



U.S. COAST GUARD WITNESS STATEMENT FORM

Witness Name: [Redacted]
Street Address: [Redacted]
City/State/Zip: [Redacted]

Date: 03 OCT 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 01 page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge.

[Redacted Signature] STATEMENT

SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this 3 (day) of OCT (month), 2019 (year).

[Redacted Signature] ADMINISTERING OATH

Witness Name: MK3 [REDACTED]

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- What was your position during the response? Boat crew Member, and Boarding Officer
- Describe the scene as you approached GOLDEN RAY. As we arrived on scene it was extremely dark that morning. The Golden Ray was still illuminated from its own power and it was listing on its port side. The bridge wing was high off the water's surface and the vessel still appeared to be floating just listing hard over on its port side as we arrived on scene.
- Did you see any fire or smoke? If so where was it coming from and can you describe its appearance, smell, etc. I did see lots of smoke white in color at approximately 0650 is when the smoke was very evident and changed to black in color. It had an electrical and burning of plastic type of odor. I witnessed smoke coming from all the vents on the starboard side of the ship and on the starboard bow there was constant white smoke coming out what I was told the battery room that had the same type of electrical burning odor. The smoke settled for a bit and was no longer coming out then it started smoking again then I could visually see the paint on the starboard side and the metal warping followed by flames coming through the hull on the starboard side about 3/4's of the back half way up the hull.
- Did you hear any alarms from the GOLDEN RAY? I heard continuous beeping and alarm's coming from the bridge of the vessel.
- Were there any other sounds from the GOLDEN RAY? The only other sounds I heard coming from the Golden Ray were what sounded like tires screeching followed by a loud bang. This series of sounds happened multiple times.
- Was there any other vessel traffic in the area? Yes there were multiple agencies in the area. To what I recall there was sea tow, Brunswick pilot vessel, DNR vessels, and two tugs.
- What was the observed weather on scene including sea state, wind, etc.? Winds were light and variable and the sea state was calm and flat.
- As you conducted SAR Ops, what were your interactions with the GOLDEN RAY crew? My interactions with the Golden Ray crew was assisting them in the transfer from the CG45741 onto the CG29139 and making sure they were comfortable and secure for the transit back to the station where EMS was standing by and if any of the 10 crew members we took onboard needed any further attention. After dropping off the 10 rescued crew members a sea tow vessel assisted in rescuing the chief engineer from the ship's port side bridge wing and then he was transferred to the CG45741 where we came along side in the CG29139 and I went over and spoke with the chief engineer to get any further amplifying information on where the remaining four crew members were which he stated were still in the engine room.
- Did you have any discussion with the GOLDEN RAY crew? The only discussion I had was with the Golden Ray crew was with the chief engineer on the 45741. Which was difficult with the language barrier but I was able to gather that there were four remaining crew members in the engine room that were unaccounted for.
- Did you take any photo or video during the response? I took multiple videos and photos on my phone as it permitted.
- Is there any other amplifying information that can aid in the investigation? The vessel appeared to be out of the channel and the rudder was hard over to port. It seems that maybe the pilot realized this and came hard over to port or he was trying to steer into the list to help correct it.