

## RFI – GAUL – Underwater Survey 2002

### Daily Report No 24

#### On board *SEISRANGER*

Date:	19.07.02	Time:	2359	Day No. (On Site):	19
Location:	N 72° 04.1' E 025° 05.3' (on wreck site)				
Weather: (past 24 hours)	Good visibility	Sea State:	3	Wind Speed & Direction:	12 knots W'ly
Weather: (next 3-5 days)	W'ly 9-14knts. becoming WSW'ly 9-12knts. decreasing there after.				

#### Summary:

You will appreciate that work is continuing on the *Seisranger* around the clock, and that every effort is being made to achieve all of the survey objectives. Therefore, provision has now been made to extend the survey until the 22 July.

The attached annex covers the survey objectives achieved.

#### Progress over the last 24 hours:

- A 550mm diameter hole has been cut into the port side of the wreck. (see image)
- Internal examination of the wreck.

#### Plan for the next 24 hours:

- Continue cutting holes into the hull in the vicinity of the cabins.
- Obtain samples from within the wreck.
- Continue internal examination of the wreck.

Keith Dixon  
Team Leader

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### **Annex to Daily Report No 24**

#### **Review of the survey work achieved.**

- 1 Side scan and multi-beam sonar surveys of the wreck site completed.**
- 2 An extensive search of the seabed revealed just one cable of note, from which a sample has been recovered.**
- 3 Comprehensive video recordings of the wreck have been taken, which will be used to produce a photo mosaic image.**
- 4 The indentations in port funnel, the bow damage, the pitch of the propeller, and the angle of the kort nozzle have been measured using photogrammetry. The funnel and angle of the kort nozzle, have also been measured by mechanical means.**
- 5 A very large quantity of fishing nets has been removed from the wreck to provide access.**
- 6 A full survey of the fishing gear, including the winches has been completed. The missing starboard trawl door has been located.**
- 7 Visual survey of bridge, radio room, chart room, crews mess, crews recreation room, about two thirds of the cabins, factory, and several miscellaneous spaces has been completed.**
- 8 Forensic sampling using the suction hose has been used in two areas.**
- 9 The first hole has been cut into the engine room.**

The review of the work achieved with regard to agreed objectives is as follows:

**A – Search for Human Remains**

***Aim to recover human remains for DNA testing. Hope to recover samples to allow identification of at least six crew members. – not yet achieved.***

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***B – To help the Formal Investigation determine the most probable cause of the Gaul sinking.***

- Examination of bridge control settings and other instruments – achieved where condition of control instrumentation has allowed.
- Measurement of the CP propeller/kort nozzle settings – achieved
- Examination of the port funnel and the hatch at its base – achieved
- Examination of fish loading hatches and fastening lugs – achieved
- Examination of open doors (including fastening arrangements) to the factory deck and engine room – achieved (all doors and hatches have been examined)
- Examination of the wheelhouse doorframe and locate door – achieved
- Examination of the liferaft, and ship's boats securing/release arrangements – achieved
- Examination of the hull (to include parts obscured by nets) for evidence of any damage, and if possible locate the starboard trawl door - achieved

***C- To establish if intelligence gathering equipment was on board Gaul.***

- Examination of the captain's day room and bedroom for photographic equipment – achieved
- Examination of the radio room for intelligence gathering equipment - achieved

***D – To closely examine the sea bed cables in Gaul's vicinity, and recover a sample – achieved***

The survey has been extended to the 22 July 2002 to continue the search for human remains.