

From: [John Tomlinson](#)
To: [Furukawa Robert](#)
Cc: [Heidi Payne](#)
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used? - Questions bridle lines" length & ends; use of 35-ton/50-ton shackles; tow/fish plate used??
Date: Wednesday, March 29, 2023 4:25:03 PM
Attachments: [image001.png](#)
[image002.png](#)
[CB CT Tow Diagram - JPT ver 0.pdf](#)

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Jon,

Please see attached tow diagram I drafted based on my discussions with crew.

Regarding Munir's statement "were chosen and approved by the captain through the mate," the Mate (Wes) asked for larger gear and was told what was selected was fine (by Munir).

Please let me know if you have any questions.

Regards,

John Tomlinson
Vice President/Commercial Director
P and L Towing and Transportation, Inc.
A Certified Woman Owned Small Business
UEI Number: [HXYLQKTX94L4](#)
BIMCO Registration: 180524

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From: Furukawa Robert <[REDACTED]>
Sent: Tuesday, March 28, 2023 12:53 PM
To: John Tomlinson <[REDACTED]>
Cc: Heidi Payne <[REDACTED]>
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used? - Questions bridle lines' length & ends; use of 35-ton/50-ton shackles; tow/fish plate used??
Importance: High

Hey John.

How's it going with the diagram of the actual towing rig?

Munir responded that he's still looking for the receipt from the marine salvage yard, but he added that the items purchased (wires, chains, and shackles) "were chosen and approved by the captain through the mate."

I'll be in a meeting this afternoon from 1400-1500 for another casualty.

Cheers,
Jon

Best regards,

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

From: Furukawa Robert
Sent: Friday, March 17, 2023 7:24 PM
To: John Tomlinson <[REDACTED]>
Cc: Heidi Payne <[REDACTED]>
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used? - Questions bridle lines' length & ends; use of 35-ton/50-ton shackles; tow/fish plate used??
Importance: High

John,

This is confusing and has changed. I need a diagram for it to make sense and to nail down how the towing rig was put together. I'll use it to replace the vessel manager diagram of the towing rig in the accident report.

Please provided a diagram of the actual towing rig with parts & connections labeled.

To help, attached are:

- The diagrams that the vessel manager drew, and Capt. Jeff edited during his interview.
- The email that Capt. Jeff reported what towing rig equipment was lost that I got latter on from the USCG.

It will be better to have an attachment to show how the towing rig was assembled, because it'll take awhile to write out an explanation of the towing rig. This is how I'm following that the towing rig was set up.

In **bold black** are the towing rig equipment parts that Capt. Jeff reported were lost.

In **bold green** are item that I think the vessel manager bought on 3/1/2022 at the marine salvage yard for the towing rig.

In **bold blue** are parts that Capt. Jeff did not report lost in his email.

- 2 renewed bits on *Carib Trader II* port and starboard bow – vessel attachment points for the towing bridle.
- **2 (?-foot) 1¾-inch wire ropes** – looped over the bits to connect the bridle to the vessel.
- **2 35-ton shackles** – used to connect the 1¾-inch wire ropes to the 2-inch chains.
- **2 (?-foot) 2-inch open link chains** – used to pass through chocks as chaffing gear for the bridle.
- **2 35-ton towing shackles** – used to connect the 2-inch chains to the towing bridle lines at the bridle line thimble end.
- **2 75-foot 6" spectra line bridles thimbles on one side soft eye on the other.**
 - **Did he mean: 2 80-foot 1¾-inch Hyper12 with hawser thimble x 3-foot eye? (2 80-foot 1¾-inch Hyper-XII Blue line, thimble x 3-foot river guard eye with 15-foot river guard below eye then a 2¼-inch x 20 (foot) Hyper-XII Blue line thimble x 3-foot eye no cover spliced to the 1¾-inch line on eye end. The entire length of the 2¼-inch line was covered with chaffing gear).**
 - First thought to be: 2 75-foot 1¾-inch diameter Amsteel Blue with 4-foot covered eye one end and thimble (at the) other end – from the first bridle certificate submitted.
- **2 55-ton towing shackles** – used to connect bridle lines' soft eye end to a 75-ton shackle.
- **1 75-ton shackle** – used to connect the bridle lines' 55-ton shackles to the double 9-inch nylon line with thimbles (shock line/donut).
- **1 12-foot doubled 9" nylon with thimbles (shock line)** – donut.
- **1 75-ton shackle** – used to connect the shock line/donut to the poured socket end of the 2,000 foot 2-inch towing wire rope.
- **1 2000-foot 2-inch towing cable with a socket.**

- **1 full set of solar powered running lights port starboard and stern**

All that was listed in the tech review correction was \$52,700 lost property:

- \$40,000 tow wire
- \$10,300 spectra bridle
- \$2,400 replacement deck line

Do you want to change the amount of lost property to include the value of:

- **2 35-ton towing shackles?**
- **2 55-ton towing shackles?**
- **2 75-ton towing shackles?**
- **1 set of solar powered towing lights?**

The tow diagram drawn by the vessel manager has the tow wire scope 800 to 1,200 feet.

- **What was the scope of the tow wire when the bridle parted?**

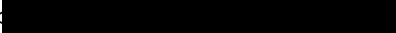
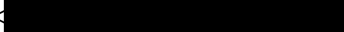
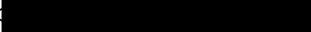
You confirmed in the response below, that the vessel manager purchased 2 35-ton shackles for the tow rig.

The vessel manager has not answered my request for a receipt of what was purchased at the marine salvage yard.

- **What was the length of the 1¾-inch wire ropes used to go around the bitts/attachment points?**
- **What was the length of the 2-inch open link chains used as chaffing gear for the chocks?**

Best regards,

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

From: John Tomlinson <>
Sent: Thursday, March 16, 2023 9:24 PM
To: Furukawa Robert <>
Cc: Heidi Payne <>
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used? - Questions bridle lines' length & ends; use of 35-ton/50-ton shackles; tow/fish plate used??

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Good Evening Jon,

See below responses in **Red** as well as certificate for bridle attached.

Thank you and let me know if you need clarifications.

Regards,

John Tomlinson
Vice President/Commercial Director
P and L Towing and Transportation, Inc.
A Certified Woman Owned Small Business
UEI Number: [HXYLQKTX94L4](#)
BIMCO Registration: 180524

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From: Furukawa Robert <[REDACTED]>
Sent: Monday, March 6, 2023 5:32 PM
To: John Tomlinson <[REDACTED]>
Cc: Heidi Payne <[REDACTED]>
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used? - Questions bridle lines' length & ends; use of 35-ton/50-ton shackles; tow/fish plate used??
Importance: High

John,

Equipment lost:
1 12 foot doubled 9" nylon with thimbles (shock line)
2 55 ton towing shackles

2 35 ton towing shackles
2 75 foot 6" spectra line bridles thimbles on one side soft eye on the other.
1 full set of solar powered running lights port starboard and stern
2000 foot 2 inch towing cable with a socket

- Was a **tow/fish plate** used to connect the bridle ends to the towing wire's grommet/donut/shock line? **A "donut" was used.**

The receipt says:

"Quantity: 2; Item: HYPER-XII BLUE LINE;

1-3/4 X 80 HYPER-XII BLUE LINE THIMBLE X 3' RIVER GUARD EYE WITH 15FT RIVER GUARD BELOW EYE THEN A 2-1/4 X 20 HYPER-XII BLUE LINE THIMBLE X 3' EYE NO COVER SPLICED TO THE 1-3/4 LINE ON EYE END. On The 2 1/4" spectra the entire line should be covered"

Am I reading for the bridle length & ends?:

Length:

- **80ft** Hyper-XII Blue Line; the last 20ft of the (80ft) 1¾" line splice with 20ft of 2¼" line? **Per Certificate, total length was 80 feet – see attached and sent in previous email. I believe there is a transition thickness due to splicing.**
- Or **100ft** Hyper-XII Blue Line = 80ft (1¾" line) + 20ft (2¼" line)?

Cover: no cover spliced to the 1¾" line on eye end; the 2 1/4" spectra the entire line should be covered

- **Does "cover" mean the fire hose covering used as chaffing gear for lines? "Cover" mean chaffing gear, specifically River Guard, stitched around the areas in the description. This chaffing protection looks like fire hose material, but was not made of used fire hose, but is purpose made material. The gear covered the three feet of eye as well as 15 feet below the eye.**

One end: 1¾" thimble x 3ft "river guard" eye with 15ft "river guard" below eye.

- Does this mean that this end can either use the 15ft eye to go over the tow's attachment point (bitts) or could be connected to a shackle using the thimble to the 2" chain used as chaffing gear? **The bridle had thimbles on one end and eyes with River Guard on the other end. The thimble portion was shackled to the chain (used as chafing gear) which was attached to the bow of the Carib Trader.**
- If used to connect to chain using shackle, **the bridle would be shortened by 15ft:** from 80ft to **65ft** or from 100ft to **85ft**.? **Bridle was not shortened at all. Both legs stayed at 80 feet long.**
- **What does "river guard" mean? I believe it is the brand/material used for the chafing gear/cover.**

Other end: 2¼" thimble x 3ft. (plus **35-ton/50-ton Shackles and Tow/fish Plate**)

- Was a tow/fish plate used to connect the end of the bridle lines to the grommet/donut/shock line at the end of the towing wire? **2 x 55 ton shackles were connected to 1 x 75 ton shackle**

connected to donut connected to 1 x 75 ton shackle connected to the poured socket on the end of the towing wire. 75 ton shackles were used as a large “throat” was needed to make up to donut and pour socket.

- Was a **50-ton shackle** used to connect each bridle line’s 2¼” thimble to the tow/fish plate? **See previous answers**
- How was the tow/fish plate connected to the grommet/donut/shock line? **See previous answers**
 - Was a **third** 50-ton shackle used to connect the tow/fish plate to the grommet/donut/shock line at the end of the towing wire?
 - A **35-ton shackle** or rigged another way?
- Or if a tow/fish plate was not used, how were the 50-ton shackles used to connect the bridle lines to the grommet/donut/shock line end of the towing wire? **See previous answers**
- Four **35-ton shackles** (2 ship’s and 2 bought by Munir) were used to connect (from Carib Trader II to Capt Beau) 1¾” wire to 2” chain; 2” chain to bridle line’s 1¾” thimble end? **All I am aware of is the 2 x 35 ton, 2 x 55 ton, and 2 x 75 ton used in the rigging make up. I do not know why the 2 x 75 ton were not added on the list for the rigging that was lost. Per my conversations with crew, they were used and were always used in this fashion for previous jobs.**
- Were any other 35-ton shackles used for the rig & how were they used? **2 x 35 ton (supplied by Munir) used to connect the chain to the thimble ends of the bridle legs. Per you previous question, I am assuming another set of 35 ton were used to secure the chain on the bow of the Carib Trader.**
- What connected the grommet/donut/shock line to the towing wire? A 35/50-ton shackle, the socket at the end of the towing wire, or another way? **See previous answers**

The mate said when retrieving the towing wire & bridles, that he saw that one of the bridle (port) lines eye parted and the other bridle (starboard) chain parted – some 2” chain recovered and about 2-3ft of 2” chain hanging out of the starboard chock.

The port bridle would have parted at the 2¼” thimble 3ft eye because the chain/bridle line was hanging out of the port chock into the water. The mate recovered the bridle line from the water and tied a bowline in it. **I don’t believe the port bridle parted exactly AT the thimble eye because if that were the case, I do not believe there would have been enough material to tie the bowline. However, it has reported and documented that the port bridle leg parted.**




Minimum breaking strength of 12-strand 1¾” diameter HYPER-XII BLUE LINE is 302,000 lb (151 tons) if eye/thimble strength is 100%.

- Less than 302,000 lb if eye/thimble strength is not 100%. **See certificate sent in previous email as well as attached to this email. BS for the bridle per manufacturer/supplier is 302,000 LBS.**

Thanks,
Jon

Best regards,

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

From: John Tomlinson < >
Sent: Friday, March 3, 2023 10:20 PM
To: Furukawa Robert < >
Cc: Heidi Payne < >
Subject: RE: Towing bridle - please review; were 35-ton or 55-ton shackles used?

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Rob,

In the rigging certificates submitted to you, I believe you have the wrong certificate for the bridle. I believe that bridle (ordered Feb 2020) was disposed of after chaffage from a previous job.

See attached order from 4/23/2021. I cannot find the actual certificate at the moment I have provided but the order/invoice. I have sent an email out to the supplier now. Also attached are the breaking strengths per diameter for the Hyper XII material. Note that 1 3/4 is 302,000 lb BS.

See also attached correspondence from the crew inventorying the rigging lost in the incident from 3/7/2022. This was sent from the Capt. Beau satellite email. The account was transferred from the Tug Hercules hence why the name is in the email but it is in fact used by the CB. The inventory says "2 75 foot 6" spectra line bridles" but the order says 80 feet. It also says 6" in the inventory which should be the circumference. A 6" C is about 2" in diameter while 1 1/4 diameter is 3 3/4 inches in circumference.

In the same email, it is listed that 2 x 55 ton shackles and 2 x 35 ton shackles were used. I assume we supplied the 55 ton shackles on our end as we were able to provide you with the certificates. I assume that Munir bought the 35 ton shackles as we do not have these and he told you he bought gear and would supply you with the information. The statement of fact will need to be amended to reflect 35 and 55 ton.

Regards,

John Tomlinson
Vice President/Commercial Director
P and L Towing and Transportation, Inc.
A Certified Woman Owned Small Business

UEI Number: [HXYLQKTX94L4](#)

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From: Furukawa Robert <[REDACTED]>
Sent: Monday, February 13, 2023 4:40 PM
To: John Tomlinson <[REDACTED]>
Subject: Towing bridle - please review; were 35-ton or 55-ton shackles used?
Importance: High

John,

Is this correct:

On January 15, 2022, a proposal was signed for the *Capt. Beau* to tow the *Carib Trader II* dead ship from Miami to Gonaïves, Haiti on February 2. About 2 days before getting underway (March 1), the crew of the *Capt. Beau* boarded the moored *Carib Trader II* on the Miami River to inspect the vessel and rig the towing bridle. The *Capt. Beau* chief engineer said he asked if he should set up a visual flooding alarm in the engine room, but the vessel manager declined as both sea chests were closed. The starboard anchor was missing, and the port anchor was secured with three ½-inch slings. A 1¾ inch wire was secured to the port and the starboard mooring bits; because of concerns with chaffing in the chocks, each wire was connected to 2-inch chain with a 35-ton shackle (all connections with 35-ton [no certs?] or with 2½-inch 55-ton? [inspected February 10, 2014]), the chain ran out through the mooring chocks, and each chain was connected to a 1¼-inch 75 ft length of Spectra® (polyethylene) line (minimum break strength 149,000 lbs. certificate of compliance dated February 24, 2020) with a 35-ton shackle. At the end of each port and starboard spectra line, was a 35-ton shackle and a third 35-ton shackle connected the port and starboard lines together to form the towing

bridle and the connection point to the stern 2-inch towing wire of the *Capt Beau*.

- The interview said **35-ton** shackles were used for connections, but the certificates sent were for 2½-inch **55-ton** shackles. Did the tow use **35-ton or 55-ton shackles?** If 35-ton shackles were used, please send the certificates/inspection reports.

Best regards,

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


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