**Recovery of Wreckage and Cargo Items**

Timing

According to Mr. P. Zandee (PENTOW Marine),
the search for the FDR and CVR had been terminated
without success on **04.01. 1988**

PENTOW Marine had chartered a supply vessel,
'OMEGA 801', registered in Panama, to continue the
search for parts of the aircraft. This vessel was fitted
with a KLEIN Side Scan Sonar (SSS) plus SBP, observed on **21.&22.01.1988**
in port of P.L. (see Sea Technology July 1988)

SSS – survey of wreck site completed within 10 days,
as per report of Kutzleb in ST of July 1988,
maps ready by **03.02.1988**

*Assumption:*
*Recovery operation start by* ***04.02.1988***

*Terminated by* ***14.04.1988***
***Total Time Recovery Ops 70 days!***
*Not much of an effort, considering TWA800, SR111!*

*Preparation of data 1 week* ***21.04.1988***

**DoT Manifest Main Deck as of 26/09/'87 listing**
**Recovered/Non-Recovered items printed on** **21.04.1988**

CVR reportedly recovered by 'Stena Workhorse' in early **January 1989.**
(Fact or fiction, independent confirmation of activities?)

To plan a recovery operation for the months of January and February is quite surprising, as these are the two months of a year that form the peak season  for the occurance and intensity of tropical revolving storms in that particular area.
(see graphic below, from BA Ocean Passages for the World, NP 136).

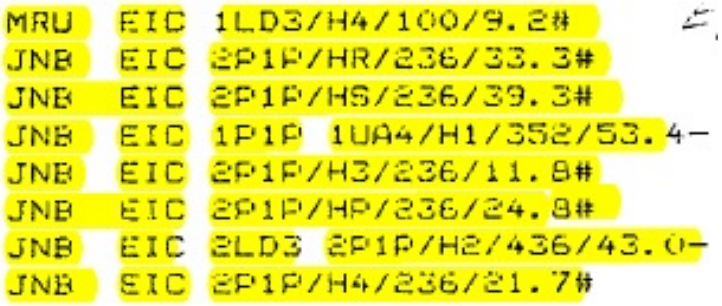
## 2. Notes on Air Cargo Unit Load Devices (ULD), Pallets, Containers.

### 2.1. ID – Numbering, Types & Tare Weight [kg]

| ID / ULD - TYPE | ULD TARE [kg] STANDARDS | TTL TARE [kg] LISTED |
|---|---|---|
| 1. P6A 0120SA | 120.0 | |
| 2. P1P 0515SA | 105.0 | 236.0 |
| 3. P6A 0167SA | 120.0 | |
| 4. P6A 0157SA | 120.0 | 236.0 |
| 5. P6A 0087SA | 120.0 | |
| 6. P1P 0437SA | 105.0 | 236.0 |
| 7. P1P | 105.0 | |
| 8. UA4 (LD7 Cont.) | 225.0 | 352.0 |
| 9. LD3 (Cont.) | 100.0 | |
| 10. LD3 (Cont.) | 100.0 | |
| 11. P1P / P6A | 120.0 | |
| 12. PAP 0201SA | 115.0 | 436.0 |

| | | |
|---|---|---|
| 13. AAP 0047SA | 222.0 | |
| 14. PAG 0182SA | 115.0 | 236.0 |
| 15. LD3 (Cont.) | 100.0 | 100.0 |
| 16. P1P 0207SA | 105.0 | |
| 17. PAP 0290SA | 115.0 | 236.0 |
| **Total Tare [kg]** | **2,112.0** | **2,068.0** |

2.2. ULDs listed




ULDs identified by ID-Number

Of the 17 ULDs listed, 11 only are identifyable by their ID-Number. The IDs of 6 ULDs are not stated anywhere in the available cargo documents.

3 are LD3 – type containers,

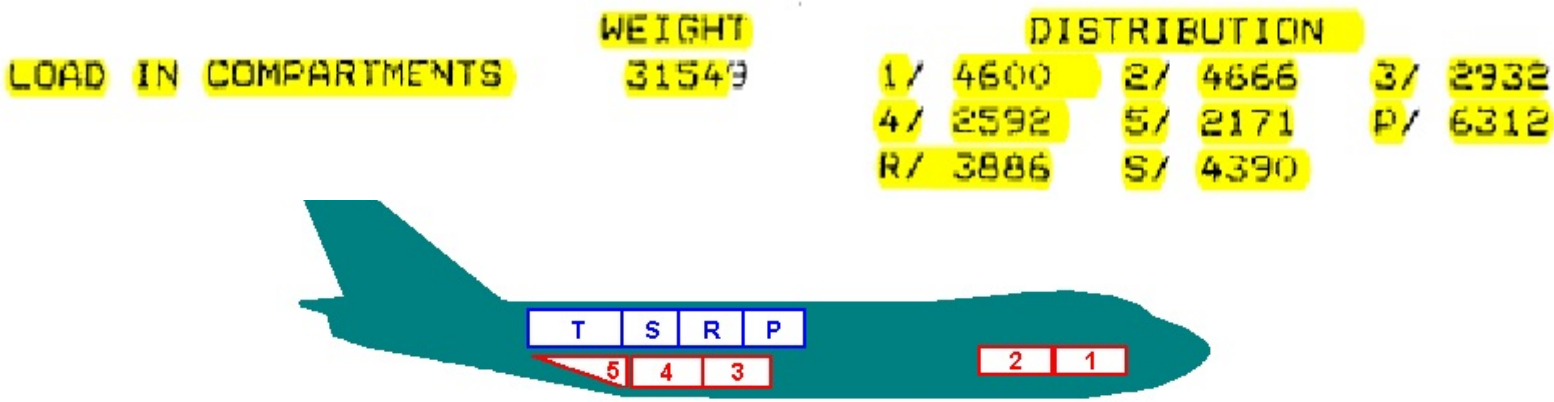
1 is a LD7 – type container,

13 are pallets listed here as P1P – type.
By checking the id of the 11 pallets, it must be noted that, sub-groups of P1P – pallets are of different weight, such as: AAP, PAG, PAP and P6A.
The weight of all pallets includes the securing/strapping net.

Total tare as per Load Sheet: 2.068 kg
Total tare as per ULD info : 2.112 kg

(ULD - data used for calculations, are taken from IATA, ATA and SAILINGS p. 72 of 2nd Sept. 2002.)

**18. Cargo**



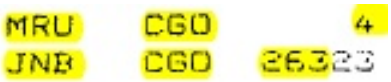

Note here that, for Hold 5 a load of 2.171 kg is listed, however no ULD, Destination.

The total gross load listed per Load Sheet = 31,549.0 kg
Included are ULD weight, cargo, mail, baggage.

Substract total tare as per ULD data sheets = 2,112.0 kg

Net Load = 29,437,0 kg

Substract total tare as per SA Load Sheet = 2,068.0 kg
Net Load = 29,481,0 kg




Total 26,327 kg CARGO

19. **Mail**

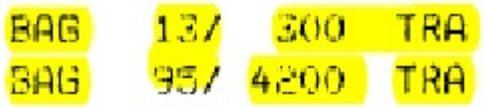

**Total 722 kg MAIL**

**Per Load Sheet, mail is listed as 62 kg for MRU and 660 kg for JNB, however, the individual AWB listed, including Diplomatic Mail, sum up to 1,066.3 kg.**

**20. Baggage**

**= 23.1 kg / pc**

**= 44.2 kg / pc**




**Total 108 / 4500 kg = 41.67 kg / pc baggage**

**It seems that 139 pax plus 1 cld had checked in 108 pcs baggage, where pax to MRU apparently travel lighter than those headed for JNB.**