



U.S. COAST GUARD WITNESS STATEMENT FORM

Witness Name: MK3 [redacted]
Street Address: [redacted]
City/State/Zip: [redacted]

Date: 26 SEPT 19
Phone Number: [redacted]
MMC#: [redacted]

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 5 page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge.

[redacted] STATEMENT

SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this 26 (day) of SEPT (month), 2019 (year).

[redacted] ADMINISTERING OATH

MK3 [REDACTED]

Statement Questions

1. My position during the response was lookout, first aid, safety observer and helicopter operations, and SAR Engineer.
2. The scene as we approached the Golden Ray was, very dark outside quiet and windy with a lot of chop the closer we got to the vessel due to the current , and eventually noticed lights flashing from people and a golden ray crew member sitting out the window.
3. Yes I saw smoke and fire, black smoke accrued later on in the morning when we were attempting to rescue the Chief of Engineering as we back off, black smoke stop and more smoke came from the topside starboard side of the boat a brown color, later we went around the vessel we saw bubbling and flames coming out of the vent, smell of the smoke was very electrical wire smell and thick.
4. I did not hear any alarms from the Golden Ray.
5. Only sounds I heard from the Golden Ray were of the sounds of rubber screeching, and things moving around as the boat was suddenly listing more later on in the morning.
6. The only vessel traffic in the area was the other boats helping in response to the Golden Ray.
7. The observed weather about 5-10 knots could've been greater, current was stronger than normal, waves next to golden ray about 1-2.5 ft.
8. My interaction with the Golden Ray crew was helping them into the survivor's compartment, first aid, and transfer.
9. The discussion I had with the Golden Ray Crew was asking question if in pain or ware hurt. I also asked how many people on board as we got more and more off for accurate numbers. Lastly, help communicate and figure out where the 4 engineers were with the Chief of Engineering when he had difficulty pronouncing some words in English to tell fire fighters were the rest of his crew was.
10. I did not have my phone on me at the time of the SAR case but I was told to take pictures on scene so I barrowed BM3 [REDACTED] phone and took some photos and videos once we arrived on scene.
11. I do not have any other amplifying information that could aid to the investigation.

This is the statement of MK3 [REDACTED] in regards to the incident on Sunday September 8th, 2019, 0130 at Station Brunswick involving an overturned vessel named *Golden Ray*, with Station Brunswick's Search and Rescue crew.

On the morning of Sunday September 8th, 2019 at 0130 Station Brunswick received a call at 0130 for an overturned vessel in St Simons sound. Soon after the call the search and rescue crew got underway to respond to the overturned vessel at about 0154 CG45741 underway. Search and Rescue crew was BM2 [REDACTED] Coxswain (Cox), MK1 [REDACTED] MK3 [REDACTED] and BM3 [REDACTED] and myself MK3 [REDACTED]. Upon arriving to the overturned vessel passed a tug boat and another RO-RO like the *Golden ray* at 0203. On scene at 0206, weather was medium chop, winds approximately 5-10 knots, current stronger than normal.

CG45741 approached vessel aft topside to access situation and look for people. One person was beam of the vessel waving arms and sticking out of window, few moments after I noticed he was sticking his leg out wrapped up in something white then to believe he was injured and notified crew on board CG45741. In the bridge starboard side at the top of the 80 degree angle the vessel was listing at approximately, I saw another person flashing a light. Approximately 05 minutes later another light starboard side topside was waving a light, those two individuals were whistling and yelling. A pilot boat then came on scene trying to throw a line to the man hanging out the window with the possible injured leg. Two tug boats started to take place on the vessel one aft and one in board on the vessel near the man hanging out the vessel window. BM2 [REDACTED] received a phone call from Senior Chief [REDACTED] to go ahead and do what you have to do to get survivors off. CG45741 makes first approach to port Wing Bridge on the aft side of the wing, there was a life ring and a flare lantern that got hit by CG45741 bow.

MK3 [REDACTED] and Myself were up forward on the bow when this had happened soon as I saw the bow inches away from the lantern I yelled "get back get back", the rails bent in and the flare lit off and I proceeded to head aft of the CG45741. BM2 [REDACTED] swiftly backed off the port bridge wing and re assessed to the other side of the port bridge wing. Minutes later, 01 individual was starting to come down a fire hose. Meanwhile this individual was coming down MK1 [REDACTED] removed the orange smoke flare by a boat hook to be extinguished in the water due to it affecting our vision and breathing of the personnel coming down. When the 01 individual was half way down I then notice her hand was bleeding significantly, and immediately retrieved the first aid kit for gloves for MK3 [REDACTED] and I to start administering first aid. Soon as MK1 [REDACTED] and BM3 [REDACTED] got the 01 person on board, Mk3 [REDACTED] and I introduced ourselves and escorted the 01 person to the survivor's compartment of the CG45741 then handed the individual water and then I asked if you have any more injuries as we assessed the situation with the individual hand. I asked the individual how many people are on board she said a total on 23 including herself, I then quickly relayed that the BM2 [REDACTED] I assisted MK3 [REDACTED] on cleaning up her hand, and opening up Band-Aids to put on her hand, mk3 [REDACTED] and I wanted to put gauze on but we agreed seeing this injury we didn't know what to expect, so spared as much as we could form the first aid kit onboard CG45741. Soon after, one after the other the Search and rescue team proceeded to embark personnel form the *Golden ray* to the CG45741, the two individuals from the search and rescue team retrieving the personnel from the *Golden Ray* were MK1 [REDACTED] and BM3 [REDACTED] I helped as long as I could with first aid until our 5th person came on board and I started passing out water and portable floatation devices type 1's, radio communication and changing out for helicopter operations and MK3 [REDACTED] getting sea sick time to time and checking up on him.

Approximately after our 5th person coming on board a coast guard helicopter was on scene. Meanwhile, as the CG45741 Search and Rescue crew are still rescuing personnel from the port bridge wing the coast guard helicopter dropped a swimmer on the top starboard side near the starboard bridge entry way. The coast guard helicopter then had 01 personnel from the *Golden Ray* on board the helicopter. We then had reports DNR had 02 personnel and the tug boat had 01 on board, and our crew had 11 on board CG45741. CG29139 came on scene at approximately 0315 to embark 11 members onto the CG29139 to bring to Station Brunswick for local Emergency Medical Services. When CG29139 arrived MK3 [REDACTED] and I gave details on who had injuries on who didn't have any known injuries. Number 12 person from the *Golden Ray* was the pilot on board, as one of the individual we saved said the captain and pilot are left in the bridge wing. Before we attempted to retrieve the Pilot we saw the red fire hose being pulled up, and embarked a Chief of Sea Tow from Sea Tow on the CG45741 and stated "the captain and the pilot are the ones left in the bridge". In which we were already told by a crew member from the *Golden Ray*. Then the Chief of Sea tow addressed that the Chief of Engineering is trapped below the port bridge wing, he then showed us exactly where, and I used the CG45741 spot light to keep eyes on the window for any type of movement, a few seconds after I then saw movement and a broken window. We then quickly got the pilot off the vessel *Golden Ray*, soon after the Pilot was on board we transferred the chief of sea tow and pilot back onto the pilot boat.

The Coast Guard Helicopter then wanted to transfer a swimmer onto our back deck once they had gotten back from Brunswick airport for 02 *Golden Ray* crew members to see EMS, on the CG45741, MK3 [REDACTED] and I proceeded to the aft deck for transfer, it took the helicopter three attempts to drop the swimmer but then we had him on board. The AST1 asked where exactly he was because the crew on the helicopter couldn't understand where he was when relaying it on the radio to have a better visual on where the Chief of Engineering was. AST1 and BM2 [REDACTED] were then discussing ways to possibly retrieve him from the port bridge wing. One of the Crew members on the Search and rescue team on the CG45741 noticed two extension cords repelled out the window tied together, BM3 [REDACTED] proceeded to head forward to tie a 60 ft line to the end of the extension cords and MK1 [REDACTED] used a boat hook to grab the extension cords. Once BM3 [REDACTED] was almost done tying the knot black smoke started to come out near a vent forward of the wing, we yelled to try and see if he would come out but no response. We then backed off the scene became to unsafe, the search and rescue crew was then going to retrieve the swimmers gear so he could then go back up to the helicopter but that quickly changed when a pilot boat insisted on the man to jump onto their vessel.

The Chief of engineering was then on the pilot boat and CG29139 then retrieved the chief of engineering to be embarked onto our vessel CG45741. The Chief of Engineering on the *Golden Ray* stated he still had four more engineers near the engineering room. He then showed me the radio that he uses to keep communications with members aboard his boat, but he said he can't get into contact with them. MK3 [REDACTED] then asked him to draw out exactly where these 04 engineers could be on the *Golden Ray*. The CG45741 then realized more smoke coming from the top of the boat and the helicopter noticed high temperatures on their NVG's. CG29139 came back on scene with 03 Glynn County Fire Department with harnesses to see if they could access the vessel threw a hatch the get to the 04 individuals trapped. I then helped the Chief of engineering translate engineering terms since he is from a different nationality and is hard for some to understand. Glynn County then proceeded to discuss ideas on the back deck on how to possibly get the 04 people out. We then transferred the Chief of Engineering back onto the CG29139. CG45741 proceeded to the aft side on top plenum chambers and transferred one fire fighter onto the *golden ray*, soon after AST1 went on the boat as well. The fire fighter said he

couldn't open the hatch because there was a pad lock and didn't hear any noises or means of life back. Then about, 30 min later we transferred the 03 people from the Fire department, to the St Simons Pier. CG45741 then patrolled around the boat for any potential hazards and signs of the 04 individuals till onboard the vessel. CG45741 moored station at station Brunswick at approximately 1130.

The statement above is true to the best of my knowledge

[Redacted Signature]

16 SEPT 2019

MK3 [Redacted]