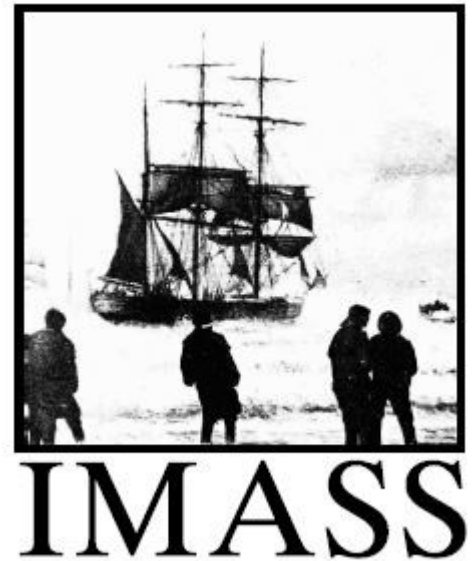


International Maritime
Archaeological & Shipwreck Society

IMASS Newsletter

Winter 2019



Don't forget:

IMASS 2020 International Shipwreck Conference

Plymouth University 1st February 2020

December 2019
Volume 12, Issue 1



IMASS Committee

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Editors Comments

Welcome to the 12th edition of the IMASS newsletter. I would like to thank Richard for all his hard work producing the past newsletters and digging up some great stories of what was happening in the maritime world. There has been a lot going on both in Europe and abroad over the past few months, so I have selected a few stories for you including links to the original articles. This includes the archaeology shock of a stone age find to images of the Royal Oak sunk in Scapa Flow. Ships of the "Vasa" era have also been discovered. The two wrecks were found in the Swedish archipelago outside the town of Vaxholm in a strait leading into Stockholm. I have also featured the winners of the BSAC Duke of Cambridge Scuba Prize as well as the 2019 Protected Wreck Award.



Also included is the story of a ship discovered in the vast search for Malaysia Airlines Flight 370. The barque-style 950 GRT ship set sail from Callao, west of Lima, on 10 March 1911 and has not been seen since. Also included are a few wartime losses that have also been found including the WW1 Aircraft carrier USS Hornet, a WW1 British submarine lost off the island of Malta, one of Hitler's U boats, as well as the German battleship "Scharnhorst" found off the Falkland Islands. Another recent shipwreck find dates back to between 1 BC and AD 1.

Steve Clarkson Newsletter Editor

IMASS Presidents Remarks

Members of IMASS and other readers will have noticed that I relinquished my post as News Letter editor last January, handing over the reins to Steve Clarkson, who was my assistant editor for the last twelve editions. This is his first edition as editor, and I hope you will all agree with me he has done a terrific job, with more photographs than usual and a revised front page layout; thanks Steve from us all.

It never ceases to amaze me that year on year divers and archaeologists continue to make the most amazing underwater discoveries of shipwrecks and artefact material. This Newsletter lists 32 discoveries around the world, 17 of them in the United Kingdom, and with technology making side-scan sonar and magnetometers more sophisticated and sport divers going ever deeper, it is obvious this trend will continue for the foreseeable future. One small but unusual discovery in the Isles of Scilly is worth a special mention, which was made on the Protected Wreck of the Royal Navy man o' war Colossus, sunk in St Mary's Roads in December 1798. A team from CISMAS (Cornwall and the Isles of Scilly Marine Archaeological Society), led by marine archaeologist Kevin Camidge of Penzance, discovered two unusual blocks of lead, lying close together just outside the wreck timbers. Weighing 50lbs (23 kg) each. they measured some 8ins long, 5ins wide and 2.5ins thick, they were curved and had two holes in each. They have since been identified as early front and back diving weights, used by John Deane, one of the brothers who invented the rigid copper diving helmet and recovered cannon from this wreck in 1833. It is reasonable to assume John got into some difficulty when underwater, and jettisoned both weights to reach the surface. These have been offered to the Isles of Scilly Museum on loan, and will complement their display of Colossus artefacts.

The forthcoming 2020 Shipwreck Conference will be held in a different lecture theatre within the Plymouth University which is regrettable, however, we have a great line up of speakers again, and thank I thank Committee for their efforts to make the day even more attractive.

Finally, I wish you all a peaceful 2020, and trust you enjoy a safe and adventurous year.



Richard Larn OBE - President

Chairman's Comments



I would like to start by reiterating Steve's thanks to Richard for being our newsletter editor from its inception and also to thank Steve for kindly volunteering to take on this role with this being the first of what I hope will be many newsletters under his care. It has been a great year for shipwreck discoveries, as both Richard and Steve mention in their comments, and as evidenced by the contents of this newsletter, and also for celebrating our heritage with both the Scapa 100 and Normandy 75 initiatives being a great success, and I am looking forward to hearing more about the latter from Martin Davies and Alison Mayor at the conference. This coming year we have some significant historic, non-shipwreck related events such as Mayflower400 and even a public holiday commemorating 75 years since of VE Day, but also more locally the 75th anniversary of the sinking of the James Eagan Layne, probably one of the most well known and most dived wrecks in the UK.

This year sees our conference moving to a new venue again due to a change in the way the University arranges its bookings meaning that the Roland Levinski building was unavailable, but I'm sure that the Sherwell Centre will serve us well and we have a great line up of speakers on topics ranging from the Spanish Armada to HMS Royal Oak; plus a talk from Mark Beattie-Edwards and Steven Ellis about the important work the team trying to save the wreck of the London in the Thames Estuary are doing, and how we all can help. I look forward to seeing many of you at the conference.

Duke of Cambridge Scuba Prize 2019 winners



[Read more at BSAC](#)

The winning project of The Duke of Cambridge Scuba Prize 2019 is Exploring the Great Fossil Mine of the southern North Sea.

Congratulations to the project

team leader Dr Rachel Bynoe and team members Jane Maddocks, Prof Fraser Sturt, Daniel Pascoe, Guy Trees, Rebecca Ferriera and Christin Mason. Rachel and the team were presented their award by HRH Duke of Cambridge at



2019 Protected Wreck Award Winners



Ron Howell and the South West Maritime Archaeology Group were announced as the recipient of the 2019 Protected Wreck Site Support Grant at the Nautical Archaeology Society Conference on Sunday 18th November 2019.

[South West Maritime Archaeological Group website](#)

Abercastle Bay shipwreck: Divers begin SS Leysian study

About 100 divers are taking part in a marine archaeological study of a World War One shipwreck off Pembrokeshire.

No lives were lost when the SS Leysian ran into cliffs in February 1917 in Abercastle Bay and sank months later.

A dozen dive clubs are involved in the study, part of The U-Boat Project, to mark the centenary of the end of WWI, and to learn more about the vessel.

The project has also looked at other wrecks around the Welsh coast, and identified German U-boats.

Ian Cundy from The Nautical Archaeology

Society said the aim will be to record details of the SS Leysian wreck and provide an opportunity for divers and others to gain experience in a maritime archaeological study.

He said there have been mixed reports about how the ship came to strike the rocks, including being pursued by a German submarine, but another account blamed human error.

[Read more at the BBC](#)



Archaeology shock: Archaeologists stunned by stone age find in deep sea in UK



Researchers from the Maritime Archaeological Trust have found an 8,000 year old structure that is next to what is believed to be the oldest boat building site in the world and thought to be the "most cohesive, wooden Stone Age structure ever found in the UK". The new discovery was found 11 metres below sea level off the coast of Yarmouth, Isle of Wight, at a time when the island was still connected to mainland Britain. Although the site was originally discovered back in 2005, marine archaeologists have only just been able to develop the techniques which allows them to create a 3D model of the landscape to properly excavate the site.

[Read more at: express-com news](#)

Mercury threat from WW2 wreck

Scuba divers in Jersey have reported seeing mercury leaking out of the World War Two shipwreck of the German minesweeper M-343.

They recently observed large pools of the liquid metal collecting on the deck of the vessel – it had previously been seen only inside the wreck, according to a report in the Jersey Evening Post.

Most mercury gets into the ocean through rain and run-off, but once in seawater it can be converted into a toxic substance called methylmercury and threaten the health of



marine life – with the danger of it getting into the food-

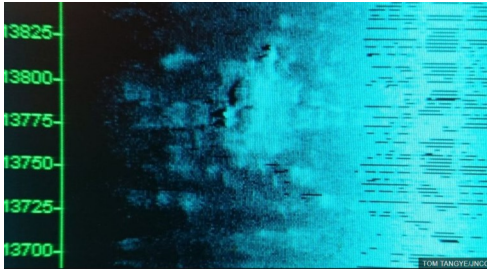
chain.

The Channel Island's Fisheries & Marine Resources department has asked divers from the charity Jersey Marine Conservation to collect samples of the mercury, which they plan to do using their ROV. They also plan to measure chemical levels around the wreck.

The M-343 lies south of Jersey at depths from 24m. The 62m-long vessel was scuttled in 1944, having been badly damaged by HMS Ashanti and the Polish destroyer Piorun in June following the D-Day landings. She had been carrying munitions for German forces from St Malo to Cherbourg.

[Read more at Divenet](#)

Deep sea habitats survey spots shipwreck off Orkney



Read more at: [BBC News](#)

Scientists carrying out a survey of deep sea habitats off the Northern Isles may have sighted the wreck of a ship sunk by a German U-boat in 1940.

The vessel is believed to be the Lagaholm, a cargo ship from Sweden, a neutral country during World War Two.

It was sunk by gunfire from a submarine off North Ronaldsay in Orkney. One crew member died in the attack.

The wreck appeared in a scan during a new survey of the West Shetland Shelf Marine Protected Area. A previous study of the West Shetland Shelf led to the discovery of a new species of worm which has eyes in its head and also in its bottom.

The Joint Nature Conservation Committee, Marine Scotland Science and Historic Environment Scotland are examining data to confirm the identity of the wreck.

The West Shetland Shelf Marine Protected Area is similar in size to the Cairngorms National Park, which is the UK's largest national park and covers parts of the Highlands, Aberdeenshire, Perthshire, Angus and Moray.

Navy amateur divers visit WW2 shipwrecks off Brunei



NAVY divers paid their respects to 339 prisoners killed when their slave ship was lost off Brunei 75 years ago.

A two-week expedition to Malaysia and Brunei drew sailors and Royal Marines from across the Senior Service.

It's the first time the Royal Navy-Royal Marines Sub-Aqua Association has organised dives in the waters off either country – each characterised by different sights.

"Brunei provided impressive wreck diving and Malaysia excellent reef diving," said Lieutenant Commander Jez Spring, based at Britannia Royal Navy College in Dartmouth.

[Read more at: Royal Navy.mod.uk/news](#)

Dutch sea search stumbles on 'oldest' shipwreck

This being hailed as a lucky accident, after salvage teams searching for containers that fell off a ship in a storm discovered a 16th Century shipwreck on the North Sea floor. The

ship, dating back to 1540, was filled with a cargo of copper plates and some of them were put on display on Wednesday when the find was revealed. It was owned by the Fugger family, one of Europe's richest banking families.

The wreck is being described as "the missing link" in shipping construction. "It's the way the ship was built that's very interesting because you have to think 100 years later the Netherlands was in the middle of its Golden Age - and this ship is from a transition period," maritime archaeologist Martijn Manders told the BBC.



[Read more at: BBC News](#)

17th century warships linked to Sweden's historic Vasa



Swedish maritime archaeologists have discovered two wrecks believed to be 17th-century warships, at least one of which is likely to be the sister ship of the Vasa, a historic vessel that sank on its maiden voyage.

"When I came down as the first diver ... I saw this wall five or six metres high and I came up and there was a massive warship," the maritime archaeologist Jim Hansson said. "It was a thrilling feeling."

The two wrecks were found in the Swedish archipelago outside the town of Vaxholm in a strait leading into Stockholm.

Vasa, named after one of Sweden's kings, was a 69-metre vessel equipped with 64 cannons. It was meant to have been a symbol of Swedish military might, but capsized and sank less than a mile into its maiden voyage in 1628.

The ship was salvaged in 1961 and is on display at Stockholm's Vasa Museum, one of Sweden's most popular tourist spots.

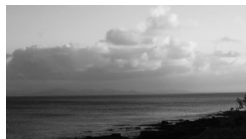
Three other ships – Applet, Kronan and Scepter – were ordered from the same shipwright, and all served in the Swedish navy and participated in battles.

"We think that some of them were sunk in the area," said Patrik Hoglund, another maritime archaeologist and diver at the newly established Museum of Wrecks. They are believed to have been sunk deliberately when they were decommissioned, serving as underwater spike strips for enemy ships.

The divers took samples of wood samples from the latest wrecks to be discovered, which will be sent to a laboratory for dating. "Then we can even see where the timber has been cut down and then we can go back and look in the archives and I think we have good chances to tell exactly which ship this is," Hansson said.

Read more at: [The Guardian](#)

At Least Nine People Dead after Shipwreck off Lanzarote



A shipwreck off Lanzarote brings the overall number of deaths of people trying to cross the Mediterranean to reach Europe close to 1100. Meanwhile, five states agreed to distribute 88 people rescued by the NGO vessel Alan Kurdi.

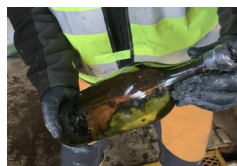
At least nine people died in a shipwreck off the coast of the canary island of Lanzarote, Spain. According to four survivors, there were up to 16 people on the

boat that capsized in a rocky area close to Caleta Caballo. Spanish authorities have recovered nine bodies so far. This is one of the most lethal shipwrecks in the Canary archipelago since February 2009, when 24 people died.

Last week, the Spanish maritime rescue service Salvamento Marítimo rescued 62 people, including three children, from a boat that was drifting in the Alboran Sea within bad weather conditions.

Read more at: [ecre](#).

Cases of Cognac and Liqueur Recovered From 1917 Shipwreck



The ship, the S.S. Kyros, was bound for Russia when it was sunk by a German submarine during World War I.

Read more at: [New York Times](#)

Wreck archives surprise Spanish researchers

A total of 681 Spanish colonial ships wrecked off the Bahamas, Bermuda, Cuba, the Dominican Republic, Haiti, Panama and the US Atlantic coast have been catalogued in the first phase of a project carried out for Spain's ministry of culture.

One surprise for the small team of researchers was that fewer than 1% of the losses resulted from pirate attacks, according to a report on the findings in the Guardian.

Read more at: [Divenet](#)



Mystery anchor found on the seabed in Cornwall

An huge old anchor trawled in Cornwall may be from one of the most valuable shipwrecks in history.

The Merchant Royal, a 17th-century English merchant ship, was lost at sea off Land's End in September 1641.

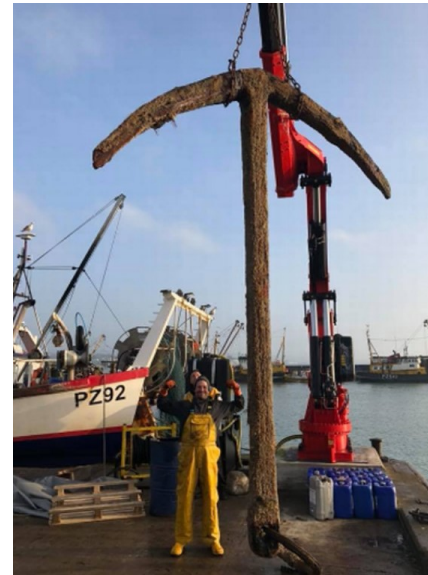
It is believed that the ship sank carrying gold, silver and bullion worth hundreds of millions - if not billions - in today's prices.

The giant anchor was trawled by the fishing vessel Spirited Lady earlier this week, and is estimated to date back to a period between 1600-1800.

The anchor's size and age have led some to speculate that it may have once belonged to the Merchant Royal.

The ship was rumoured to be the wreck found by the US company Odyssey Marine Exploration in 2007 and known only by the codename Black Swan.

But after lengthy legal wranglings, Odyssey was ordered to hand over coins recovered from the wreck to Spain, suggesting that the ship was really a Spanish frigate.



[Read more at Cornwall Live](#)

New images reveal sunken Royal Oak battleship

A volunteer team has been given special permission to dive on the wreck of the Royal Oak in Orkney's Scapa Flow.

The ship - which was sunk by a U-boat in Scapa Flow in October 1939 with the loss of more than 830 men and boys - is protected as a war grave.

But the divers have been allowed to gather images and information for use in 80th anniversary commemorations.

It follows similar projects by the same group on the wrecks of the Royal Navy ships HMS Hampshire and HMS Vanguard.

Stromness-based dive boat owner Emily Turton told BBC Radio Orkney "diving was banned on Royal Oak in 2002" to protect it.

"Very little access is given to British war graves, and it has to be by special licence," she said.

She said she had been working closely with the Royal Navy northern diving group and the Royal Oak Association.

"We asked what they would like to see," she said.

Ambitious plans to produce video and 3D images were delayed following the theft of a laptop and two external hard drives from the team.

The equipment was taken during a break-in at a flat in Stromness, which prompted a £1,500 reward for its return.

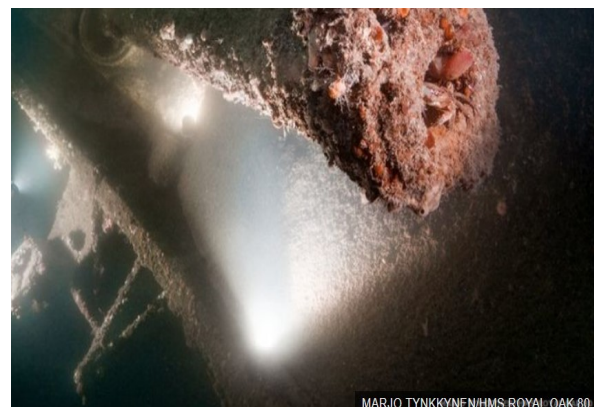
Emily Turton said the theft had been "devastating", but she said

she hoped it would be possible to recover the raw data, and recreate the processed images.

Gareth Derbyshire, chairman of the Royal Oak Association, said the project was "an important means of ensuring that the history of the ship and the circumstances of its loss were available to future generations.

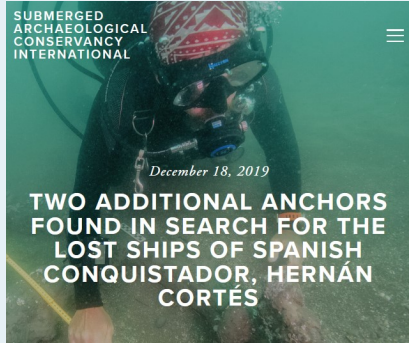
The last of the survivors of HMS Royal Oak died in December 2016.

Read more at: [BBC Scotland](#)



MARJO TYNKKYNNEN/HMS ROYAL OAK 80

Remains of Viking ship found in Norwegian paddock under lost burial mound



In July of 1519, in a bold act that changed the course of history, Spanish conquistador, Hernán Cortés, ordered his men to sink all but one of the 11 ships they sailed from Cuba to what is now Mexico. It was a remarkable act of “all or nothing” commitment that has become legend, and Cortés’s subsequent conquest of Mexico irrevocably altered the New World and set world geopolitics on a course that continues today. The remains of those scuttled ships have never been found.

[Read more at sacint-org news](#)

Researchers have discovered what they believe to be a 1,000-year-old Viking funeral ship buried under Norwegian farmland.

Archaeologists from the Norwegian Institute for Cultural Heritage Research (NIKU) used a georadar vehicle to scan paddocks in Edøy, in More and Romsdal County, while investigating a possible settlement located nearby.

Analysis of the radar-mapped paddock revealed the outline of a boat thought to have been used in a Viking burial.

It is thought the ship, the remains of which measure about 13 metres long, was once buried under a large mound, which was probably lost after being worn down by ploughs.

The vessel lies just underneath the topsoil.

Researchers think the traces detected by their radar are the central parts of the ship, while the sterns at either end of the vessel were inadvertently destroyed by ploughing.

[Read more at abc-net](#)



PHOTO: Traces of the ship are thought to be just below the topsoil. (Sagvold, Marnold, NIKU)

Restored 19th-century ships' figureheads to go on display in Plymouth

A collection of 19th-century wooden figureheads from British naval warships has been lovingly restored from the ravages of years at sea and will form a striking display at a new heritage and arts complex in Plymouth.

The 14 figureheads, some of which were so badly water-damaged that their insides had turned into a soggy mulch, are to be suspended from the ceiling of The Box gallery and museum, which is due to open in the spring.



They include a two tonne, 4 metre-high (13ft) figure of William IV carved in Devonport, Plymouth in 1833 that once stood tall and bold at the prow of the ship HMS Royal William, and a depiction of a bearded river god inspired by the River Tamar, the traditional border between Devon and Cornwall.

After they were retired from service, William IV and the other figureheads were stored in various locations, sometimes exposed to the elements. In the 1950s or 60s, while at the Devonport Naval Heritage Centre, some were given a coating of fibreglass to help protect them.

This technique preserved the surface but did not allow the wood to breathe and dry. When the idea of suspending them above the atrium to The Box using steel cables was hatched, concerns were raised by structural engineers that they might not all be stable enough.

Experts used a method called sonic tomography, usually employed by arborists to check the integrity of living trees, to map the internal state of the figureheads.

[Read more at: The Guardian](#)

Divers uncover guns, a mop and even bottles of booze from British warship HMS Invincible



Guns, a mop and even bottles of booze are among hundreds of fascinating artefacts that have gone on display for the first time after being recovered from the wreck of a historic warship which sunk off the British coast 261 years ago.

HMS Invincible was captured from the French by the British in 1747 but became wrecked on a shallow sand bank in the Solent in 1758.

The wreck, which is three nautical miles from Portsmouth, Hampshire, was first discovered by a fisherman in shallow 25ft waters 40 years ago. But changing sea bed levels in the past few years have left it more exposed to the elements, leading to fears the relics could deteriorate.

This concern prompted archaeologists to carry out a full scale excavation with 1,458 dives taking place between 2017 and 2019, during which nearly 2,000 artefacts were recovered.

The array of new finds including the ship's enormous cutwater, the forward curve of the ship's stem, have now been unveiled at the Archaeological Centre in Poole, Dorset. They will eventually go on display at the National Museum of the Royal Navy in Portsmouth.

The cutwater, which weighs over 5.8 tonnes and is 30ft long, still has the original hand carved draft marks showing how deep the ship sat in the water. Other significant finds include a gun port lid and a collection of swivel guns, some with their tillers and mounting intact. There were also many other small finds, including cutlery and regimental buttons.

The excavation was carried out by maritime archaeologist Dan Pascoe's team at Pascoe Archaeology, Bournemouth University, Marine Archaeology Sea Trust (MAST) and the National Museum of the Royal Navy.

A 261-year-old mop was also found in the wreck. The artefacts were made public for the first time at the Archaeological Centre in Poole, Dorset and will eventually be put on display at the National Museum of the Royal Navy in Portsmouth

[Read more from Katie Weston at: mailonline](#)



A human jaw bone has been found on Aberavon beach, police have confirmed

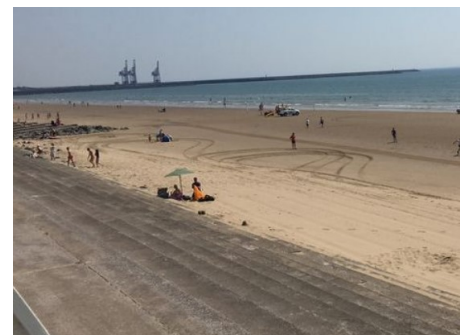
Police investigating the discovery of bones on a popular Welsh beach have confirmed one of those found is human.

South Wales Police were called to Aberavon beach last Friday following the discovery of the bones , but were unable to say whether the remains were human or animal.

But they have now confirmed that a jaw bone found there is human.

Analysis of the bone is now taking place in the hope of identifying who it belonged to.

[Read more at Walesonline](#)



Shipwreck mistaken for MH370

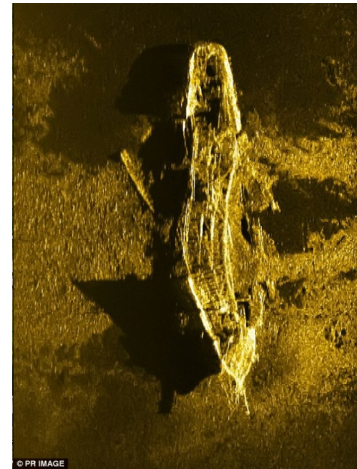
Archaeologists believe a shipwreck found in the search for MH370 wreckage may have been a Peruvian-built transport ship that disappeared on its way to Sydney more than 100 years ago.

A sonar search for the Malaysia Airlines Flight that vanished almost two years ago uncovered the shipwreck deep in the Indian Ocean.

Experts have now claimed that the underwater drone images of the wreck, found 2,600km southwest of Fremantle, Western Australia, may show all that remains of the S.V. Inca.

The barque-style 950 GRT (gross register tonnage) ship set sail from Callao, west of Lima, on 10 March 1911 and has not been seen since.

[Read more at Daily Mail News](#)



Mysterious Ships Described by Herodotus Discovered After 2,500 Years



Around 450 B.C., the Greek writer Herodotus traveled to Egypt. His later account of the trip, included in his famous work *The Histories*, focused on a distinctive river barge known as a “baris,” which he said the Egyptians used to ferry goods up and down the Nile River.

Herodotus described the vessel as having a single rudder that passed through a hole in the keel, a mast of acacia wood and papyrus sails. But for centuries, scholars had been unable to find evidence that such a vessel existed—until now.

A team of researchers investigating the sunken ruins of the ancient port city of Thonis-Heracleion, located off the coast of Alexandria, Egypt, have discovered more than 70 shipwrecks. One of those wrecks, archaeologists say, is a well-preserved vessel that almost exactly matches Herodotus’ description of the baris.

[Read more from Sarah Pruitt. History-com news](#)

RV Petrel Team Discover wreck of USS Wasp

The expedition crew aboard the late Paul G. Allen’s research vessel RV Petrel discovered wreckage from USS Wasp (CV 7), which was sunk September 15, 1942, by four Japanese torpedoes from the Japanese submarine I-19 while

escorting transports carrying the Seventh Marine Regiment to Guadalcanal as reinforcements. The sunken aircraft carrier was found in the Coral Sea, 4,200 meters below the surface.

“Paul Allen’s passion for U.S. history lives on through these missions. He was dedicated to honoring the brave men who fought for our country,” said Robert Kraft, director of subsea operations for Vulcan Inc. “Paired with the discovery of USS Hornet announced in February, we’re excited to start out the year with these momentous discoveries.”

In 1941, Wasp was assigned to ferry vital army planes to Iceland, supplementing for a lack of British aircraft to cover American landings. The P-40 planes that Wasp carried provided the defensive fighter cover necessary to watch over the American forces. Wasp also aided two very important missions to Malta, a location being hit daily by German and Italian planes. In WWII, Wasp was the first ship to launch U.S. Army planes from a U.S. Navy carrier, paving the way for future collaboration between the armed forces.



[Read more at: Subseaworld news](#)

WWII Destroyer USS Strong Wreck Found



Wreckage of World War II destroyer USS Strong (DD 467) was recently discovered resting 300 meters below the surface of Kula Gulf, north of the island of New Georgia, in the Solomon Islands.

The expedition crew of Paul G. Allen's research vessel (R/V) Petrel reported the discovery of Strong who sunk on July 5, 1943 by an enemy torpedo thought to be from one of the longest distances ever in wartime. Of the 280 crew, 46 sailors were lost.

Rear Adm. (Ret.) Samuel Cox, director of Naval History and Heritage Command, said: "While the loss of Strong and 46 of her Sailors was tragic, it's also an inspirational moment in the history of our Navy."

According to the Navy's historical account, American forces were landing at Rice Anchorage supported by Strong, USS Honolulu, USS Helena, USS St. Louis, and USS O'Bannon. They were headed for Kula Gulf to shell Japanese shore installations.

"With each ship we are find and survey, it is the human stories that make each one personal," said Robert Kraft, expedition lead and director of subsea operations for Petrel. "We need to remember and honor our history and its heroes, living and dead."

[Read more at Subseaworld News](#)

Wreckage of WWII Aircraft Carrier USS Hornet Found

Wreckage of the World War II aircraft carrier USS Hornet was recently discovered by the expedition crew of Paul G. Allen's research vessel (R/V) Petrel.

Hornet was found 5,400 meters below the surface, resting on the floor of the South Pacific Ocean around the Solomon Islands.

Hornet was best known for its part in the Doolittle Raid that was launched in April of 1942, which was the first air-borne attack of Japanese homeland targets including Tokyo.

Led by U.S. Army Lt. Col. James Doolittle, all the 16 B-25 planes that were launched from Hornet were unable to land at their designated airstrip in China.

In June, Hornet was one of three American carriers that surprised and sunk four Japanese carriers at Midway, turning the tide of war in the Pacific.

The ship was sunk during the Battle



A sonar image from R/V Petrel shows the wreck of USS Hornet (CV 8). Photo: Paul G Allen's Vulcan

of Santa Cruz Island that started on October 25, 1942. Hornet lost 111 sailors from its crew of nearly 2,200.

"With the loss of Hornet and serious damage to Enterprise, the Battle of Santa Cruz was a Japanese victory, but at an extremely high cost," said rear admiral (Ret.) Samuel Cox, director of Naval History and Heritage Command. "About half the Japanese aircraft engaged were shot down by greatly improved U.S. Navy anti-aircraft defenses. As a result, the Japanese carriers did not engage again in battle for almost another two years."

[Read more at: Subseaworld News](#)

U-boat from 'Hitler's lost fleet' found 70 years after it sunk in the Black Sea

The heavily encrusted wreck of a German U-boat, a part of 'Hitler's lost fleet' that sank in the Black Sea during World War II, has been discovered and captured on video as part of a new documentary.

The U-23 submarine was lying 40 meters beneath the water surface, some 3.7 km (two nautical miles) off the coast of Agva, a popular resort destination 97 km (60 miles) from Istanbul. The stunning find was made during the filming of a documentary produced by the Turkish public broadcaster and the country's navy.

The footage was made by the Turkish Navy's TCG Akin, a ship meant to rescue submarines from distress, which has among its equipment a remotely controlled submersible with a camera, which can dive up to 1,000 meters. The ROV captured first snaps of the long-lost hulk of the 280-ton, 40-meter long U-boat.

[Read more at: RT News](#)

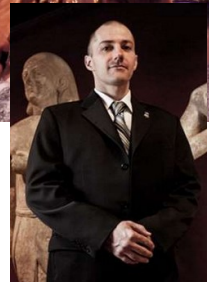
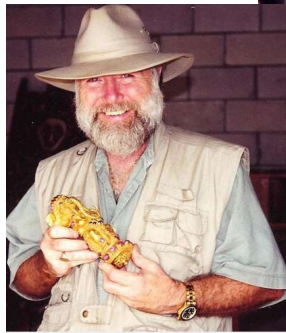
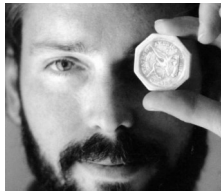


Meet America's most successful treasure hunters

You won't believe the riches these fortune seekers have found

Real-life Indiana Joneses, America's most successful treasure hunters have discovered hundreds of millions of dollars worth of lost gold, jewels and other precious artefacts, thanks to a mix of passion, ingenuity and dogged perseverance, with plenty of luck thrown in of course.

[Read more at: nsn-com](#)



Shipwreck off Peristera opens to public



A 5th century shipwreck off Peristera, an island adjacent to Alonissos in the Thessaly region, will open to the public in the summer of 2020.

"We have restarted the work of many archaeologists, won two European awards, and are proud of the 'Parthenon of shipwrecks', which

once fully operational – will change the image of Alonissos and of our islands," said Kostas Agorastos, Thessaly regional governor.

"Thessaly is now entering the world tourism map, offering different and quality tourism. Diversity will bring tourism flows in the near future."

The wreck will not just be opened up to divers – a new information centre on land will offer virtual tours as well as simulated diving experiences.

There are four underwater museums or parks slated for opening in Thessaly's Magnesia prefecture at Peristera, Alonissos; Tilegrafos at Sourpi Bay; Amaliopolis, Kikinthos; and at Cape Glaros, Sourpi Bay.

[Read more at: abtamag-com](#)

Lost at Sea Art Recovered from Shipwrecks

A fierce three-headed serpent and a mysterious female deity were among the nearly two dozen 12th-century stone reliefs from Central Vietnam that lay unseen at the bottom of the Arabian Sea for nearly 120 years. Almost 5,000 miles away in the South China Sea, blue-and-white ceramic bowls, plates and jars rested in the hold of a sunken ship off the coast of Vietnam for more than five centuries.

[Read more at: asianart-org](#)



Three ancient shipwrecks discovered off Aegean island of Kasos



Greece's Culture Ministry says three shipwrecks from ancient and mediaeval times and large sections of their cargoes have been discovered off the small Aegean island of Kasos.

A statement Monday said an underwater survey that ended last month also located cannons and other scattered finds—possibly from other foundered vessels that have not yet been pinpointed.

The oldest of the wrecks found was a 2,300-year-old trader. Its surviving cargo included amphorae—large jars used to transport wine, oil or foodstuffs—and fine tableware. Archaeologists also located five stone anchors in the wreck.

[Read more at phys-org](#)

Ceremony, beacon lighting honor Edmund Fitzgerald on 44th anniversary of shipwreck



The Edmund Fitzgerald in the St. Marys River near Nine Mile Point, circa 1975. ■ Courtesy of Robert Campbell

There have been many other shipwrecks on Lake Superior over the years. Many other mammoth November storms. Many other lives lost.

But thanks in large part to singer Gordon Lightfoot, one shipwreck stands above the rest in the Great Lakes' collective memory: the Edmund Fitzgerald.

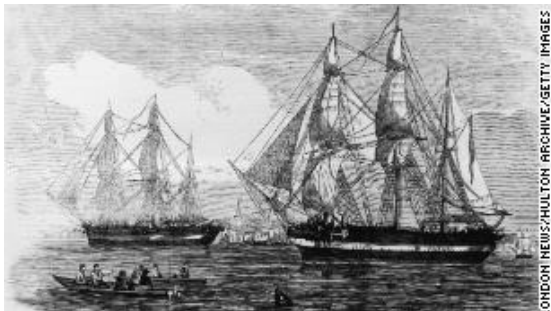
Sunday, Nov. 10, marked the 44th anniversary of the sinking of the Fitzgerald in a November gale on eastern Lake Superior with the loss of all 29 men aboard — a tragedy memorialized by Lightfoot in the now-iconic song he released the following year.

As the song recounts, the "Mighty Fitz" had left Superior on Nov. 9 with a load of iron ore pellets, and made its way across Lake Superior as a storm intensified. The Fitzgerald spent hours battling wind and waves, making its way toward Whitefish Point.

On the evening of Nov. 10, 1975, the captain of the Fitzgerald, Ernest McSorley, radioed to the nearby freighter Arthur M. Anderson that the Fitzgerald crew was, quote, "holding our own." Soon after, the Fitzgerald sank without giving a distress signal.

[Read more from Andrew Krueger at MPRNEWS](#)

Treasure hunters salvaged liquor from a 102-year-old WWI shipwreck, but haven't tasted a drop



(CNN)A group of underwater treasure hunters has salvaged hundreds of bottles of rare cognac and liqueur from a ship that was sunk by a German U-boat during World War I.

Divers and unmanned underwater vehicles from Ocean X Team and iXplorer worked around the clock for a week last month to haul up case after case of booze from the Swedish steamer SS Kyros, which has been sitting in about 250 feet of water (77 meters) in the Baltic Sea.

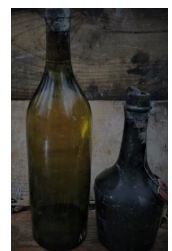
They recovered 600 bottles of De Haartman & Co. cognac and 300 bottles of Benedictine liqueur -- a brand now owned by Bacardi, Peter Lindberg with the Ocean X Team told CNN.

"We don't know yet if it is drinkable. We get a fraction of smell from the Benedictine bottles and it smells sweet and from herbs," Lindberg told CNN. "We can't get any sense of smell from the cognac bottles, but that might just be in order since it should not smell through a cork." An Arctic shipwreck frozen in time is revealing new details of a tragic 1845 expedition. They don't know how many bottles still have their seals intact, he said, but some have had their corks pushed down into the bottles.

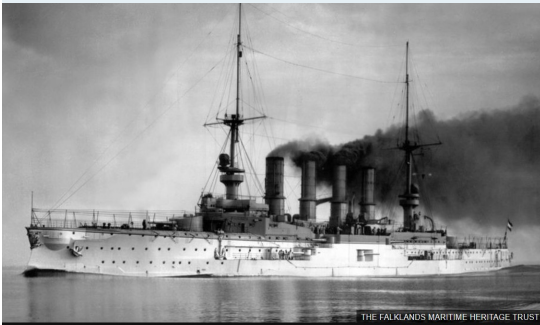
"Those bottles that have their corks still in place should be good since there is still air between the level of the content and the cork," Lindberg said.

An Arctic shipwreck 'frozen in time' is revealing new details of a tragic 1845 expedition. He said they are researching the cognac and talking with Bacardi to try to determine the value of the haul. "The cognac is of a very unknown brand and we don't know now how that will affect the value," Lindberg said. "We certainly don't want to open a bottle if the value is tens of thousands of dollars. We are trying to find info but it's not easy."

[Read more at edition cnn](#)



German WWI wreck Scharnhorst discovered off Falklands



The wreck of a World War One German armoured cruiser has been located off the Falkland Islands, where it was sunk by the British navy 105 years ago.

SMS Scharnhorst was the flagship of German Vice-Admiral Maximilian Graf von Spee's East Asia Squadron. It was sunk on 8 December 1914 with more than 800 men on board, including Vice-Adm von Spee himself. The leader of the search for the wreckage said the moment of discovery was "extraordinary".

'Poignant moment'

"We are often chasing shadows on the seabed, but when the Scharnhorst first appeared in the data flow, there was no doubt that this was one of the German fleet," Mensun Bound said.

Film production company TVT recorded the search.

"Suddenly she just came out of the gloom with great guns poking in every direction," Mr Bound said. "As a Falkland Islander and a marine archaeologist, a discovery of this significance is an unforgettable, poignant moment in my life," he added.

The search for SMS Scharnhorst began five years ago, on the 100th anniversary of the Battle of the Falkland Islands, but was not successful at first.

[Read more at BBC News](#)



Wreck of famous British WWII submarine found off Malta

A marine archaeology survey team from the University of Malta, working in co-operation with the Superintendence of Cultural Heritage and an international project team, has located the wreck of the British WW2 submarine HMS Urge (N17) off the coast of Malta.

Professor Timmy Gambin, from the University's Department of Classics & Archaeology, led the survey team, whose discovery finally resolves the question of how one of Britain's most successful WW2 submarines was lost. The search team consisted of maritime archaeology staff and students from the University of Malta, robotics students from Harvey Mudd College in the USA, and a number of sub-contracted vessels.



HMS Urge earned her renown in the second world war due to her successful attacks on many enemy vessels and special operations work with the British commandos and Secret Intelligence Service. Her disappearance in 1942 has long been a mystery.

Results from this search have established beyond doubt that on 27th April 1942 HMS Urge struck a German mine when leaving the British submarine base at the height of the siege of Malta by German and Italian forces in WW2. The wreck of the submarine stands upright and proud at a depth of 130m on the seabed, her deck gun facing forward.

The submarine sank carrying her crew of 32, as well as 11 other naval personnel and a journalist, none of whom survived. The damage caused by the explosion of the mine caused the submarine to sink rapidly, the speed of descent and impact on the sea bed is evident in imagery collected. The wreck site is a war grave and will be protected under Maltese, British and international legislation.

[Read more at: BSAC-com](#)

Mapping Bikini Atoll



The airfield welcome sign on Enyu island Bikini Atoll.

UD researchers involved in underwater mapping of the nuclear test sites in Pacific

While standing on a small ship near Bikini Atoll in the Marshall Islands during the

summer of 2019, University of Delaware Professor Art Trembanis looked up and realized that if he had been in that spot 73 years ago, he would have been engulfed in a humongous atomic mushroom cloud.

It was in that idyllic and, more importantly, remote central Pacific island that the United States conducted a series of nuclear weapons tests in the 1940s and 1950s that sunk warships, tanks and other vehicles as part of a simulated nuclear battlefield. Twelve wrecks, some of them as large as the passenger liner Titanic, now lie in the 180 foot-deep waters of Bikini Lagoon.

In June, Trembanis led a team tasked by SEARCH, a cultural resource management firm, with conducting an underwater mapping effort to locate and characterize the ghost fleet that sits on the bottom of the Pacific as well as the landscape of the atoll in general.

[Read more from Adam Thomas at: udel-edu](#)

Researchers open underwater 'living museum' in the Dominican Republic



Credit: Indiana University

Newswise — BLOOMINGTON, Ind. -- In partnership with the government of the Dominican Republic, researchers at the Indiana University Center for Underwater Science have opened their fifth "Living Museum in the Sea" in the Caribbean country -- a continuation of the center's holistic approach to protecting and preserving historic shipwrecks as well as their coastal environments.

Charles Beeker, director of the Center for Underwater Science and a Clinical Professor of Kinesiology at the IU School of Public Health-Bloomington, said creation of the Living Museums in the Sea involves both biological and archaeological protection efforts because scientists combine maritime treasures with their associated underwater biology.

The underwater museums are open to the public and must be accessed by snorkeling or scuba diving. However, to facilitate access by the non-diving public, many of the shipwrecks researched by IU have conserved artifacts on display in the Museo de las Atarazanas Reales, the Dominican Republic's national maritime museum in the UNESCO World Heritage site Colonial Zone.

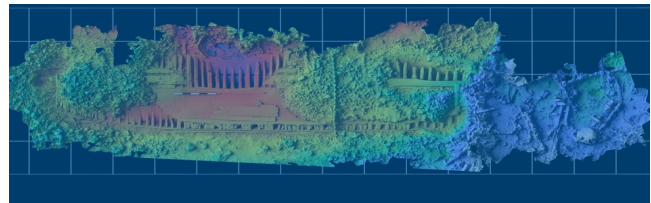
[Read more at: newswise-com](#)

17th-Century Dutch Smugglers' Shipwreck Comes to Life in Virtual Reality

A 3D scan of the shipwreck created during 2016 and 2018 fieldwork, shows a highly detailed view of the archaeological remains.

(Image: © Image by John McCarthy)

In the depths of the cold North Atlantic near the coast of Iceland lies the wreck of a Dutch ship that sank 360 years ago while pretending to be Danish.



At the time, the Netherlands (and all European nations) were barred from trading with Iceland by the country's ruler, the King of Denmark. But Dutch smugglers skirted the ban by sailing to Icelandic ports in ships that flew a false Danish flag.

One of the smugglers' ships, named "Melckmeyd" ("Milkmaid") met a violent end, smashed by a storm on Oct. 16, 1659. The sunken vessel lay forgotten on the sea bottom for centuries. But recent efforts by archaeologists and digital modelers have made the long-lost shipwreck accessible through a virtual reality (VR) "dive." As a digital model, Milkmaid can be explored by VR users through a headset or as an interactive video on YouTube.

Local divers found the Milkmaid wreck in 1992 near a small island called Flatey, off Iceland's western coast. There, the frigid waters preserved much of the ship's 108-foot-long (33 meters) lower hull in exceptional detail, representatives with the recent digital reconstruction project said in a statement.

The ship sank with a full cargo of fish, and one crew member died during the escape, project leader Kevin Martin, a doctoral candidate at the University of Iceland, reported in July at the 23rd International Conference in Information Visualization in Paris.

The wreck was first investigated in 1993 by maritime archaeologists with the National Museum of Iceland. They identified Milkmaid as a flute ship, a type of merchant vessel that was common during the 17th century.

[Read more at: Livescience](#)

Roman shipwreck dating back to the time of Jesus containing cargo of 6,000 well-preserved wine amphorae is found on the Greek sea

A Roman shipwreck that dates from the time of Jesus Christ has been discovered in Greece, with a cargo of around 6,000 amazingly well-preserved pots used for transporting wine and food. The 110-foot-long ship and its cargo, discovered off the coast of the Greek island of Kefalonia, could reveal new information about the shipping routes taken by Roman traders across the Mediterranean. The wreckage was found using sonar equipment and contains thousands of amphorae, elaborate pots used for moving food and wine.

The wreck was found near the fishing port of Fiskardo on the north coast of Kefalonia, dates between 1 BC and AD 1, Greek researchers say. The cargo is visible on the seafloor and is in a good state of preservation.

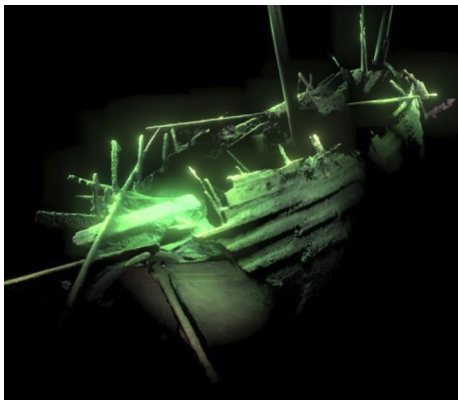
'It's half-buried in the sediment, so we have high expectations that if we go to an excavation in the future, we will find part or the whole wooden hull,' said George Ferentinos at the University of Patras, Greece, who led the study of the findings.

The Fiskardo shipwreck is one of the largest four found in the Mediterranean Sea, and the largest yet found in the eastern Mediterranean.

[Read more in the Daily Mail](#)



A Shipwreck, 500 Years Old, Appears on the Baltic Seabed



Video by Deep Sea Productions/mmmt

Its condition is pristine, but its identity is a mystery. For now, maritime archaeologists call it Okänt Skepp, Swedish for "unknown ship."

For 500 years, the Baltic Sea held in its depths a tall ship of the Renaissance era. Around the time the ship sank, Columbus was discovering the New World. His fleet vanished long ago. But the Renaissance vessel suddenly reappeared recently, remarkably well preserved in the icy Baltic waters.

[Read more at NewYorkTimes](#)

Shipwreck of The Scottish Prince becoming exposed

Divers on the Gold Coast are rediscovering the wreck of The Scottish Prince with sand movements uncovering parts of the ship not seen for years.



The 64-metre, three-masted, iron-hulled ship is partially buried in sand 500 metres off the Southport Spit.

Gold Coast diver Ian Banks said sand movements since 2013 had exposed more of the ship.

"There was a period where the bowsprit was under the sand but it's well and truly out now and you can even swim under the bow," he said.

"That's a little hidey-hole for wobbling sharks and other fish."

The experienced diver said cargo aboard the ship when it ran aground in 1887 was also more exposed, including pipes and timbers.

"Some of the masts are more exposed than they have been before, so you can see a layer of how it is gradually declining," he said.

[Read more from Tom Forbes at : abc net](#)