

Junyong Kim

1st Engineer
GOLDEN RAY

- Please state your name and spell your last name for the record.
 - Page 4, Lines 6-9

MR. FLAHERTY: Sir, if you could please state your name?

MR. KIM: My name is Junyong Kim.

MR. FLAHERTY: Could you please spell your last name.

MR. KIM: My last name is K-I-M.

- Can you give us a brief summary of your background and experience?
 - Page 5, Line 16 to Page 6, Line 9

MR. WILLETT: Before we talk about the incident, we'd like to know a little bit about your background. How long have you been sailing?

MR. KIM: From the first time on board?

MR. WILLETT: Yes.

MR. KIM: It was 2012.

MR. WILLETT: 2012?

MR. KIM: Yes. And I was third engineer starting on board.

MR. WILLETT: And you graduated from academy in 2012?

MR. KIM: Yes, sir.

MR. WILLETT: How long have you been a first?

MR. KIM: Oh, it's 1 not the concern because -- so sorry, sir. I just need to count.

MR. WILLETT: Okay. That's no problem. It can just be approximate too. It doesn't have to be exact.

MR. KIM: I was onboard as first engineer including this time, four times. So, it's total -- and he started as first engineer 2015, '16 and he had a break in 2017 and went on back in 2018 until now.

MR. WILLETT: Okay. Okay. How many car carriers have you been on?

MR. KIM: Including this time, second time.

- When did you report to the GOLDEN RAY?
 - Page 6, Lines 10-17

MR. WILLETT: Second time. Okay. When did you embark the Golden Ray?

MR. KIM: Embark was, I didn't concern. It's not to be concerned.

MR. WILLETT: That's okay, just approximate.

MR. KIM: Last December.

MR. WILLETT: Last December?

MR. KIM: Yeah. December 17 or 18. Yeah.

MR. WILLETT: So, you've been on board a few months?

MR. KIM: No, sir. I've been here with Golden Ray about 9 months.

- Describe your duties and responsibilities as 1st Engineer of the GOLDEN RAY.
 - Page 7, Lines 13-19

MR. WILLETT: What does your normal job consist of in the engine control room?

MR. KIM: Okay. My job, main job was doing stand by engine. I check the engine condition. Basically, I can, I watch the, on the screen, the engine and generator, everything going well. And in the control room, of course I see the monitors, checking the value of the engine condition and that.

- What was the condition of the main engine, generators, and steering gear of GOLDEN RAY?
 - Page 6, Line 18 to Page 7, Line 9

MR. WILLETT: Nine months? Okay. Okay. So, during that 9 months have you seen, have there been any problems with the machinery?

MR. KIM: Not a big problem because this is new ship. And everything was going through perfectly. So, I was very satisfied with the condition of the engine. In my concern, everything was normal.

MR. WILLETT: Normal?

MR. KIM: Yes, normal. Not big deal.

MR. WILLETT: Did you do any maintenance on any of the machinery, like the main engines, steering gear, generators?

MR. KIM: I had a few maintenance happen but it's not a big one, like a piston. I didn't do the piston or like big job. Only

small work like a pure injection valve, changed the pure injection valve. Or starting about like that way.

MR. WILLETT: Was there any unscheduled maintenance required?

MR. KIM: No. It's on the schedule.

MR. WILLETT: So, everything you did was scheduled?

MR. KIM: Yeah.

- Can you tell us what happened during the outbound transit of the GOLDEN RAY from Brunswick, Georgia in September of 2019?
 - Page 9, Line 19 to Page 15, Line 24

MR. WILLETT: Okay. Okay. All right. So, lets go back to departure from Brunswick. So, from when you were in Brunswick and you went stand-by, the vessel left the dock, you were in the engine control room monitoring the engines?

MR. KIM: Yes.

MR. WILLETT: On the way out was everything normal?

MR. KIM: Yes. Everything was.

MR. WILLETT: The temperatures?

MR. KIM: Yes.

MR. WILLETT: The oil pressure?

MR. KIM: Yes. Everything.

MR. WILLETT: Everything? And then when did you realize there was a problem?

MR. KIM: When vessel tilt. I thought will be back again, because I thought why we tilt like this? Then I realize it's not coming back. Then it keeps tilting. Then, yes, it happened.

MR. WILLETT: Did you feel a shutter? Like a duh-duh-duh?

MR. KIM: No.

MR. WILLETT: Do you think the vessel grounded?

MR. KIM: No. No. So, I also why did it happen. I wondered, why did it happen? I don't know yet.

MR. WILLETT: Okay. Now as it started to tilt, what, did you grab on to the --

MR. KIM: Yeah. Yeah. I am holding the bar not to fall down because when tilt, the fall down could be maybe dangerous. So, I try to protect myself and my mate, the second engineer. So, need to be protect. I shout at him to holding the bar. That, you

know, it only takes, it takes a little time to tell him. So, we try to protect for us, by our self. And I concern about the second, third engineer, third engineer and apprentice engineer as well. They are, they were all in engine control room. So, I try to find to them. I shout really, really loud at second engineer. So, they are in safe. So, we try to not fall down.

MR. WILLETT: Okay. So, as the vessel came over, when did you lose all the power and engines?

MR. KIM: I didn't check the time. I cannot check the time because, you know, my situation was very hard. But hardly tilting, engine shutdown. And then I don't know. First, generator black out. And same time engine shutdown. Then few times later standby running. Standby generator running but cannot work and emergency generator running for a few second. I thought they're running because light coming up again. But few, I don't know, few seconds later, also gone. Then battery light was on. Then I thought, we are really in danger. I feel that way.

MR. WILLETT: Okay. So, the battery light, you had light in the engine control room?

MR. KIM: Yeah, the, yeah, the light from the battery pack.

MR. WILLETT: Were they battle lanterns or like -- is it like this one? Like that?

MR. KIM: No.

MR. WILLETT: No? It was a --

MR. KIM: Engine, you know, it's sailing light, inside about small.

MR. WILLETT: Emergency ballast light.

MR. KIM: Yeah. Emergency ballast tank.

MR. WILLETT: So, you were in the engine control room with the --

MR. KIM: Second engineer.

MR. WILLETT: Second engineer?

MR. KIM: Yeah.

MR. WILLETT: So, the boat tilted over. What did you do after you made sure the second engineer was okay?

MR. KIM: He was with me. And I try to keep him not to falling down. I grabbed him not to fall down to the end of the engine room because the engine room was about a bit long. And if he falls down to end, he could be injured. So, I try to grab him to not fall down to the end of this. Yeah.

MR. WILLETT: And after you made sure he was safe and you grabbed him, what did you guys do after that?

MR. KIM: After that, we tried to check on the third engineer, apprentice engineer is now okay. Then, yeah, we tried to take a walkie talkie or telephone. But this one still, we were in the middle at that one, and the pointer is, distance was so far. So, we couldn't make it that to take phone call. But we heard the announcement, attention, disembark attention. But we thought, if we are going down, we are, try to out of. The engine control will be dangerous. So, we are waiting for, to make sure how we are doing next then water coming up.

MR. WILLETT: The water came in the engine control room?

MR. KIM: Yeah.

MR. WILLETT: Could you access the emergency escape jump from the ECC, or the engine control room?

MR. KIM: Water came from the emergency escape route.

MR. WILLETT: Oh, it did?

MR. KIM: Yeah. So, I tried to think, how can we escape from here?

MR. WILLETT: Yes?

MR. KIM: There was no way. Then, yeah, then we tried waiting in the safe area. So, we tried to climb up to the other side of the engine control room.

MR. WILLETT: Yes?

MR. KIM: But suddenly we felt so hot.

MR. WILLETT: Yes.

MR. KIM: Then we, I don't even know how long we are, we were there because we don't have, I had a watch, but it was hot and bothering me. The watch maybe. So, I take, took it off. And, you know, watch, cannot see that already. This room already dark. Only fuel monitor has alarm. That makes some little light so --

MR. WILLETT:.. How long did the emergency ballast light stay on?

MR. KIM: No. Emergency ballast light, I don't know the time but

MR. WILLETT: It did go out?

MR. KIM: Yeah. It was also go out. So, we felt so hot in there. We decide to go down again, because water, we thought water is not coming more.

MR. WILLETT: Not rising?

MR. KIM: Yeah. Not, no more rising. So, we hope, please, we are grounded. If not grounded, we were going to die. So, we pray to God to ground it. Yes. Yeah, yeah, I thought its grounded. So, we tried, we all decide to go down. If we all keep in up there, we would die because we have no water. We thought, I thought I could die there. So, we tried to go down to the water. Then we are in the, we go down and try to make our body cool. Not to get sweat. Then, yeah, then I can survive in there.

MR. WILLETT: Did you have a flashlight?

MR. KIM: I have a flashlight. But it won't take a long time. It won't last a long time.

MR. WILLETT: I see. Was there a refrigerator in the engine control room?

MR. KIM: Yes, sir.

MR. WILLETT: Did you, able to get the water from -- no? Okay.

MR. KIM: It's a little better off. We, normally we had water but at that time, we are out of water. So, we thought the wiper (ph.) took the water bottle to carry the water from ballast.

MR. WILLETT: Oh, okay.

MR. KIM: Yes. It was a really bad drop. So, I keep thinking, why it happens to me. I think, if I have water, I could survive 2 days more.

MR. WILLETT: Did, when, you were in the engine control room when the rescue.

MR. KIM: Yes, sir.

MR. WILLETT: Where did the second go?

MR. KIM: Okay. He has a story. You know, when I was in, up there, the second engineer and me together up there. And we felt really hot. And we took, he and me thought, we talked about this, we're going to die here. So, he tried to go down. He said to me, he needs to go down to, near the water because too hot there. Too hot there. So, he said to me, he want to go. He did not, we are out of power. We are really out of power. So, but, you know, the distance and height is a little bit far. So, I thought, we could die when we go down. If we try to go down, we could be die, to fall down the step. But, you know, anyway, we could die up there also. So, he go first. Then he step in the, on the water, in the water, it's not hot. Not hot. And he asked me, come down. It's, I would die in there. So, third engineer, he going to water, into the water. And third engineer, apprentice engineer, they gathering together in the water. And also, I went down. Yeah. Yeah. I went down but I went have no

power to go down again. So, I was, but it's no more, not bad, to no more hot. And dehydrated. So, I decide I will, I will stay here. That water come down, come up and the door, my place and their place, between have a door. The water buildup and door was sink. Then we are separated.

- Did you hear or see any alarms after GOLDEN RAY began to heel?
 - Page 19, Lines 19-23

MR. FLAHERTY: Did you hear any additional alarms after the incident?

MR. KIM: There are a lot of alarms come. I can hear, but I couldn't check that out because, you know, all light gone. And alarm, you know, at that time alarm wasn't necessary to me because I need to survive.