

Statement – M/V CARIB TRADER II – MST1 [REDACTED]

On February 24, 2022 I attended the M/V CARIB TRADER II located on the Miami River, FL to conduct a verification of the Towage Assessment Survey conducted on December 4, 2021 and January 3, 2022 by Lorenz Davis of St. Vincent and the Grenadines.

Conducted walks of deck area, engine room, accommodation spaces, and bridge. Hatch covers for the cargo holds were observed closed and there was no cargo observed on board. There was excessive rust observed on the exposed deck areas however no wastage regarding the possibility of water intrusion or any structural conditions was a concern. The vessel did not have electrical power, only a single extension cord from the pier was powering minimal electrical appliances for the single person staying onboard. The engine room was completely dark with no ventilation running. The steering gear was secured amidships using wooden blocks and welded pipes. An insignificant amount of water was observed in the engine room bilge with no observations of any active water leaks or intrusion.

The observed condition of the vessel was found as represented in the Towage Assessment Survey. Captain of the Port Order 7091023 Amendment 6 was therefore issued to the vessel.

[REDACTED], MST1

M/V CARIB TRADER II

ENS [REDACTED] Statement

02MAY2022

On 24FEB2022, I attended the CARIB TRADER II with ENS [REDACTED] and MST1 [REDACTED] for a dead ship tow exam. MST1 [REDACTED] was the team lead and I was PSCE qualified at the time of the exam. The overall condition looked very weathered, as compared to all Miami River vessels due to age/ exposure to the elements / limited maintenance. There was zero power to the ship at the time and the engine room was completely dark; it would have been extremely difficult to maneuver without our flashlights. I recall seeing about 1-2 inches of water in some areas of the bilge, however not enough to bring alarm. Our team questioned Mr.Munir, the vessel agent, about the water in the bilge and he claimed it was coolant water that had drained when the crew was deconstructing machinery. He stated since there was no fuel onboard, they could not power their bilge pumps to remove the existing water. No cargo was observed onboard. The rudder had been blocked/ secured as stated by the vessel's dead ship tow plan. This statement has been written to the best of my knowledge.

5/2/2022

X

ENS [REDACTED]

ENS

Signed by: [REDACTED]

M/V CARIB TRADER II Written Statement

On Thursday February 24th of this year, ENS [REDACTED], MST1 [REDACTED] (team lead), MST2 [REDACTED], and I attended the M/V CARIB TRADER II to verify items mentioned in the dead ship tow survey and to present the vessel with a Captain of the Port order. Prior to attending, we were aware that the vessel was not in service and did not have any fuel on board to support any of the systems on board (lifesaving, power, firefighting, etc.).

We conducted a dock walk prior to boarding and did not note any conditions that would allude that the vessel was not seaworthy for the intended voyage to the Caribbean. After passing through vessel security, we boarded the vessel via an embarkation ladder and began our inspection. We went into all technical spaces, deck, and most accommodation spaces. The vessel did not have fuel to power any part of the ship. The only power that was supplied to the ship was through a single extension cord from the facility which powered a single lamp in the passenger hallway. Below deck was completely dark. There was no light source during the engine space examination and we relied solely on the flashlights we took on board. We checked below the deck plating throughout the engine room to visually inspect for signs of deterioration and water ingress. There was at most 2-3 inches of water in select areas of the bilge which was explained by the crew as technical water from various cooling systems that had be dismantled during the removal of fuel and general maintenance. Nothing stood out in the below deck spaces that would lead me to believe the vessel was at substantial risk of flooding or sinking; it was in typical condition for a Miami River boat of that age. The deck and bridge exam yielded similar results. There was no cargo on board at the time of the exam. The COTP order was issued and the vessel was then permitted to depart according to their dead ship tow plan.

We used the dead ship tow survey and tow plan to manage our exam flow and identify items to verify during the exam. Considering the time that has elapsed since these events, the content of this statement and the MISLE activity are accurate to the best of my knowledge.

Please let me know if you have any further questions.

ENS [REDACTED]
[REDACTED]