


# Sector Miami Dead Ship Tow Plan:

## I. Dead ship and owner/agency details:

a. Dead ship owner or agency: **GIA INTERNATIONAL LTD S.A.**

- Representative name and contact information **MUNIR MOURRA** 

b. Dead ship:

- Name: **KEN C-I**
- Official number or documentation number: **IMO# 7710264**
- Vessel owner/operator: **GIA INTERNATIONAL LTD. S.A.**
- Vessel class/type/designation: **GENERAL CARGO**
- Call sign: **J8QI4**
- Flag: **ST. VINCENT AND THE GRENADINES**
- Length, breadth, depth: **74.52M/ 14.00M/ 6.45M**
- Navigational draft: **APPROX FW: 2.3M AFT: 3.4M**
- Air draft: **22M**
- Displacement: **NA**
- Location, soundings, and quantities of oil and hazmat: **APPROX .LUB/HYD. OIL : 600 GALS D.O: 5000 GALS**
- Points of attachment :**BOW PORT AND STARBOARD**

- Ability of the vessel to anchor, maintain emergency lighting, and establish capstan/windless operations : **ALL AVAILABLE**
- Condition and operability of firefighting and dewatering equipment  
**ALL AVAILABLE**
- The number of personnel who are to remain on the moved vessel during the evolution and the type and location of primary lifesaving equipment for each person  
**CREW: 9 MEMBERS ON BOARD - ALL LIFESAVING AVAILABLE**
- Depending on the type of movement the conditions below might or might not be warranted:
  - The dead ship's tailshaft(s) locked to prevent freewheeling and vibration. **NA**
  - The rudder locked.: **NA**
  - All large, loose gear secured.: **YES**
  - All cranes/booms secured.: **YES**
  - All hatch covers secured.: **YES**
  - All double bottom/voids/cofferdam hatches secured. **NA**
  - All watertight subdivision doors and **hatches secured**.: **YES**
  - All watertight doors above deck secured. **NOT NECESSARY**
  - All air ports and side ports secured. **NOT NECESSARY**
  - All sea valves closed and secured with wire. **NA**
  - Forepeak tank secured, with no fuel in tank. **YES**
  - Free surface effect minimized. **YES**
  - Proper navigation lights and dayshapes rigged for entire voyage. **YES**

c. Towing Vessel(s):

- Number and type (conventional or tractor) of tugs and horsepower/bollard pull to maintain control of the dead ship at all times, including assist tugs

Name OF TUG : **CAPT BEAU**

Official number or documentation number: **631574**

Vessel owner/operator

**P and L Towing and Transportation, Inc.**

Vessel class/type/designation

**Towing Vessel, Coastwise/Registry/Oceans Permitted**

Call sign: **WDG5150**

Flag: **USA**

Length, breadth, depth: **97.4 ft x 26.8 ft x 12.3 ft**

Navigational draft: **14.0 ft**

Air draft: **48.0 ft (approx.)**

Displacement: **N/A**

Where assist tugs will provide assistance if not making entire transit

**Tug will make entire transit from Miami, FL to vessel position adrift, and then back to Miami ANCHORAGE, FL with vessel undertow.**

d. Towing configuration (stern, push, side) (surge chain, long chain):

- Ground tackle details:

Diameter of tow wire: **2-1/8 inches**

Length of tow wire: **2,200 feet (approx.)**

Emergency wires rigged (location, type)

**Spectra Hawser located astern (to be attached to H-bit)**

Moving condition (single/double drum): **Single Drum**

Length and position of tows

**Dead Ship to be towed astern in open water; length of tow greater than 200 meters and per Towing Master's discretion**

**Dead Ship to be made up to "hip" of Towing Vessel in confined waters and per the Towing Master's discretion**

Points of attachment

**Bridle/Towing Gear to be made up through the Dead Ship forward mooring gear/ports per the Towing Master's discretion**

e. Voyage Information:

- Place of departure and destination: **Tug departing Miami, FL enroute to estimated location of Dead Ship (approx 115 NM SE of Miami, FL)**
- Primary and alternate time and date of expected departure and arrival: **Towing vessel departure at 0830 7/8/2020. ETA to dead ship 2000 7/8/2020. ETA back to Miami, FL with Dead Ship in Tow 1200 7/9/2020.**
- Intended track line: **Upon departure from Miami, FL sea buoy, Towing Vessel intended track on a SE'ly course at approximately 10 kts SOG.**

Review navigational clearances along the proposed route to accommodate vessel specifications.

- Channel width: **Miami River dictating at 65 feet**
- Navigation draft: **maximum draft 14 feet (approx.) dictated by the Towing Vessel**

- Air draft: **maximum air draft should be 48 feet (approx.) dictated by the Towing Vessel**
- Lock/canal: **N/A**
- Structure gates: **various draw bridges on the Miami River**
- Critical infrastructure
  - Marine construction projects along the proposed route that might reduce clearances: **First Street Bridge construction project on the Miami River**
  - COTP zones passed through: **SECTOR MIAMI**

II. Designated emergency grounding areas: **Miami/Biscayne Outer Anchorage area**

III. Purpose of dead ship movement: **M/V Ken C I lost and cannot recover its main propulsion/plant**

IV. Date of last drydock or underwater inspection: **Towing Vessel last hauled out of water 2018; last visual of hull done by crew June 2020 with no major issues observed.**

V. Pilot organization to maneuver the vessel: **Biscayne Bay Pilots**

VI. Maximum weather parameters (i.e., dead ship tow will not commence if any of the parameters are exceeded, or are forecasted to be exceeded during the planned movement):

- Winds: **above 25 kts sustained**
- Currents: **greater than 3 kts**
- Visibility: **less than 2NM**
- Tides: **N/A**

- Inclement weather plan: **See above; also any sea state/swells great than 8-10 ft.**

VII. Communications plan, based on the route and complexity of the movement, to notify the Captain of the Port of departure and arrival: **P and L Towing will notify the USCG via satellite phone or via VHF CH. 16**

VIII. A timeline of events of the overall operation:

**7-7-2020 @ 2330: P and L Towing contacted by vessel owner representative to provide towing services to recover M/V Ken CI**

**7-8-2020 @0030: P and L Towing hired by vessel owner representative to assist in vessel recovery**

**7-8-2020 @0830: P and L Towing Vessel “Capt. Beau” departs Miami, FL en route to Dead Ship**

**\*7-8-2020 @2000: “Capt. Beau” to arrive at dead ship and make tow**

**\*7-8-2020 @2200: “Capt. Beau” to be underway with dead ship in tow**

**\*7-9-2020 @1200: “Capt. Beau” to arrive with dead ship undertow at Sea Buoy or outer anchorage of Miami, FL to pick up BB pilot as well as coordinate hand-off of dead ship to Hempstead Towing to deliver dead ship to final destination on Miami River**

**\*7-9-2020 @1500: “Capt. Beau” to be return to P and L Towing facility on Miami River**

**(\* = estimated time or approximation)**

IX. Diagram of towing arrangement and transit route:

