

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No: 1625-0001

Exp. Date: 07/31/2022

REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY

Section I - Reporting Vessel/Facility Information

1. Vessel or Facility Name Capt Beau		2. Vessel Official Number or IMO Number 631574		3. Vessel Flag US	
4. Vessel Length 107.6 <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Meters		5. Vessel Gross Tons 124 GRT		6. Vessel Propulsion Type Diesel	
7. Vessel or Facility Type TUG		8. Vessel or Facility Service or Occupation Sea Going Tugs			
9. FOR TOWING ONLY	9a. Arrangement:	9b. Number of Vessels Towed:		9c. Maximum Size of Tow/Tow-Boat(s):	
	<input type="checkbox"/> Pushing Ahead <input checked="" type="checkbox"/> Towing Astern <input type="checkbox"/> Towing Alongside	Empty <u>1</u> Loaded _____ Total _____		Length <u>220</u> feet Width <u>50</u> feet	
9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>(If Yes complete and attach one or more CG-2692A forms to this report)</i>					

Section II - Reason for Submitting this Report (Check all that apply)

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):

- 1. Unintended grounding or an unintended strike of (allision with) a bridge
- 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
- 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
- 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
- 5. Loss of life
- 6. Injury hat requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, hat renders the individual unfit to perform his or her routine duties
- 7. Occurrence causing property damage in excess of \$75,000
- 8. Occurrence involving significant harm to the environment

11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):

- 1. Loss of life
- 2. Diving-related injury to any person causing incapacitation for more than 72 hours
- 3. Diving-related injury to any person requiring hospitalization for more than 24 hours

12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):

- 1. Death
- 2. Injury to 5 or more persons in a single incident
- 3. Injury causing any person to be incapacitated for more than 72 hours
- 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
- 5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility
- 6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

Section III - Associated Parties Information (Fill all fields that apply)

13. Name of Owner P&L Towing & Trans Inc		Telephone [REDACTED]		14. Name of Operator or Manager P&L Towing & Trans Inc		Telephone [REDACTED]	
Address 14501 SW 21st St Davie, Fl 33325		Email address [REDACTED]		Address 14501 SW 21st St Davie, Fl 33325		Email address [REDACTED]	
15. Name of Master or Person-in-Charge (Last, First, Middle) McCameron Jeffery Wayne		Telephone [REDACTED]		16. Name of Agent (Last, First, Middle)		Telephone [REDACTED]	
Address [REDACTED]		Email address [REDACTED]		Address		Email address	
17. Name of Dive Supervisor (Last, First, Middle)		Telephone		18. Name of Pilot (Last, First, Middle)		Telephone	
Address		Email address		Address		Email address	

Section IV - Casualty Information

19. Date/Time (local) of Occurrence 03/06/22 00:35		20. Location-Name of Body of Water or Waterway: Latitude: 21° 55' N Old Bahama Channel Longitude: 076° 15' W		River Mile Marker: OR	
21. Property Damage Estimated Damage Cost(s) to: Vessel: \$UNK Cargo: \$ _____ Facility: \$ _____ Other: \$ _____		Descr be the Extent of Property Damage Value of Ship ?			
22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report) Total Number of Persons: On Board the Vessel: <u>5</u> Injured: _____ Dead: _____ Missing: _____					

Section IV - Casualty Information (continued)

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

Yes No Not at this Time, But is Likely to Become an SMI (If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

Yes No (If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

Yes No (If Yes, note the individual(s) who refused in block 24c)

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test (if more space is needed, continue in block 25c)

None

24d. Is there evidence that alcohol use contributed to this casualty?

Yes No (If Yes, discuss in block 25b)

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

We were towing the Dead Ship to Haiti. Position of ship sinking 21*50.624N x 076*11.755W

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

While towing the Dead Ship Carib Trader II to Gonavies Haiti, at some point prior to the parting of the tow gear 00:35 03/06/22 in weather of East 20-25kts and Seas 5-7' the (3) 1/2" slings that secured the Anchor gave way on the ship releasing the anchor and destroying the stbr leg of the tow bridles, of course it was dark and we were unable to detect any of this transpiring. when the port leg parted and we became immediately aware of a problem, There was a spectra line bridle hanging from the ships bow which we grabbed to get the ship back under control, at which time we began slowly towing again to wait until daylight to begin to try and remake tow, at daylight we noticed the ship was taking water in the stern so we reboarded and began pumping her out to find the problem, At 15:00 it became obvious the pump wasn't going to keep up with the water so, in weather of East 20-25kts 8-10' I got my people off the ship and we called the office to make them aware we were going to lose the tow and we stood by with her while she sank.

25c. Any other comments, including with respect to use of or need for emergency response equipment:

Any additional pumps would have been useless because the nature of the weather made it difficult to transfer heavy equipment

Section V - Person Making this Report

24. Name (PRINT) (Last, First, Middle)
McCameron Jeffery Wayne

25. Signature: Jeff McCameron Digitally signed by Jeff McCameron
Date: 2022.03.07 10:18:55 -05'00'

26. Date
03/06/2022

27. Title
Captain

28. Address
[REDACTED]

29. Telephone No.
[REDACTED]

30. Email
[REDACTED]