

From: [munir mourra](#)
To: [Furukawa Robert](#)
Cc: [REDACTED] [CWO-4 USCG SEC MIAMI \(USA\) - IO Carib Trader II-sinking-DCA22FM011](#)
Subject: Re: Phone Conversation of 01-Mar-2023
Date: Wednesday, March 8, 2023 8:23:41 PM

[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.

Dear Robert

Question:

- **Did anyone else from the Capt. Beau or P & L Towing and Transportation asked you or any of your employees (to your knowledge) offer to install a high-level bilge alarm system on the Carib Trader II for the tow? NO**
 - **If so, who asked...the chief engineer or someone else? NEVER SPOKE TO THE CHIEF ENGINEER**
 - **Who did they ask...you, the guard, or someone else? NO ONE TO MY KNOWLEDGE**

You were going let me know:

- **What time the Carib Trader II got underway from it berth on the Miami River on 03-Mar-2022? APPROX. 17:30HRS ON MARCH 3rd, 2022**
- **Confirm, at 2130 (from the Capt. Beau interviews) on 03-Mar-2022 in the Miami Turn Basin, the Capt. Beau took custody of the Carib Trader II.**
- **Provide 01-Mar-2022 receipt of items purchased at marine yard for the towing rig:**
 - **(2) lengths of 1¾ " wire rope (to connect bridle to bitts/attachment points).**
 - **(2) lengths of 2" linked chain (chaffing gear for bridle through chocks).**
 - **Unknown number of 35-ton shackles.**
 - **Request the certifications if any were provided.**

AS FOR THE RECEIPT I WILL BE BACK IN MIAMI THIS WEEKEND AND WILL SEE WHAT CAN BE LOCATED.

REGARDS

MUNIR

Best regards,

On Tue, Mar 7, 2023 at 8:52 AM Furukawa Robert <[REDACTED]> wrote:

Munir,

Just following up.

Question:

- **Did anyone else from the Capt. Beau or P & L Towing and Transportation asked you or any of your employees (to your knowledge) offer to install a high-level bilge alarm system on the Carib Trader II for the tow?**
 - **If so, who asked...the chief engineer or someone else?**
 - **Who did they ask...you, the guard, or someone else?**

You were going let me know:

- **What time the Carib Trader II got underway from it berth on the Miami River on 03-Mar-2022?**
- **Confirm, at 2130 (from the Capt. Beau interviews) on 03-Mar-2022 in the Miami Turn Basin, the Capt. Beau took custody of the Carib Trader II.**
- **Provide 01-Mar-2022 receipt of items purchased at marine yard for the towing rig:**
 - **(2) lengths of 1³/₄ “ wire rope (to connect bridle to bits/attachment points).**
 - **(2) lengths of 2” linked chain (chaffing gear for bridle through chocks).**
 - **Unknown number of 35-ton shackles.**
 - **Request the certifications if any were provided.**

Best regards,

R. Jon Furukawa  Safety Investigator  [NTSB Marine Accident Reports](#)  [REDACTED] 

[REDACTED]

From: Furukawa Robert
Sent: Thursday, March 2, 2023 11:16 AM
To: munir mourra <[REDACTED]>
Cc: [REDACTED] CWO-4 USCG SEC MIAMI (USA) - IO Carib Trader II-sinking-DCA22FM011 <[REDACTED]>
Subject: Phone Conversation of 01-Mar-2023
Importance: High

Munir,

Per your request, the voyage plan is attached.

Per our phone conversation you said:

- The starboard anchor was lost on or about 28-Feb-2022 in the “Miami Anchorage.”
- The port anchor was properly secured for sea.
- The “port side anchor secured with additional chain,” was an added precaution as a result of the survey for the dead ship tow by the Carib Trader II or employees of Excelsior Holdings International. [Capt. Lorenz Davis Towage Assessment Survey on behalf of SVG MARAD of 1/3/2022, item #17, pg. 4]
- The mate did not ask you – contrary to the draft factual report/crew interviews that the mate spoke with you and asked you if their chief engineer could install a high-level bilge alarm system for the tow.
 - **Question: did anyone else from the Capt. Beau or P & L Towing and Transportation asked you or any of your employees (to your knowledge) offer to install a high-level bilge alarm system on the Carib Trader II for the tow?**
 - **If so, who asked...the chief engineer or someone else?**
 - **Who did they ask...you, the guard, or someone else?**

You were going let me know:

- **What time the Carib Trader II got underway from it berth on the Miami River on 03-Mar-2022?**
- **Confirm, at 2130 (from the Capt. Beau interviews) on 03-Mar-2022 in the Miami**

Turn Basin, the Capt. Beau took custody of the Carib Trader II.

- **Provide 01-Mar-2022 receipt of items purchased at marine yard for the towing rig:**
 - **(2) lengths of 1¾ “ wire rope (to connect bridle to bitts/attachment points).**
 - **(2) length of 2” linked chain (chaffing gear for bridle through chocks).**
 - **Unknown number of 35-ton shackles.**
 - **(request certifications, if any were provided)**

I contacted P & L Towing and spoke to them about you concerns with the videos of the sinking:

- They said they think the damage to the port bow was probably caused by the Capt. Beau’s stern when they backed up to the port bow, recovering the piece of the port bridle hanging out of the port chock of the Carib Trader II, tie a bowline in the line, attached it to a shackle to remake the tow in the early morning hours of 06-Mar-2022 – the transcripts of the captain & mate interviews support it was under rough conditions.
- They believe the damage to the starboard bulwarks were caused by Capt. Beau dropping off the mate at about 0720 to dewater the engine room & picking up the mate at 1530 when it became apparent the Carib Trader II was going to sink – the transcripts of the captain & mate interviews support it was under rough conditions.
- I asked them to contact the accident captain to confirm, but I just review the first video before the sinking:
 - The “new pilot ladder...installed for esy access to the vessel while in tow”, appears in the video, screen shot attached just aft of the damage. [Capt. Lorenz Davis Towage Assessment Survey on behalf of SVG MARAD of 1/3/2022, item #19, pg. 4]
- The transcripts will be available in the public docket when the final report is released.

The hole aft of the damage on the port bow, I reviewed the attached video (you need something like “VLC media player” to watch the video):

- From 00:00 to 00:17, it look like it is an object on the hull, and not a hole.
- The object slides off the hull from 00:27 to 00:28.

Thanks for your input.

Jon

Best regards,

From: [Furukawa Robert](#)
To: [munir mourra](#)
Cc: [REDACTED] [CWO-4 USCG SEC MIAMI \(USA\) - IO Carib Trader II-sinking-DCA22FM011](#)
Subject: Phone Conversation of 01-Mar-2023
Date: Thursday, March 2, 2023 11:15:00 AM
Attachments: [2h - Voyage Plan Miami to Haiti - Capt. Beau - 2022-03-03.pdf](#)
[received_380755250169975.mov](#)
[Screen shot - pilot ladder n damage to bulwarks stbd side amidships Carib Trader II - IIC.pdf](#)
Importance: High

Munir,

Per your request, the voyage plan is attached.

Per our phone conversation you said:

- The starboard anchor was lost on or about 28-Feb-2022 in the “Miami Anchorage.”
- The port anchor was properly secured for sea.
- The “port side anchor secured with additional chain,” was an added precaution as a result of the survey for the dead ship tow by the Carib Trader II or employees of Excelsior Holdings International. [Capt. Lorenz Davis Towage Assessment Survey on behalf of SVG MARAD of 1/3/2022, item #17, pg. 4]
- The mate did not ask you – contrary to the draft factual report/crew interviews that the mate spoke with you and asked you if their chief engineer could install a high-level bilge alarm system for the tow.
 - **Question: did anyone else from the Capt. Beau or P & L Towing and Transportation asked you or any of your employees (to your knowledge) offer to install a high-level bilge alarm system on the Carib Trader II for the tow?**
 - **If so, who asked...the chief engineer or someone else?**
 - **Who did they ask...you, the guard, or someone else?**

You were going let me know:

- **What time the Carib Trader II got underway from its berth on the Miami River on 03-Mar-2022?**
- **Confirm, at 2130 (from the Capt. Beau interviews) on 03-Mar-2022 in the Miami Turn Basin, the Capt. Beau took custody of the Carib Trader II.**
- **Provide 01-Mar-2022 receipt of items purchased at marine yard for the towing rig:**
 - **(2) lengths of 1¾ “ wire rope (to connect bridle to bitts/attachment points).**
 - **(2) length of 2” linked chain (chaffing gear for bridle through chocks).**
 - **Unknown number of 35-ton shackles.**
 - **(request certifications, if any were provided)**

I contacted P & L Towing and spoke to them about your concerns with the videos of the sinking:

- They said they think the damage to the port bow was probably caused by the Capt. Beau’s stern when they backed up to the port bow, recovering the piece of the port bridle hanging out of the port chock of the Carib Trader II, tie a bowline in the line, attached it to a shackle to remake the tow in the early morning hours of 06-Mar-2022 – the transcripts of the captain & mate interviews support it was under rough conditions.

- They believe the damage to the starboard bulwarks were caused by Capt. Beau dropping off the mate at about 0720 to dewater the engine room & picking up the mate at 1530 when it became apparent the Carib Trader II was going to sink – the transcripts of the captain & mate interviews support it was under rough conditions.
- I asked them to contact the accident captain to confirm, but I just review the first video before the sinking:
 - The “new pilot ladder...installed for esy access to the vessel while in tow”, appears in the video, screen shot attached just aft of the damage. [Capt. Lorenz Davis Towage Assessment Survey on behalf of SVG MARAD of 1/3/2022, item #19, pg. 4]
- The transcripts will be available in the public docket when the final report is released.

The hole aft of the damage on the port bow, I reviewed the attached video (you need something like “VLC media player” to watch the video):

- From 00:00 to 00:17, it look like it is an object on the hull, and not a hole.
- The object slides off the hull from 00:27 to 00:28.

Thanks for your input.

Jon

Best regards,

R. Jon Furukawa  Safety Investigator  [NTSB Marine Accident Reports](#)   


From: [munir mourra](#)
To: [Furukawa Robert](#)
Subject: Re: RFI - Carib Trader II (Capt. Beau tow) - Flooding/Hull Failure & Sinking
Date: Wednesday, March 1, 2023 8:43:54 PM
Attachments: [image001.png](#)

[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.

Dear Robert

THIS IS A TEXT MESSAGE I RECEIVED ON MY PHONE THE MORNING OF MARCH 6th, 2022 FROM P&L TOWING INFORMING OF THE SITUATION DEVELOPING WITH THE CARIB TRADER II.

IT IS A SCREEN SHOT OF THE MESSAGE WITH THE TIME STAMPED ON IT. I RECEIVED IT AT 7:11 AM MARCH 5th, 2022

REGARDS

MUNIR

On Wed, Mar 1, 2023 at 11:30 AM Furukawa Robert <[REDACTED]> wrote:

Munir,

Please provide information for the screen shot email that you sent:

Forwarded

Date: March 6, 2022

Time: 0711 EST

From: P & L Towing and Transportation

To: Excelsior Holding International

Subj: Fwd: Carid Trader

Sent

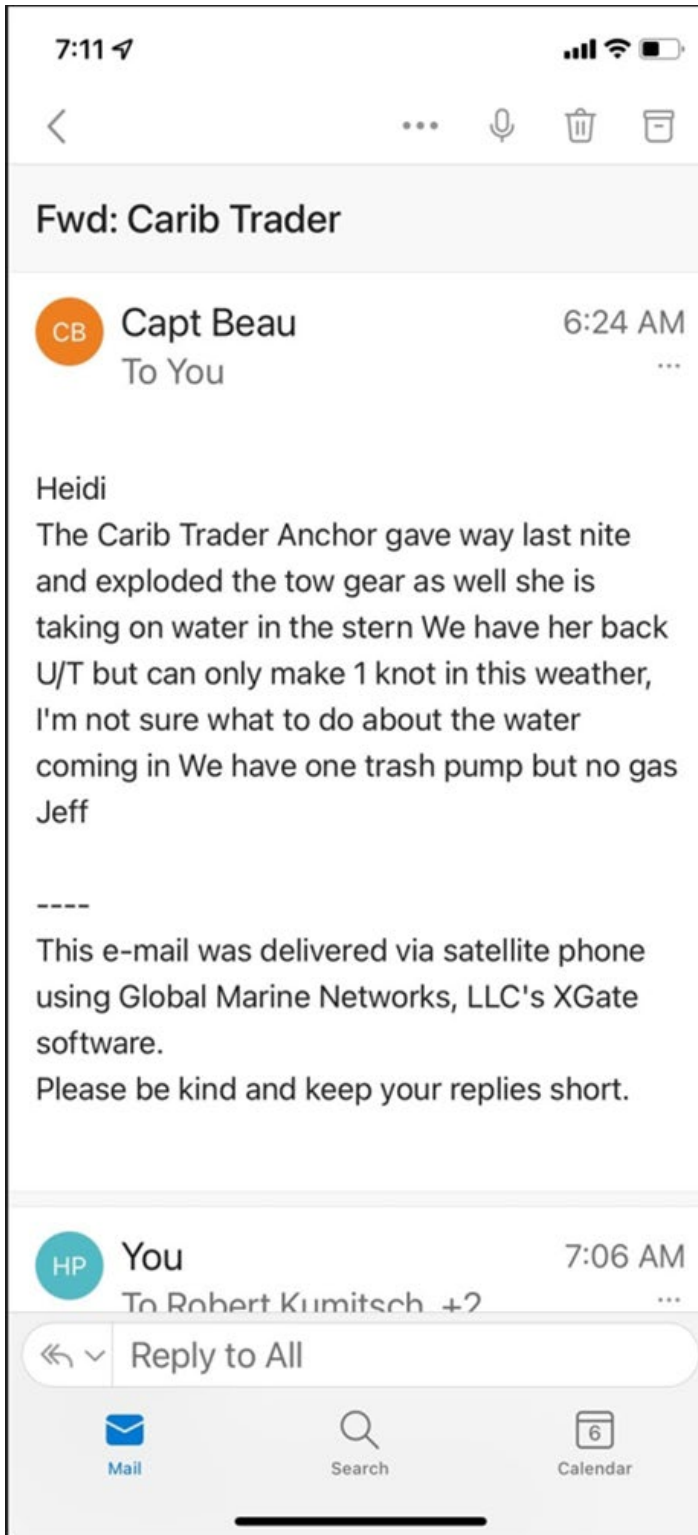
Date: March 6, 2022

Time: 0624 EST

From: Capt. Beau



To: P & L Towing and Transportation

Subj: Fwd: Carib Trader




Best regards,

R. Jon Furukawa  Safety Investigator  [NTSB Marine Accident Reports](#)   

From: munir mourra < >
Sent: Tuesday, February 28, 2023 8:28 PM
To: Furukawa Robert < >
Subject: Re: RFI - Carib Trader II (Capt. Beau tow) - Flooding/Hull Failure & Sinking

[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.

PLEASE SEE ANSWER BELOW

On Wed, Feb 15, 2023 at 10:42 AM Furukawa Robert < > wrote:

Munir,

I have a couple of questions and an RFI.

- **Marine salvage yard:**

- The mate of the Capt. Beau said you went to a marine salvage yard on or about 3/1/2022 with him to find components for the towing bridle.

- **Did you purchase the wires, chains, and 35-ton shackles for the towing bridle and have them delivered to the Carib Trader II?**

YES I DID PURCHASE THE SUPPLIES

- **If so, please email me a copy of the receipt of what was purchased.**

- **Port anchor:**

- The port anchor was seated in the hawsepipe and secured on the bow with chain, straps and “a type of dog that screws down on the chain.”

- **Was the port anchor secured on the brake and/or the stopper/turnbuckle?**

YES

- **Did you have the port anchor secured with the chain, straps & dog?**

YES

- **What was the weight of the port anchor?**

1500#

- **How many shots of chain did the port anchor have?**

9

- **Starboard anchor:**

- **What date (on or about) was the starboard anchor lost?**

ON OR ABOUT FEB 28, 2020

- **How was the starboard anchor lost?**

FROM MIAMI ANCHORAGE

- **Forward & Aft Masts:**

- After the mate began pumping out the engine room, he went to the bow and noticed the Carib Trader II forward mast on the bow and aft mast (above the bridge?) were both knocked down.

- **Were the forward & aft masts put on the deck before the Carib Trader II began its dead ship tow on 3/3/2022?**

NO

I'm going to try to send out the draft factual report for technical review tomorrow by COB.

Cheers,

Jon

Best regards,



CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.