

Hyunjin Park

Chief Officer
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. PARK: Park Hyunjin. Do you need the spelling?

MR. FLAHERTY: Yes. Spelling of your last name, please.

MR. PARK: It's P-A-R-K, H-Y-U-N-J-I-N.

- Can you give us a brief summary of your background and experience?
 - Page 5, Lines 19-24

MR. WILLETT: Okay, sir, before we get started talking about the incident, we'd like to know some of your background. How long have you been sailing?

MR. PARK: Sir, around 13 years.

MR. WILLETT: Thirteen years?

MR. PARK: Yes, sir.

- How long have you been a Chief Officer?
 - Page 6, Lines 5-6

MR. WILLETT: And how long have you been a chief officer?

MR. PARK: Ten years.

- How long have you been a Chief Officer on car carriers?
 - Page 6, Lines 7-11

MR. WILLETT: Okay. And of that 10 years, how long have you been a chief officer on a car carrier?

MR. PARK: Six years.

- When did your report to the GOLDEN RAY?

○ *Page 6, Lines 17-22*

MR. WILLETT: And what time did you embark on the ship?

MR. PARK: 2019.

MR. WILLETT: Okay.

MR. PARK: In March.

MR. WILLETT: March 2019?

MR. PARK: March 5.

- *Have you received any training for the position as Chief Officer of the GOLDEN RAY?*
 - *Page 32, Line 5 to Page 33, Line 3*

MS. BELL: Okay. And do you -- how were you trained to use that software?

MR. PARK: Training?

MS. BELL: Um-hum.

MR. PARK: This, just to be the chief officer, handover time, he explain how to using like this. But this, all is, almost is fixed just to put in the data, like easy to understand it, how to using this. Normally can password to the computer using, maybe the -- easy to understand.

MS. BELL: It's easy to understand?

MR. PARK: Yes.

MS. BELL: Okay. So did you learn on the job? He shows you when you're --

MR. PARK: Over, handover time.

MS. BELL: Handover.

MR. PARK: Yeah.

MS. BELL: Okay. So about how long did it take you to learn to use the program?

MR. PARK: Programs, we are hand over at the sailing time. I already using this Loadcom because I'm calculating GM. I am reporting to the captain.

MS. BELL: So when you learned how to use it the first time, how long did it take you to learn?

MR. PARK: Only 3 hour, 4 hour.

- *Can you tell us what happened to the GOLDEN RAY on the outbound transit from Brunswick, Georgia in September of 2019?*
 - *Page 54, Line 16 to Page 56, Line 15*

LCDR MARTIN: So, the last thing I want you to do for me is from when the vessel left the dock in Brunswick, Georgia, up until you were rescued by the Coast Guard in your words, give us that story, please?

MR. PARK: I'm chief officer, the online they go, and the ship is sailing. And the pilot and captain and duty officer and quartermaster onboard. And the captain says, dismissed. Only two members remain. And I am going to up the bridge. And this time, the pilot and the captain ordered the bridge member, his duty, and I speak to the leader, only 10 minute, 5 minute, talking about something problem, no problem. And discussing with the captain. And the captain says, dismiss. I go down in the cabin. And the, I don't know how long time, but 10 minute, 20 minutes between the ship is going through starboard and port. So, I'm just, after direct handling going to the, am I feeling more than 40-degree, 50 degree, like this. I'm just tried to escape. That's all.

LCDR MARTIN: So where were you at when the ship started to list over?

MR. PARK: I'm just lay on my bed.

LCDR MARTIN: Where's your -- you were in your stateroom?

MR. PARK: Yes. I'm in my cabin.

LCDR MARTIN: Where's your cabin on the ship?

MR. PARK: The starboard side.

LCDR MARTIN: Okay. Midship? Starboard side midship, forward, aft?

MR. PARK: Midship the starboard side.

LCDR MARTIN: Okay. How did you --

MR. PARK: Forward. Forward.

LCDR MARTIN: Say that again?

MR. PARK: Forward.

LCDR MARTIN: Okay. Forward again.

MR. PARK: Forward.

LCDR MARTIN: How did you get out of the ship?

MR. PARK: This on the, the ship is going to the starboard side, so or something I attempt, or going down through the door side, over the barriers, then one by one I'm finding, I find the telephone and the watching. And the one by one take out and try to open the door, very small. And I try to escape. So, everything was fell, and I was blocking the passage. So, you just clapped to the small, portion of the door. And he escaped through the door.

UNIDENTIFIED SPEAKER: That didn't sit.

UNIDENTIFIED SPEAKER: Did you get your life jacket out of your stateroom or --

MR. PARK: No taking this. No sense.

UNIDENTIFIED SPEAKER: It was too, too fast or --

MR. PARK: I am feeling something accident coming. So, I, the first thinking is this area escape, first time, no thinking lifejacket, no one, no thinking. Just I escape.

UNIDENTIFIED SPEAKER: Was it completely dark?

MR. PARK: Yes.

UNIDENTIFIED SPEAKER: Okay. Did you have a flashlight?

MR. PARK: I take flashlight.

- *Describe your duties and responsibilities as Chief Officer of the GOLDEN RAY.*
 - *Page 6, Line 23 to Page 9, Line 7*

MR. WILLETT: March 5, 2019. Okay. So what is a normal day for you on the vessel? What are some of your jobs and duties that you do?

MR. PARK: On most the ships, on most the ships, the operation is I involve the -- something, the supervising, like there is something, car operation and operation with

control, something provision, and almost to the captain order, I follow the captain order.

MR. WILLETT: So does the captain give you standing orders?

MR. PARK: Yes.

MR. WILLETT: Does that change any or is it daily; is it weekly? Does he tell you every day what to do?

MR. PARK: No.

MR. WILLETT: No?

MR. PARK: This is the just fixed.

MR. WILLETT: Okay. So during, like, cargo operations, what would you normally be doing?

MR. PARK: Normally we checking the storage plan, how many loading, discharging, how many weights, and the lashing condition, and which portion loading and which portion discharging, checking the storage plan, and the other general something damaging or something problem We making the damage reports, like this. The cargo operation is just that.

MR. WILLETT: Where are you normally located physically during cargo operations?

MR. PARK: Normally the -- what?

MR. WILLETT: Where would you actually be standing or where would you be present during cargo operations, loading and unloading of vehicles? Would you be in the ballast control room? Would you be in your office?

MR. PARK: This not fixed. Sometimes I am going to the cargo hold, actual check. Sometimes I'm going to the ship's office. And sometimes I'm needed heeling adjust.

MR. WILLETT: Okay.

MR. PARK: Yeah.

MR. WILLETT: Where is the heeling adjustment?

MR. PARK: The ship's office.

MR. WILLETT: Okay. So the ship's office has the ballast control?

MR. PARK: Yes, ship's office.

MR. WILLETT: Okay.

MR. PARK: But we, the ballast control is the bridge compartment, ship's office compartment, engine room compartment.

MR. WILLETT: So the engine room, ship's office and the bridge?

MR. PARK: Yes.

MR. WILLETT: So you can control ballast --

MR. PARK: Normally, I control the ship's office.

MR. WILLETT: Okay. So normally that's where you would be if you wanted to control ballast?

MR. PARK: Yes.

MR. WILLETT: Okay. So how many hours do you normally work a day?

MR. PARK: This one depends on cargo operation.

MR. WILLETT: Okay. So in the last, you know, maybe month, have you ever had to work more than the STCW hours? Have you ever busted your hours?

MR. PARK: You may say that again?

MR. WILLETT: Work more than 77 hours a week?

MR. PARK: No. No more than 77 hours.

MR. WILLETT: So you've never had to go over?

MR. PARK: No over.

MR. WILLETT: Never? Okay.

MR. PARK: Okay.

- *How do you know what cargo will be loaded and discharged when you pull into port? Where do you get that information from?*
 - *Page 42, Lines 6-13*

MR. McRAE: Okay. Tell me about that. Were there any instructions given to you for this ship from a charterer as to how to load?

MR. PARK: They sending to the ship the pre-storage plan. They planning this loading, which deck, like this with the ship. I understand which side loading they chartering. He sending to the email, the storage plan.

MR. McRAE: And who was that, that sent you that?

MR. PARK: This Hyundai Glovis.

- *What is your role during cargo operations? Does that include verifying the ship is loaded in accordance with the stowage plan?*
 - *Page 7, Line 12 to Page 8, Line 4*

MR. WILLETT: Okay. So during, like, cargo operations, what would you normally be doing?

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- *Who is assigned to check the cargo was secured as it is loaded on the ship?*
 - *Page 22, Lines 11-15*

MR. WILLETT: Okay. So do you check -- you have your assistants check every vehicle to make sure they're lashed?

MR. PARK: You mean that I am checking the lashing condition?

MR. WILLETT: Or you have one of your assistants?

MR. PARK: My officer, sir. Yes, check and he reporting to me.

- *Who is in charge of ballast water operation on the GOLDEN RAY?*
 - *Page 16, Lines 5-13*

MR. WILLETT: Do you ever let your assistants adjust ballast or --

MR. PARK: Can pass work.

MR. WILLETT: Who would you allow?

MR. PARK: All officers can pass.

MR. WILLETT: Now on this vessel, do you allow the other officers to adjust the ballast?

MR. PARK: Can possible.

MR. WILLETT: Possible?

MR. PARK: Yes.

- *Explain how you determine how much ballast water is taken or discharged.*
 - *Page 10, Line 19 to Page 12, Line 6*

MR. WILLETT: Okay. How do you determine how much you take on and how much you discharge?

MR. PARK: About 1,000 to 500.

MR. WILLETT: I know but how do you know that's how much you did?

MR. PARK: This -- the system is, the monitoring system have --

MR. WILLETT: And that works perfectly?

MR. PARK: Yes. Correct. And we, two methods of using.

MR. WILLETT: Okay.

MR. PARK: One is the monitoring, and the one is the actual sounding.

MR. WILLETT: The soundings?

MR. PARK: Okay.

MR. WILLETT: And so, you sound -- every time you conduct ballast operations, you watch on the monitor?

MR. PARK: Yes.

MR. WILLETT: And then who do you have go out and sound?

MR. PARK: The quartermaster.

MR. WILLETT: The quartermaster?

MR. PARK: Yes.

MR. WILLETT: And they write everything down?

MR. PARK: Yes.

MR. WILLETT: And they give it --

MR. PARK: No. No writing. Just reporting.

MR. WILLETT: Oh, so he talks?

MR. PARK: Yeah. He can password through the transceiver.

MR. WILLETT: Okay. And then, but do you type it in or you just look

MR. PARK: I compare the actual sounding and the monitor sounding, compare.

MR. WILLETT: Okay.

MR. PARK: Then I the recording.

MR. WILLETT: So do you record it?

MR. PARK: Yes.

MR. WILLETT: Okay. Has the sounding in the last month or two ever differed from what you saw on your monitor? Have you got different readings before?

MR. PARK: Different reading, I check, but I no experience different reading.

MR. WILLETT: You never have?

MR. PARK: Yes.

- *When was the last time you took on and discharged ballast water?*
 - *Page 9, Line 8 to Page 10, Line 18*

MR. WILLETT: For Hurricane Dorian --

MR. PARK: Yes.

MR. WILLETT: -- did that change the way you were having to load anything?

MR. PARK: You mean, sir, the --

MR. WILLETT: Because you guys had to --

MR. PARK: -- the hurricane?

MR. WILLETT: Yes.

MR. PARK: Dorian Hurricane, we avoiding the hurricane, the east to Mexico sea.

MR. WILLETT: Okay.

MR. PARK: So we, drifting and this instruction come from the (indiscernible) office. They say, maybe just now a little dangerous, that navigation, so everything is more better, like (indiscernible).

MR. WILLETT: Okay.

MR. PARK: Okay. We do everything and we adjusting the schedule.

MR. WILLETT: Do you have different ballast conditions for severe weather?

MR. PARK: Yes.

MR. WILLETT: So did you alter the ballast or the heel for Hurricane Dorian?

MR. PARK: We lower the ballast to the 1,000 to 500, I think. The figure is, I'm not --

MR. WILLETT: That's fine. That's fine. And you did that because of the Hurricane?

MR. PARK: Yes.

MR. WILLETT: Okay. So how long would you normally stay in that condition?

MR. PARK: The deck condition?

MR. WILLETT: Yeah, the storm condition?

MR. PARK: Storm condition, we know in place the hurricanes.

MR. WILLETT: Okay. So as the hurricane passed, did you discharge ballast?

MR. PARK: Yes.

MR. WILLETT: And do you remember approximately --

MR. PARK: The same, same --

MR. WILLETT: You took --

MR. PARK: -- loading ballast here and discharging.

- *While in the port of Brunswick did you take on or discharge ballast?*
 - *Page 18, Line 23 to Page 19, Line 9*

MR. WILLETT: So when you got to the ST buoy in Brunswick, you didn't take any ballast between Jacksonville and Brunswick?

MR. PARK: Yes.

MR. WILLETT: No ballast?

MR. PARK: No touching the ballast tank.

MR. WILLETT: Okay. So you went to the Port of Brunswick, discharged cargo?

MR. PARK: Yes.

MR. WILLETT: Took on cargo.

MR. PARK: Yes.

MR. WILLETT: Did you conduct any ballasting at all?

MR. PARK: No discharging, no loading.

- *Did you take on or discharge any ballast in Jacksonville?*
 - *Page 13, Lines 9-13*

MR. WILLETT: Did you have to take on any ballast or adjust the ballast in Jacksonville?

MR. PARK: No. No, taking ballast.

MR. WILLETT: Did you discharge ballast?

MR. PARK: No discharging ballast.

- *How much ballast was transferred in Brunswick?*
 - *Page 18, Line 23 to Page 19, Line 13*

MR. WILLETT: So when you got to the ST buoy in Brunswick, you didn't take any ballast between Jacksonville and Brunswick?

MR. PARK: Yes.

MR. WILLETT: No ballast?

MR. PARK: No touching the ballast tank.

MR. WILLETT: Okay. So you went to the Port of Brunswick, discharged cargo?

MR. PARK: Yes.

MR. WILLETT: Took on cargo.

MR. PARK: Yes.

MR. WILLETT: Did you conduct any ballasting at all?

MR. PARK: No discharging, no loading.

MR. WILLETT: Did you do any heel adjust?

MR. PARK: Heeling tank increase, normally three tanks we're using.

MR. WILLETT: So, did you adjust the heel in Brunswick?

MR. PARK: Yeah. Only adjusting heeling.

- *Is anyone else on board allowed to handle ballast water?*
 - *Page 16, Lines 5-13*

MR. WILLETT: Do you ever let your assistants adjust ballast or --

MR. PARK: Can pass work.

MR. WILLETT: Who would you allow?

MR. PARK: All officers can pass.

MR. WILLETT: Now on this vessel, do you allow the other officers to adjust the ballast?

MR. PARK: Can possible.

MR. WILLETT: Possible?

MR. PARK: Yes.

- *Did GOLDEN RAY have a heeling system?*
 - *Page 13, Line 14 to Page 16, Line 2*

MR. WILLETT: Did you have to transfer any ballast-only tanks?

MR. PARK: Heeling tanks.

MR. WILLETT: Heeling tanks?

MR. PARK: Yes.

MR. WILLETT: Do you remember how much you transferred?

MR. PARK: Don't remember.

MR. WILLETT: Don't remember. Okay. So, during the loading and unloading in Jacksonville, did you experience any unusual list, greater than 10 degrees?

MR. PARK: Unusual?

MR. WILLETT: Like did it list at all when you were loading and --

MR. PARK: Just upright.

MR. WILLETT: What was that?

MR. PARK: Upright. This meaning is --

MR. WILLETT: Upright?

MR. PARK: Upright.

MR. WILLETT: So why did you adjust your heel in Jacksonville?

MR. PARK: Why I adjusting heel?

MR. WILLETT: Yes.

MR. PARK: This depend on cargo operation. We put -- cargo is loading port side, we heeling going to the port side.

MR. WILLETT: Yeah.

MR. PARK: Car discharging port side, we going to the starboard. Just depend on cargo operations.

MR. WILLETT: And that happened in Jacksonville?

MR. PARK: What?

MR. WILLETT: In Jacksonville --

MR. PARK: Yes.

MR. WILLETT: -- did you adjust your heel?

MR. PARK: Yes.

MR. WILLETT: Okay.

MR. PARK: Every port.

MR. WILLETT: Every port?

MR. PARK: Yes.

MR. WILLETT: So you sit in the control room or do you sit in the ship's office?

MR. PARK: Yes.

MR. WILLETT: While the cars are being loaded and unloaded, and if it starts to heel --

MR. PARK: Yes.

MR. WILLETT: -- you would -- you transfer --

MR. PARK: The ballast.

MR. WILLETT: Okay. Into the heel tanks?

MR. PARK: Yes.

MR. WILLETT: To make sure it's upright?

MR. PARK: Yes.

MR. WILLETT: So what do you --

MR. PARK: This (indiscernible) I cannot speak to any kind upright because I am thinking about the cargo loading portion or discharging portion, and the heeling going to the -- if we heeling going to the starboard side, I thinking, that we list not upright. Neither port side is better.

MR. WILLETT: Okay.

MR. PARK: Because discharging after we're going to the starboard side, maybe like this, I saw continuous I'm not adjust heeling. Just sometimes too much going like this, maybe dangerous, I thinking, I'm going to the heeling adjust, like this.

MR. WILLETT: What is your limit, like 5 degrees, 10 degrees?

MR. PARK: This limit, this -- I'm limit is 2 degrees.

MR. WILLETT: Two degrees?

MR. PARK: Yes.

MR. WILLETT: Okay. Two degrees. All right. Are you the only one that will adjust the heel on the ballast?

MR. PARK: Two heeling tanks.

- *Did the ship list while in Brunswick?*
 - *Page 19, Lines 17-23*

MR. WILLETT: But in Brunswick, did it significantly list during loading?

MR. PARK: Yes.

MR. WILLETT: Like what, to what degree do you think during loading and unloading?

MR. PARK: Not too much. About 1 degree.

MR. WILLETT: One degree?

MR. PARK: Yes.

- *Prior to departure from Brunswick did you calculate the stability of GOLDEN RAY?*
 - *Page 23, Line 11 to Page 25, Line 15*

MR. WILLETT: Okay. And before you depart, do you verify the GM of the vessel to make sure its stable?

MR. PARK: Yes.

MR. WILLETT: And in your -- what do you use for that? Do you have like a manual that says your GM has to be between these two numbers prior to departure?

MR. PARK: Sorry?

MR. WILLETT: What was your GM at departure?

MR. PARK: 2.45.

MR. WILLETT: Okay. Is that a good GM?

MR. PARK: Yes. This is the -- our -- the Loadcom.

MR. WILLETT: Yeah.

MR. PARK: This printing, the printout, this -- if the something no good, this article is not okay, like this.

MR. WILLETT: Okay.

MR. PARK: But I'm looking the paper and at this condition all okay or not. Checking after I develop (indiscernible).

MR. WILLETT: So a computer tells you --

MR. PARK: Yes.

MR. WILLETT: -- if your GM is okay?

MR. PARK: Yeah, computer tell me the GM is okay.

MR. WILLETT: What parameters does it use to know that it's -- the stability is okay? Does it have the draft, the heel?

MR. PARK: Yeah, this -- the programing already this, Loadcom programing, this already are approval to the class approver.

MR. WILLETT: Right.

MR. PARK: And I am just put inside the cargo unit and the weight.

MR. WILLETT: Okay.

MR. PARK: And deck.

MR. WILLETT: Yeah.

MR. PARK: And the ballast and fuel and the fresh water. And all put in the data and then I printout.

MR. WILLETT: How do you know what the, where the fuel -- what levels the tanks are?

MR. PARK: Just looking for the monitor.

MR. WILLETT: So you don't get a report from the engineers?

MR. PARK: No. No, (indiscernible).

MR. WILLETT: Okay. So you use the monitor --

MR. PARK: Yes.

MR. WILLETT: -- to tell you? Okay. And is that the potable water tank as well?

MR. PARK: Yes.

MR. WILLETT: And the sewage tank?

MR. PARK: What?

MR. WILLETT: The sewage tank?

MR. PARK: The sewage tank is --

MR. WILLETT: Is it too small or --

MR. PARK: -- cannot monitor.

MR. WILLETT: Okay, okay. So, you can monitor the larger tanks on the vessel? You know what height the weight is on each deck?

MR. PARK: Yes.

MR. WILLETT: You would input that, and the computer says your GM is okay?

MR. PARK: This all programing is either the capacity.

MR. WILLETT: Yes.

MR. PARK: And put inside how much, how much here or the programing.

- *Have you used the LOADCOM program that was on the GOLDEN RAY in the past?*
 - *Page 43, Line 17 to Page 45, Line 9*

MR. BREMER: The load computer, your stability computer that was on the Golden Ray, have you worked with that software on previous vessels?

MR. PARK: Different software.

MR. BREMER: Different software?

MR. PARK: Yes.

MR. BREMER: Was the function similar, different?

MR. PARK: Almost similar.

MR. BREMER: Very similar?

MR. PARK: Yeah.

- *How do you obtain draft readings in port?*
 - *Page 43, Line 17 to Page 45, Line 9*

MR. BREMER: Okay. As far as your draft readings --

MR. PARK: Yes.

MR. BREMER: --how were those calculated? How were those taken? How were the draft readings taken?

MR. PARK: This -- the (indiscernible) the draft and I compare the actual draft.

MR. BREMER: Okay. So you have --

MR. PARK: So I'm comparing the actual draft.

MR. BREMER: Okay. So you have gauges, draft gauging, and then you also verify --

MR. PARK: Yeah. There's three kind. The first is gauging, and then I am actual reading the draft, and then this -- the system that calculate draft.

MR. BREMER: Okay.

MR. PARK: Three kind.

MR. BREMER: Okay. So from the loading computer based on the salinity, everything else that's input?

MR. PARK: Yes.

MR. BREMER: Okay. And do you remember to the best of your recollection, did what the computer calculated for your -- what the draft should be based on the loading conditions, was that fairly close to the actual draft?

MR. PARK: Almost close.

MR. BREMER: They were close?

MR. PARK: Not too much difference.

MR. BREMER: When you say not much, do you remember how much? Was it, you know, .1 meter? And if you don't remember, it's not --

MR. PARK: This one, I'm recording this: the gauge draft, actual draft, how many different, and also the system draft, actual draft, how many different, and GM. On every port, arrival, departure, I'm recording.

MR. BREMER: Okay. And it's -- so the calculations from the computer versus your actual draft were fairly close? They were close together?

MR. PARK: Almost to the close.

MR. BREMER: Almost the same?

MR. PARK: Um-hum.

MR. BREMER: Okay. And the vessel at departure was sitting even, so your port and your starboard drafts were the same? She was level, zero degrees?

MR. PARK: The upright and leaving?

MR. BREMER: Yes.

MR. PARK: Yes.