



August 8, 2016

TO: Owners F/V Ambition

ATTN: Jack McFarland, Marine Surveyor

RE: F/V Ambition search and diver survey report

Gentlemen,

On July 23rd the F/V Ambition foundered and capsized Northeast of the Bering Sea entrance to False Pass. It was last reported with the stern showing in position 55° 09.198 N and 163° 16.8 W.

On Wednesday July 27th we performed an over flight of the area that the F/V Ambition was last seen. I observed light ribbon sheens in the vicinity approximately 1.25 miles offshore in line with the last known position of the vessel but there was no sign of the vessel.

On Thursday August 4th at 1900 we departed our facility in Dutch Harbor for the site with the intention of locating, inspecting and placing buoys on the sunken vessel. We arrived on scene at 1200, on August 5th plotted a grid pattern and began to search with side scan sonar. At 1430, the sonar revealed what looked like a 30' vessel on the bottom in position 55° 09.009 N and 163° 16.273 W. At 1530, an anomaly was seen on the sonar screen off the port side, we moved a short distance down our grid line then turned to the west on the next grid line 200' to the north and received a good sonar picture of the F/V Ambition as we passed to the south of the wreck. By 1600 we were anchored next to the light oil sheen that was forming on the surface in position 55° 09.101 N and 163° 16.742 W, this is approximately 205 yards SSE from the last reported position and approximately 1.2 miles from shore.

A diver was sent down and the wreck was identified as the F/V Ambition with a life ring bearing its name being recovered. The wreck is lying on the bottom with the bow pointing to the southwest; it has a 60+° list to port and is parallel to the shore. The bow roller is broken and the bow bulwarks are bent due to the bow bouncing on the bottom as it drifted vertically in the water column. A portable Caterpillar generator appeared to be damaged from falling forward to the back of the accommodation but otherwise no significant damage was seen.


Four or five drops of oil per minute were rising to the surface but the diver could not determine the source. It appeared that the fuel tank check valves did not leak. After securing a buoy to the bow, stern and amidships of the wreck the diver surfaced, the anchor was pulled and the Makushin Bay was underway for Dutch Harbor by 1730.

On the way to the wreck site numerous whales were seen especially after daylight on July 5th on the north side of Unimak Island, those that could be identified were Humpback Whales. At 0930 that morning on the west side of False Pass in position 55° 09.188 N and 163° 47.077 approximately 20 walrus were seen swimming in two groups one on either side of our course approximately 200 to 300 yards away. There were no whales in the shallow water near the wreck site but several sea otters were seen in our search grid. There were dozens of Sooty Shearwaters, dozens of Mew Gulls, a dozen or more large gull species, a dozen or more Tufted Puffins, several Horned Puffins, and a few auklets seen in the search area and immediate vicinity. No oiled or stressed wildlife were observed. All operations were conducted in accordance with the recommendations in the Alaska Region Spill Response Emergency Endangered Species Act Consultation Initiation documents.

We are preparing our response and wreck removal proposals now which will be submitted shortly for review. We are considering that it may be prudent to raise the vessel prior to removing the oil since the check valves are intact, the merits of this option will be raised in our proposal.

If you have any questions regarding this operation please give me a call or email at dmagone@resolvemarine.com.

At your service,


Dan Magone, Operations Manager
Resolve Magone Marine Services (Alaska), Inc.
