



TOWAGE ASSESSMENT SURVEY

Client:	Excelsior Holdings International S.A.
Towed Vessel:	CARIB TRADER II
Towing Vessel:	CAPT BEAU
Job Number:	TSU-21-0704
Survey Location:	3630 NW North River Dr, Miami, FL - Miami River
Survey Dates:	4 th December 2021 and 3 rd January 2022
Inspector:	Lorenz Davis

REVISION HISTORY

Revision	Date	Description
0	01/03/2022	First Draft

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TOWED VESSEL DETAILS

Name: CARIB TRADER II
Vessel Type: GENERAL CARGO
Flag: ST. VINCENT and the GRENADINES
IMO #: 7396599
Official#: 491001
Gross Tonnage: 1948
Net Tonnage: 1058
Length: 75 m
Breadth: 14 m
Depth: 6.14 m
Sailing Drafts: **Fwd. :** 2.5'
Mid : 8'
Aft : 11.5'

Date Built: 1975

No of Decks: (4) Four

No of Transverse Watertight Bulkheads: (3) Three

Manned Or Unmanned: Unmanned

Salvage / Ballast Pumps: N/A

General Condition of Towed Vessel:

Vessel is in satisfactory condition to be Towed as Dead Ship from Miami to Haiti considering length of towing time and weather / Intended Sea passage

Towing Bridle Details:

As per Towage Plan

Towing Bridle Deck Connections:

As per Towage Plan

Dunnage:

N/A

Description Of Cargo Stowed On Deck:

N/A

Cargo Securing Arrangements:

No Cargo Onboard

Emergency Tow Rope and Anchoring Arrangements:

As per Tow Plan

Scope of Survey and Surveyor Remarks:

At request of Owners, the inspector attended the CARIB TRADER II on December 4^h, 2021 whilst the vessel lay alongside 3630 North River Drive, Miami, Florida on the Miami River, to perform a inspection to verify that said vessel is in satisfactory condition prior to being towed as a dead ship from Miami River Port to Gonaives, Haiti. The vessel is to be towed by the P & L Towing supplied Tug CAPT BEAU, a U.S. Flag Offshore Tug and that said vessel will not pose a threat to the Marine environment.

Inspection of decks, bulwarks, bits, vent pipes on deck, ship's cargo holds, tank top including manholes and manhole covers, ballast tanks, engine room, engine room bilge, steering room, weather deck openings and access hatches was performed. Being a Dead tow with no crew on board no lifesaving equipment was checked, however it was noted that the fire extinguishers were serviced. The ship will not have any generators running, as such: Towing Tug is to provide self-powered navigation lights and day signals for the duration of the tow.

At time of first Survey (December 4th, 2021) both cargo hatches were semi-opened and all DB tanks manholes were open for inspection. Two forward mooring bits was pointed out to owner's representative to be renewed and three air vent pipe starboard side to be renewed as well as manholes securing studs and bolts. A new pilot ladder is to be supplied and installed for access to vessel whilst in transit. It was also noted that ship had one anchor on port side to be secured.

On January 3rd, 2022 a follow up survey was conducted and the following verified:

1. Two Mooring Bits port and starboard were renewed.
2. All Ballast and Fuel Double bottom Tank manholes were properly sealed and secured.
3. Hatch covers for cargo hold #1 and #2 were closed and secured for sea passage.
4. Tank Top found in fair condition with no signs of water intrusion.
5. Deck openings, engine room vents, forepeak vents, crew quarters windows and access hatches were closed and secured.
6. Vessel frames in cargo hold, engine room space, forepeak and wheelhouse in good condition.
7. Vent pipes in good condition with three renewed.
8. Hatch bilges dry.
9. Steering secured by wooden blocks.
10. Tail shaft secured.
11. Engine room bilges checked with a minimal level of water mixture.
12. Vessel has approx. 400 gal of D.O at time of survey (recommended to reduce to minimal value prior to sea passage).

13. Vessel has approx. 230 Lube oil and 170 gal of Hydraulic Oil at time of survey (recommended to reduce to minimal value prior to sea passage).
14. No signs of leaking pipes in engine room.
15. No signs of any structural weakness that may affect the tow or vessel integrity.
16. Sea chest valves closed
17. Port side anchor secured with additional chain
18. Vessel has no electrical power
19. New pilot ladder was installed for easy access to the vessel while in tow.
20. Standby 2" semi trash pump placed on board towed vessel with attachments for dewatering purpose in case of emergency with 3 battery powered flashlights.

TOWING VESSEL DETAILS

Name: CAPT BEAU
Vessel Type: TUG
Flag: US
IMO #: 8424862
Official #: 631574
Gross Tonnage: 124
Net Tonnage: 84
Length: 107.6'
Breadth: 26.8'
Depth: 15.4'
Date Built: 1953
No. of Crew: 5
No. of Main Engines 2 - EMD 12V-645-E7 Diesel Engine (4400 HP)
No. of Propellers: 2 – Fixed Pitch Stainless Steel


TOWING ARRANGEMENTS

As per tow plan attached.

REMARKS

In the opinion of attending inspector the vessel is in satisfactory condition to undertake sea passage from Miami to Haiti.

Towing arrangements configuration were reviewed for conformity with best practices for passage from Miami, Florida to Gonaives, Haiti. Due consideration is to be paid to weather conditions whilst on passage. The vessel on tow is to be checked regularly on passage and the nearest port of refuge is to be sought in any instance of adverse weather conditions or compromises to the watertight integrity of towing or towed vessel.



do
Capt. Lorenz Davis
For on behalf of St Vincent
and the Grenadines