

## CHARTING NIGERIAN WATERS FOR SAFER NAVIGATION

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### INTRODUCTION: Purpose of Contract

- To ensure the safe navigation of ships in Nigerian waters
- To fulfill Nigeria's national and international responsibilities in Africa and to emphasize Nigeria's close interests in the region, especially with the ISPS Code
- To satisfy future information needs Nigeria may have in her waters
- To supplement the existing chart coverage of other nations by the addition of accurate and recent coastline data
- To provide a framework for future survey work, especially in relation to monitoring of and early removal of wrecks/derelicts
- To contribute to the International Hydrographic Organization's (IHO) International chart scheme for Nigeria

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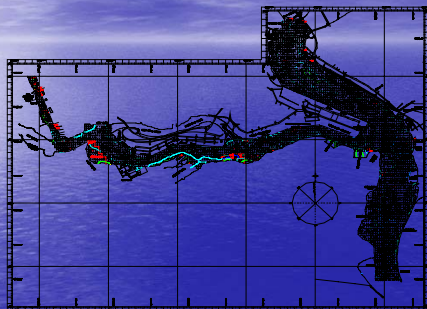
### INTRODUCTION: Definition of the Assignment

- To conduct a bathymetric/wreck detection survey for the purpose of identifying the positions of wrecks/derelicts in Lagos Ports Area;
- To identify the wrecks that constitute the most danger to navigation in Lagos Ports Area, with a view to taking adequate steps towards removal;

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### AREA: LAGOS PORTS AREA



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### DESCRIPTION OF SURVEY PROJECT: PLANNING

- We developed a survey priority plan, which identified those areas with the highest risk of maritime accidents, taking cognizance of traffic volume, inadequacy of charts or previous surveys and potentially insufficient under-keel clearance.

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### STANDARDS ADOPTED

- The standards adopted for the entire survey conforms to the National Ocean and Atmospheric Administration (NOAA), National Ocean Services (NOS) Hydrographic Surveys Specifications and Deliverables.
- These technical specifications detail the requirements for hydrographic surveys to be undertaken by either NOAA field units or organizations under contract to the Director, Office of the Coast Survey (OCS), NOS, NOAA, U.S. Department of Commerce.
- The specifications are based in part on the International Hydrographic Organization's Standards for Hydrographic Surveys, Special Publication 44, Fourth Edition, April 1998, specifically for Order 1 surveys. Hydrographic surveys classified as Order 1 are intended for harbours, harbour approach channels, recommended tracks, inland navigation channels, coastal areas of high commercial traffic density, and are usually in shallower areas lower than 100 meters depth.

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### RESULTS

- Water depth in the area surveyed varied from a minimum of 1.1 meter in the Kirikiri area to a maximum of 24.0 meters around the limit of Lagos ports, - the Lagos Bar.
- A total of (109) wrecks were identified. Of these, 102 are located at 62 wreck sites within the Lagos Ports Area. Another 7 were located in the Lagos Bar. The wrecks are duly numbered and plotted on the charts with the prefix "Wrk". About a third (21) of the wreck sites have wrecks that are either fully or partially submerged and only a few of them are marked with buoys. The positions of all the buoys located in the survey area are duly reflected on the charts.

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- The processing of field data and production of charts was given special attention, to ensure both accuracy and clarity. For the purpose of the survey, Lagos Ports Area was divided into (6) blocks plotted on a scale of 1:5000. In addition, a composite chart covering the entire area was produced on a scale of 1:12,500.

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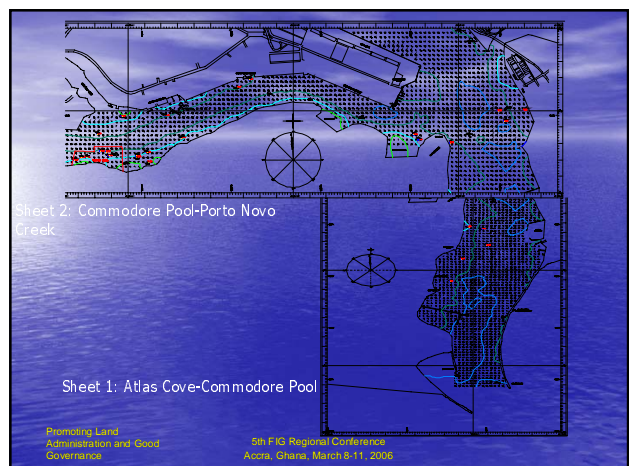
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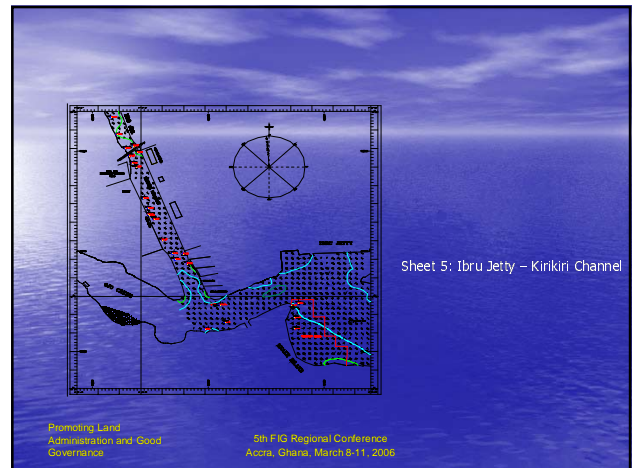
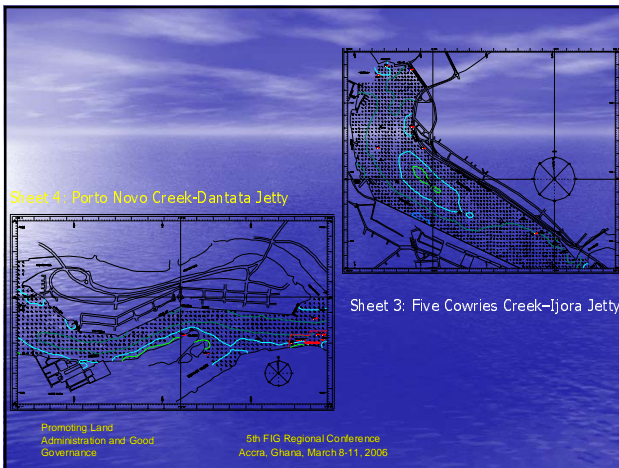
### THE PROBLEMS POSED BY THESE WRECKS INCLUDE:

- Pollution to marine life
- Danger to man's health
- Environment degradation
- Danger to navigation
- Harbour accessibility/navigation problems
- Security problems.

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## RECOMMENDATIONS

- Phased implementation of Wreck Removal jobs
- "Danger to Navigation Report" as top priority
- Urgent notification of Maritime Industry of location of identified wrecks
- Next steps towards overall objective of Wreck Removal
- Appointment of "Wreck Removal Project Consultants"

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## DUTIES OF WRECK REMOVAL CONSULTANT

- Preparation of realistic cost estimates for the removal of each wreck or cluster of wrecks, as basis for the assessment of the quotations from potential Wreck Removal Contractors.
- Advising NMA\FMT on the realistic basis for determination of the economic value of the wrecks to be removed.
- Monitoring the performance of actual wreck removal contractors in the field.
- Up-date of the relevant Admiralty Charts to reflect "a clean bill of health" for the waterways after the wrecks shall have been removed.

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THANK YOU VERY MUCH FOR  
YOUR ATTENTION

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