

# Sector Miami Dead Ship Tow Plan:

## I. Dead ship and owner/agency details:

- Dead ship owner or agency: **EXCELSIOR HOLDINGS INTERNATIONAL S.A.**

- Representative name and contact information: **MUNIR MOURRA** XXXXXXXXXX

- Dead ship:

- Name : **CARIB TRADER II**

- Official number or documentation number : **IMO# 7396599**

- Vessel owner/operator : **EXCELSIOR HOLDINGS INTERNATIONAL S.A.**

- Vessel class/type/designation: **GENERAL CARGO**

- Call Sign : **J8QO3**

- Flag : **ST VINCENT AND THE GRENADINES**

- Length, breadth, depth : **75M / 14M / 6.14M**

- Navigational draft : **APPROX FW: 1.5M**

- Air draft : **21M**

- Displacement: **NA**

- Location, soundings, and quantities of oil and hazmat : **LUBE OIL + or - 15 GLNS  
HYD.OIL + or - 15 GALS D.O: +or- 20 GALS**

- Points of attachment: **BOW PORT AND STARBOARD**

- Ability of the vessel to anchor, maintain emergency lighting, and establish capstan/windless operations: **YES**
- Condition and operability of firefighting and dewatering equipment; **NA**
- The number of personnel who are to remain on the moved vessel during the evolution and the type and location of primary lifesaving equipment for each person  
**NO CREW**

- Depending on the type of movement the conditions below might or might not be warranted:
  - The dead ship's tail shaft(s) locked to prevent freewheeling and vibration: **YES**
  - The rudder locked: **YES**
  - All large, loose gear secured: **YES**
  - All cranes/booms secured: **YES**
  - All hatch covers secured: **YES**
  - All double bottom/voids/cofferdam hatches secured: **YES**
  - All watertight subdivision doors and hatches secured: **YES**
  - All watertight doors above deck secured.: **NOT NECESSARY**
  - All air ports and side ports secured: **YES**
  - All sea valves closed and secured with wire: **NA**
  - Forepeak tank secured: **YES**
  - Free surface effect minimized: **YES**
  - Proper navigation lights and day shapes rigged for entire voyage: **YES**

c. Towing Vessel(s):

- Number and type (conventional or tractor) of tugs and horsepower/bollard pull to maintain control of the dead ship at all times, including assist tugs

- Name: **CAPT BEAU**
- Official number or documentation number: **631574**
- Vessel owner/operator

**P and L Towing and Transportation, Inc.**

- Vessel class/type/designation

**Towing Vessel, Coastwise/Registry/Oceans Permitted**

- Call sign: **WDG5150**
- Flag: **USA**
- Length, breadth, depth: **97.4 ft x 26.8 ft x 12.3 ft**
- Navigational draft: **14.0 ft**
- Air draft: **48.0 ft (approx.)**
- Displacement: **N/A**

Where assist tugs will provide assistance if not making entire transit

**Tug will assume towage from Hempstead Towing Tug Atlas in Miami Turning Basin and then tow vessel to safe anchorage in Gonaives, Haiti to hand over to local tug to enter Port**

d. Towing configuration (stern, push, side) (surge chain, long chain):

• Ground tackle details:

Diameter of tow wire: **2-1/8 inches**

Length of tow wire: **2,200 feet (approx.)**

Emergency wires rigged (location, type)

**Polypro Hawser located astern (to be attached to H-bit)**

Moving condition (single/double drum): **Single Drum**

Length and position of tows

**Dead Ship to be towed astern in open water; length of tow greater than 200 meters and per Towing Master's discretion**

**Dead Ship to be made up to "hip" of Towing Vessel in confined waters and per the Towing Master's discretion**

Points of attachment

**Bridle/Towing Gear to be made up through the Dead Ship forward mooring gear/ports per the Towing Master's discretion**

e. Voyage Information:

• Place of departure and destination: **Tug to depart Miami, FL with ship in tow**

• Primary and alternate time and date of expected departure and arrival: **Towing vessel departure on/around 01/29/2022. ETA to 12 miles out of Anchorage in Gonaives, Haiti AM 02/02/2022**

• Intended track line: **Upon departure from Miami, FL sea buoy, Towing Vessel intended track NE at 6 kts undertow.**

Review navigational clearances along the proposed route to accommodate vessel specifications.

○ Channel width: **Miami River dictating at 65 feet**

○ Navigation draft: **maximum draft 14 feet (approx.) dictated by the Towing Vessel**

- Air draft: **maximum air draft should be 70 feet (approx.)**
- Lock/canal: **N/A**
- Structure gates: **various draw bridges on the Miami River**
- Critical infrastructure
  - Marine construction projects along the proposed route that might reduce clearances: **First Street Bridge construction project on the Miami River**
  - COTP zones passed through: **SECTOR MIAMI**
  -

**II. Designated emergency anchoring areas: Miami/Biscayne Outer Anchorage area**

**III. Purpose of dead ship movement: Relocation of M/V Carib Trader II due to restrictions on crewing**

**IV. Date of last drydock or underwater inspection: Last dry dock February 16, 2018 , last underwater visual November 2021**

**V. Pilot organization to maneuver the vessel: Biscayne Bay Pilots**

**VI. Maximum weather parameters (i.e., dead ship tow will not commence if any of the parameters are exceeded, or are forecasted to be exceeded during the planned movement):**

- Winds: **above 25 kts sustained**
- Currents: **greater than 3 kts**
- Visibility: **less than 2NM**
- Tides: **N/A**
- Inclement weather plan: **See above; also any sea state/swells great than 8-10 ft.**

**VII. Communications plan, based on the route and complexity of the movement, to notify the Captain of the Port of departure and arrival: P and L Towing will notify the USCG via satellite phone or via VHF CH. 16**

VIII. A timeline of events of the overall operation:

**\*on or about February 19<sup>th</sup>, 2022 (morning): Tug “Capt. Beau” to receive M/V Carib Trader II from Hemsstead Towing in Miami turning basin and departs Miami, FL with vessel as Dead Ship**

**\*on or about February 23<sup>rd</sup>, 2022 (morning): “Capt. Beau” to arrive with dead ship undertow at safe anchorage outside Gonaives, Haiti. Dead Ship to be released to local tug taking vessel to Port.**

**\*February 23<sup>rd</sup>, 2022: “Capt. Beau” to begin return voyage back to P and L Towing facility on Miami River**

**\* ( estimated date / time )**

IX. **Diagram of towing arrangement and transit route**