



M/V LA PINTA

15 MAR – 21 MAR 2019

USCG SECTOR MIAMI

Vessel Profile

- ▶ Flag: United Republic of Tanzania
- ▶ Length: 166-foot
- ▶ Type: Caribbean Bulk Cargo
- ▶ Location: 1.7NM offshore in Miami Anchorage
- ▶ POB: 7 (1 USC) of various nationalities & 1 dog
- ▶ Draft: 10-11 FT
- ▶ Cargo: Vehicles, mattresses, etc. ("Miami River" vessel).
- ▶ When departing, lost propulsion w/ exhaust leak on 24FEB. COTP order directed vessel to anchorage to affect repairs.



Case Timeline:

15MAR (Fri):

- Sector Miami Port State Control Inspectors conducted follow-up examination to verify onboard conditions.
- Discovered unauthorized engine room cement patch (3' x 2.5') below the waterline. Water seepage.
- Vessel taking on estimated 53 gallons of water a day into the bilge.
- Firefighting detection system disengaged due to exhaust leak creating uninhabitable engine room when running.
- Estimated 3,200 gallons of oily water in bilge. 4,500 diesel fuel on board. Water was 2 feet from deck plates. Bilge 36" full of oily water. Engine leaks.
- Notice of Federal Interest issued to designated person ashore. Owner could not be reached.



Timeline Cont'd:

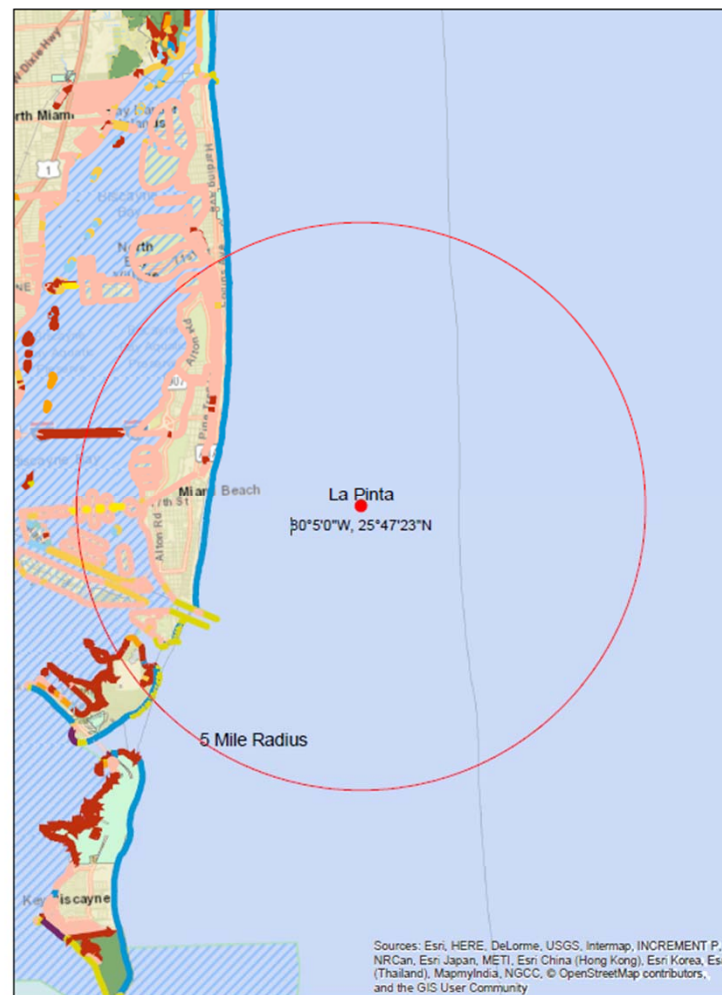
16MAR (Sat):

- Conference call between D7 & Sector
- Issued Administrative Order to RP
 - Outlined observation and reporting requirements, solution for removal by 19MAR and daily communication with FOSCR.

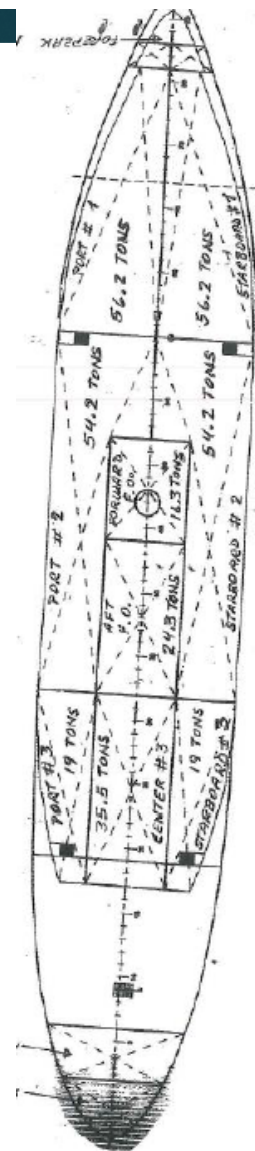
18MAR (Mon):

- PSC conducted daily assessments.
- 1230 - Activated RRT Region IV to discuss situation, impacts, and possible COAs.
- SSC provided initial resources at risk.
- Local tugs didn't want to assume liability for tow in case vessel sank.
- 1300 – Opened up OSLTF M19012 for \$250K. Issued \$10K ATP to Resolve Marine Group to conduct vessel assessment prior to response actions.
- 1625 – 1900: FOSCR & Resolve onboard.
- 1700 – D7 DRAT hosted 2nd RRT call.

La Pinta Resources at Risk - 5 Mile Radius



T. Rice, FWC, 3/18/19



Timeline (cont'd):

Vessel Assessment:

- Vessel stable and could be towed.
- Anchor windlass in working order.
- Addt'l actions on hold unless situation changes. Waiting on vessel's legal rep to secure towing contract.

Concerns:

- Weather forecasted to increase with 20-25 kt winds and 8-10 ft seas.
- Overall poor vessel condition. Anchor hawse pipe had crack permitting water ingress. Temp repairs made onboard.
- Crew reported unreliable steering system.
- Crew sanitation and food supplies.



Timeline (cont'd)

19MAR:

- Response actions needed only if vessel's condition degraded.
- Vessel's legal representation secured contract to tow vessel to Freeport, Bahamas to conduct underwater repairs.
- Owner contracted Tug SUNNY for transit to Freeport, Bahamas.
- Waiting on tug to return from previous job.

20MAR:

- Tow plan submitted. Reviewed by MSC SERT & Sector Prevention dept.
- Tow commenced ~ 1900.

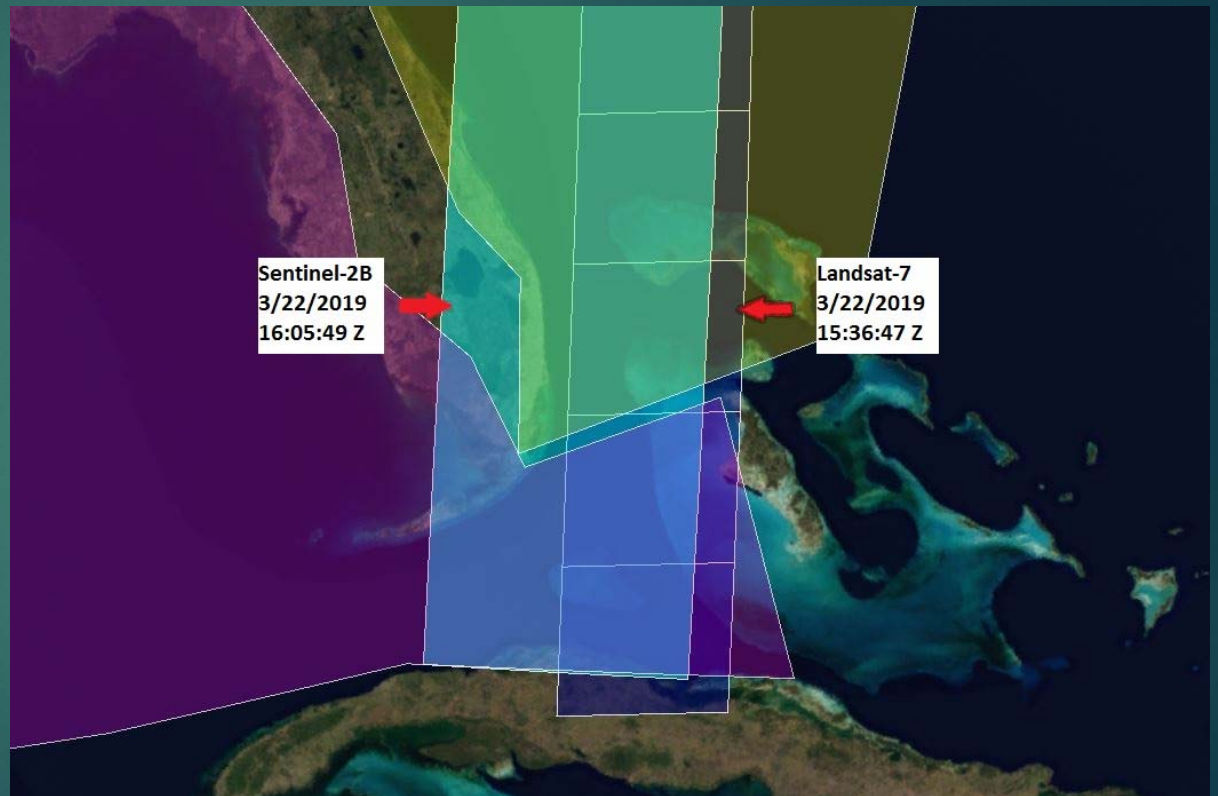
21MAR:

- 0216 - Vessel out of U.S. waters.
- 1342 – Vessel moored in Freeport, Bahamas.
- Rescinded Administrative Order. Case closed.
- COTP remains on vessel outlining requirements before it can enter Miami COTP zone.



Satellite imagery RFI

- NOAA SSC requested visual imagery between Miami and Freeport.
- Special attention given to Area of Interest during vessel's transit to look for any oil discharged.
- None reported.



Dynamic Case based on:

Location of vessel offshore.
Spring Break week.
High traffic area. Potential
of high media attention.

Crew living on board
vessel (food and
sanitation concerns).

Max potential and
environmental
impacts.

Financial
responsibility and
opening the fund for
max "potential."

Federal and State
interest. Activation of
RRT.

Lack of
communication with
owner and
representatives.