



**AMSS**

# **ALPHA MARINE SHIPPING SERVICES LTD.**

*Specialties: Ship agent, Crewing Training, Shipchandling, Ship Suppliers, Stevedoring, Bunkering, Sludge, Offshore Maintenances, Ffa/Lsa Servicing etc.*  
**ABS/BV APPROVED**

## **UNDERWATER DIVING INSPECTION OF THREE WRECK-SHIPS AT ESTUARY OF THE RIVER BIMBIA TO THE TIKO PORT**

### **THE FIRST AND SECOND WRECK-SHIP**



**LOCATION: WITHIN BIMBIA AND TIKO WATERS**

**DATE: 05/10/23**

**THE FIRST WRECK-SHIP IS 85% SUNK BENEATH THE SEABERTH WHILE THE SECOND IS ON TOP OF THE FIRST.**

**INSPECTION OF THREE WRECK-SHIP AT TIKO MAIN ENTRANCE TO THE PORT.**

P.O.BOX 669 LIMBE  
South West Region  
Rep. of Cameroon  
WEST AFRICA

Bankers: S.G.B.C  
Reg. No. A 0000376 – 04  
Stat: No. 660/2004  
CNPS No. 410-0100822-N

Tel: (00237) 75244093,99856740  
Fax: (00237) 33332954  
Email: [alphamss@yahoo.co.uk](mailto:alphamss@yahoo.co.uk)  
Web :[www.alphamarinegroup.net](http://www.alphamarinegroup.net)



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## WRECK-SHIP ANALYSIS

VESSEL NAME: Was not found.

Vessel Type: Fishing boat	Location: 03*55.782N / 009*14.559E	Gross Tonnage: //
Beam:8M	LOA:63M	Draught: 07
Visibility: 30cm	Sea Condition: 1.5knots	Weather Condition: fair

Report Number: 35

Date of Job: 05-06/10/2023

Photographic report:

UNDERWATER ASSIGNMENT

Hull Cleaning:  Propeller Polishing:  Hull Inspection:

Class Uwild Survey:  Damage Survey:

### DIVE LOCATION

THE DIVE TOOK PLACE within Bimbia & Tiko territorial waters Cameroon

### SCOPE OF WORK

**UNITED MARINE SERVICES** were contracted by the PORT OF LIMBE THROUGH ALPHAMARINE to inspect three (3) Wreck-ships within Bimbia towards the channel of Tiko port with the super vision of the operation manager and divers to be able to analyze the following:

- 1) THE DEPTH OF THAT AREA
- 2) CONDITIONS OF THE WRECKS
- 3) COORDINATE OF THE WRECKS
- 4) DISTANCE FROM THE WRECK TO SHORE
- 5) POSIBILITY TO SALVAGE
- 6) PICTURES AND VIDEOS

Using CCTV or any underwater camera to take pictures and videos and to work under the guidance of the diving supervisor and make available for viewing any part of the wreck-ships subsea that require.

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## GENERAL HULL ASSESSMENT

### MARINE GROWTH

Severity: (A) Light (B) Moderate (C) Heavy

LOCATION	% AREA			SEVERITY	LENGTH/HEIGHT (mm)
	BOW	MID/S	STRN		
PORT SIDE	80%	85%	90%	C	12mm
STARBOARD	100%	100%	100%	C	10mm
FLATBOTTOM	90%			C	20mm
RUDDER	100%			C	85mm
GRATING	100%			C	ropes
PROPERLLER	100%			C	Fishing nets



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## GENERAL HULL ASSESSMENT



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## **ANALYSIS OF THE TWO WRECK-SHIPS FOUND IN THE SAME POSITION**

- 1) DEPTH OF THE AREA: 0.7M when low tide and 0.9m when high tide.
- 2) COORDINATE OF WRECK-SHIPS : 03\*55.782N / 009\*14.559E
- 3) CONDITION OF WRECKSHIPS:

The first wreck-ship which is beneath the sea-bed cannot be properly evaluated because only about 10% of the hull can be seen at the sea-bed.

The second wreck-ship which is on top of the first, the hull is looking good but fully covered with hard marine growth, fishing nets and mooring ropes. The port side of the wreck-ship is on-top of the first wreck approximately 60%.

4) CONDITION OF THE SEA-BED: The sea-bed has very soft mud.

5) DISTANCE FROM THE WRECK-SHIP TO SHORE: Is 0.8NM

6) SALVAGE POSIBILITY: There are possibility to salvage the wreck-ship by cutting the wreck with under-water cutting equipment using divers in other to reduce the wreck to a smaller size of which lifting bags will be use to float it and tug to shore with a small boat.

**WE HAVE PICTURES AND VIDEOS TO BACKUP THIS REPORT ON A SEPARATE DISC THAT GOES WITH THIS REPORT.**



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## **THIRD WRECK-SHIP**



**LOCATION: DIRECTELY AT THE ENTRANCE TO TIKO PORT**  
**DATE: 06/10/23**

**THIS WAS A FISHINING TRAWLER THAT WAS CONVERTED IN TO A CARGO  
VESSEL.**

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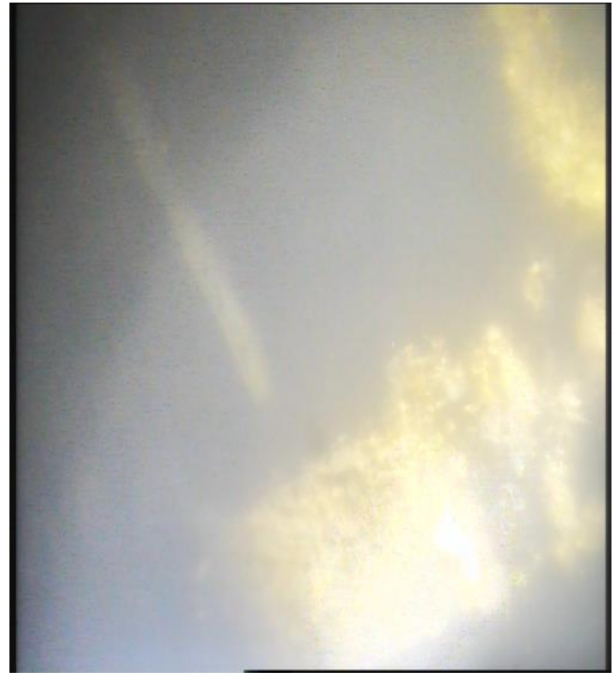
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## **ANALYSIS OF WRECK-SHIP THREE (3)**

- 1) DEPTH OF THE AREA: 06.5M when low tide and 0.9m when high tide.
- 2) COORDINATE OF WRECK-SHIPS: 03\*36.512N / 009\*15.313E.
- 3) CONDITION OF WRECK-SHIPS: The third wreck-ship which is sunk about 75% beneath the seabed and 25% which is the bow is above the sea-berth. The part of the wreck-ship which is above the sea-bed still looks good (the steel) but fully covered with hard marine growth, fishing nets and mooring ropes. The port side of the wreck right up to the stern is approximately 75% is beneath the sea bed.
- 4) CONDITION OF THE SEA-BED: The sea-berth has very soft mud.
- 5) DISTANCE FROM THE WRECK-SHIP TO SHORE: Is 0.9NM.
- 6) SALVAGE POSSIBILITY: There is possibility to salvage the wreck-ship by cutting the small part of the wreck approximately 25% of wreck-ship which is above the sea-bed with under-water cutting equipment (BROCO) to free the entrance of Tiko port.

**WE HAVE PICTURES AND VIDEOS TO BACK THIS REPORT IN A DISC.**





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**BELOW IS THE CERTIFICATE OF THE DIVING CONTACTOR.**

**CERTIFICATE OF COMPETENCE**  
Occupation, Health And Safety Act 1993, Diving Regulations  
Department Of Labour Approved Diving School CS-04

**CLASS III - AIR DIVER - 30m  
SURFACE SUPPLY - INSHORE CIVILS WORK**

THIS CERTIFICATE IS ISSUED TO:  
**AYLIK OBEN JAMES**

**CERTIFICATE NO: SDIII/2012/08/28-04**  
**DATE OF ISSUE: 21 SEPTEMBER 2012**

**DATE OF BIRTH: 17-09-1976**  
**ID / PASSPORT NUMBER: 01567388**

Seal of Issuing Body.  
**SEADOG**  
COMMERCIAL DIVING SCHOOL  
21 - 23 Main Road, Saldanha Bay, South Africa  
P.O. Box 45, Saldanha Bay, South Africa, 7395  
TEL+27 (0)22 714 0222  
www.divingschool.co.za  
email:info@divingschool.co.za

Signed:  
*BRIDGÉT THOMSON*  
BRIDGÉT THOMSON  
CEO - Occupational Health

Ticket verification email [info@divingschool.co.za](mailto:info@divingschool.co.za) and quote student information or authenticate on [www.divingschool.co.za](http://www.divingschool.co.za) using the link diver profiles

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## **RESPONSIBILITIES**

**UNITED MARINE SERVICES** supplied a qualified dive team to perform the task.

**UMS** to supply all required personal protective equipment (PPE) for the dive team.

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## **SAFETY**

The diving operation was carried out following **UNITED MARINE SERVICES QHSE** specifications and **UMS** dive manual.

No hazards were encountered during the operation and there were no recordable incidents or near misses.

**Signed, AMSS Ltd:**

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**Approved Client, PAL:**

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