



U. S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name:	Jeff McCameron	Employer Name:	P & L Towing & Transportation Inc
Street Address:	[REDACTED]	Employer Address:	14501 SW 21 st St
City/State/Zip:	[REDACTED]	City/State/Zip:	Davie FL 33325
Phone No:	[REDACTED]	Phone No:	954-918-2203
Position:	C captain	License/Doc. #	Ref# [REDACTED]

DESCRIPTION/DIAGRAM OF EVENTS (ALL TIMES LOCAL):

USCG Miami

While towing the Dead Ship Carib Trader II from Miami to Gonavies Haiti on 3/6/22 at 00:35 our tow broke at 21* 55'N 076*16'W. We were making 4.2kts in WX East 25 kts Seas 7-9' It is my belief that the anchor gave way, it was secured by (3) 1/2" slings, which should have been sufficient to secure the anchor, I don't know if perhaps she took a sea up through the hawse pipe perhaps to cause it to take a sufficient jerk to part the slings, regardless the anchor gave way and broke the starboard leg of the bridles. Then of course the port side leg of the bridles parted leaving a 40ft section of the spectra bridle on the port side hanging and at this point we began shortening the tow wire so we could run back to the ship to find what had happened. Upon arrival to the ship we found the port side bridle and the anchor chain dangling from the bow and noticed a little bit of draft had been gained at the stern but it was dark & choppy so we made tow back to the port leg of the bridles and proceeded to wait upon daily light to better assess the problems.

After Sunrise we noticed a more visible draft gain in the stern so I put the Mate Wesley Sapusek at 07:20 up on the ship to assess our situation, Wesley reported back that the Starboard side Tow gear was destroyed the anchor slings had broke and turned the anchor loose and the engine room was 1/2 to 3/4 full. I immediately asked Wes to begin pumping the ship so we could find where the water was coming and make the necessary repairs, by 11:00 o'clock it was obvious we were;nt gaining on the influx of water so I contacted my office to let them know that a situation that didn't look good was developing. Then at 15:00 it became obvious that we were going to lose the battle and I contacted my office and told them to get in touch with Coast Guard and alert them to our problems.

The mate had done everything possible by setting up the pump and beginning the dewatering process. By 15:30 she had given up we immediately picked up Wesley and began trying to shorten our tow but it began to appear that we may not have sufficient time to complete the shortening process in time to break the tow, as well her bow was so high out of the water we would;nt be able to reach the bridle t break tow, because she was going down stern first, so I made the decision to run out from under the tow wire and let the Carib Trader take it with her. At 16:20 3/6/22 she finally slipped below the seas at 21* 50.644'N 076* 11.775'W.

After she went down there was a couple of Blue Plastic drums in the debris field but very little else, my office had gotten ahold of the Coast Guard and gave me a number to contact in Miami, at this point they told me the EPIRB was going off but I searched and was unable to find it She has simple disappeared as if she'd never existed. If there's anything else I can do to assist please contact me at [REDACTED] or [REDACTED].

Regards
Capt Jeff McCameron

Case number: _____
Activity Number: _____
MISLE ECN: _____

Initials [REDACTED]



U. S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: <u>Wesley Sapunsek</u>	Employer Name: <u>P&L Towing & Transportation Inc</u>
Street Address: <u>[REDACTED]</u>	Employer Address: <u>14501 SW 21st St</u>
City/State/Zip: <u>[REDACTED]</u>	City/State/Zip: <u>Davie FL 33325</u>
Phone No: <u>[REDACTED]</u>	Phone No: <u>954-918-2203</u>
Position: <u>mate</u>	License/Doc. #: <u>[REDACTED]</u>

DESCRIPTION / DIAGRAM OF EVENTS (ALL TIMES LOCAL):

I got on watch on 3/6/22 shortly before 0000 around 30 mins later I heard a low bang and realized our speed had increased from around 4 knots to 8 I assumed the worst and woke up Jeff (the captain) and told him we lost the tow. We retrieved our tow wire and went back to the ship. The anchor had gone away how we are not sure. it was secured with slings & chain. We made a plan to back under the ship & tie a bolan into the dangling 1 part leg of spectra bridle and we did with malvin & Jordens help. Keep in mind we were in 2-10 foot seas. Afterday light Jeff got me on the ship & it was obvious that it was taking on water. I found a pump in what looked like the galley and drug the small gas power trash pump into the engine room with the hoses and set it up and began dewatering. The engine room was flooded to where you couldn't see the main engine. around 3/4 full, I tried open all the doors to be sure that I would not be stuck inside the ship. everything was obviously sliding around and slamming bc of the sea state while I was waiting to see if we were going to be able to pump the ship I walked to the bow & our chain bridle on one side was broken as well as the straps that secured the anchor. I had made a mental note of where the water line was in the engine room the first time I went inside the ship and it was obvious the pump was not keeping up. by this time the ship was shattering from the heavy seas and breathing bc of all the water inside sloshing around and I could tell it was now listing to starboard as well trimmed way down the stern, where I had set up the pump now had water where it was once dry. I got out and told Jeff to come get me it was obvious it was sinking fast now. I got back on the tug and we cut the wire bc it was going down fast & didnt want to be attached to it anymore for our own safety. we stayed with the ship until it sank around 1hrs later.

Your signature [REDACTED] Date 3/10/22 Time 11:38

Case number: _____
 Activity Number: _____
 MISLE ECN: _____

Initials [REDACTED]

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U. S. Coast Guard Witness / Investigator Statement Form

Witness Name:	Jorden kelley	Employer Name:	_____
Street Address:	██████████	Employer Address:	_____
City/State/Zip:	██████████	City/State/Zip:	_____
Phone No:	██████████	Phone No:	_____
Position:	Chief Engineer	License/Doc. #	_____

Description/diagram of events (all times local):

03/10/2022

USCG Miami,

On 3/6/22 at approximately 0045 AB Deckhand, Melvin alerted me our tow broke. I immediately went to the engine room and made the port generator available for hydraulics and started bringing the tow wire back on the spool as we returned to the now at drift ship. Once we had gotten all of the tow wire back on board and could see the ship, we determined that one bridle chain and one spectra bridle had broken. The once stowed anchor was now fully deployed and hanging from the hawsepipe. After speaking with Captain Jeff and Mate Wesley we came up with a plan on how to regain control of the ship. We affixed our tow cable to the remaining spectra bridle hanging from the bow of the ship and started making just enough headway to maintain safe control of the ship until daylight when we could further asses the situation. When I returned on watch that morning, Mate Wesley was already on board the ship and I was made aware of the vessel's engine room being half to three quarters full of what we believe to be sea water and was currently making attempts to dewater the engine room. At approximately 1100 it was made obvious that we were not gaining on the intrusion of water to the engine room. The office and the Coast Guard were being contacted by Captain Jeff during this time to keep them informed as to the situations as it progressed. At approximately 1500 the situation became too dangerous to continue any attempts to dewater aboard the ship. We returned to the ship to retrieve Mate Wesley and after safely doing so we started to shorten our tow so we may be able to break tow and separate ourself from the ship. The ship started listing more drastic to STBD and concerns of not being able to complete the process of shortening and breaking tow grew. The captain decided at that point to run out the tow wire and let the ship (carib trader) take it with her. At approximately 1620 the ship slipped below the water and was no longer visible. A small number of debris was left at the surface and final contacts were made to the office by the captain. Instructions were given to return to the Port of Miami. Mechanical equipment checks were made and everything was found sound and we departed for Miami. It is my opinion that every effort that we could have been safely made was executed to its fullest but saving the ship was not feasible.

Regards, Chief Engineer Jorden Kelley

Case number: _____
Activity Number: _____
MISLE ECN: _____

Initials _____

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U. S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name:	<u>Malvin Prince</u>	Employer Name:	<u>P & L Towing</u>
Street Address:	[REDACTED]	Employer Address:	<u>14501 SW 21st St</u>
City/State/Zip:	[REDACTED]	City/State/Zip:	<u>Davie, Fl 33325</u>
Phone No:	[REDACTED]	Phone No:	<u>954-918-2203</u>
Position:	<u>Able body Seaman</u>	License/Doc. #	[REDACTED]

DESCRIPTION/DIAGRAM OF EVENTS (ALL TIMES LOCAL):

We were on the way and the ship
seem to appear to be sinking on the
stern. The bow was too high to disconnect
so we had to cut the towing cable wire
to keep from going down with the ship

Your signature [REDACTED] Date 3/11/2022 Time 6:32 a.m.

Case number: _____
Activity Number: _____
MISLE ECN: _____

Initials [REDACTED]



U. S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: <u>Justin T Ferreira</u>	Employer Name: <u>P+L Towing</u>
Street Address: <u>[REDACTED]</u>	Employer Address: <u>31 NW S River Dr</u>
City/State/Zip: <u>[REDACTED]</u>	City/State/Zip: <u>Miami, FL</u>
Phone No: <u>[REDACTED]</u>	Phone No: <u>954-918-2203</u>
Position: <u>Deckhand</u>	License/Doc. # <u>Ref # [REDACTED]</u>

DESCRIPTION/DIAGRAM OF EVENTS (ALL TIMES LOCAL):

while towing the dead ship CaribTrader II from MIAMI to Gonaves, Haiti on 03/06/22 at 00:35 our tow broke. I was asleep off watch, Later woken up around 04:15 the other guys had secured the tow back to the best possible way of their capabilities. Still dark it was hard to see the ship perfectly and the swells were still pretty big. Making about 2 kn at a slow pace not going anywhere ~~so~~ fast the sun came up and it was clear the ship was taking on water. We put a man up on board the Carib Trader II to try and use the pump on board to remove the filling water but after an hour it was clearly not keeping up. We brought our man back and moved to a safe distance from the ship. After another hour or so we watched as she took on enough water to fully sink her.

Your signature

[REDACTED]

Date

03/10/22

Time

11:00

Case number: _____
 Activity Number: _____
 MISLE ECN: _____

Initials

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