



Central Maritime, L.L.C.

Marine Surveying and Consulting
5575 Hwy 1
P.O. Box 217
Lockport, LA 70374

Phone: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]

Date: February 20, 2023

Attn: Mr. Warren Soileau
Paradise Equity Investments, LLC
102 Loftin Road
Columbia, MS 39429
Email: [REDACTED]

Re: M/V "DESPERADO"

Owner: Paradise Equity Investments, LLC

Allegation: Failed Hydraulic Hose / Engine Room Fire

D/L: February 17, 2023

Dear Mr. Soileau:

The undersigned did on February 20, 2023, at the request and for the account of Mr. Warren Soileau of Paradise Equity Investments, LLC, attend the M/V "DESPERADO", while the subject vessel laid afloat in Bayou Perot, near Larose, LA, in order to ascertain the suitability of the vessel for a dead ship tow to Bayou Lafourche in Larose, LA.

Description of the Incident:

Reportedly, on February 17, 2023, at approximately 1600 hours, an engine room fire onboard the M/V "DESPERADO" was uncovered at the port side engine room. The reported cause of the incident is a hydraulic oil hose, which reportedly split and sprayed hydraulic oil on to the port propulsion engine, causing a fire to ignite at the port side engine room. The aforementioned hose was removed prior to the undersigned's arrival and sighted at the main deck at the time of inspection. No comments are made in this report concerning the cause of the subject hydraulic hose failure.

Vessel Description:

The subject vessel is all welded steel, U.S. Coast Guard Certificated, inland towing vessel (lugger tug), having the following particulars:

Official Number:

(Registered Dimensions)

Length: 58.5'

Breadth: 20.1'

Depth: 5.7'

Gross tons: 59

Net tons: 40

Built: 1982

The vessel is conventional shaft driven, powered by two (2) "Caterpillar" model 3406, 6-cylinder, turbo charged, diesel engines, paired with "Twin Disc" model MG-509 reduction gears.

Findings:

The vessel was sighted afloat in Bayou Perot, LA. At the time of inspection, the vessel did not appear to be listing and appeared in a serviceable condition for its intended purpose, with the exception of fire related damages noted at the port propulsion engine/port side engine room.

No sources of water ingress were found at the engine room, generator room or forward hold. Stuffing boxes were sighted with minimal leaks.

The forward hold emergency escape hatch, port engine room hatch and port engine room watertight door were open. Remaining compartment hatches were secured.

The recommendations for the flotilla (M/V "DESPERADO") are as follows:

1. The port and starboard propeller shafts and rudders to be bound/secured. Rudders to be secured in midship position to prevent movement.
2. Loose gear on the deck to be secured prior to departure.
3. All overboard discharge valves to be secured in a closed position.
4. All watertight doors to be closed at weather decks and below decks prior to departure, after a predeparture inspection is completed. All hatches to be properly closed/sealed prior to departure.
5. Minimum of one (1) 2" centrifugal pump, diesel engine driven to be kept onboard the towing vessel, with 50' of suction hose with foot strainer.
6. It is recommended that towing operations be carried out during daylight hours only.

The name and the particulars of the towing vessel that will be towing the M/V "DESPERADO" from Bayou Perot, LA to Larose, LA has not been provided as of this report. Therefore, no comments or recommendations are made concerning the towing vessel.

Surveyor's Notes:

As far as may be ascertained from a general examination of this vessel afloat, without removals or opening up to expose parts ordinarily concealed, and without taking drillings to ascertain thickness of structural members, testing for tightness, or opening up the machinery, it is the opinion of the undersigned that the vessel will be suitable for a dead ship tow from its current location in Bayou Perot, LA after complying with the recommendations outlined in this report; however, it should be noted that the bottom plating and some internal compartments were not sighted at the time of inspection.

The tower to provide a voyage plan, including the harbors of safe refuge.

The tower and towing vessel master is responsible for ensuring all aforementioned recommendations are complied with prior to departure.

Tow to proceed on voyage with no loose gear or equipment and as a single unit, following the designated route. The tower is responsible to determine a safe voyage.

The towing vessel master is responsible to determine all vertical and horizontal clearances.

For the duration of the voyage, the flotilla is to be unmanned, except in cases of emergency or inspection as required by the master of the towing vessel.

Visibility should be good when proceeding to and from badly congested or unfamiliar harbors and channels.

At no time should the flotilla be allowed to ground. The vessel master is responsible to ensure the water depth is suitable for the intended route.

During the course of the voyage, the vessel crew shall adhere to all applicable U.S. Coast Guard rules and regulations.

Navigation light to be displayed during times of restricted visibility.

The undersigned may be required to issue additional recommendations if deemed necessary.

The towing vessel name and particulars have not been provided. Therefore, no comments on the suitability of the vessel or recommendations are made in this report.

The undersigned reserves the right to amend or supplement this report if additional documentation or information is provided for review or if a physical inspection of the vessel is carried out.

Survey made, signed, and submitted without prejudice to rights and/or interest of whom it may concern.

Central Maritime, L.L.C.



Anthony J. Anselmi, Marine Surveyor
NAMS-CMS #118-1032



CC:

Roberto Pereira

USCG MSU New Orleans

Email: [REDACTED]

Duty Marine Inspector - USCG MSU New Orleans

Email: [REDACTED]

Duty Investigating Officer - USCG MSU New Orleans

Email: [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: FW: [URL Verdict: Unknown][Non-DoD Source] M/V "DESPERADO" Inspection 2/20/223
Date: Monday, February 20, 2023 7:05:22 PM
Attachments: [DESPERADO - Inspection Report.pdf](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

From: Anthony Anselmi <[REDACTED]>
Sent: Monday, February 20, 2023 3:35 PM
To: Soileau Warren [REDACTED] >
Cc: Pereira, Roberto J CPO USCG SEC NOLA (USA) [REDACTED]; D08-SMB-SECNOLA-DMI [REDACTED] |>; D08-SMB-SECNOLA-Investigations-Duty-IO [REDACTED] >
Subject: [URL Verdict: Unknown][Non-DoD Source] M/V "DESPERADO" Inspection 2/20/223

Mr. Warren:

As discussed earlier, please see attached inspection report concerning the inspection of the "DESPERADO" today to determine suitability for deadship tow to Larose, LA. If you have any questions or need anything additional, please do not hesitate to contact me. Thank you.

Regards,

Anthony J. Anselmi
NAMS-CMS #118-1032
Marine Surveyor
Central Maritime, L.L.C.
5575 Hwy 1
P.O. Box 217
Lockport, LA 70374
Office: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
Website: [REDACTED]

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system.