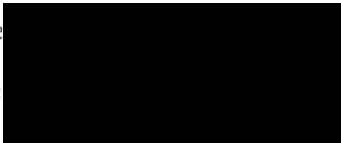




U.S. COAST GUARD WITNESS STATEMENT FORM

Witness Name
Street Address
City/State/Zip:



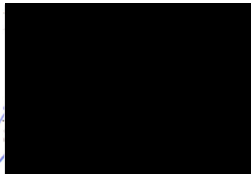
Date: 02 OCT 19
Phone Number:
MMC#:



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 4 page(s) and hereby swear or affirm the information correct to the best of my knowledge.

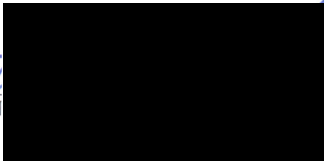


MAKING STATEMENT

SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this 2 (day) of OCT (month), 2019 (year).

SIGNATURE OF OFFICER ADMINISTERING OATH



1. Engineer
2. It was dark and the golden ray was only visible after the ST Simons light house shined it light on it
3. Not at first but as the case went on the stbd side, pilot house and port bow vents all were smoking
4. No alarms
5. Just popping or crashing of stuff inside the vessel
6. Yes there was a lot of other vessel pilot boats DNR tugs and local police
7. When we first got on scene it was about 1-3ft and after 6 to 8 hours it went flat
8. I was acting as the primary first aid responder
9. Yes mainly about their injury's and after that it was about who was left inside and what the condition of the vessel was
10. Yes
11. There was another RO-RO inbound (also in my statement)

To Whom It May Concern this is the statement for the case of Golden ray written by MK3 [REDACTED]

At 0130 CG Station Brunswick received a phone call of an over turned tanker just off ST Simons lighthouse, Immediately BM2 Shaw Piped "now SAR boat crew make preps to get underway". After the initial shuffle of a SAR pipe at 0130 CG 45741 was U/W with 5 Pob Coxn- BM2 [REDACTED] Eng- MK3 [REDACTED] MK3 [REDACTED] Crew- BM3 [REDACTED] Crew- MK1 [REDACTED] while in transit to the position that was provided there was a set of tug vessels in transit and a Ro-Ro that was inbound. During the initial visual sweeps it was unclear as to where the vessel was until the ST Simons lighthouse light went behind the now listing Vessel Golden Ray, It was like seeing the sun being blocked by a mountain with just the silhouette of a 650ft vessel where there should be light. After confirming it was the Golden Ray on her side MK1 [REDACTED] and myself went to the bow to look for PIW and yelling "this is united states coast guard!" Once we made it to the weather deck side of the vessel we could see flashing lights coming from the pilot house and a window amid ships, then a yell back " hey!" and toward the mid port side close the basketball court there was an arm waving out of a window.

Acknowledging the man we went forward with the initial search for the locations of the rest of the crew, finding that the flashing lights were from the crew member's life vests not the boats electronics. After getting a general accountability of where everyone was it was determined that the best point of approach would be from the port side pilot house that was close to the water. The crew inside the bridge opened the port side hatch and lowered down a fire hose from the starboard side of the vessel while they were setting up to began lowing the female with deep lacerations on her hand we went to push the bow the 45741 onto the Golden Ray, as luck would have it we hit a distress smoke signal and it sent sparks mixed with red smoke everywhere we promptly backed up and went to the forward side of the bridge wing. [REDACTED], [REDACTED], [REDACTED] and myself were standing by at the bow holding onto the railing in about 1 to 3 feet swells and a decent side current, once [REDACTED] had found a spot on the wing to push up to the waves dropped and the front two rail went under the wing folding like paper under the immense pressure but [REDACTED] stayed on course and the first survivor was lowered down by her crew. Upon her getting to the railing it was apparent that her hand was hurt and she was unable to make the jump on her own about 4 to 6 feet depending on waves so when it was close enough [REDACTED] and [REDACTED] make the reach and got her onboard handing her off to me and I walked her down to the survivors compartment so [REDACTED] and Myself could begin first aid.

After initial viewing and seeing the state of the survivors hand [REDACTED] immediately went and grabbed gloves for the both of us while I introduced ourselves to her and checked to ensure there were no more injuries. Seeing that the hand was mostly covered in blood and need a rinse I opted for using the on board cooler as a catch for the blood, using a water bottle and band aids I was able to stop the bleeding and begin preparing for the next survivor it was all happening really fast but everyone stayed cool calm and collective falling into their respective jobs [REDACTED] was pulled to work radios and communications, soon there was 12 survivors including the pilot after moving away from the Golden Ray the 29139 was alongside and I was told to get the survivors in lifejackets and get ready to do a personal transfer, " 2 at time" said a crew member and so it went I passed what injuries and information to the 29139 as I could after the crew transfer it there was a brief moment to gather thought and do a quick clean of the survivors compartment and myself with blood drips and empty water bottle's everywhere I just used Lysol wipes and threw it all into the cooler. After a few there was a call saying

that the captain and chief engineer were still on board and no wanting to leave until after the rest of the crew had been safely removed from the vessel. During the back and forth with him a CG Rescue Swimmer went into the vessel and convinced him that he would be better help on our boat helping us not waiting on the vessel, during this myself and Benoit went and conducted Helo ops to receive an AST 1 [REDACTED] and we were working with him to see if it would be wise to send him over to the Golden Ray. A large plume of black smoke coming from the white boxes along the side of vessel that forced us to back up and waited for the initial of the smoke to dissipate, When backing up it was passed that the last personnel was on the second deck of the pilothouse and there was no available fire hose for him to use nor a way for him to jump so we decide to pass him a 60 foot line for him to use. Lowering extension cords tied together for us to use for line transfer once the line connected and sent there was communication confusion and another plum of black smoke went up but a pilot vessel was already on his way in and the chief engineer jumped for it landing on the piolet vessel then after getting clear of the smoke and Golden Ray he was passed to us and with no medical injuries he was a great point of view in getting us an idea of where the last 4 people were and different ways to access them. During this time there was about an hour or so while people at sector made a plan for how to get into the Golden Ray safely, 29139 came along side and passed us some water and made sure everyone was good to go and talk about what we all just went through. Sometime just after sunrise three fire fighter came on board to try and get a plan together for going on board the Golden Ray at the port quarter.

1 to 2 hours passed during this stand by phase we passed over the chief engineer to the 29 to receive any treatment he needed and so we could begin the approach to drop off the fire fighter and rescue swimmer to board the golden ray and attempt to find some signs of life. After passing them over they passed on the radio that the door they intended to open was pad locked and after a few hard strikes with a hammer and no response it was not an ideal situation to be in as the Golden ray was still sinking and smoking from its internal fires. Getting them back on board the 45741 was tasked with keeping a security zone and continual look out for any signs of life on the Golden Ray during the rounds it was passed by a tug that the Emergency survivors life raft had come loose and was drifting down the side, we promptly and politely asked DNR to take the vessel to home port while we kept the security zone until about 1100 when we were told to RTB for a personnel transfer.

The statement above is true to the best of my knowledge Mk3 [REDACTED]