

From: [Furukawa Robert](#)
To: [munir.mourra](#)
Subject: FW: Phone Conversation of 01-Mar-2023; Question about anchor chain and Sector Miami Dead Ship Tow Plan & reminder to send marine salvage yard receipt - last dry dock report & diver's report
Date: Wednesday, March 22, 2023 11:29 00 AM
Attachments: [image001.png](#)
[image002.png](#)
[3 - Anchor n Mooring Chain - Washington Chain n Supply - 2023-02-27.pdf](#)
Importance: High


Hey Munir,

Just following up, to see if you can find the request for information: anchor chain, drydock, receipt & 2 Q's.

Cheers,
Jon

Best regards,

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

From: Furukawa Robert
Sent: Monday, March 20, 2023 8:56 PM
To: munir.mourra < >
Subject: RE: Phone Conversation of 01-Mar-2023; Question about anchor chain and Sector Miami Dead Ship Tow Plan & reminder to send marine salvage yard receipt - last dry dock report & diver's report
Importance: High

Munir,

Another question for the *Carib Trader II's* anchor chain.


The chain used as chaffing gear was size **2-inch diameter**; type **open link mooring chain**.

You said the *Carib Trader II* port anchor was 1,100 lb and had 9 shots of chain. **For the *Carib Trader II's* port anchor chain:**

- **What was the size (inches diameter)?**
- **What was the type (Di-Lok forged steel stud link or welded stud link)?**

Best regards,

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

From: Furukawa Robert
Sent: Monday, March 20, 2023 2:26 PM
To: munir.mourra < >
Subject: RE: Phone Conversation of 01-Mar-2023; Question about anchor chain and Sector Miami Dead Ship Tow Plan & reminder to send marine salvage yard receipt - last dry dock report & diver's report

Munir,

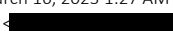
Was hull thickness recording taken during the *Carib Trader II* last dry dock of February 16, 2018? If so, please email me the drydocking results.

Please email me the dates the underwater hull inspection by divers was done and the hull inspection report.

Thanks,
Jon

Best regards,

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

From: Furukawa Robert
Sent: Thursday, March 16, 2023 1:27 AM
To: 'munir.mourra' < >

Subject: RE: Phone Conversation of 01-Mar-2023; Question about anchor chain and Sector Miami Dead Ship Tow Plan & reminder to send marine salvage yard receipt

Importance: High

Hey Munir,

Have you found the marine salvage yard receipt dated on/or about 3/1/2022 for the purchase of the wires, chains, and shackles for the Carib Trader II bridles connecting from the bitts through the chocks to the bridle lines?

And if you can answer the two questions below.


Cheers,
Jon

Best regards,

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

From: Furukawa Robert

Sent: Friday, March 10, 2023 6:16 PM

To: munir mourra <

Subject: RE: Phone Conversation of 01-Mar-2023; Question about anchor chain and Sector Miami Dead Ship Tow Plan & reminder to send marine salvage yard receipt

Importance: High

Munir,

To answer your questions (see explanation below image):

1 – I believe the AIS supports the loss of tow, recover of tow line, turn to go after tow drifting to the west. I sent you all the AIS reports I received from USCG Navigation Center.

2 – There is no evidence that the Carib Trader II ran aground.

3 – I don't know why the mate said the masts were broken, I can see the forward and aft masts on the Carib Trader II first sinking video.

4 – The deckhands, chief engineer and VP of Operation were interviewed.

The chain used as chaffing gear in the photos is open link mooring buoy chain – not stud link anchor chain, see attached Washington Chain & Supply Catalog for description.

- **Question: At the marine salvage yard, why did you and the mate get open link buoy mooring chain instead of stud link chain?**
- **Reminder: email me the receipt for wire, chains & shackles purchased at the marine salvage yard for the dead ship tow of the Carib Trader II.**

We questioned why the Sector Miami Dead Ship Tow Plan had “Not Necessary” & “NA” for:

All watertight doors above deck secured. **NOT NECESSARY**

All sea valves closed and secured with wire: **NA**

P & L said they did not review the Sector Miami Dead Ship Tow Plan (Carib Trader II), with planned tow dates 2/19 to 2/23/2022, attached.

P & L said that you emailed the Sector Miami Dead Ship Tow Plan (Carib Trader II) the USCG on 2/11/2022, and informed P & L on 3/6/2022, attached.

P & L provided the Sector Miami Dead Ship Tow Plan (Ken C-1), with 9 crew members onboard the Ken C-1 and made sense if the towed vessel had crew onboard making rounds.

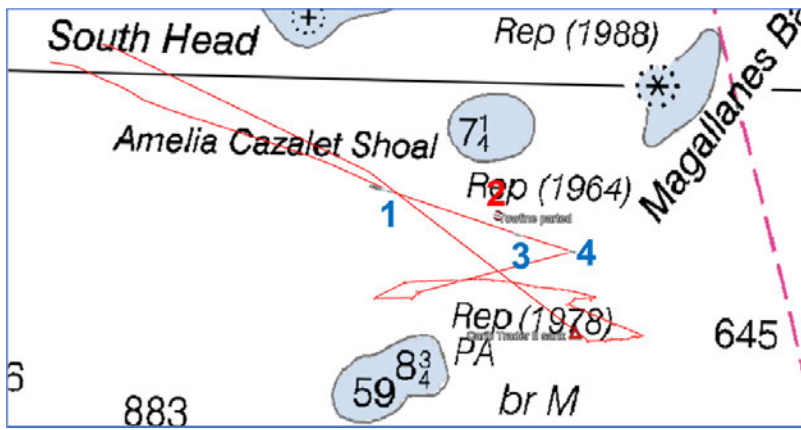
I see in the Towage Assessment Survey on behalf of ST&G Marad dated 1/3/2022:

5. Deck openings, engine room vents, forepeak vents, crew quarters windows and access hatches were closed and secured.

16. Sea chest valves closed

- **Question:**
 - **Why was P & L not given an opportunity to review the Sector Miami Dead Ship Tow Plan before it was submitted to the USCG?**

4 posits: #1 AIS, #2 reported posit when towline parted, #3 AIS & #4 AIS.



Capt. Beau reported 3/6/2022 0035 local at 21°55'N 076°15'W (Posit #2) time & posit when towline parted.

USCG NAVCEN sent AIS history report for Capt. Beau on 3/6/2022 beginning at 0137:44Z until 1143:17Z. During the 10hr-06min period, 178 AIS posits were received from the Capt. Beau. (Carib Trader II was deadship/no power – not transmitting an AIS signal).

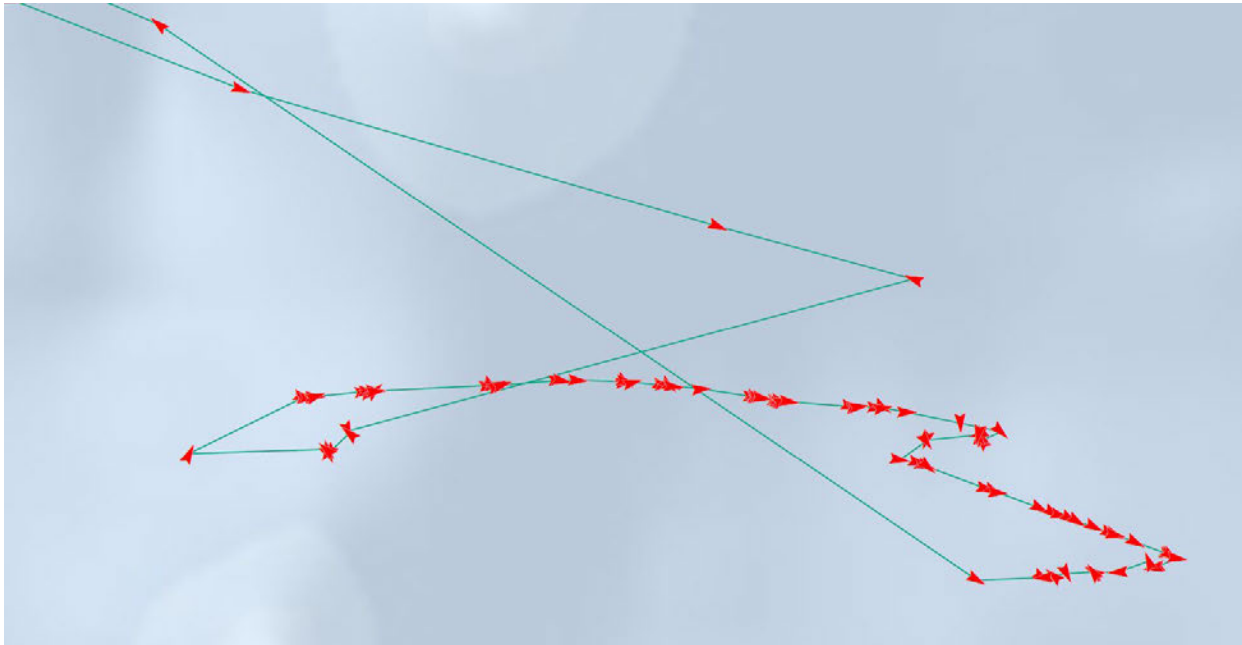
Deadship Tow Plan: 6kt undertow speed.

Plotted posit Capt. Beau reported when the towline parted.

Then selected AIS posits prior to and after the towline parted.

Selected the next AIS posit, which happen to show Capt. Beau had turned around.

- #1 - 3/6/2022 0447:09Z (3/5 at 2347 EST), last AIS posit prior to reported time of towline parting, COG 108.3° SOG 3.4kt
- #2 - 3/6/2022 at 0535Z (3/6 at 0035 EST), time Capt. Beau reported on CG2692, the towline parted.
- #3 - 3/6/2022 0557:14Z (3/6 at 0057 EST), first AIS posit after reported time of towline parting, COG 112.7° SOG 4 6kt
- #4 - 3/6/2022 0641:45Z (3/6 0141 EST), next AIS posit, COG 290.5° SOG 0.7kt



Q: Why is COG & SOG at Position #3 is like COG & SOG at Position #1?

- If tow was lost at 0035, Capt. Beau could not turn around to chase the tow with towline trailing in the water.
- Capt Beau recover towline first – slowed speed & stayed on same course to recover towline while tow drifted to the west.

Q: COG & SOG at Position #4 is significantly different from COG & SOG at Positions #1 and #3.

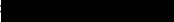
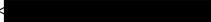
- Capt Beau was recovering the last part of the towline around Position #4 and was turning to head toward the Carib Trader II, which had drifted to the west, to recover the tow.

The loop to the west must be the Capt Beau approaching and going along side the Carib Trader II to reestablish control.
The tow was recovered at 0400 [log book]

The many positions tracking to the west would be the Capt Beau towing Carib Trader II under bare steerage.

Best regards,

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

From: munir mourra <>
Sent: Wednesday, March 8, 2023 10:38 PM
To: Furukawa Robert <>
Subject: Re: Phone Conversation of 01-Mar-2023

[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

Thanks and sorry for the late reply. I was out,

1- Looking at the AIS positions, if the lines parted at position 2 on the report then what was the position of the Carib Trader II (CT) at that time. Definitely the CT was not at the stern of the CAPT BEAU when we observe the path taken by the CAPT BEAU supposedly after the lines parted at position 2 of the schematic provided in the report. This is further evidence that the vessel was not being monitored as required, The vessel was not in a proper towing path. Are AIS position reports for the prior day of navigation available?

2- Looking at the voyage plan that I received from your office, I can observe that the capt Beau was sailing very close to the bank while certain area of the bank had between 6 to 10 ft of water depth, The CT was drawing around 12 ft at the stern. She was very close to Mucaras REEF and Labanderas Reef which have less than 10ft of water depth.

The broken forward mast, Navigation mast on the Bridge were observed down by the Chiefmate when he boarded the ship after the broken tow line incident while when the CT left Miami all were there intact.

The vessel must have sustained a substantial force for all this to happen and for the vessel to suddenly be taking on water, All this leads to a probable grounding over reef while under tow.


3- From our previous discussions on the damages sustained by the vessel, I surely understand that the conditions were rough but still is not clear as to the sequence of events. The vessel sustained a substantial force for all these things to happen. Broken mast forward and aft, sudden flooding after 2 days of navigation, towline breaking...

4- I believe the Deckhands, the Chief Engineer, Port Captain and the Port Engineer need to be interviewed if it was not done.

Best regards

Munir

P.S. Please see attachments

On Thu, Mar 2, 2023 at 11:16 AM Furukawa Robert <> wrote:

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 1½ " wire rope (to connect bridle to bits/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,

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

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