

- *Who was your employer in September of 2019? What position did you hold?*
 - *KMST Page 1, Question 1*

KMST: Please state your name and position.

MR. PARK: I am Chief Officer Park Hyun-jin of the Golden Ray.

- *How do you receive that information?*
 - *KMST Page 1, Question 2*

KMST: After entering the Port of Brunswick, when did you receive the stowage plan?

MR. PARK: I received the pre-stowage plan before we reached port. I did not receive the final stowage plan before leaving port.

- *What do you do after you receive the pre-stowage plan?*
 - *KMST Page 1, Question 3*

KMST: Please fully explain the process through which cars were loaded onto the ship this time at the Port of Brunswick, including receiving the stowage plan and entering changes in ballast water quantity and/or cargo shipment into the LOADCOM.

MR. PARK: At the Port of Brunswick, apart from transferring water between port and starboard heeling tanks, there was no increase or decrease in the quantity of ballast water. The bunker and water quantity can be checked on the IMACs computer, based on which the relevant numbers are entered into the LOAD COM. The data for the stowage plan was entered into the LOAD COM based on the pre-stowage plan. Usually stowage data is entered after loading is completed. At the Port of Brunswick, because we didn't receive the final stowage plan before leaving port, we estimated the data values based on the pre-stowage plan.

- *Was the stowage plan provided for Brunswick the same as the pre-stowage plan you received previously?*
 - *KMST Page 2, Question 2*

KMST: Were there any differences between the pre-stowage and final stowage plans?

MR. PARK: Usually, there is little difference, if any. This was also true at the Port of Brunswick.

- *How was the weight of the vehicles calculated/estimated?*
 - *KMST Page 2, Question 2*

KMST: How did you calculate the average weight?

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MR. PARK: At the Port of Brunswick, I did not receive a final stowage plan. Instead, I was given the pre-stowage plan. Because I had access to only the number of cars and did not know the car type, I calculated the total weight based on the average weight of the given number of cars. In general, based on my experience, a small car weighs 1.3 tons, and a mid-sized car weighs about two tons. After the cars are loaded onto the ship, the actual weight is usually very similar to my initial calculation. Regarding the difference between the entered values for the LOAD COM data used for the safety inspection (for things such as the ship's stability) before entering port based on the pre-stowage plan and the entered values for the LOAD COM data based on the pre-stowage plan before leaving port, the weight of the cargo was the same. However, there may be some differences in the values for ballast water, bunker, water, etc. The numbers of loaded and unloaded cars specified in the pre-stowage plan that we received upon entering port and the numbers upon leaving port were almost identical. Therefore, I don't think that there was any substantive difference between the total weight of the cars (based on average weight per car) and the actual total weight. Also, the draft was almost exactly the same upon both leaving and entering port.