



ABL Group
Hull Survey on the vessel "Matterhorn"
September 23, 2021

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1.0 JOB SUMMARY

Date: September 23, 2021

Client: ABL Group

Client Contact: Darrin Hickey

Diving Contractor: Pro-Dive Marine Services

Personnel:

Stephen Best	Dive Supervisor
Jordan Butler	Diver
Ian White	Diver
Tim Fitzpatrick	Tender

Location: St. Mary's Bay, NL

Scope: Hull Survey on the vessel "Matterhorn"

Equipment: Dive Van 1
F350 and work boat

Job Number: NLJ-21-55



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2.0 SCOPE OF WORK

Pro-Dive Marine Services was contracted by Mr. Ewan Browell of ABL Group to conduct an underwater inspection of the sunken vessel "Matterhorn".

The inspection was witnessed by Mr. Darrin Hickey of ABL Group.

All diving operations were conducted in compliance with CSA Z275.2 Occupational Safety Code for Diving Operations, CSA Z275.4 Competency Standard for Diving, Hyperbaric Chamber, and Remotely Operated Vehicle Operations and the Newfoundland and Labrador OSH regulations.

This survey took place while the vessel was submerged in St. Mary's Bay, NL

The scope of work was to complete a hull survey.

3.0 FINDINGS

Diving operations were conducted from Pro-Dive's work boat moored alongside the submerged vessel. The weather was good with sunny and clear conditions, light winds and calm seas. The in-water visibility was very bad due to the heavy rain falls that occurred a couple of days prior to diving.



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Vessel Hull Condition

- The steel hull up to main deck level on the starboard side was inspected and no damage to the hull was observed.
- The vessel keel was inspected and no damage was observed.
- The vessel was laying over on the port side and was not accessible for inspection, the port side bilge keep was accessible and found in good condition.
- The vessel hull was covered in heavy soft growth and corrosion but there was no major hull damage observed.
- The bilge keel was found in good condition there was no hull penetration observed.
- The bow area was inspected and no significant damage was observed to the hull.
- Damage was observed to the bow railings above the water line but no impact to the hull.
- There were areas of drill holes located on the starboard side area at midships, the holes were approximately 1.5" and were found with plugs in place. There was no leaking observed at the plugs.

Propellers

- The propeller was in position but covered in heavy marine growth.

Rudder

- The rudder was found in place.

Deck Area

- The deck area could not be inspected at this time due to lack of visibility and ability to inspect loose or dislodged deck equipment. The Diver noted that there was rigging gear and possible unstable deck equipment observed.



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Figure 1 - Bow hatch cover.



Figure 2 - Bow port hole.



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Figure 3 - damage to bow above the water line.



Figure 4 - damage to bow above the water line.



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Figure 5 - damage to bow above the water line.



Figure 6 - damage to bow above the water line.



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Figure 7 – Plug installed aft of the bow area below the water line.



Figure 8 - Railings and rigging on deck.



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Figure 9 - Vessel exhaust stack.



Figure 10 - Looking at railing and starboard side.



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Figure 11 - Docking plug.



Figure 12 - Vessel keel towards the bow.



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Figure 13 - Vessel keel midships.



Figure 14 - Starboard bilge keel.



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Figure 15 - Starboard leading edge of bilge keel.



Figure 16 - Marine growth on keel near the stern area.



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Figure 17 - Plug installed on starboard side.



Figure 18 - Seabay condition.



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Figure 19 - Forward bow thruster.



Figure 20 - Typical growth covering hull.