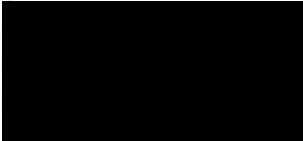


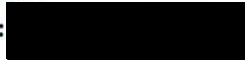


U.S. COAST GUARD WITNESS STATEMENT FORM

Witness Name:  
Street Address:  
City/State/Zip:



Date: 25 Sep 2019  
Phone Number:  
MMC#:



I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

- What was your position during the response? i.e. COXSWAIN, LOOKOUT.
- Describe the scene as you approached GOLDEN RAY.
- Did you see any fire or smoke? If so where was it coming from and can you describe its appearance, smell, etc.
- Did you hear any alarms from the GOLDEN RAY?
- Were there any other sounds from the GOLDEN RAY?
- Was there any other vessel traffic in the area?
- What was the observed weather on scene including sea state, wind, etc.?
- As you conducted SAR Ops, what were your interactions with the GOLDEN RAY crew?
- Did you have any discussion with the GOLDEN RAY crew? Please summarize.
- Did you take any photo or video during the response?
- Is there any other amplifying information that can aid in the investigation?

OATH/SIGNATURE: I have read my statement consisting of 2 page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge.

SIGNATURE OF WITNESS

SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this 25 (day) of SEPT (month), 2019 (year).

SIGNATURE OF ADMINISTERING OATH

- Coxswain
- The vessel Golden Ray was on its port side listing about seventy degrees. The bow was in a general direction of 090. Golden Ray was located outside the channel. Less than fifty yards south from lighted buoy 19.
- Black Smoke was visual towards the end of the rescue.
- Audible alarms were heard from the Vessel Golden Ray.
- Audible sounds of crew members calling out.
- Only Vessel Traffic was from Georgia DNR, Sea Tow responder, Brunswick Pilots, Brunswick Tugs. All helping in the rescue efforts.
- 1-3 foot seas, EBB tide, variable winds
- Golden Ray Crew didn't say much but Thank you.
- No Discussion with any crew members
- NO
- NO

This is a statement of Petty Officer [REDACTED] on the response to the overturned shipping vessel Golden Ray, on the morning of 08 September 2019. Everything in this statement is to be true to the full extent of my knowledge.

On the morning of 08 September 2019 around 0130, Station Brunswick received a call from 911 dispatch that the vessel Golden Ray had overturned and was sinking. The 45741 Boat crew was as follows CXC was BM2 [REDACTED] CXB/ Crew/ Navigator/ BTM BM3 [REDACTED] BO/Engineer/ Crew MK1 [REDACTED] Crew/ Engineer MK3 [REDACTED] Crew/ BTM/ Engineer, MK3 [REDACTED]. Sea state was two-three feet at five seconds with and EBB tide. The Crew launched from station Brunswick 0154 in route to St. Simons sound. Once on scene Sector and station was notified. Other Assets on scene was two Brunswick tug boats, Georgia DNR, Sea Tow Responder and two Pilot Vessels. The Two tugs positioned themselves on the stern and port aft trying to stabilize the vessel from listing more to the port. The vessel Golden Ray was already at a seventy Degree list. CG 45741 was able to get in contact with another pilot on the pilot boat and confirmed that there was 24 crew members and pilot on board the vessel Golden Ray. The Pilot Vessel had direct contact with their pilot on the Vessel Golden Ray. Through quick planning between the CG 45741 and the Pilot vessel. The Pilot on board the Golden Ray was directed to lower a fire Hose through the bridge down the port bridge wing. Once The Fire Hose was lowered a crew member came down the bridge wing and the CG 45741 made there approach to retrieve the crew member. This Process was repeated eleven times. In the process of removing the crew member CG45741 had received damage and first aid was rendered to those who needed it. The CG 29139 had arrived on scene. The Cg45741 Transferred 11 Crewmembers to CG 29139 so that the crewmembers could be examined by local EMS. During the Transfer Georgia DNR was able to retrieve two Crewmembers. The CG 45741 then returned to retrieve the Pilot and the captain of Golden Ray. The Last finally member retrieved that night was the chief engineer. He was trapped in a state room below the port bridge wing. He was able to break a window and tie two extension cords together and lower them down. The CG 45741 tied a sixty Foot line to the extension cords. He pulled the line in and was able to make a secure way down. At this time the vessel Golden Ray had caught fire and Black smoke filled the area around the 45. He was directed to come down immediately. He was able to slide down and the 45 was able to retrieve him. The reaming members were passed off to the CG 29139 to receive EMS treatment. The Helo that was on scene was able to retrieve one member from the starboard bridge wing and was able to lower crew members from the aft area down to the tug. The Last four were reported to be trapped in the engine room. The Cg 29139 had transferred a local fire rescue team. After making a plan one local fire rescue and the CG AST member was transferred over to the port aft section of Golden Ray by the CG 45741. They made an attempt to open a hatch to continue with the rescue but determined that the risk was too great Because of the fire and smoke. The CG 45741 transferred the fire team and AST over to the ST. Simons pier and continued to stand a security zone around the vessel until bag limits were reached.

Petty Officer [REDACTED]