEN RAY

Mark,

Good morning, I spoke with LT [REDACTED] yesterday regarding the VDR data from MADAS. We are trying to put together a display that shows the PPU and the VDR running concurrently for the USCG formal hearing. I know Marc Dejesus was able to get the recording from the bridge with the PPU however, we would like to show actual rudder, rpms, etc.. Do you have access to the completed VDR playback? Your help would be greatly appreciated. If needed I can have LT [REDACTED] complete a subpoena for the request.

Regards

Lee Willett  
USCG MSU Savannah  
Investigations  
[REDACTED]

[REDACTED]

Any luck on getting the VDR from MADAS? The Captain has identified an individual that can create a real time display for the hearing that would incorporate the VDR, PPU and IMACS data. I can get the PPU and IMACS however I don't have the VDR data. If MADAS already synced the VDR screens all up would make our (my) life easier.

v/r

Lee

From: Dejesus, Marcos A CIV [REDACTED]

Sent: Wednesday, February 26, 2020 1:26 PM  
To: Willett, Alfred L CIV [REDACTED]  
Subject: FW: [Non-DoD Source] Fwd: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Lee, as discussed. The VDR's MADAS replay is mentioned in the 3rd paragraph.

r/  
marc

From: [REDACTED] LT [REDACTED]  
Sent: Monday, October 28, 2019 2:31 PM  
To: Welborn, Blake E CAPT [REDACTED]; Willett, Alfred L CIV [REDACTED]; [REDACTED] LT [REDACTED]; Dejesus, Marcos A CIV [REDACTED]  
Subject: FW: [Non-DoD Source] Fwd: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Good Afternoon CAPT and team Golden Ray!

I hope all is well. To make everyone aware, it appears the owners of the Golden Ray, coupled with their P&I Club, intend on creating a full scale modeling of the vessel (see email string below). The final modeling will depend on the data extracted from the load computer.

If anyone gets wind from S/A Meedel concerning the load computer please make sure we share the information as quickly as possible to appropriate parties. I'll shoot S/A Meedel an email today checking in.

As a side note, I did not formally request the modeling created by owners; however, after we provide the load computer data (fingers crossed we can obtain it) and allow owners some time to put the modeling together, I fully intend on requesting that information as well as the MADAS replay of the VDR mentioned in the below emails.

If there are any questions or concerns please don't hesitate to reach out to me at any time.

Thank you all for the time and have a great rest of the day!

V/r,

[REDACTED]  
From: [REDACTED] LT  
Sent: Monday, October 28, 2019 3:24 PM  
To: 'Mark Thompson' [REDACTED]  
Cc: Dejesus, Marcos A CIV [REDACTED]; Jim Moseley [REDACTED]; GRP GOLDENRAY [REDACTED] goldenray [REDACTED]  
Subject: RE: [Non-DoD Source] Fwd: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Good Afternoon Sir!

There's no need to apologize for speaking with Mr. Dejesus. In fact, I appreciate you keeping in contact with him. I simply wanted to reach out to get a better understanding of who you were and who you work with. As the legal advisor for the investigation team, I want to make sure we are only disseminating information to appropriate personnel.

We completely understand the need to obtain the data from the vessel. A copy of the IMACs system should be in the possession of the owners. If not, please let me know as soon as possible so I can rectify that issue. The loading computer recovered from the vessel was sent to the Coast Guard Investigating Service's office in D.C. They have been working to extract the data from the computer; however, due to the state the computer was in when it was recovered, the process has taken longer than the IMACS computer recovery. Because of how vital the data is, once it is retrieved we will be sure to let all appropriate parties know as quickly as possible. We apologize for the delay in retrieving this data.

I'm sorry we did not get the chance to meet in person when you were in Brunswick; however, we truly appreciate how well all parties have worked together during the investigation. I have no intention on standing in the way of you working with any members of our investigation team. If there is anything you may need from me, please let me know and I will accommodate in any way I can. I can be reached at this email or on my duty cell phone at [REDACTED].

Thank you for your time sir and have a great day!

Sincerely,  
LT Pete Link

From: Mark Thompson [REDACTED]  
Sent: Monday, October 28, 2019 6:14 AM  
To: [REDACTED] LT [REDACTED]  
Cc: Dejesus, Marcos A CIV [REDACTED] >; Jim Moseley [REDACTED] >; GRP GOLDENRAY [REDACTED] >; goldenray [REDACTED]  
Subject: RE: [Non-DoD Source] Fwd: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Dear Lt [REDACTED]

Thank you for the e-mail, and my thanks to Jim for the clarification below.

Jim Moseley continues to represent the Owners and Insurers locally, please continue to liaise with Jim as before, nothing has changed in this regard. My correspondence with Mr. Dejesus was in reply to a technical question which he asked of my colleague Ross Millar. Ross is working on other matters at present, I was therefore passed the e-mail from Mr. Dejesus. My apologies if this was an incorrect line of communication, I hope that we are able to work in parallel with you and your team going forward.

By way of background, I am working together with Jim and the wider team in the US and UK as the lead investigator for the Owners of "GOLDEN RAY" and their P&I insurers, North of England P&I Association.

I attended in Brunswick during the days following the incident and I worked closely with Mr. Dejesus during the extraction of the VDR data and the initial replay.

I also met with all of the Officers and Crew and discussed the incident in detail before they were repatriated.

We have since produced a detailed MADAS replay of the VDR data, this was the main subject of our communication with Mr Dejesus. We have also been working with our naval architects in order to produce a computer model of the vessel which allows us to replicate the stability of the vessel and accurately assess the condition on departure.

Our initial modelling has been based upon the documents which have been provided (loading plan etc.). However, we hope to be able to refine the model with more accurate information obtained from on board the vessel. This will include data from the stability computer, the tank status and other data from the IMACS computer and the associated printed documents which remain on board.

Jim Moseley has advised us that a number of computers and documents have been recovered, however, the technical details in relation to what they are, what information they contain and from where they were recovered is not clear. I would therefore be grateful if you are able to provide any additional information in this regard. We would also be grateful for any update in relation to your expected timings for cloning the hard drives etc.

Thank you in advance for your kind assistance, I look forward to hearing from you.

Kind regards  
Mark Thompson  
Senior Master Mariner  
HFW

[REDACTED] E [REDACTED]

HFW, Friary Court, 65 Crutched Friars, London EC3N 2AE, United Kingdom [REDACTED] | hfw.com --

---Original Message-----

From: Jim Moseley [REDACTED]  
Sent: 26 October 2019 01:45  
To: [REDACTED] LT [REDACTED]  
Cc: Mark Thompson [REDACTED] Dejesus, Marcos A CIV [REDACTED]  
Subject: Re: [Non-DoD Source] Fwd: FW: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Thank you for the emails below. Mark Thompson is working for the vessel interests as is the undersigned. He and I are working together.

Please share with him anything you would share with me. If there is anything further I need to provide please advise.

Best regards,  
Jim Moseley, Jr

Sent from my iPhone

On Oct 25, 2019, at 8:11 PM, [REDACTED] LT <[REDACTED]> wrote:

Good Evening Mr. Thompson,

This is Lieutenant [REDACTED] with the Coast Guard's investigation team. I really appreciate you reaching out to Mr. Dejesus and providing him the below information. Before our team discloses anything in regards to the investigation, I need to confirm who you represent. Our team has worked through Mr. Moseley who has represented the owners from the onset of the incident. Please advise if this has changed.

Thanks so much for your time and have a great evening!

Sincerely,  
LT [REDACTED]

----- Forwarded message -----

From: Mark Thompson [REDACTED]  
Date: Wed, Oct 23, 2019 at 4:34 AM  
Subject: FW: GOLDEN RAY MADAS [HFWLDN-HFWLDN.FID2519991]

Cc: tbremer [REDACTED] <[REDACTED]>  
[REDACTED] goldenray [REDACTED] >, GRP GOLDENRAY  
[REDACTED] >, Mavrinac, Michael [GlovisUSA]  
[REDACTED]  
Jim Moseley [REDACTED] >>

Hi Marc,

Thanks for the e-mail, my apologies for the delay with us getting back to you, Ross has been working on other matters and has just passed this e-mail to me.

Going forward, I will be looking after the GOLDEN RAY investigation on behalf of Owners and P&I insurers, please feel free to drop me a line or give me a call if there are any issues which you would like to discuss.

As for the MADAS replay, Neil did a great job as always! The only minor issue was related to the rudder angle demand. Throughout the data recovered from the capsule, this showed 0.2 degrees to starboard with no change.

The rudder angle indicator itself was working correctly, so we are able to observe the actual position of the rudder. We could also clearly hear the orders from the pilot and the acknowledgement from the quartermaster. There is therefore sufficient information for our purposes and the missing data from the rudder angle demand input was not significant. I can only assume that there was an issue with the feed or the sensor for this particular data input to the capsule.

Other than this, there were no issues and the replay has been very useful.

I have been informed that the USCG team were able to recover some additional computers from on board the vessel. Are you aware which have been recovered? Did they get the IMACS or Stability computer, or were they just stand-alone computers from elsewhere on board? I would be grateful for any clarification. Also, it would be useful to know who has custody of these computers, I assume that they have been passed to you?

My understanding is that the computers will be cloned and a copy passed back to the Owners representatives. If you are aware of the likely timeline for this, it would be useful for us to have a better idea.

Anyway, good to hear from you, thanks again for the e-mail I look forward to discussing in more detail as the investigation progresses.

Kind regards  
Mark Thompson  
Senior Master Mariner  
HFW

[REDACTED] E [REDACTED]

HFW, Friary Court, 65 Crutched Friars, London EC3N 2AE, United Kingdom T [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

HFW is Holman Fenwick Willan LLP, which is a limited liability partnership registered in England and Wales (with registered number OC343361) and is authorised and regulated by the UK Solicitors Regulation Authority, with registered number 509977. A list of members' names is open to inspection at the registered office, Friary Court, 65 Crutched Friars, London EC3N 2AE.

This e-mail (including all attachments) is intended for the named addressee. It is confidential and may be privileged. If you have received it in error, please contact us immediately and then delete it. You should not disclose its contents to any other person. For more information on how we may process your personal data, please read our Privacy Notice.

Our bank account details will be provided to you when necessary, and you will be informed by letter if these change. Please do not reply to or act upon any email you receive purporting to advise you that our bank account details have changed and if you do receive any such communication, please telephone us and speak to your contact at our office. We will also require independent verification of changes to any account to which we are asked to send money.

This message has been scanned for viruses by Mimecast.

Americas | Europe | Middle East | Asia Pacific

Please consider your environmental responsibility before printing this email.