

U.S. COAST GUARD WITNESS STATEMENT FORM

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



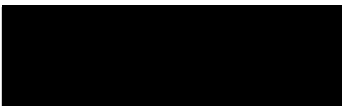
Date: 26 SEP 2019
Phone Number:
MMC#:



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?

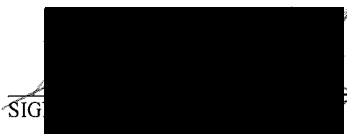
OATH/SIGNATURE: I have read my statement consisting of 03 page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge.



STATEMENT

SIGNATURE OF INTERVIEWER

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



SIG

INTERVIEWING OATH

This statement is of Seaman [REDACTED] in regards to the Golden Ray SAR case on 08SEP2019. Everything in this statement is to be true to the full extent of my knowledge.

On the morning of Sunday, 08SEP2019 I received a call at 0210 informing me that I had been recalled for a SAR case involving an overturned cargo ship in St. Simons Sound. The CG29139 crew consisted of BM2 [REDACTED] as coxswain, and MK3 [REDACTED] FN [REDACTED] and myself as crew members. We launched around 0245 and were on scene by 0300. As we approached the Golden Ray, we were informed to proceed with caution do to the fact that there may be people in the water. The weather on scene was mid 70 degrees with a light chop. At that time The Golden Ray was still taking on water and shifting, listing approximately 075 degrees to port. There were alarms going off inside the vessel, along with loud crashing noises within the interior of the ship. By the time we were on scene, a local tug boat and a CG Helo were rescuing individuals off of the Golden Ray. The CG45741 had 11 crew members on board that were in need of medical assistance. We went alongside the CG45741 and they transferred the 11 personnel onto our boat to transport to EMS that was located back at the unit's pier. One female was bleeding from an open wound on her hand, and I proceeded to administer first aid and tend to those affected by sea sickness. None of the Golden Ray crew members spoke during their transit, although I observed two members on their cell phones. Once they were safely transferred to EMS, we headed back to the Golden Ray to discover grey/black smoke coming from starboard beam of the vessel that was elevated out of the water. DNR and other vessels from the county had now responded and were on scene as well. We then transferred two more members from the CG45741 and brought them back to the unit. We arrived back on scene and as the sun began to rise we were able to see an open flame along with black smoke coming from the starboard beam.

Unsure if all members were evacuated, we searched alongside the Golden Ray and in the water for bodies or other signs of life, picking up hazardous debris along the way. We were informed that all members from the ship were rescued safely besides four that were trapped inside the engine room. We went back to the unit to transfer firefighters to the scene with a device to read the external temperature of the ship in hopes that they could scale the vessel and get the remaining members out. The metal on the ship was bubbling, so they could not proceed. We brought the firefighters back to the unit and transported a naval engineer out to the ship to locate the last four members that were trapped inside. I took pictures of the scene as we approached the Golden Ray. With a wrench, we went along the vessel and tapped on the hull in hopes of hearing a response back from the four members inside. We only heard loud crashes coming from within, which the naval engineer declared as cars shifting within the vessel and that the four were not responding. At this time, the Golden Ray was completely vertical out of the water and we headed back to the Unit and awaited further instruction.