

# EGYPT'S TOP TWENTY SHIPWRECKS

by Peter Collings

INTERNATIONAL AWARD WINNING AUTHOR, PHOTOGRAPHER & WRECK HUNTER



Celebrating 25 years of the RSWA

Forward by John Womack



[redsealiveaboard.com](http://redsealiveaboard.com) is the home of MY Charlotte based in the Red Sea, British owned and operated.

With our owners working on board the service to our customers is first class.

We can tailor our itineraries to suit your group needs and even change itineraries while onboard MY Charlotte.

We do not hide any extras, what you see is what you pay.

We always have a great atmosphere on our trips, you might start the week as strangers but after an action-packed adventure, you will be friends for life. Individuals, Groups and Clubs all welcome.

#### What do we offer?

We run itineraries all across the Red Sea here is list of our most common trips.

- Snorkelling/Freediving Dolphin Specials
- Adventure Tours
- Northern Wrecks and Reefs
- North and Straits of Tiran
- North and Brothers
- Shark Special (Brothers, Deadalus and Elphinstone)
- Deep South St Johns
- 10 Day Red Sea Wreck Special
- Technical Diving

We also pride ourselves on being the most flexible provider in the Red Sea we can customise trips to suit your group's needs.



#### Learn to dive and continuing your education while onboard MY Charlotte...

MY Charlotte is a registered SSI Dive Boat has a team of Recreational Instructors and Instructor Trainers allowing us to offer a wide range of courses from Open Water diver all the way to Instructor so anything is possible on board with us.

We are lucky enough to also have Technical Instructors from SSI and TDI on our team which means we can offer Technical Open circuit and Rebreather courses all the way down to 100m with Trimix so you can go and visit the places very few have been.

Advanced Wreck and Technical Wreck courses are available so you can really see the full potential of the wrecks we have around us.

#### MY Charlotte the home of The Red Sea Wreck Academy.

We are very lucky to have been working with Peter Collings the founder of The Red Sea Wreck Academy, searching for and diving wrecks that not a lot of people know about. When on board for our Wreck Specials Peter gives in depth, detailed briefings of what to expect on our dives and a presentation about the history of the wreck in question.

Email: [info@redsealiveaboard.com](mailto:info@redsealiveaboard.com)

Phone: 07966142380

[www.redsealiveaboard.com](http://www.redsealiveaboard.com)

# EGYPT'S TOP TWENTY SHIP WRECKS

2021 RE PRINT

CELEBRATING 25 YEARS  
OF THE RED SEA WRECK  
ACADEMY



## FORWARD by JOHN WOMACK

I am John Womack Snr, BSAC First Class Diver, Advanced Instructor & owner of Otter Drysuits in Yorkshire, having dived the Britannic, Prince of Wales, Repulse and the Victoria plus many more over the last 40 years I would not go anywhere in the Red Sea without one of Peter's guide books. I have been on numerous successful trips of Peter's including wreck searching in Truk Lagoon.

Peter's new book is awesome, there are so many wrecks and to give detailed descriptions of all the wrecks themselves is great, it makes you feel like you have dived them already. I remember doing a night dive on the Thistlegorm which was just fantastic it was pitch black with pin points of light from fellow divers lights. In the south, Peter, Tom and myself went looking for the wreck of the Maidan on Rocky Island, we followed the debris trail down to 65mtrs and there before us was the huge shadow of the wreck hanging over the abyss starting at 80 mtrs. We could only look down in wonder, but we had found what we were looking for after 10 years.

Peter's trips are a must and very much like his trips his books are a must read, Peter is a walking encyclopaedia on all things diving and ship wrecks. A lot of great ships were made in the North East and it comes as no surprise to me that this is where Peter came from too, we have been friends/fellow wreck divers a lot of years and hope to be sharing experiences and books for many more years to come.



John Womack

MD Otter Watersports

Yorkshire.March 2018

[Otter Drysuits, UK](http://www.otterdrysuits.co.uk)



## INTRODUCTION

The work of the Red Sea Wreck Academy over the last 25 years has propelled Egypt into the “wreck locations of the world” major league, bested only by Truk Lagoon. Since its conception, the team have been at the forefront of wreck discovery in the region. Many of the household names in wrecks were discovered, identified and surveyed long before “others” made farcical claims! International awards and the endorsement of the Egyptian State Tourist Office bear testimony to that.

This publication, our 15<sup>th</sup> in the eBook series, is not a list of the “most dived” or most popular” wrecks in Egypt’s Red Sea. It is a “must do” list compiled by a panel of experts, “all” of whom have dived “all” of the forty wrecks in the Egyptian Red Sea.

5 YEARSON, since it was first published, the work of the RED SEAWRECK ACADEMY has discovered several new wrecks within sport diving limits. Two of them have propelled themselves into this list and rightly so. Others though have slid down the pole due to recent damage due once again to those moronic “sons of Poseidon” who’s thoughtless mooring in has resulted in this continued destruction.

Each shipwreck was judged on its merits under several categories, and in some cases marks were deducted for overcrowding, diver damage or diminished visibility. Categories included historical back ground, unique marine life and all weather access. Depth too was considered, with “square profile” dives losing marks, but conversely gaining points for advanced/technical training opportunities.

## The E book concept

The idea of the E BOOK series came about after seeing so many incorrect publications quoting the wrong identity of the Tile Wreck at Abu Nuhas in the Red Sea. Despite a plethora of undeniable facts presented by myself and members of the Red Sea Wreck Academy, self proclaiming experts still, for reasons known only to themselves, continued to quote the MARCUS as the CHRISOULA K. It was archive photographs from Howard Rosenstien and the location of the ships bell, which added weight to Stephan Jablonski's accounts of the sinkings'. This new material gave us enough to produce the first E book in 2008.- and 12 years on they are still proving popular and successful despite being totally ignored by the diving press.

Being free from restrictions it soon found its way around the world and was passed on from diver to diver. It had the desired effect-Now more and more reports carry the correct identity.

Its success lead to more titles being produced and published. Initially with an Egyptian theme, the Thistlegorm, Rosalie Moller and the Russian warranted a volume to themselves. Tourist authorities have noticed the importance of their assets. Wrecks are living underwater museums, and commissions have flooded in from Leros, Egypt, Truk, Palau, Subic Bay, and Busuanga, to name but a few.

Promoting tourism through shipwrecks" has become our mission statement, and by the end of 2020 we will have completed 25 titles in the series. We intend to update the guides annually-all free in readable format (72dpi) and in hi res, printable versions from the deeplens website for a small fee. They are also available from the KUBI and MIFLEX Issuu platform.

So now we have a total of 22 titles available, (and more on the way), yours to enjoy and pass on-to anyone who may be interested- with my compliments and don't forget we run regular expeditions and safaris to all these featured Wrecks...

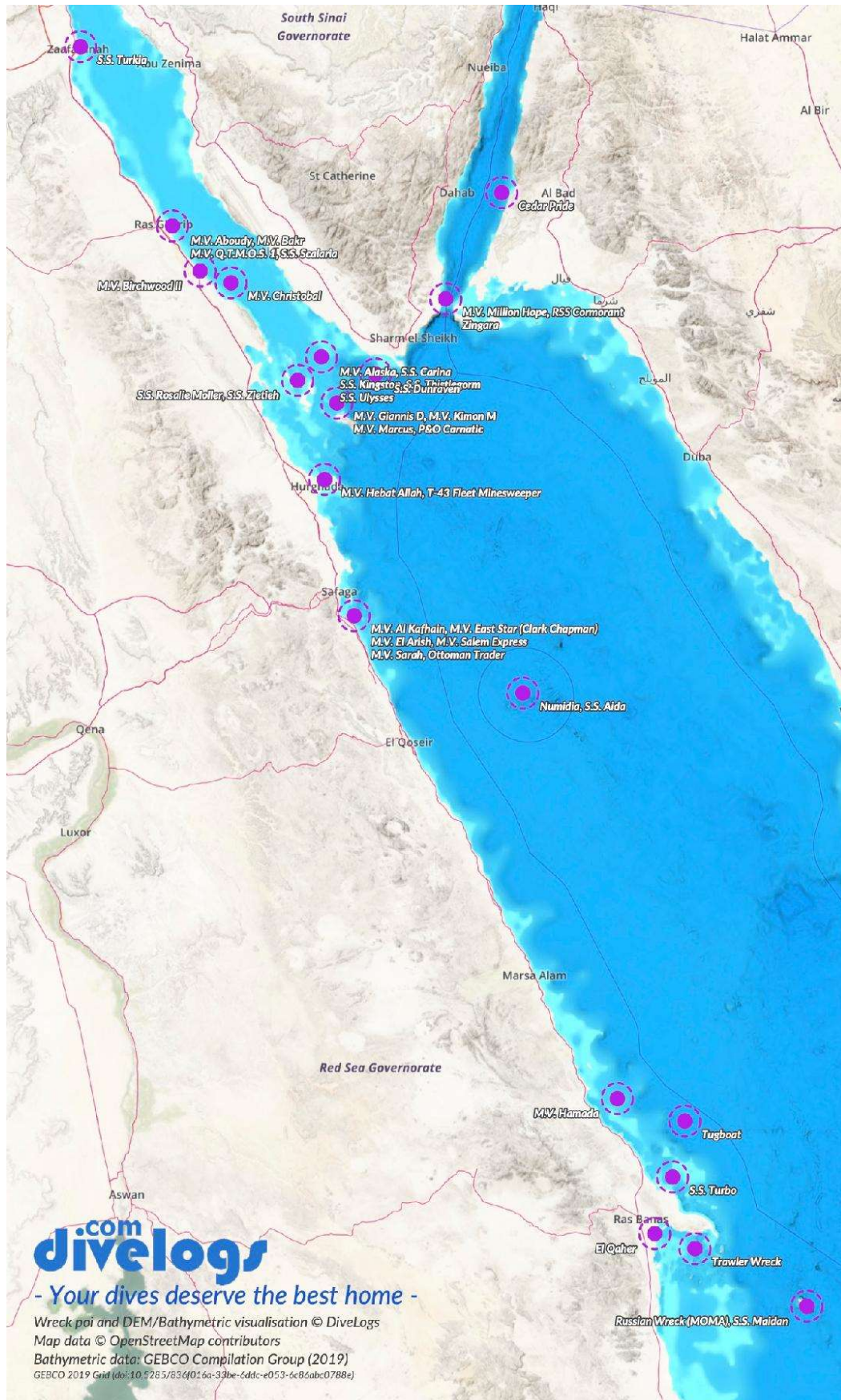
PETER COLLINGS SSI PRO 5000



# CONTENTS

Chapter 1. M.V.SARAH	Page 10
Chapter 2. M.V.ABOUDY	Page 13
Chapter 3. M.V. KIMON M	Page 17
Chapter 4. MOMA CLASS	Page 21
Chapter 5. M.V. EL ARISH	Page 26
Chapter 6. S.S. ZIETIEH	Page 30
Chapter 7. S.S. TURBO	Page 34
Chapter 8. OTTERMAN TRADER	Page 38
Chapter 9. M.V. MARCUS (Tile Wreck)	Page 39
Chapter 10. M.V. GIANNIS D	Page 42
Chapter 11. S.S. ROSALIE MOLLER	Page 47
Chapter 12. S.S. CARNATIC	Page 49
Chapter 13 EL DOMIAT	Page 52
Chapter 14. S.S. ULYSSES	Page 64
Chapter 15. S.S THISTLEGORM	Page 67
Chapter 16. M.V. MILLION HOPE	Page 71
Chapter 17. EL QAHER	Page 78
Chapter 18 MV CRISTOBAL	Page 81
Chapter 19. S.S. TURKIA	Page 85
Chapter 20. S.S. NUMIDIA	Page 92









**Northumberland Zoo**

Ralph Ring-tailed Lemur

Hamish Arctic Fox

**Home to over 100 different species of animals, from Harvest Mice to Snow Leopards & Birds of Prey.**

We are a family-run, not-for-profit zoo in the Northeast of England. Our mission is to become a leader in conservation and education.

You can tune in and see what happens behind-the-scenes at the zoo, featuring our amazing animals & staff and understand what it takes to manage and develop a zoo in England.

**Watch us on Youtube & Tiktok**

 **YouTube**

 **TikTok**

Join the herd, follow us:

-  Facebook: /northumberlandzoo
-  Instagram: @northumberlandzoo
-  Tiktok: @northumberlandzoo
-  Youtube: /NorthumberlandZoo
-  Twitter: @NorthCountryZoo

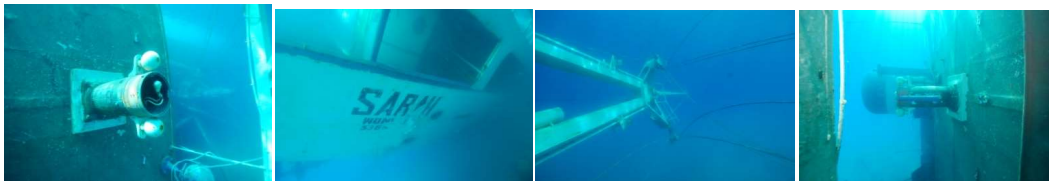
Karli Snow Leopard

**www.NorthumberlandZoo.co.uk**

## Chapter 1

## THE M.V. SARAH

20



In January 2012, while on board a local boat out of Safaga, looking for the EL ARISH, and the "East Star" I was told these wrecks didn't exist, so I went and found them.. Charlie Hood imagined it too! As we sailed past the SARAH we saw her floating, and then dived her the next day! I'll never forget Charles' face when we saw her name.....bit of a private joke unless you know the story of the Sara H. She's a hidden gem, would make a great third dive /night dive/intro wreck dive. Long may she be a figment of my imagination.....

It's the perfect wreck, intact, bathed in sunlight, rarely dived, lots of interest and loads of life, and the bonus is no one dives her. All factors which put her into the rankings.



The Sarah lies close to Safaga Island and on its starboard side in 14 metres of water, her portside awash and her davits breaking the surface. This cargo ship sat at anchor abandoned for over a year; remains of its last cargo of onions could still be seen in the holds. The hull is covered in a glorious coat of soft corals, sponges and sea squirts, grown on the hull as it sat at anchor. There is little or no damage to the vessel, however it is evident that it was stripped of its instruments before it was abandoned. The compass binnacle sits on the navigation deck minus the compass and the electronics have all been removed. Her



masts however still support many running lights and the gyro compass is still in place, at the time of writing at least.

My Buddy was none other than Charles Hood of DIVE magazine and we both had the idea of a

great wind up when we saw her name, if only we had some paint –the Sara H story could have taken on a new twist.....

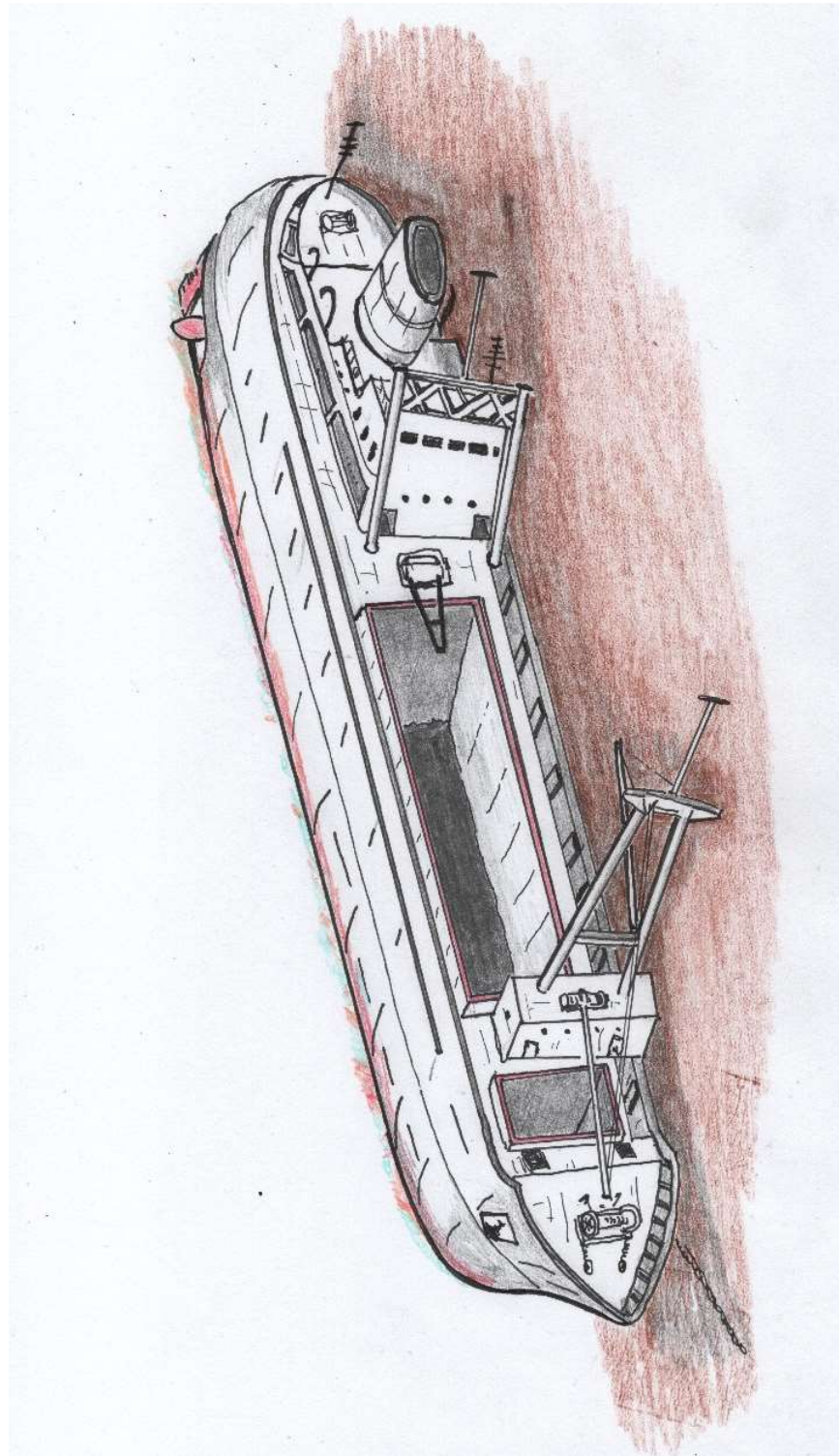
There is no doubt as to her name at the time of sinking. SARAH is clearly visible on the hull and her life belts and life jackets. A set of fire plans were found on the seabed showing her as the DOMA-T in 2000.

A thin film of sediment covers the wreck but despite this, the paintwork still looks fresh; she had only been down a few days when we dived her.

Lying on a sandy bottom in 14 metres, the superstructure is bathed in sun light and the wreck is totally intact. Her central crane and jib have swung downward and the maker's plate is clear to see. Both masts run out horizontally and are, at the time of writing, adorned in all her navigation and running lights. Rigging and aerial cables are still in place.

She got many + points for her shallow disposition, allowing for long very easy dives suitable for all, while offering some exciting penetration possibilities. Perhaps her lack of a colourful

history and lack of interesting cargo lost her marks, but given the amount of growth on her, I'm sure she will become a real treasure, so long as she isn't used by local muppet factories as a training ground for beginners



**Peter Collings. Egyptian Red Sea Wreck Stickers**

64 stickers of all the well known (and lesser known!) Egyptian wrecks of the Red Sea. Full of detailed drawings and archive photos sourced by well known wreck expert Peter Collings.

**S.S. NUMIDIA**

Built in Glasgow in 1901, this 6399 ton steam ship ran aground on the northern tip of Big Brother the same year. The wreck is regarded as one of the best in the world, certainly in the Red Sea. Starting at 14 meters and plummeting straight down, almost vertical to 80 meters. Covered in a superb array of marine life but swept by strong currents.

Each super sized sticker measures 99mm wide by 42mm high and comes on easy portable sheets designed to fit 3 ring and 6 ring logbooks.

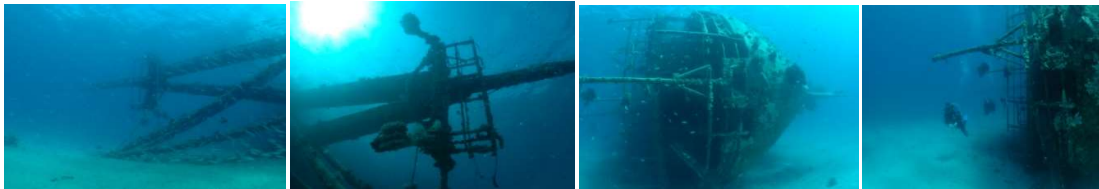
S.S.AIDA, S.S. NUMIDIA, S.S. DACCA, TUGBOAT, S.S. ADAMANTIA K, SAILBOAT, M.V. HAMADA, S.S. TURBO, EL QAHER, TRAWLER WRECK, RUSSIAN WRECK, S.S. MALDINI, AL QAMAR AL SOUDI AL MISR, HEBAT ALLAH, MOHAMMED HASABELLA, OTTOMAN TRADER, AL KAHAIN, SALEM EXPRESS, M.V. EAST STAR, EL ARISH, M. V. SARAH, T43 MINESWEEPER, DOMIAT, PRIDE OF AL SALAM, S.S. ULYSSES, M.V. GIANNIS D, P&O CARNATIC, M.V. KIMON M, M.V. MARCUS, M.V. CHRISOULA K, S.S. ROSALIE MOLLER, S.S. ZIETIEH, JOLANDA, M/T LAURA SECURITY, S.S. TURKIA, S.S. SHILLONG, M.V. ABOUDY, S.S. SCALARIA, M.V. BIRCHWOOD, M.V. MILLION HOPE, M.V. ZINGARA, M.V. LARA, M.V. LOUILLA, S.S. DUNRAVEN, S.S. THISTLEGORM, S.S. KINGSTON, M.V. ALASKA, S.S. CARINA, M.V. BAKR

**Make your write up special!**

## Chapter 2

## THE M.V. ABOUDY

19



Described by some as the perfect wreck, although low in the rankings, this perfect little cargo ship ticked many of the boxes....great fish life, intact and in only 12 metres. A great night dive to boot. Her engine room scored many plusses, but the sandy bottom and the fact she is subject to swells and thus reduced visibility, dropped her down a few places.



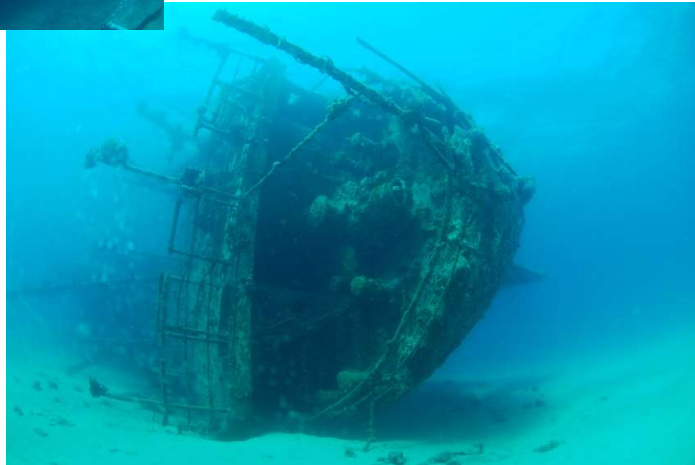


Built in 1960 as the Ville De Tenes, by Handel Schpsb Kramer & Body originally designed to carry wine, she was 76 metres long, 11.4 metre beam, 490 tons, fitted with A 4sa 7 cyl oil M.A.N. engine. In 1962 she became the Captain Saint Jean until 1979 when she was bought by Nakhia & Sado Marine Services (Egypt) and was finally named the Aboudy .



While carrying a general cargo, cargo 120 tons of aluminium, and livestock The Aboudy sank off Ras Gharib in heavy weather on the 7<sup>th</sup> May 1988. Running aground into shallow water, she capsized onto her port side and was deemed a total

constructive loss. She was located September 13<sup>th</sup> 2005 by PC and members of Bromley BSAC, inshore of the Scalaria in shallow water. The wreck lies on its port side in a north south attitude with the bows to the north and her keel to



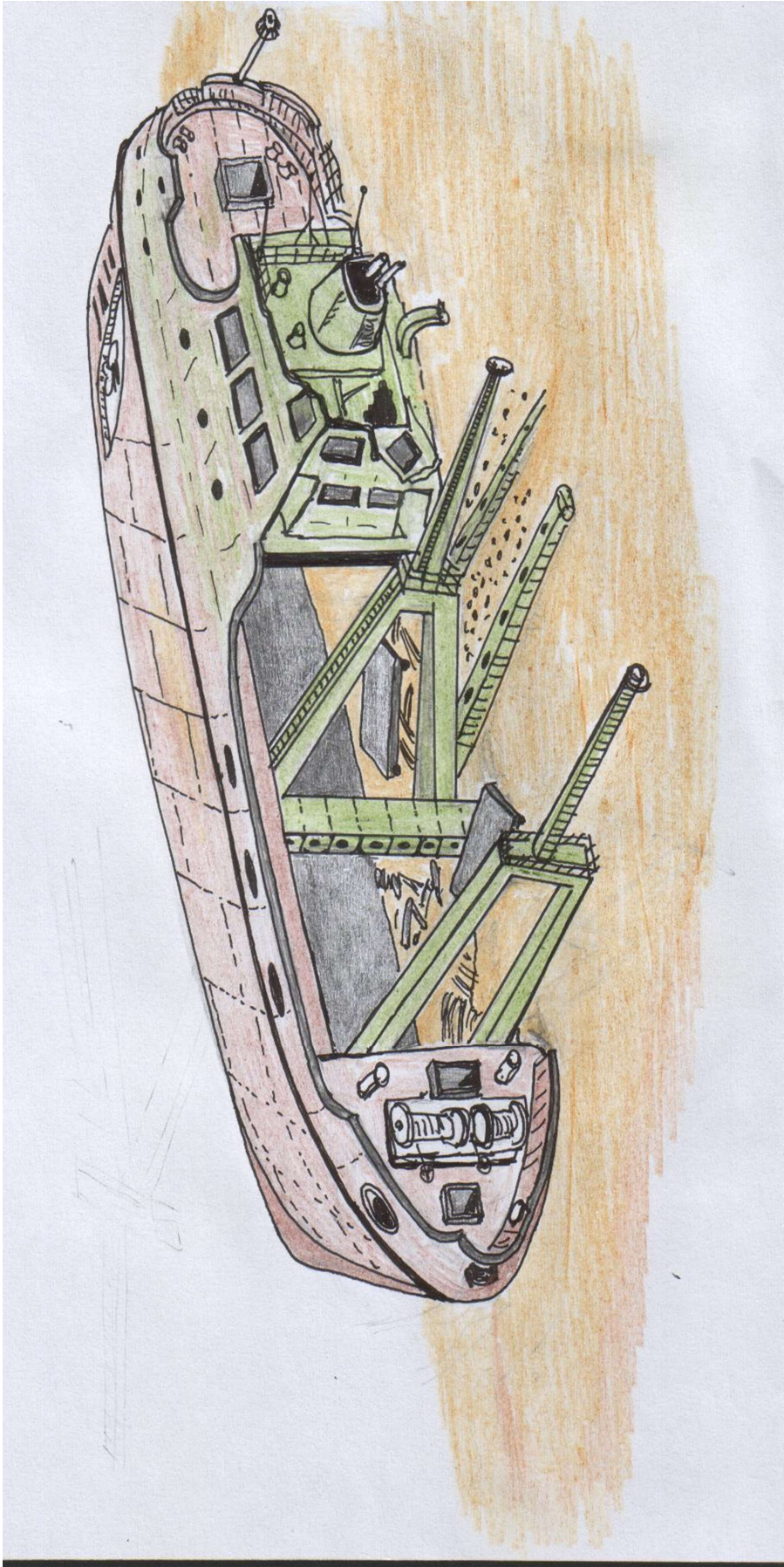
seaward. The bridge and superstructure are located aft and have collapsed. The holds which run continuously through the ship still contain some of her cargo, hundreds of 120ml bottles of cough medicine lie in the silt and the surrounding sand, and long lengths of aluminium extrusion lie in twisted heaps. Two huge and very photogenic A-frame derricks run horizontal, flanking the holds, served by 4 sets of twin winches and a radio mast runs out from the bridge area. The fo'c'sle has evidence of other items of cargo stored there. Handrails and flag staffs are intact, and several bulk head lamps can still be seen.

The prop and rudder are still in place in only 7 metres of water. Several mast lamps, complete with lenses remain in their appropriate place. Given the shallow depth there is plenty of time to explore this fascinating shipwreck, with the bonus of strong sunlight and varied marine life which includes shoaling barracuda and fusiliers, emperor angle fish,



crocodile fish, torpedo rays as well as encrusting corals and sponges on the hull and fittings.

The site is subject to swell as the seabed is sandy and visibility can be greatly reduced in poor weather.





## Chapter 3

## THE M.V. KIMON M

18

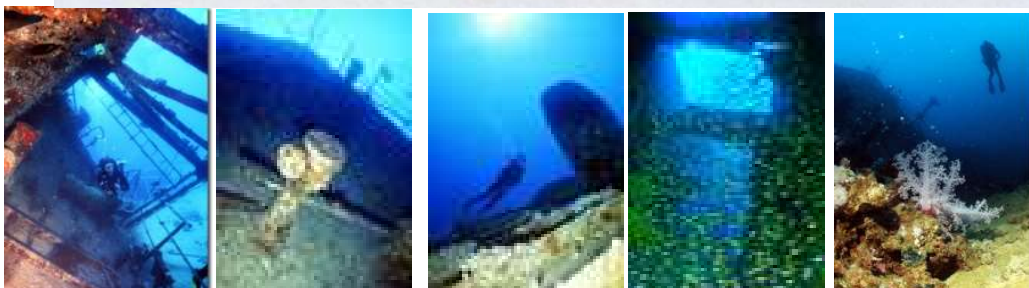
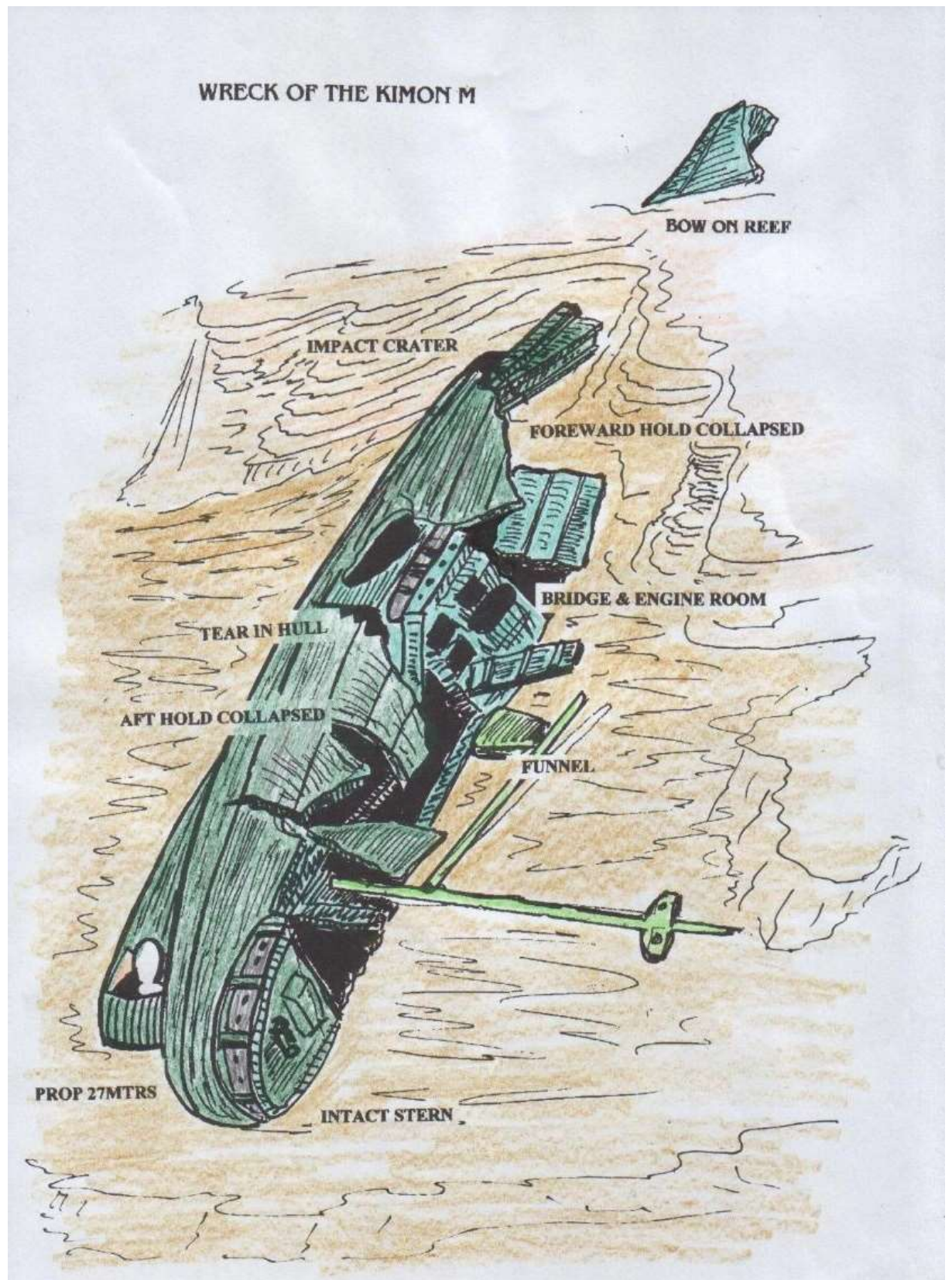


Built in 1952 by Stuicken & Sons as the BRUNSBUTTEL. She was 105.meters long, powered by an 8 cylinder diesel engine built by Waggon & Masch . She was 3714 ton gross. She had 4 holds and could also accommodate 12 steerage passengers. In 1964 she was renamed CIUDAD DE CUCUTA until 1971 when she was again renamed the ANGELA. In 1975 under the ownership of Janissios Shipping company of Panama she took on her final name.

THE FINAL VOYAGE. In December 1978, the Kimon M loaded 4,500 tons Lentils left the Turkish port of Iskenderun. On the 12th, she drove headlong with engines at Full Speed onto the reef. A passing cargo ship - the "Interasja," immediately responded to the distress call and picked up all the crew and delivered them safely to Suez two days later. With the bow section high and dry on the reef the main section of the ship broke off and rolled over onto its starboard side,



Her Captain was held responsible for her sinking at a board of enquiry in Athens and was demoted



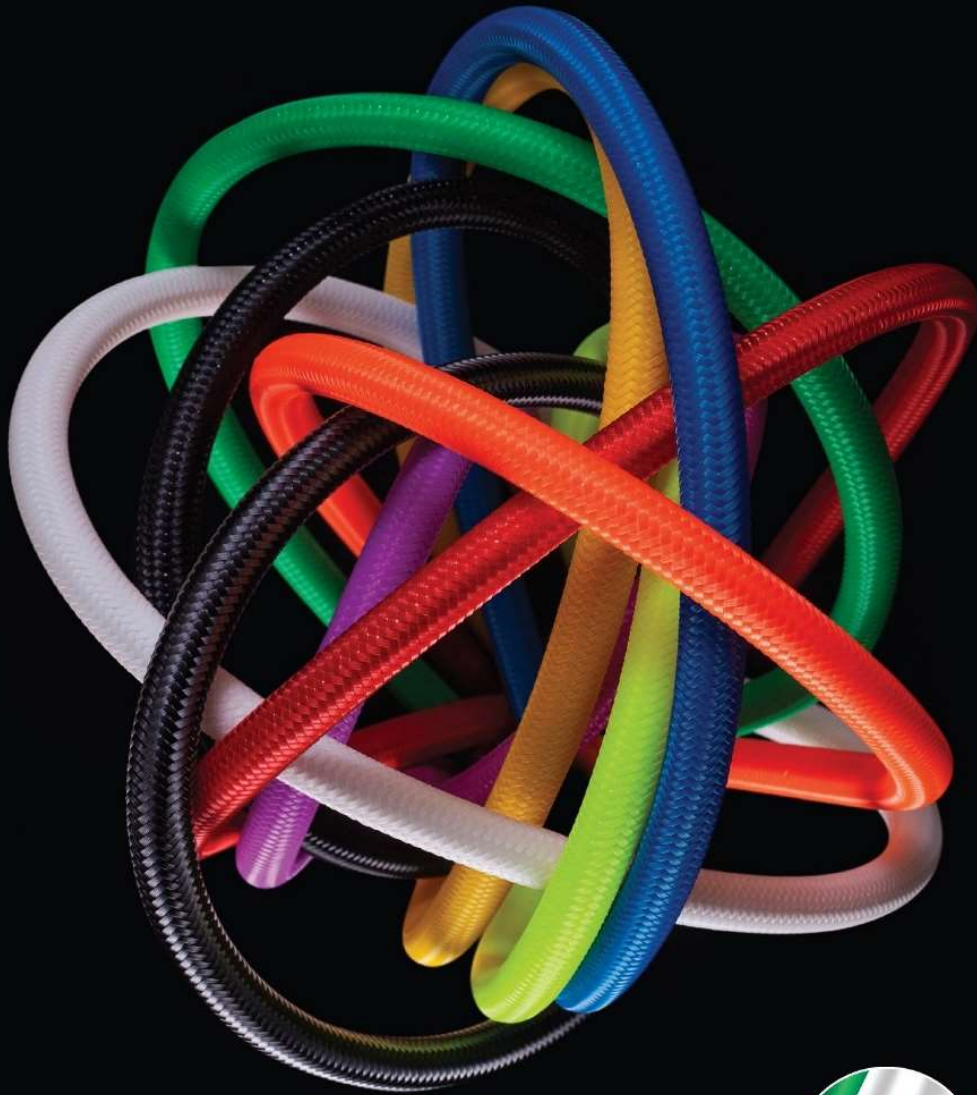
For many years this wreck was off limits, partly due to unstable sections of the wreck and the further distance required reaching her, plus the proximity of 3 “better” wrecks. For those who bother to dive her, her immense proportions, and now flourishing marine life are just reward. Our panel acknowledged her great engine room, albeit now somewhat less intact than before, her resident glass fish and jacks and her attitude on the reef. Another plus was the aft accommodation area which can be explored down three levels

The resulting impact of the grounding can still be seen today. A huge crater of barren scree surrounds her shattered fo’c’sle, her bows high and dry and well dispersed. The aft section lies in 27 metres, with weather deck, companionways, huge prop and rudder almost intact, though recent storms have made large sections forward of this very unstable.

The entire wreck lies on her starboard side, with her stern in 27 metres of water, to within a few metres of the surface at the fore section. Her upper hull has been weakened by a salvage attempt and the impact of another vessel, and although much of the engine room still remains, recent storms have rendered it inaccessible, even in calm weather. From the aft holds forward the wreck is in a dangerous condition and should be viewed from the outside only. The resident school of batfish are perhaps one of the few highlights of this once great wreck, which has succumbed to the relentless wave action and swell at this exposed corner of the reef. Her size, attitude to the reef giving her a kind profile, thus suitable as a third dive, gained her ++points lack of diver traffic too helped-given that we dived her alone while 7 other boats dumped their loads on the other three wrecks close by! Perhaps had she been carrying something more interesting than lentils she would have scored higher, but then she would have attracted more divers! , In other publications she has been listed as the SS Lentil, The Seastar, even the Chrisoula K!



**miflex** hoses®  
dedicated to quality



**MAX**  
Show  
Official Distributor

DESIGNED FOR DIVING  
MADE FOR ADVENTURE

[www.miflexhoses.co.uk](http://www.miflexhoses.co.uk)



## Chapter 4

# THE “RUSSIAN WRECK” MOMA CLASS 17.



### SPECIFICATION-

Russian Designation: SSV (Communications Ship)

Builder: Stocznia Polnocna, Gdansk (Poland)

Role: E.L.I.N.T

Year adopted: 1967

Number in Class: 28 ships total (production from 1968 – 1974)

Operational Status: Russia: Still in active service

Displacement: 1,580 tons full load

Length: 73.3 meters. Draught: 3.8 meters. Beam: 10.8 meters

Crew: 41 – 120 Officers and Sailors (depending on the mission)

Engine: 2 x Zgoda/Sulzer 6 TD 48 diesel engines delivering 3,600 hp

Max Speed: 17 Knots Range: 8,700 Nautical miles at 11 knots

Sensor Suite: 2 x Don-2 navigational radars

Sonar: Bronza arrays Electronic Warfare: Intercept and DF arrays





Again, such is the interest and controversy surrounding this Russian Intelligence gatherer, that it ticked all the boxes and has merited an EBOOK publication of its own. A fishing boat? A cargo ship? - according to some experts, but our team members know otherwise.

The wreck has everything; intrigue, kind depths, no crowds, clear water free from currents, and great exploration opportunities. With her stern upright in 24 metres of water and her comms mast in only 4 mtrs, she offers a great dive even for the less experienced, while her interior becons those with advanced wreck diving skills. A wreck worthy of many dives with lots of still unanswered questions. It was said I watched too many James Bond movies, but a swim deep through her surveillance rooms is a scene right out of Dr No! The bow too on its side has some secrets to reveal, but will the "experts" who think this is a fishing boat, please tell me how they used 10" magnetic tape reels to catch fish??????????.

## SPECIFICATION-

Russian Designation: SSV (Communications Ship)

Builder: Stocznia Polnocna, Gdansk (Poland)

Role: E.L.I.N.T

Year adopted: 1967

Number in Class: 28 ships total (production from 1968 - 1974)

Operational Status: Russia: Still in active service

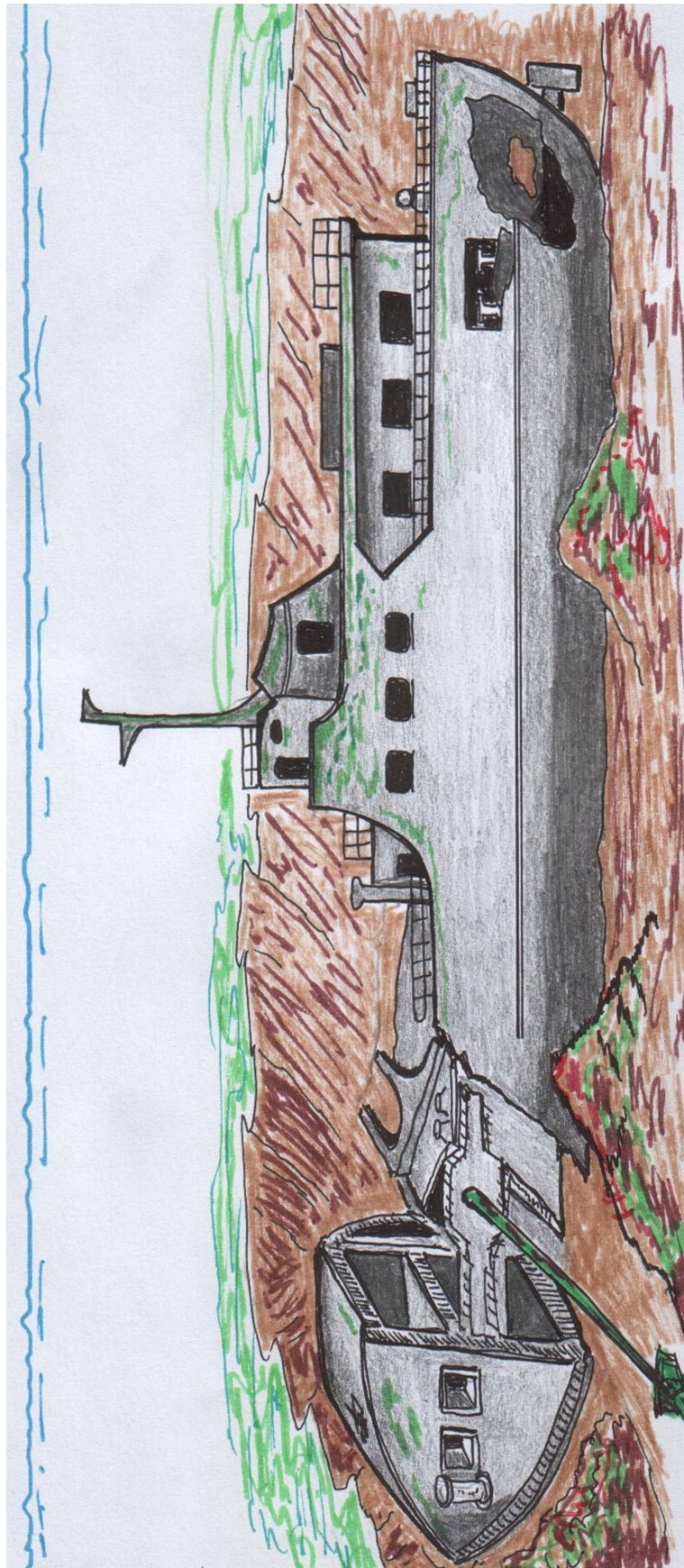
Displacement:	1,580 tons full load
Length: 73.3 meters.	Draught: 3.8 meters. Beam: 10.8 meters
Crew:	41 – 120 Officers and Sailors (depending on the mission)
Engine:	2 x Zgoda/Sulzer 6 TD 48 diesel engines delivering 3,600 hp
Max Speed:	17 Knots Range: 8,700 Nautical miles at 11 knots
Sensor Suite:	2 x Don-2 navigational radars
Sonar:	Bronza arrays Electronic Warfare: Intercept and DF arrays

Tucked away in a quite little lagoon under the shelter of Zabagad Island, it's obvious she was up to no good, and swimming through her bones reveals the purpose of her presence and even her



demise. Intrigue gets her many bonus points, and still to this day she is rarely dived. Her max depth of 24 mtrs allows for a great no deco dive. On our RSWA survey the team unearthed many secrets of her life and demise all detailed in her very own book. Her discovery was a bi product of our search for the SS MAIDAN, -we saw two lifeboats on the beach-and although

they were to big for the Moma, they led to her discovery. We assumed the lifeboats had come from the Maidan- an assumption that lasted for years until we located the SS TAIWAN close by. VERY close by







SINCE 1987

# OTTER ATLANTIC

## THE NEW STANDARD IN EXPLORATION GRADE DRYSUITS

- **NEW** Seamless underarm pattern for even greater flexibility
- **NEW** turbo boots with ankle strap
- Telescopic body with crotch strap and front entry zip
- **CHOICE OF** RipStop, Armour Skin or ultra-tough Kevlar material
- **CHOICE OF** Apeks or SiTech valves
- Large bellowed Velcro side pockets
- Strong internal braces
- **OPTIONAL** Made to measure available
- **OPTIONAL** SiTech glove/neck ring system
- **OPTIONAL** Otter balanced pee valve
- **OPTIONAL** KUBI glove ring system

Photo Silvano Barbieri

Photo Jason Brown

Photo Richard Stevenson

## 0% ASK US ABOUT OUR FINANCE

WWW.DRYSUITS.CO.UK • SALES@DRYSUITS.CO.UK

## CALL OTTER DRYSUITS TODAY ON 01274 379480

### SPREAD THE COST!

Only available to UK residents over 18, subject to status. Terms and conditions apply. We may pay brokers some consideration if they introduce business to us.

## Chapter 5

## THE M.V. EL ARISH

16



### MSEL-TOR

Built 1981 A/S Bergens, Norway

Dimensions 105 x 17.3 x 4.12

12 Cyl Diesel - 6620 kW

19 Knots

1025 Passengers, 328 berths, 150 cars

IMO: 7719820

1981 - Delivered to Misr EDCO Shipping, Alexandria, Egypt

1991 - Renamed **EL-ARISH-EL-TOR**

1999 - Sold to Sayed Nasr Navigation Lines, Cairo, Egypt. renamed **EL-ARISH**

**WRECK HUNTERS NIGHTMARE!** When we located this wreck, (which didn't exist) we found the bell which read **EL TOR** we found lifeboats and life belts that read **ELARISH** but the name on her hull was **ELARISH EL TOR**



Despite the history of the Salem Express, this wreck fared better in our poll. She is a recent discovery and gained votes due to her intact condition, amazing coral growths and fish life, and the fact that she is divisible in all weathers. Slightly reduced visibility in her lower depths lost her marks, but disproving a would-be expert wrong must have been a big plus!

This 105 metre roll-on, roll-off passenger & car ferry was built in Norway in 1981. She underwent several name changes over the years but eventually was sold to Sayed Nasr Navigation Lines (Cairo, Egypt) and renamed El-Arish.

The ship's final voyage was from Jeddah to Safaga in 2001. During this trip she was badly damaged by a fire in her engine room. She lay at anchor near Safaga for several years, becoming a local landmark, passed every day by local fishermen and charter boats. I remember seeing her in the old days when we had to travel to Mars Alam/Hamata by coach, often thinking to myself: - "that would make a great wreck!" Then one morning she was gone. Did anybody notice, did anybody care? Most probably assumed she had sailed away.

I (Peter Collings) was sure that the El-Arish had sunk, but every time I mentioned the probable location of the wreck to a skipper, the response was always the same "No we can't go there, we'll get arrested".

Finally, one day, a willing skipper took me to where I thought she was. It was not difficult to find 105 metres of ship lying on its side, just 12 metres below the surface.

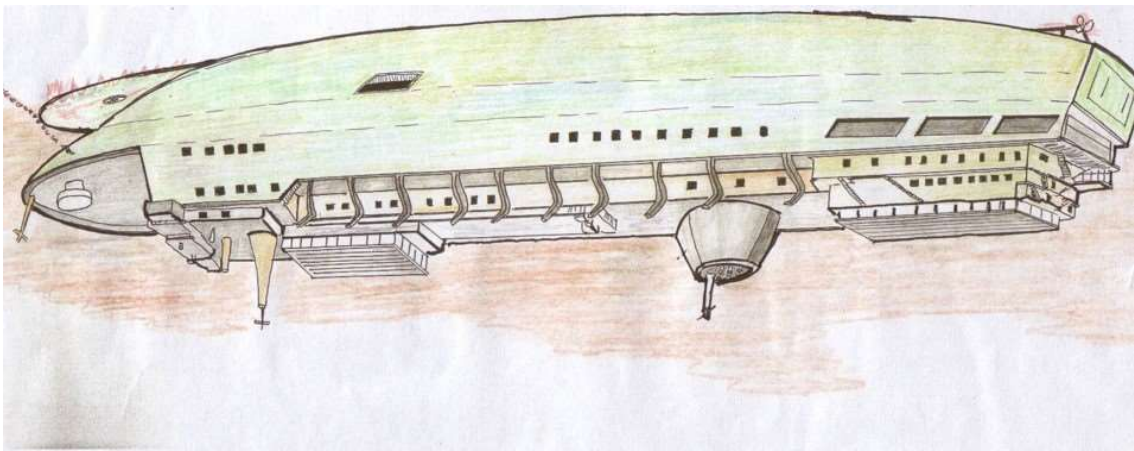
She is totally intact- with huge profuse corals. Especially draping her anchor chain. She abounds in fish and her long companionways offer some great swim throughs. Everywhere there are doorways and corridors inviting you in- beware she is 90 degrees out of the norm, anyone attempting to penetrate should treat it as a cave dive -line out boys it's a must!



At the stern there are a series of stairwells which connect to the upper/lower decks – and these have become totally covered in soft corals of immense size.

Her props too make an awesome sight, while at the sharp end a bulbous nose creates a valley over which that colourfull anchor chain hangs.

The diving gossip columns said I had invented this wreck, an 'expert' novelist claimed it didn't exist, and yet there she was, a very real intact car ferry lying on her side 12 metres below the surface, untouched, bell and compasses still in place, and located right under the noses of several local dive centres. Now this “non existent” wreck is visited on regularly by the locals .Proved wrong again eh Neddy??????



**miflex** hoses  
dedicated to quality

Made in Italy  
by MIFLEX

Purple Black Green White Red Yellow Blue Mellow Yellow Pink Carbon Black

Low Pressure Hoses available in a range of colours

Complies to EN250  
Operating Pressure 35 BAR

Available as

Regulator Hoses  
Standard 3/8" & 1/2" UNF

Inflator/BCD Hoses

Carbon HD High Pressure Hoses  
also available

Available from  
**ALL THE BEST**  
Dive Stores

MAX Show  
Official Distributor

Contact us at [sales@miflexhoses.co.uk](mailto:sales@miflexhoses.co.uk) or call on +44 (0)1162 388255

## Chapter 6

## THE S.S. ZIETIEH

15



A hidden gem, lying in only 12 metres of water, this small 1900 steamship, reminiscent of a Clyde Puffer, ticked many of the boxes in our survey. She is a veritable haven of marine life and could re write many a Red Sea marine guide book. Alive with many shoals of fish and covered in corals and sponges, the wreck also supports a vast array of invertebrates. Those looking for nudibranchs should go no further. Here they thrive, as if on steroids, and we have recorded no less than 7 species on one dive. The only negatives demoting her to 14<sup>th</sup> was the inconsistent visibility and often strong currents, plus larger groups tend to make this small wreck somewhat crowded.

## THE SINKINGS

On 26<sup>th</sup> August 1914, the Zietieh was alongside a quay at Suez loading with spares for the oil fields of Ashrafi , Quisum and Ganim, when she sank. By the 21<sup>st</sup> of September she was once again in service, carrying out her duties as a general supply vessel. The Zietieh was at anchor close to Ras Ziet on January 29<sup>th</sup> 1915, when she caught fire during an oil burner change over. Her boiler and deck cargo shifted and she began to ship water, finally capsizing with a list to port

She has a straight rake bow and a fantail stern, typical of the 1890-1900 type of hull. .

The raised fo'c'sle is accessible with only iron framework remaining, with lamps and other artefacts lying in the chain locker. The starboard anchor chain runs out along the sand to anchor. A weather deck runs aft from the engine room to the steering quadrant and she has high running boards, almost tug like. All the wooden decking has gone, revealing iron framework, heavily encrusted with sponge and sea fir. Companionways run alongside the bridge and engine room, starboard accessible, port in sand.



#### THE SHIP

The Zietieh was built at Maryport at the yard of William Walker, Shipbuilders in 1911. She was the last vessel to be launched beam on at the yard. She was a steel screw steamship, machinery aft, fitted for liquid fuel-oil burning, with a through hold and suspended bridge. She was 291 tons, 121ft long, with a 22ft beam. She was powered by a 2 cy 15", 32" 27" stroke 42hp, fed by a single scotch boiler supplied by J RITCHIE & Co. Her owners were the EGYTIAN OIL TRUST, later the ANGLO EGYPTIAN OILFIELDS LTD.

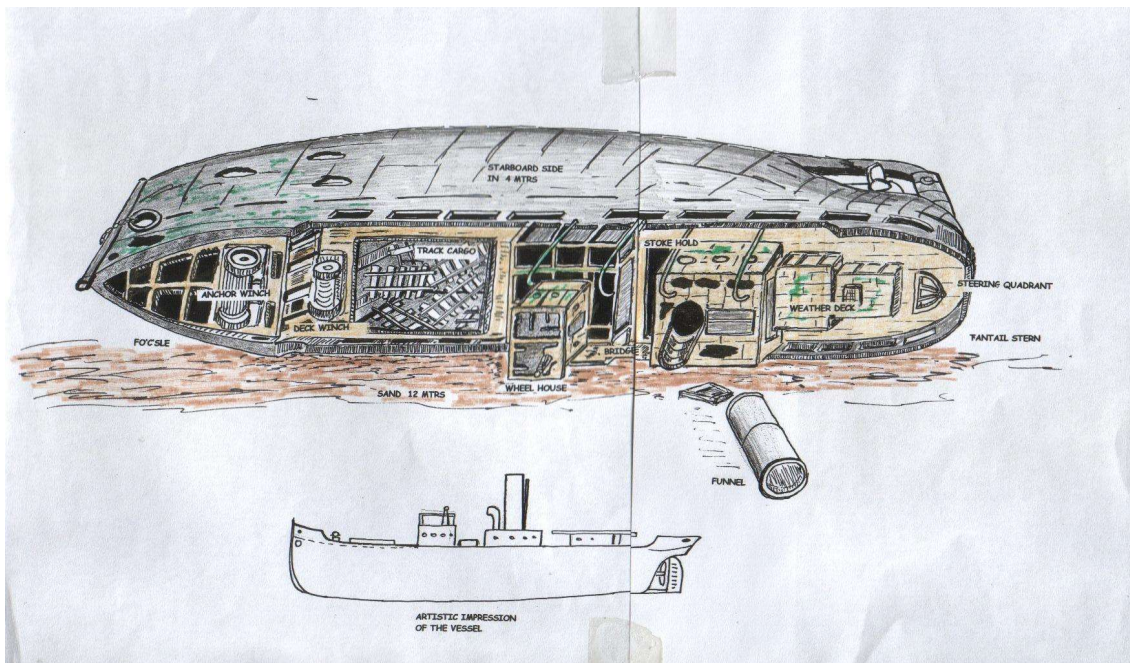
She has a single hold forward served by a deck winch just behind the fo'c'le, although there are no signs of a mast. In the hold is a cargo of prefabricated narrow gauge railway track in straight lengths of 6metres, some of the cargo lies 20metres away from wreck. A small compact bridge straddles the aft section of the hold and has a single door forward. Above this is an open navigation bridge and wheelhouse. The helm is in place but oddly facing the stern.

The tall straight funnel is broken off and lying on the sea bed, home to a family of snapper. One blade of the prop is missing, the rudder still in place but the keel is bent below the rudder assembly, otherwise there is no sign of any damage to the wreck

Hard corals encrust the upper port side of the hull, which is made of overlapping plates which are beginning to rot away, allowing an eerie light to filter through into her single hold. The wreck is a haven for marine life; large groupers, shoals of red sea snapper, free-swimming snowflake morays, and many large pyjama nudibranchs grazing off red sponge. Unusually there are spinney urchins out during the daytime, with fish colonies. Batfish and map of Africa angel fish too are found patrolling the wreck. Lies on its port side 11.8 metres, starboard side in 4 metres.



This maker's plate was located in the ships engine room by Andy Aston, who cleaned, photographed and then returned it deep inside the wreck. Without this vital piece of evidence the identity of the wreck may never have come to light, without hours of painstaking research.







**KUBI**  
Dry Glove Systems

Possibly the **Easiest**  
Dry Glove System  
you can use

**Standard Range**  
The Standard **KUBI** Range is  
designed to be fitted to the existing  
latex or silicone cuff seals of the drysuit.

**Fits like a Glove...**

**Fitted Range**  
The Fitted **KUBI** Dry Glove System  
is designed to be glued/fitted directly  
into the drysuit, incorporating the  
simplicity of the original **KUBI** system  
but fitted directly to the suit.

**www.KUBIstore.com**  
email: sales@**KUBI**store.com Tel +44(0)1162 388255

**KUBI** Designed for Functionality and Quality  
**KUBI** Focus on Detail



## Chapter 7

## THE S.S. TURBO

14



Ohhh if only she wasn't half a wreck.....she'd probably be in the top 5.....never the less her story and perhaps the mix up with the S.S. Atlas helped her score, but it was her engine room that fired the imagination of our panel, and the fact that most operators do not feature this "none existent wreck" in their itineraries. Having a wreck all to yourself each time you dive her speaks volumes. Perhaps the lack of a cargo dropped her down the pecking order but her kind profile and sheltered location (most of the time)

Built in Sunderland (England) in 1912 by J.D. Laing for the Anglo Saxon Petroleum Co, the 4900 ton, 374 ft, S.S. Turbo was fitted for carrying liquid fuel in bulk and machinery aft. The records show her engine specification, built by Dickinson's at the Deptford Yard, as a 3 cylinder triple expansion engine. She was a typical 'Centre Island' vessel with sealed holds fore and aft of the Island. Her engine room was situated at the stern of the ship.

Having survived WW1 she continued her trade until 1940, the start of WW2, when she was put under Admiralty Service. Her weather deck, above the steering quadrant, was adapted into a gun deck. She was armed with a 4" gun and 4 Hotchiss. She carried out numerous missions between Port Said, Haifa, Piraeus, Aden and Istanbul.

On August 20th 1941 the Turbo was attacked by German aircraft while en route from Haifa to Alexandria with a cargo of 7500 tons of Admiralty fuel. The crew included 3 naval and 7 military gunners. The ship had left Haifa just before dark on the 19th August 1942

The Turbo had survived the attack, at slow speed she continued the voyage, and the captain found that by increasing her speed to 6 knots she stopped rocking, and they safely arrived at Port Said on the 21st August. Here part of her cargo was discharged and she continued through the Suez Canal to offload her remaining cargo.

Lloyds war losses records.

*"While proceeding towards Aden, as a hulk, SS TURBO broke her back in a heavy sea. Gladys Moller stood by, stern could not be boarded, during the night of the 5th all contact with the stern was lost and the bow section sunk by gunfire on the night of the 5th by an unknown vessel under instruction from the Admiralty at Port Sudan."*

Credit for the discovery of this wreck goes to the Skipper of Lady M live-aboard. They called it the half wreck because it consisted of a stern and superstructure and one very large hold. At first we thought this was the Hadia, which had been described as a tanker in some records, but entering her engine room revealed a large single triple expansion steam engine, not a diesel as in the Hadia. Inside the engine room a plate with R.C. CRAGGS embossed and a works number would if fact prove to be something of a red herring in her identification, but without this knowledge to hand we set about looking for the missing section of the very close to the reef face on its port side.

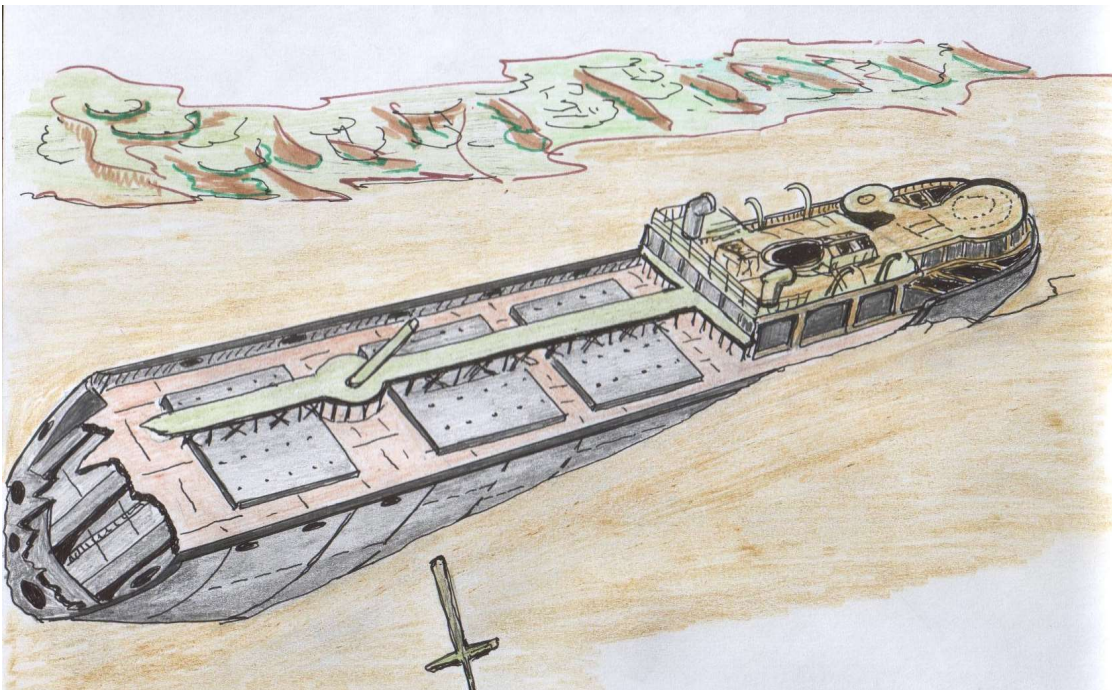
The starboard side is in about 18 metres while the port side almost touches the sand. The stern faces northwest. The break in the hull is from the rear of the centre island which sank



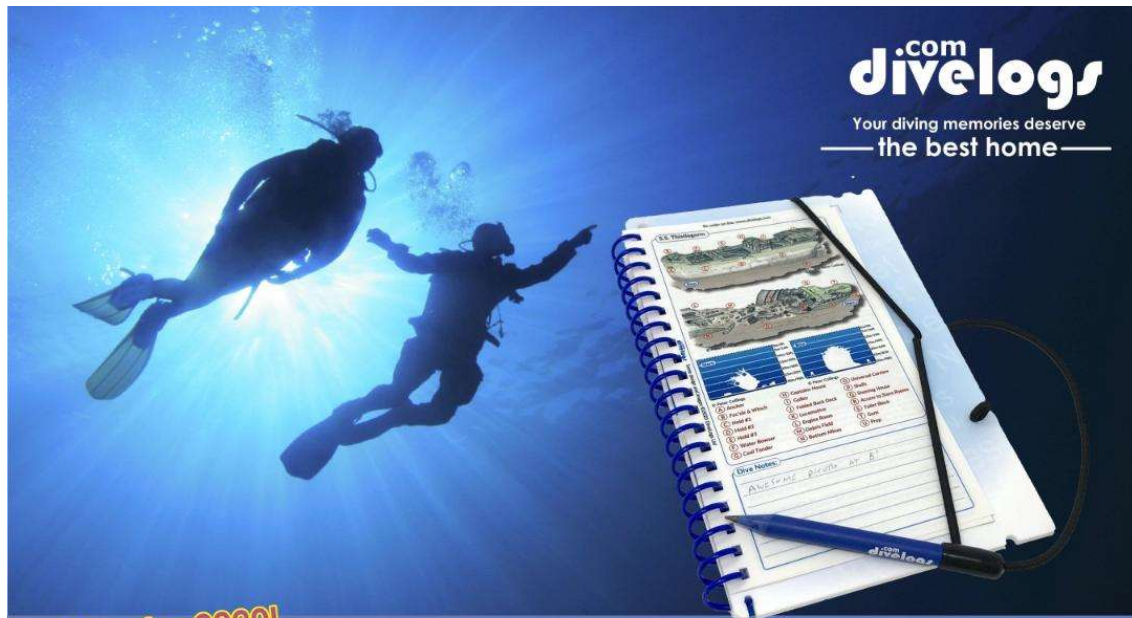
with the fore section. The raised walkway runs aft to the engine room and accommodation island and the cross members are covered in corals and home to multitude of fish.

The helm direction indicator is intact and stands proud on her aft deck and although her rudder was removed the prop can still be seen partially buried in the sand.

A highlight of our Southern wreck safaris.







**dive**logs<sup>com</sup>

Your diving memories deserve  
— the best home —

**New for 2020!**

## Peter Collings Wreck Notes

Take Peter's years of experience with you on your next trip  
Special wreck set pages for your log book.  
Or take them underwater on your next dive, with our wet note versions!



**www.diveLogs.com**

- Recreational, Instructor, and Technical Dive Logs
- Custom Dive Logs
- Log Book Stamps
- Gear ScubaTags
- Compact Lightweight Binders
- Custom Dive Slates
- Dive Maps
- Archiving
- Fish Identification
- Certification Card Holders

## Chapter 8 THE OTTOMAN TRADER 13



If history and uniqueness were the key factors this would rank as number 1! The oldest wreck found, dating back to c1700. Those who have dived her often are speechless when they surface.

As you descend it looks like a pile of coral scree, but on approach her 7 anchors and wooden spars defy belief. The scree reveals itself as piles of intact pottery, porons, jugs, wine vats and other vessels designed to hold liquids. The land slide of sand reveals horizontal beams from the ship's hull. Several of the vertical spars are covered in sponge and coral, suggesting that these have been exposed for some time. An archaeological report dates this site as 1700c; from the days of the Ottoman Empire and recovered artefacts marry up with Turkish styled designs of that era.

For obvious reasons the location of the wreck site is a well guarded secret. The fact that all these artefacts are still in place tells us the site is unknown to locals. The historical value of this site cannot be overstated.



## Chapter 9 THE M.V. MARKUS (Tile Wreck) 12



BUILT at Flensburg Bremen in 1956 by Flensburger SchiffGe for the Atlas Levante Line, as the MV ATLAS and registered at Bremen, (Lloyds list no less than 18 vessels called ATLAS at this time) she was described as a general cargo ship, fitted with MAN diesel engines, 381

ft long, 2699 tons. In 1959 she became the NAGUILAN, until in 1959 she was sold to Klaus E. Oldendorff (who had owned the Dora Oldendorff, later to become the Chrisoula K). Under that ownership she became the NORDHAFF. In 1971 she was on a voyage from New Orleans to Bordeaux and Brest with a cargo of soya bean meal when fire broke out in her engine room. One man died and four were injured. She made port at Mobile. After making temporary repairs she finalised her journey, but was then declared a total constructive loss. At this point she would appear to have become declassified with Lloyds and the trail goes cold.

(The above information did not come to light until the postcard and indeed the ships' bell revealed the details of her beginnings. Although we had her name at the time of sinking - derived from our logbooks from the first visit. It didn't help with her history. There would at first seem to be no record of the ship being officially recorded. However her name was eventually found in the Hellenic Shipping register. There are many unregistered vessels still plying the seas, some under flags of convenience, some changing names during a voyage)





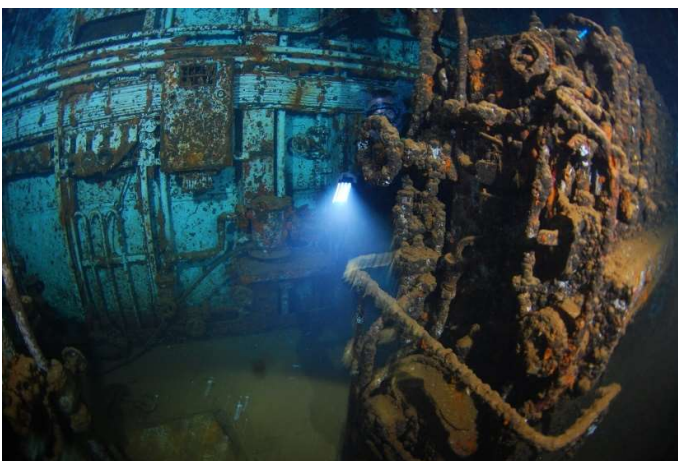
The fact that this wreck has produced a book on its true identity has gained it lots of votes.....and still a small group of uneducated provocateurs will not accept the true. "There is no 5<sup>th</sup> wreck", yes there is and we've dived them all.

Irrelevant of the controversy (which scored her many points), the wreck proved to be a firm favourite with our panel. Her engine room alone is a must do; an entire dive can be spent exploring her workshops, plant rooms and mezzanines and all in less than 20 metres.

Her profile too gained points, lying from 30metres up to within 4 metres of the surface, it allows for long safe dives, although care should be taken when a swell is present.

Would be wreck detectives can explore the wreck, sifting out the clues, such as two bows and two sets of forward derricks, proving beyond a doubt her true identity.

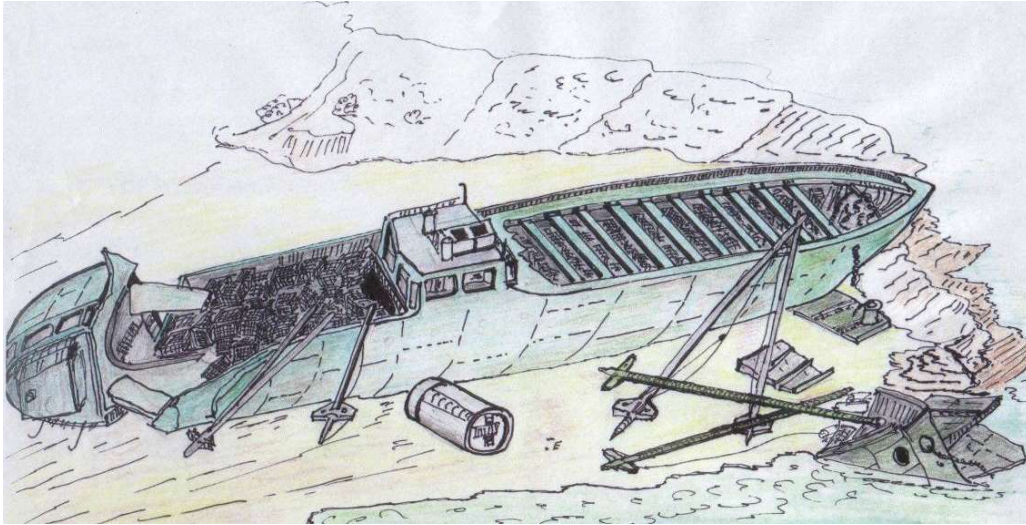
Peter Collings comments: "In 1978 I was part of a BS-AC group visiting the Red Sea for the first time. The skipper of our boat, Saleem Hussan, took us to Abu Hahas - he wanted to recover some tiles from a recent wreck. During our dives the ships bell was



recovered and retained by Saleem. As well as bearing her original name, the date and port of registry, were marked clearly. The painted name on her hull and wooden boards reading Marcus. We were totally unaware that only 200 metres along the reef lay the [Carnatic](#) - it would be 7 years before she was to be

found."

For years the Marcus had been mistaken for the Chrisoula K, which, by coincidence, arrived on the same reef three years later - a similar ship, similar cargo and a similar journey. The broken-off bow of the Chrisoula K sitting on top of the reef next to The Tile Wreck simply added to the confusion - deliberate or coincidence?! The Marcus however, never did break in two - her bow section still lies in place.



THE FULL STORY OF THIS WRECK IS AVAILABLE FROM PETER COLLINGS ([WWW.DEEPLENS.COM](http://WWW.DEEPLENS.COM)) AS AN E BOOK- ABSOLUTLY FREE. READ AND BELIEVE.



DEEPLENS CONTACT DETAILS

TEL 07518161970 [deeplens@aol.com](mailto:deeplens@aol.com)

## Chapter 10 THE M.V. GIANNIS D 11



Launched in 1969 as the Shoyo Maru, the Giannis D was built by the Kuryshima Dock Company of Imabari, Japan. She was a 2,932 tons, twin hold general cargo vessel, with a stern bridge and engine room. She was 87 mtrs long. A 6 cylinder diesel engine gave her a top speed of 12 knots.

In 1975 she was sold and re-named the Markos,(not to be confused with the MARCUS) until 1980,when the ship was sold n to the Dumarc Shipping and Trading Corporation of Piraeus, Greece and finally names Giannis D



I'd have been surprised and upset if this wreck hadn't made it into the top ten! My



personal involvement in her "discovery" has been well documented in Sport Diver, H2O etc, but she ranked high due to her superb engine room, swim throughs and kind depths. The subject of "Malice in Wonderland", a David Attenburgh production, The Giannis D is not only one of the most popular but most heavily dived wrecks in the region. She lost points due to the damage being caused by local guides tying onto her kingpost, which at the time of writing is in danger of collapsing and there nothing



we can do to stop the inevitable. The iconic image (LEFT) IS now a the past, its uprights cut through with mooring wires in 2019.

## "Discovering" the Wreck

At 04.00 hrs on the 19th April 1983, Lawson Wood and myself (Peter Collings) were woken by the very excited skipper of the Lady Jenny 3 liveaboard. He had just listened

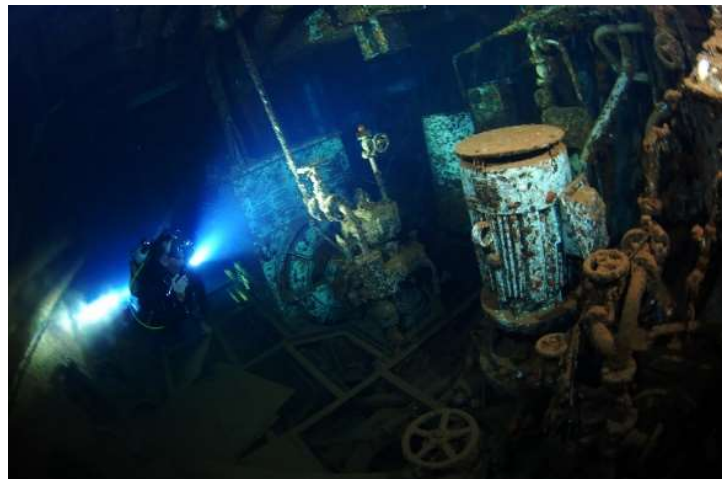


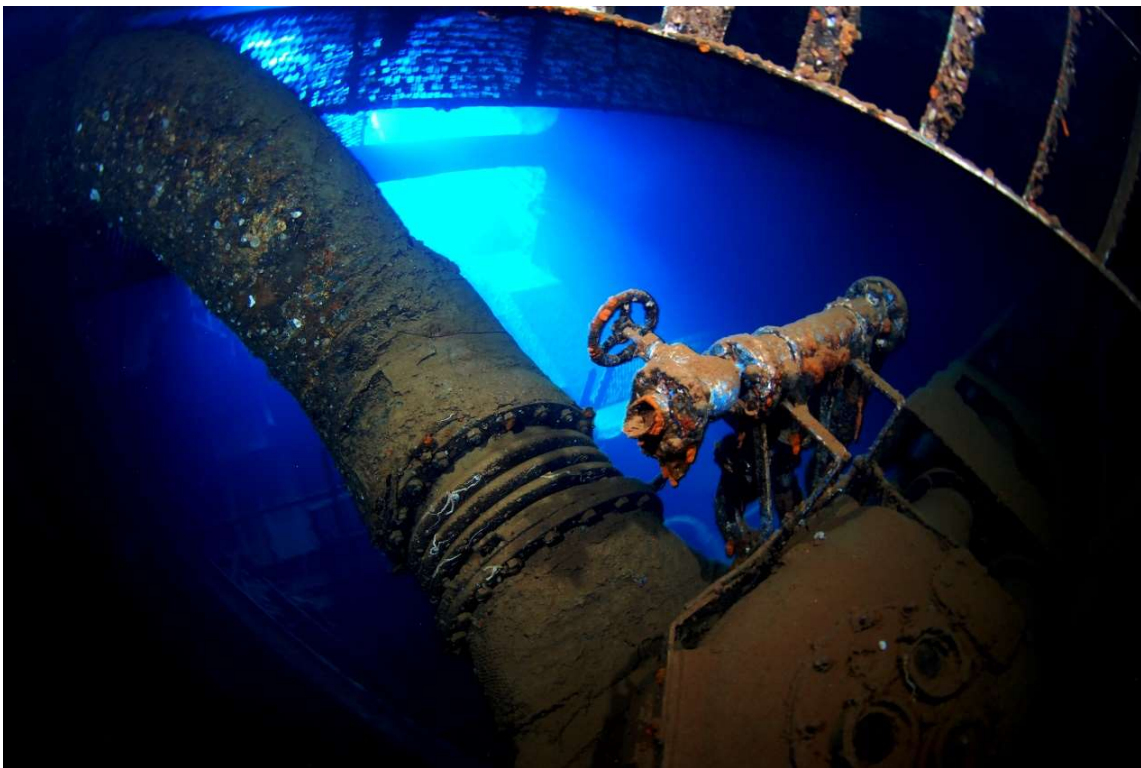
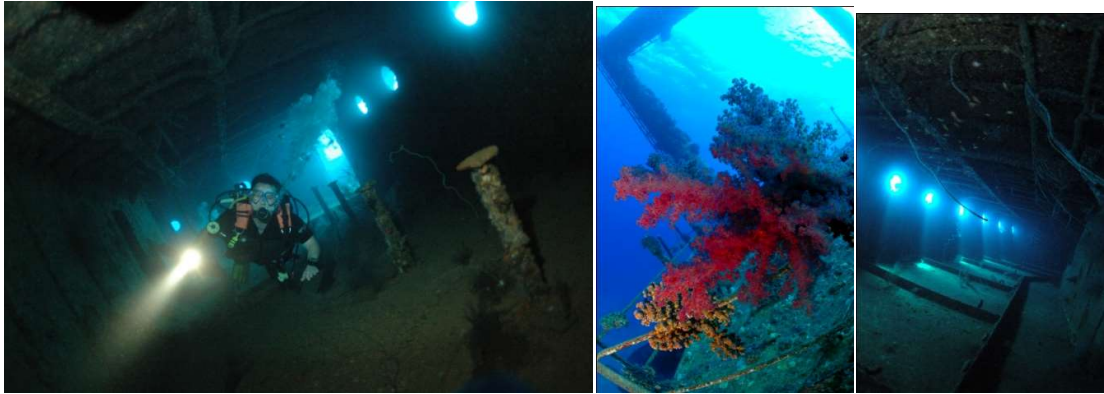
in to an S.O.S. and subsequent rescue of the crew of the Greek cargo vessel Giannis D. The crew had abandoned the vessel, which is listing, and had been taken by an Egyptian tug to an oil platform and then by helicopter to the mainland.

From the transmissions we were able to locate where the ship had struck and at dawn we were face to face with an amazing site; that of a freighter listing to port, hard and fast into the northern face of Abu Nuhas, her deck cargo of mahogany being tossed up into the air like matchsticks.

Today she is a playground for divers in a max depth 24 metres broken into 2 parts and great to explore. Her engine room is adorned with all the paraphernalia you might expect valve wheels, generators, gearings motors, workshops and even a mezzanine floor. With several entry and exit points all 4 floors can be explored with ease for those with the right training. Full details in

SHIPWRECKS OF  
ABU NUHAS and  
DIVE EGYPT'S  
SHIPWRECKS PART  
2.









# aquaSketch

The World's Only *Scrolling Slate*®

## Paper for the other 71% of the Earth's surface!

The **aquaSketch** Minno is a rugged underwater notebook, sketchpad and reference platform that brings all the convenience and versatility of paper to the marine environment, and other extreme settings. This patented device is small enough to be worn on the wrist or put into a pocket, yet it can hold an incredible Eight feet of waterproof, reusable and printable material.



The **aquaSketch** Minno is the ultimate device for notation and reference under any extreme condition:

- **Easy to use:** Worn on the wrist, **aquaSketch** Minno is optimized for easy, single-handed use.
- **Durability:** Simple and virtually indestructible, no batteries or electronics, **aquaSketch** Minno is dependable in the most adverse conditions.
- **Compact:** Small enough to be stored in a pocket or worn on the wrist.
- **Capacity:** **aquaSketch** Minno can hold an incredible 8 feet of paper.
- **Saving notes:** Simply scroll through notes, **aquaSketch** Minno unique vellum can be scanned or photographed for digital archiving.
- **Reusable:** Once archived, notes can be erased completely and **aquaSketch** Minno reused indefinitely.
- **Erasability:** Use a finger to erase unwanted notes underwater, **aquaSketch** Minno's textured surface makes it easy to erase completely during or after a dive.
- **Reusable:** After notes are archived **aquaSketch** Minno can be erased completely or reused.
- **Apps:** **aquaSketch** Minno's extensive library of pre-printed "Apps" include Decompression schedules, Dive safety checklists and many more!
- **Printable:** Custom printing of maps, guides and other reference material.



Contact us at [sales@miflexhoses.co.uk](mailto:sales@miflexhoses.co.uk) or call on +44 (0)1162 388255

## Chapter 11 THE S.S. ROSALIE MOLLER 10

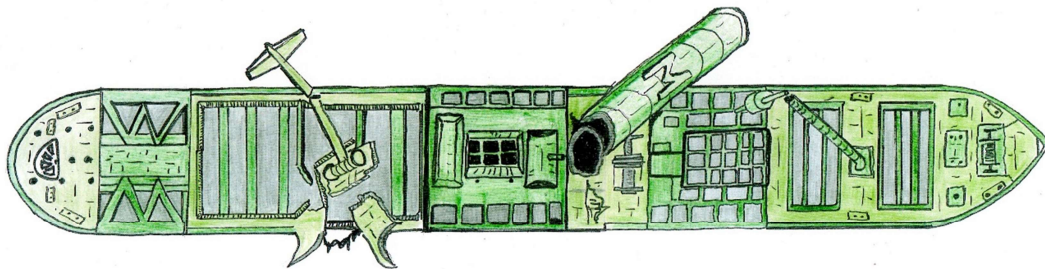
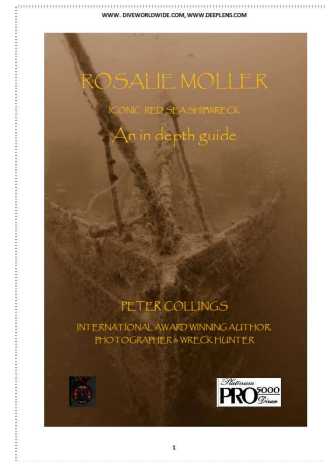
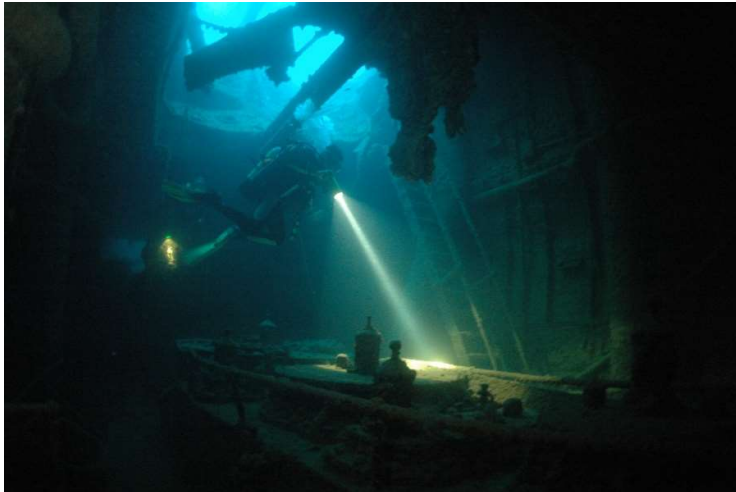


Had this chart been compiled prior to the opening of El Gouna, and the arrival of tourist day boat dives, the Rosalie Moller would have gained the number one spot. Those who remembered her upright funnel, aft gantry and festooned stern mast, her current state gained her negative points. Like the Thistlegorm she has been subject to the thoughtless actions of local dive masters. The removal of many of her portholes didn't help her rankings either.

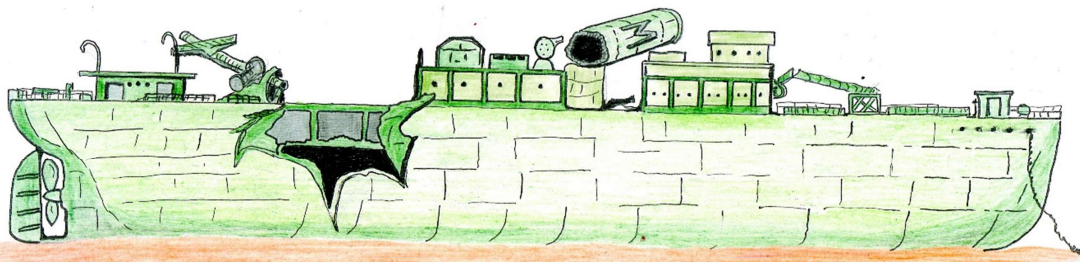
Never the less she is a magnificent wreck, with challenging conditions, amazing marine life and an engine room to fire the imagination. A wreck worthy of a book in its own right-and we've produced one; available free from [deeplens.com](http://deeplens.com).



Perhaps a highlight of the work of the RSWA- we discovered her due to the activity of seagulls yes I hear the sceptics, but she remains one of the most exciting experiences of discovering a new wreck (bested perhaps now by the DOMIAT). Given that officially she was raised and salvaged, we have never proven the theory behind the missing fluke it just adds to the magic of this wreck.



Updated Sketch 2020, due to damage caused to her masts, wingbridge, and stern gantry. Damage caused by the usual practice of tying into the wreck with either steel wires or to weak structures, by local dive guides.





## Chapter 12 THE S.S. CARNATIC 9



Her under sail / Picture — British Maritime Museum, Greenwich

The P&O passenger mailship was used between Bombay and Suez, in the days before the canal, when passengers had to complete their journeys overland to and from Alexandria. This journey was affectionately known as the Spice Run. It is from these journeys that the term *posh* was derived (port out starboard

home). Her ornate design can still be recognized to this day. The Carnatic was a typical steam sailing vessel of the 1860's. Built by Samuda Bros. She was laid down as the MYSORE. She was 294 ft long, 1776 tons and could carry some 250 people.



Rightly placed in the top ten, although heavily dived, the iconic P&O vessel ranks high in our poll. Colourful in both historical and visual aspects, her moderate depths, ease of penetration and lack of current in consistently clear water (the author has never dived this wreck in less than good viz, even in stormy conditions), gained her many points. Due to some recent damage to her stern she dropped a couple of spots in the pecking order.

In total contrast to the other wrecks on Abu Nuhas, the Carnatic is adorned with nearly 150 years of coral growth of splendid colours and variety. The story of her demise is almost as colourful. The P&O passenger mail ship was used between Bombay and Suez, in the



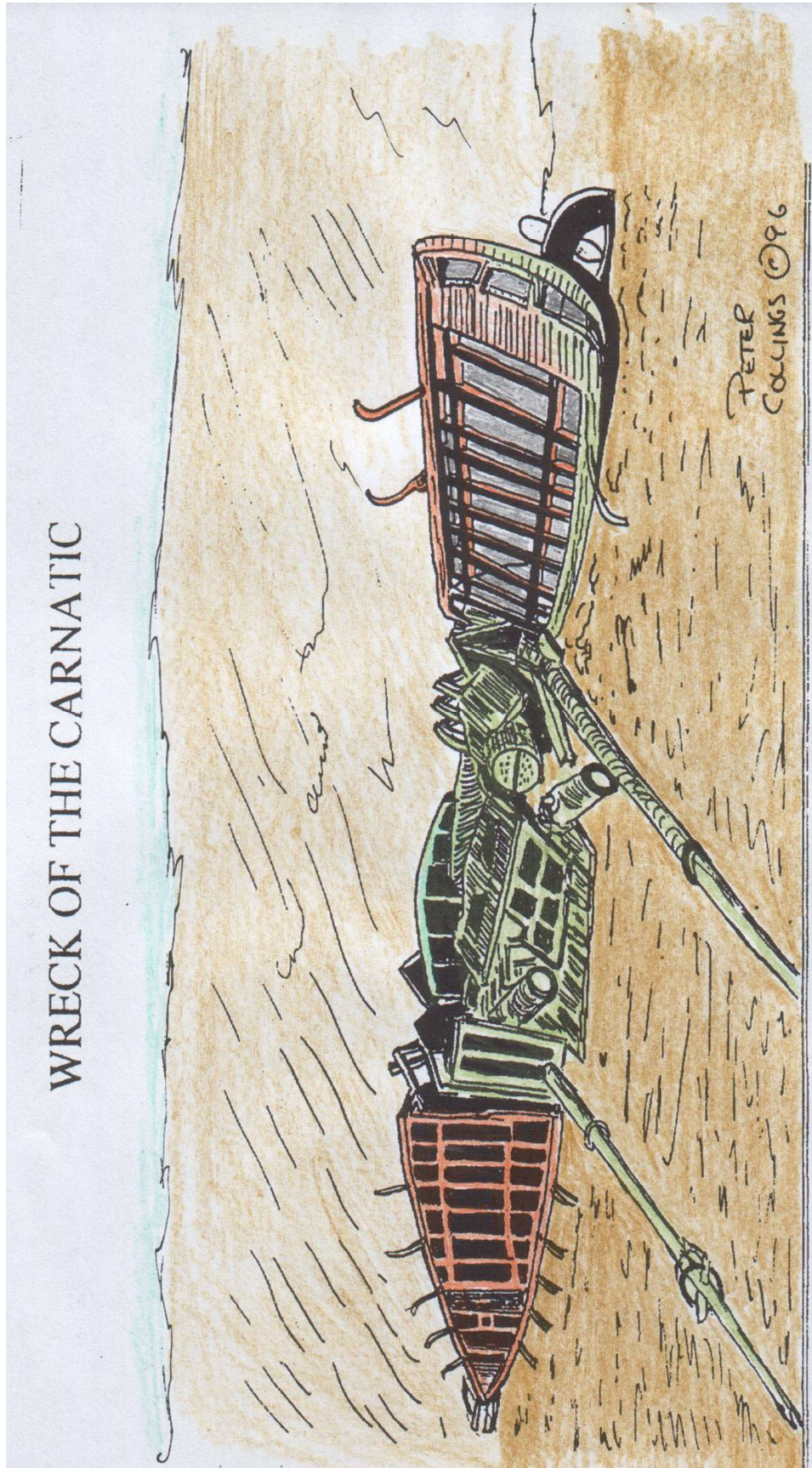
days before the canal, when passengers had to complete their journeys overland to and from Alexandria. This journey was affectionately known as the Spice Run. It is from these journeys that the term posh was derived (port out starboard home). Her ornate design can still be recognized to this

day. She ranks as one of the prettiest wreck in the area.

Broken into two halves and lying at the bottom of the reef in only 27 mtrs, she offers safe penetrations and glorious swims along her coral studded bones. The fish life in her upper forward section is spectacular and a great photo opportunity.

It is interesting to note that she was not discovered until several years after we had found the Giannis D sinking. Had we known it, only a few hundred metres away way a fabulous find, which would have made that first ever livaboard even more memorable.







Chapter 13 EL DOMIAT (ex HMS NITH) 8



DOMIAT ex HMS NITH

HMS NITH-  
SPECIFICATION Frigate

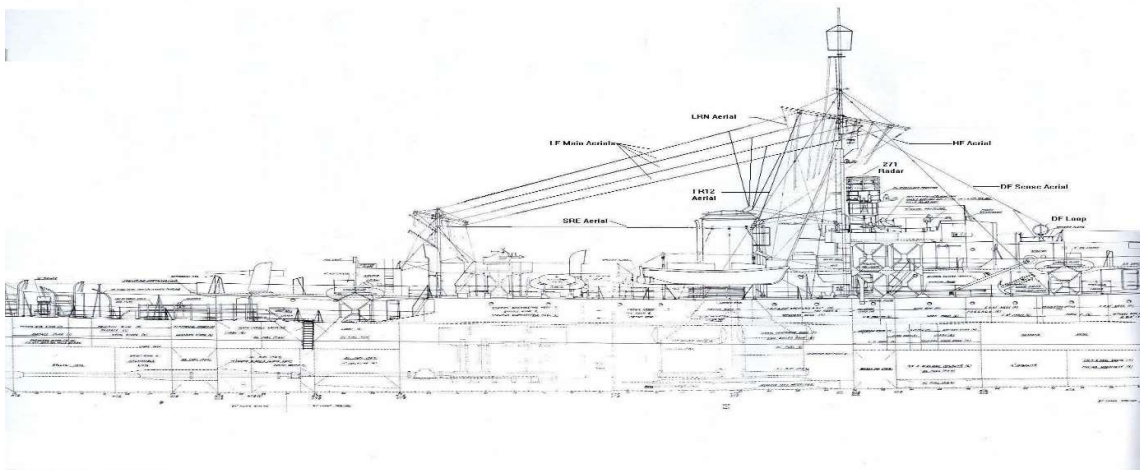
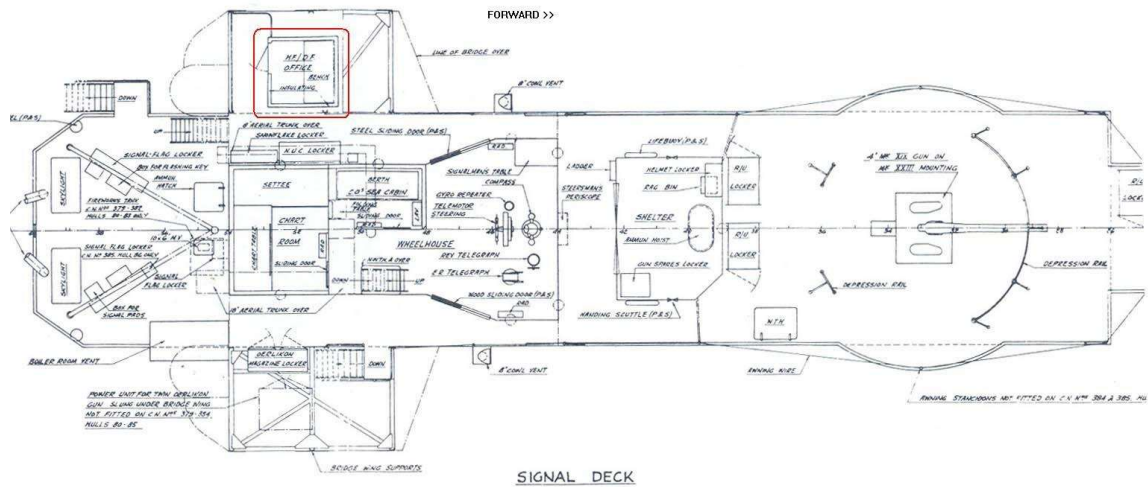
Displacement	1370 BRT
Length	301 feet
Complement	140 men
Armament	Original design; 2 x 4inch guns (2x1) 10 x 20m guns (2x2,6x1)
Max speed	20 knots
Engines	2 shaft Reciprocating (4 cyl. V.T.E.) HMS Cam, HMS Chelmer, HMS Ettrick, HMS Helmsdale and HMS Tweed 2 shaft Geared Turbines
Power	I.H.P. 5,500

Commonwealth frigates were specifically designed as anti-submarine escorts for trans-Atlantic convoys. River class frigates offered the size, speed, and endurance of escort sloops using inexpensive reciprocating machinery of corvettes. River class were designed for North Atlantic weather conditions and included the most effective anti-submarine sensors and weapons. HMS Rother and HMS Spey were launched in late 1941, and Canadian and Australian construction continued through 1944. Early River class units were available for the turning point convoy battles of the winter of 1942-43. River class frigates generally replaced the old Town and V&W class destroyers which had been assigned to ocean escort groups.

Ten River class frigates were built for the United States in Canada. Two were commissioned in 1942 as USS Asheville (PF-1) and USS Natchez (PF-2), they were armed with U.S.N. pattern 3"/50 AA guns. The other eight were released under lend-lease for use by Commonwealth forces.



This class was developed to have the same capabilities as the pre WW1 "Black Swan" class. However, they were much simpler, cheaper and easier to build with "Reciprocating" rather than "Steam Turbine" power plants. They were designed to be 50ft. longer, at 300ft., than the contemporary "Castle Class", and so the task of building them could not be carried out in many smaller "Civilian" yards.



## HISTORY

It was **25 September** before she was launched, named **H.M.S. Nith**, and commissioned into service. Her duties should have been convoy escort, because her armament consisted of **2 Quick Firing 4" guns**, one rocket multi launcher, known as a **Hedgehog** and **126 Depth charges**. It was found that she was not suitable for escort duties, and in **September**



1943, following unsuitable speed trials, she was designated to be a landing craft support ship. In June 1944, she was chosen to be the Headquarters for the British landings in Normandy on 'D' Day, and after landing 231 Infantry Brigade on 'Jig' Green Beach, she commenced duties in controlling the routing of convoys to the assault force zones. She was especially suited for this, because prior to joining the ship, many signalmen and W.T.operators had received special training in Scotland for their chosen duties, and when the time arrived they could receive and transmit multiple signals, both visual and wireless. In their duties re-routing convoys, Nith should be easily recognised, so her funnel and bridgeworks were painted a vivid red so it was impossible to miss her.

It is more than likely that she was singled out for enemy attack, and on the evening of 24 June 1944, Ordinary Seaman Les Gentry was manning a radio direction finder to locate aircraft, but the set was giving trouble so he was given permission to ask a radar mechanic to look at it. A very fortunate incident for him, whose action station was on the starboard side. He soon had the set working, and immediately Les Gentry had a bearing dead astern, of an aircraft at 1300 with the range closing. His last signal to the bridge was 'Target Overhead Sir,' when Nith was struck on the starboard side by a Mistel. This was one of the latest of the enemies weapons, and was a JU88 plane, packed with high explosive, but guided by a parent plane to its target. A terrible toll was taken of the crew, the Wounded



were transferred to another ship and the dead buried at sea, whilst Nith was under tow to Cowes, where she was dry-docked and underwent repairs.

This was one of two experimental Mistel that the enemy tried out. The other one crashed on take-off at St Dizier, with the loss of two pilots. In October of that year, Nith was sailed to the Clyde and prepared for duties in the Far East, but it was the following April before she was ready, and sailed for Arakan,

via Gibraltar and the Suez Canal, to take part in Operation Dracula, to re-take Rangoon. Fortunately, the Japanese Army had already evacuated and after the re-occupation was complete, Nith was again chosen to be the Headquarters of the Senior Naval Officer in Charge. The following year, she was part of Operation Bibber, which was the re-occupation of Thailand, but the Japanese had already surrendered, so it was a bloodless coup. The following year March 1946, she left India and became part of the Reserve Fleet at Harwich.

She has been immortalised in a book by **Robert Forsyth**



## THE SINKING OF THE DOMIAT

There are conflicting reports as to the actions taken in the sinking of the Domiat two are recorded here.

Eyewitness account from HMS Newfoundland

"We cracked off up the Red Sea at twenty knots and the next morning were bidden shift into Action Working Dress. This flummoxed some of the officers who had long since stopped bothering to cart that sort of kit - denim trousers, flash-proof shirts - around with them. It might have been "Anyone for tennis?" for some of them rather than "Hands to Action Stations". Scratch (the Captain's Secretary) even turned out in a silk shirt. We were then issued with lifebelts, and lights for the same, and First Field Dressings to be carried in our respirator haversacks. Even the dimmest began to think Something might be Up. Keeping loose station on us was the Daring-class heavy destroyer Diana. We rigged and adjusted our lighting at night so as to look as far as possible like two merchant ships.

By now we were under the command of C-in-C Mediterranean (Admiral Sir Guy Grantham)

whose instructions (which reached us via Vancouver - no satellite comms in those days) were interpreted as orders to seek out and destroy the Egyptian Navy. Communications were a continuing problem and a rendezvous signal to bring our tanker, RFA Wave Sovereign further north never reached her.

A midnight 30th/31st the balloon went up and we cracked on to full speed. On the Wednesday 31st we went to cruising stations, with anti-aircraft readiness (4" and Bofors manned) by day and surface readiness (6", and one 4" per side for starshell) by night, on a three-watch system, assuming we should have the time to go to full Action Stations if required. That afternoon Newfoundland had to fuel Diana, with consequences for Newfoundland later.

All our radars started to show signs of strain. At least one would usually go off the board when the 6" were fired and fires in the sets were not infrequent. That's just the way radar, with its rather warm thermionic valves (valves, Grandpa?) was in those days. We also used to get odd anomalous propagation effects (anaprop), whereby echoes from very distant objects would return after the pulse had been repeated. The result was that a target at, say 200 miles, would paint as if at 100 or closer. In this way we even at one point "saw" our Mediterranean Fleet doing its rather more publicised thing off Port Said.

For all of this period I stood my watch in the Air Direction Room (ADR) and had a pretty good idea of what was going on, even if I could not see out.

It was Hallowe'en. At dusk on 31st we went formally to Action Stations. In the ADR I could hear the war-cries over various broadcasts.

"Six-inch closed up, cleared away"

"Four-inch closed up, cleared away" and so forth.

"This is PCO [Principal Control Officer]. Policy SURFACE. Provide HE fuze DA [Direct Action]. Lookout bearings standard. GDR [Gun Direction Room] directing. All positions STAND TO!" We were then stood down to "Action Stations Relaxed" and a proportion were allowed to curl up and caulk where they could. The other ADR Mid. sloped off to the Radar Display Room, an annexe of the ADR, and settled down for a night's sleep in a quiet corner.

For some while we just roared along with nothing happening. Then on the Armament Broadcast "LOAD THE HOISTS!"



We had been tipped off that an Egyptian warship was thought to be laying mines in the area and then that one was bullying neutral merchantmen. Captain Hamilton, who obviously knew much more than he could let on, studied the plot. Pointed to a contact. "That one looks fishy". Then: "Six-inch Surface, Red 40" "Director Radar" "Six-inch, Broadsides!" "All guns with HE/DA and Full Charge LOAD LOAD LOAD!" Gun Ready lamps come on: "Six-inch Radar" "ENGAGE!" "Fixed sight procedure" (Blimey - this is close) "SHOOT" Ding-ding on the fire gong WOOF!AH!

The whole ship shook as I had never felt her shake before. We were firing on the beam with the guns almost horizontal. Away went a nine-gun, full charge, full-calibre cruiser broadside of 130 pound High Effect shell, smack into the bridge structure of the Egyptian frigate Domiat, about 1400 yards away.

It wasn't quite as straight forward as that. For a start there had been some hectic ordnance work in the Director where the main sight had been in pieces all the afternoon. Then the Gunnery Officer couldn't believe he was really being asked to fire at an actual ship and Hamilton had to order him to Open Fire. What someone with an attitude like that was doing in Gunnery goodness knows; Hamilton got rid of him as soon as he could afterwards. At "SHOOT" there was a further hiatus as the Midshipman in the Director couldn't see the target. He could see a ship, just, but not the large rectangle of canvas he had been carefully drilled to expect. Shouts from the Transmitting Station, far below, of "Pull the ----- trigger" put this right.

Meanwhile the Domiat, illuminated by our 20" Signal Projector, had acknowledged our signal to 'Stop or I Fire' - L in International Code - but was visibly turning towards us. Rather fresh for a G---o. We could see their hands running to man their guns - puny 4" - so there was some urgency to get one in first. Domiat's Officer of the Watch later said that she saw us just before we illuminated her and he confirmed that she had turned to ram.

However with the first broadside we settled in and every ten seconds there was the CRASH! of another one, beautiful rhythm. This was the music of my Country's guns and no sound would ever be so sweet again. As Lord Fisher put it "What we want is Gunnery, Gunnery and more Gunnery!"

As the geometry changed and the bearing drew forward the odd cry - "Y turret will not bear" but the job was being done. Our next broadside smashed into Domiat's bows and ignited her paintshop so that her bows glowed cherry red in the dark night. Diana, astern, had seen Domiat turn and got in seventeen rounds of 4.5" from her A and B. As we closed the range the 4" and

Bofors joined in and the Captain of one of the port Bofors later received a DSM for his good work hosing Domiat's deck down with 40mm. Y turret was able to join in again later.

After five minutes or so, at 0130, and after 51 rounds of 6" in nine broadsides we checked fire because the Domiat was visibly sinking. She capsized and sank five minutes later. We picked up two Egyptian officers out of the water, and Diana recovered 67 other survivors, but then we decided that hanging about in the area might be silly because of the MTB threat, so asked a nearby South African merchantman - what must they have thought about all the pyrotechnics? to see if they could find any more people in the ocean. She was one of a large number of merchant ships getting out of the Gulf of Suez just as quick as they could.

An alternative account by Harry Gibbon

On the evening of 31 October 1956, with Egypt and Britain being at war during the Suez Canal crisis, the HMS Newfoundland, a British Fiji-class cruiser, was patrolling the Red Sea south of Suez. She encountered a darkened ship passing here in the opposite direction. The Newfoundland closed to 1,500 yards, and came parallel to this ship, signalling it to heave-to or be fired upon. The darkened ship signaled acknowledgement and appeared to slow down. Then it extinguished its running lights and trained her guns on the Newfoundland who then immediately opened fire. This was at approximately 0130 on 01 November 1956.

The ship, later identified as the Egyptian Navy Frigate Domiat, had just left the port of Adabieh on its way to rendezvous with the Egyptian Frigate Rosetta, began returning fire a moment later.

By all accounts given, the Egyptian sailors on board the ship bravely returned fire, scoring a few hits on the Newfoundland causing some damage and a few injuries with her 4-inch shells. However, the Domiat was no match for the British cruiser and, after her bridge and wheelhouse had been destroyed, among other battle damage, the Domiat soon capsized, and sank after being finished off by the HMS Diana (Daring Class destroyer), under the command of Capt. J. Gowers, when it was thought that the Domiat was trying to ram her.

The Newfoundland and Diana rescued 69 survivors from the wreckage. Egyptian casualties were reported as being 6 officers and 50 sailors. British casualties, 6 sailors.

For the remainder of the day, we exercised 'Action Stations' and were issued with anti flash gear. 'Operation Musketeer' had commenced.

On the evening of the 31st of October, Eagle, Bulwark and Albion, together with many other warships, arrived in a position some ninety-five miles west of Port Said in an area that was known as operational area 'Alpha'. The British contingent consisted of, our three carriers plus Ocean and Theseus, four cruisers, 13 destroyers, six frigates and five submarines. Of these, one cruiser, HMS Newfoundland together with a destroyer and two frigates were positioned at the southern end of the Suez Canal.

That same evening down in the Gulf of Aqaba, HMS Newfoundland was on patrol when a contact was picked up of a possible enemy ship at close range. Sub Lieutenant John Finlay was on watch on Newfoundland's bridge at the time and recalls that when the enemy ship was ordered to stop immediately, the order was ignored. Newfoundland was by this time approximately 1800yards away and port side on to the suspect vessel. The searchlight was switched on to reveal the Egyptian Frigate, Domiat, which was the ex RN HMS Nith which had earlier been sold to Egypt. The crew of Domiat were seen to be running to action stations, so Captain Hamilton of the Newfoundland ordered his gunners to open fire. The Domiat received several direct hits but at the same time, Domiat returned the fire and the Newfoundland received a hit on what had formerly been the ship's hangar. One Chinese sailor was killed and five others wounded. A seaman gunner on Newfoundland scored a further direct hit on the 4.5 gun turret of Domiat with the 40mm gun he was operating. Domiat began to break up and sank within minutes.





One of the shell holes  
received from the Egyptian  
frigate Domiat (Ex H.M.S.  
Nith) at Suez crisis 1956.  
This hit was in the pay office,  
situated right below 'B' turret.

## SEARCH AND DISCOVERY

In 1999, the Red Sea Wreck Academy began its programme of locating wrecks further north of the area close to the Thistle Gorm. Starting with the Ashrafi Islands and moving north up into the Gulf of Suez, several wrecks were located in shallow water; Zietieh, Muhansa, Attiki, Bachus, Elliot, Birchwood and Laura security.

Reaching as far north as Ras Shukier, the crew became accustomed to being out of their comfort zone of the Straits of Gubul and Shukier became the staging post for targets further north.

The Hydrographic department had provided us with a large number of targets-some beyond the scope of our team in terms of depth-our mandate was to locate wrecks within the 40 mtr sport limit. Many wrecks were to be located as we travelled further and further north; Scalaria, Aboudy, Turkia were dived surveyed and identified. Cape Clear, Domiat and several other deeper wrecks were located, but used as equipment test runs and put on the back burner. The Turkia became headline news and started to attract other wreck divers to the area.

The above are all documented in "Shipwrecks of Suez" now also available as DIVE EGYPT'S SHIPWRECKS VOL 3

One wreck though, had proved elusive-the SS Shillong- and despite superb intel, precise Documentation, state of the art wreck location equipment, a flat sea bed and big target she has resisted all attempts to locate her.

After 7 expeditions to locate her we concluded she had been abducted by aliens...and decided to suspend the hunt until some new or conflicting evidence came to light.

Shillong would have been the jewel in the crown-a major find in kind depths, with a great story behind her. The Turkia had also provided a good historical bonus, but the Domiat beckoned- a British Corvette sunk by a British Cruiser. We had her location we just needed the right team and the right conditions. We were also aware that other groups wanted to follow us, after a failed attempt to bribe our captain for her location!

So in July 2013 we allocated 3 weeks to survey the wreck- we ended up with a 30 minute period due to poor weather. Locating the wreck was easy, almost too easy for the excited onlookers on board the mothership. If they were anticipating a long search they were mistaken. She rose up from the flat surrounding sea bed onto the screen leaving no doubt as to her location. Some of the guests needed to be convinced I hadn't found her previously! If only we had had the same luck with the Shillong. With an increasing wind and lifting sea we had to be quick. With no surrounding reef and only a sandy bottom securing the boat would be difficult. The captain was uneasy, mindful of the huge vessels ploughing up and down the Suez.

To my shock and amazement Captain Abulla started to kit up- he would buddy me as we tied into the wreck-he was going to plunge 46 mtrs with a rope, single 12ltr and no computer. His prep was to say his prayers on the fantail before descending.....Allah El Bar! or is it Insh Allah?



The wreck appears out of the gloom from 30 mtrs lying on her starboard side with her midships at 46 mtrs. She is guarded by huge potato cod like groupers- dozens of them! It was evident that they had never seen divers



before-and they were defiant, huge and intimidating they remained transfixed until the very last second then retreated to the nearest vantage point.

I was surprised at the lack of damage- I had expected her superstructure to be missing, given the damage report from the sinking, but even the searchlight tower lay resting on the seabed, located

aft of the bridge. Her Funnel too was still in place. Twin props adorned her stern and her guns and her hedgehogs\* clearly visible. The initial feeling was that she was intact, and certainly had not been salvaged. Artefacts such as mast head lamps littered the wreck. Sufficient evidence to prove once again we were the first. No doubt others would in time claim the same.

The lack of damage was puzzling perhaps her starboard hull took most of the punishment and is hidden from view. Perhaps the witness reports were coloured for effect. Never the less here she is and the mystery provides us with a challenging return. We will need to return with trimix to investigate the deeper reaches of the wreck



Nets and fishing lines were a hazard but only in some areas of the wreck. The bow is partially buried in the seabed of sand- there seems to be little or no surrounding reef or coral as we expected.



Several areas can be penetrated, but again require planning and the right gear for the job/Her bridge, engine room and quarters beckon. At this depth a serious undertaking.

Not since the discovery of the Rosalie Moller have I felt so elated and excited over a new find. True we have located many interesting and indeed puzzling wrecks but the Domiat captures the imagination, and poses many questions about her sinking.



To date time on the wreck has been very limited and it hasn't been possible to determine just how much current flows over the wreck, but with many more expeditions planned we will piece together a full picture of this superb wreck. Her history demands it.



## Chapter 14 THE S.S. ULYSSES 7




Surprisingly low in the rankings, but never the less in there, The Ulysses scored high due to her profile, 27 metres to 2metres, her vibrant life and her historical value. The sometimes in- consistent visibility and strong current cost her a few points, but she is rightly placed in the top ten.

For many years the wreck's identity remained obscure, known only as "the old cargo boat at Gobul Segeira". Gradually the list of 'suspects' was reduced as contenders such as the Kingston, Carina and indeed the Carnatic were identified. (The Dunraven had already been positively identified). In the late eighties I (Peter Collings) obtained a set of books affectionately known as DODAS; The 'Dictionary of Disasters at Sea' during the age of steam. Therein was a record of the Ulysses "aground at Gobul". It took several more visits to the wreck before she finally confirmed her identity to us; the steamship companies name on a piece of crockery, confirmed along with close inspection of the drive system and power unit as well as the remains of the cargo. DODAS also told us where she was built; in the North East of England, where more evidence of her identity was to come to light. Some 10 years later a self proclaiming expert laid claim to finding and identifying the Ulysses. This is a stunning wreck, isn't often dived as most dive masters can't find her! Covered in coral, vibrant fish life and often visited by Dolphins max depth is 27 metres.







**S.S. NUMIDIA**

Built in Glasgow in 1901, this 6399 ton steam ship ran aground on the northern tip of Big Brother the same year. The wreck is regarded as one of the best in the world, certainly in the Red Sea. Starting at 14 meters and plummeting straight down, almost vertical to 80 meters. Covered in a superb array of marine life but swept by strong currents.

**Each super sized sticker measures 99mm wide by 42mm high and comes on easy portable sheets designed to fit 3 ring and 6 ring logbooks.**

**S.S.AIDA, S.S. NUMIDIA, S.S. DACCA, TUGBOAT, S.S. ADAMANTIA K, SAILBOAT, M.V. HAMADA, S.S. TURBO, EL QAHER, TRAWLER WRECK, RUSSIAN WRECK, S.S. MAIDAN, AL QAMAR AL SOUDI AL MISR, HEBAT ALLAH, MOHAMMED HASABELLA, OTTOMAN TRADER, AL KAFHAIN, SALEM EXPRESS, M.V. EAST STAR, EL ARISH, M. V. SARAH, T43 MINESWEEPER, DOMIAT, PRIDE OF AL SALAM, S.S. ULYSSES, M.V. GIANNIS D, P&O CARNATIC, M.V. KIMON M, M.V. MARCUS, M.V. CHRISOULA K, S.S. ROSALIE MOLLER, S.S. ZIETIEH, JOLANDA, M/T LAURA SECURITY, S.S. TURKIA, S.S. SHILLONG, M.V. ABOUDY, S.S. SCALARIA, M.V. BIRCHWOOD, M.V. MILLION HOPE, M.V. ZINGARA, M.V. LARA, M.V. LOUILLA, S.S. DUNRAVEN, S.S. THISTLEGORM, S.S. KINGSTON, M.V. ALASKA, S.S. CARINA, M.V. BAKR**

## Peter Collings. Egyptian Red Sea Wreck Stickers

**64 stickers of all the well known (and lesser known!) Egyptian wrecks of the Red Sea.**

**Full of detailed drawings and archive photos sourced by well known wreck expert Peter Collings.**

**Make your  
write up special!**

**Comments:**  
☐ I was ☐ Too hot ☐ Warm ☐ OK ☐ Cold ☐ Freezing  
☐ Dried ☐ Wreck ☐ Deep ☐ Training ☐ Photo ☐ Reef  
☐ Marine Life Sighting ☐ Survey ☐ Navigation

**Actual Bottom** \_\_\_\_\_ **date:** \_\_\_\_\_

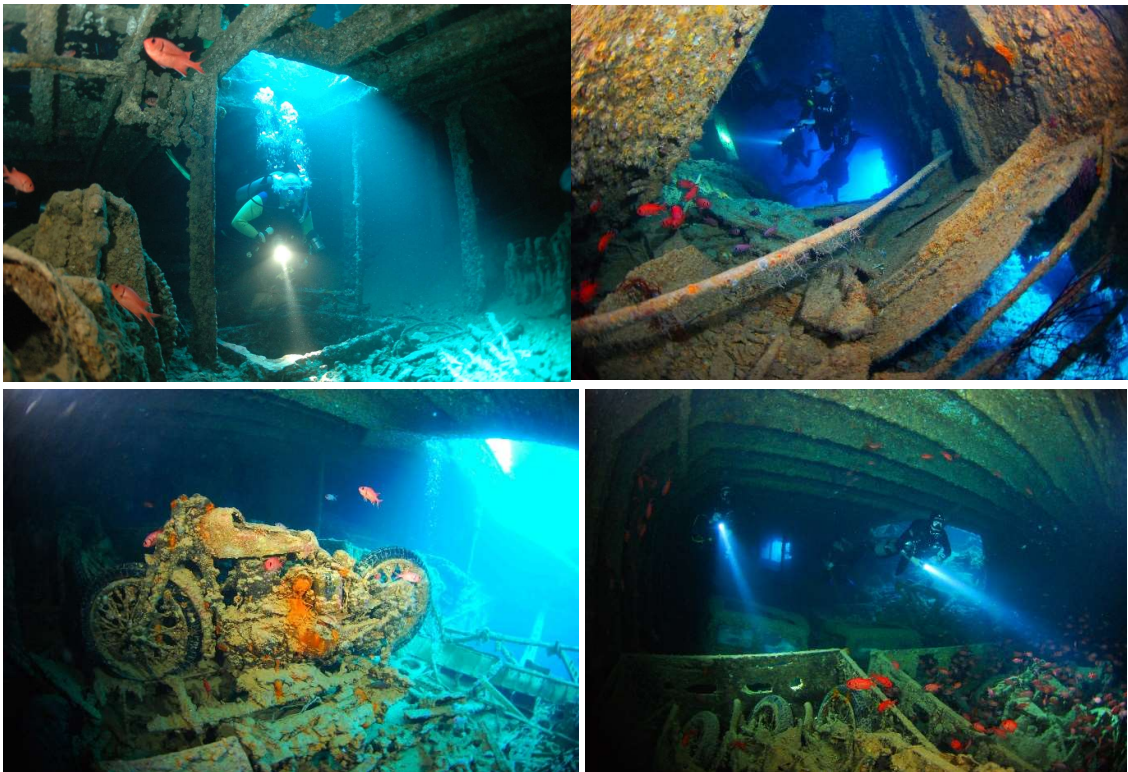
**Certification** \_\_\_\_\_



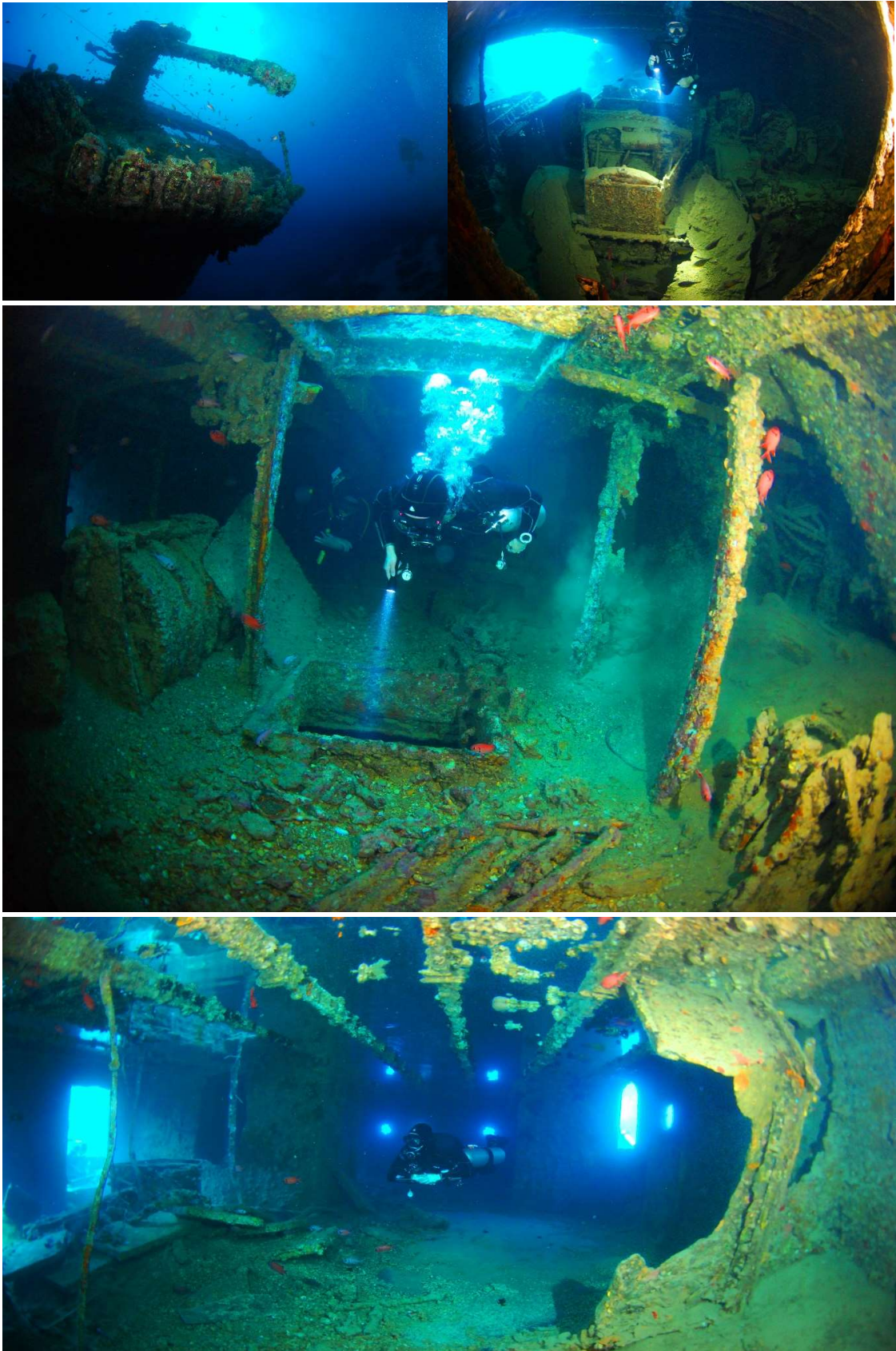
## Chapter 15 THE S.S THISTLEGORM 6



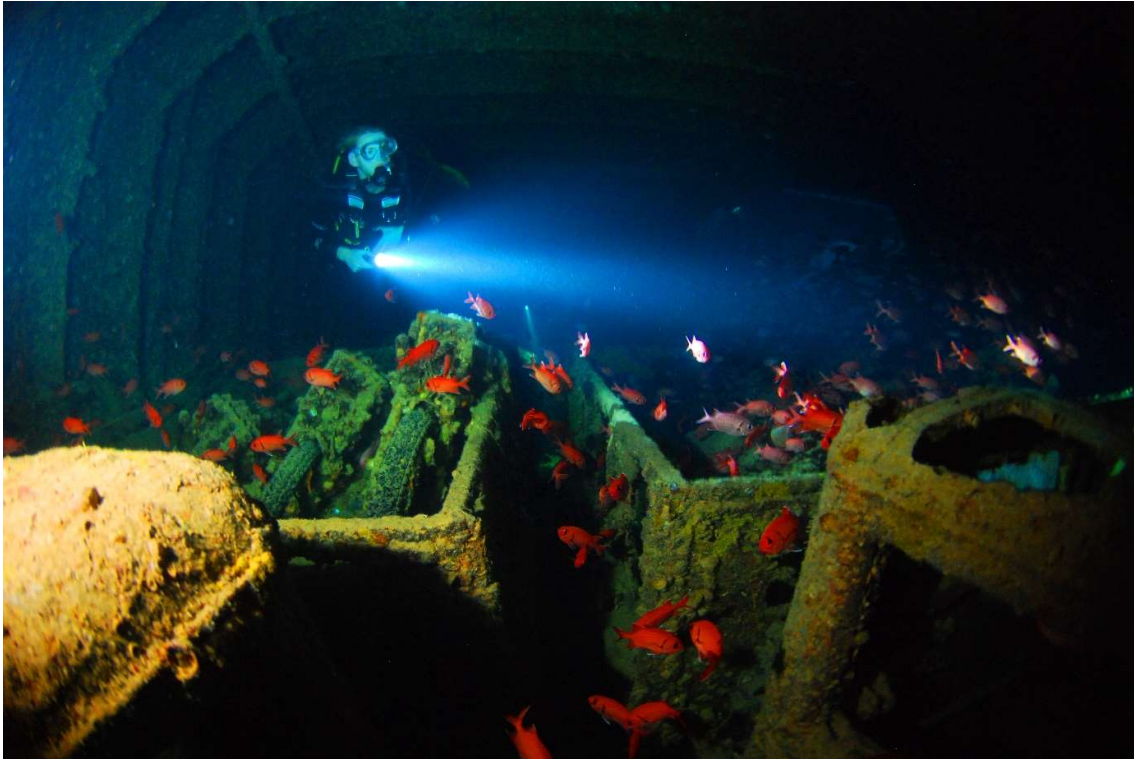
Well it had to be in there, ranking highly due to its wartime history and cargo, kind depths and penetration opportunities, pegged back due to the relentless destruction inflicted on her, over crowdedness. Inconsistent visibility and sometimes viscous currents were additional negative marks. Full details of the wreck appear in 75 YEARS UNDERWATER; THE STORY OF THE THISTLEGORM. They say a picture speaks a thousand words...the image below say it all.....



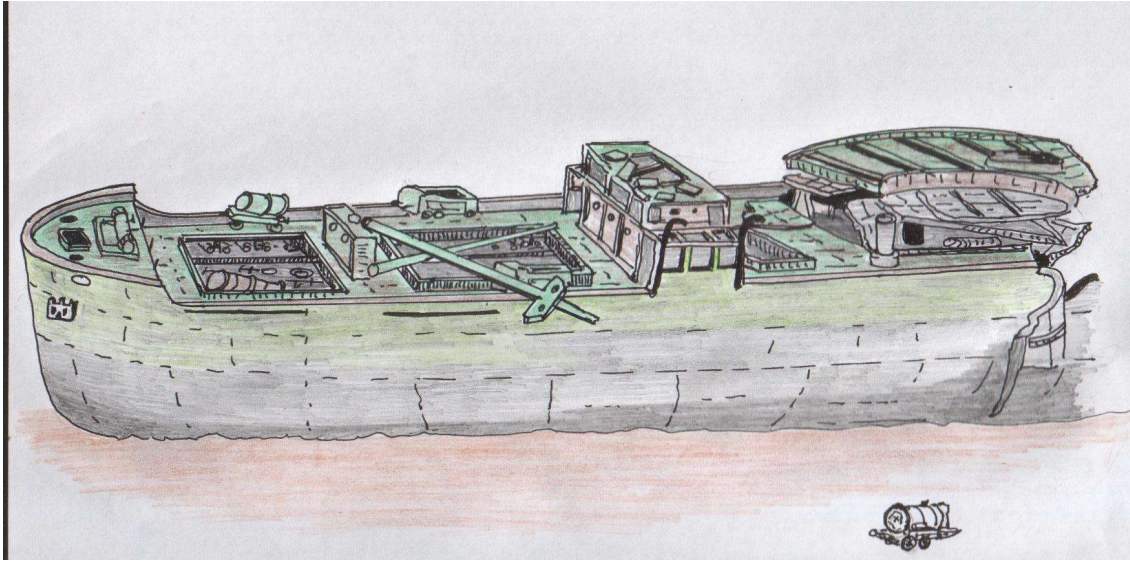












## Chapter 16

## THE M.V. MILLION HOPE 5.



This leviathan, the Led Zeppelin of the diving world, ranked high for all the right reasons; she typifies local attitudes; a great diving asset mainly ignored. This wreck has everything; a day's diving in her engine room and workshops alone, scintillating fish life, luxuriant coral growths and all in less than 25 metres of water and then there is an additional feature just off the wreck, there by accident or design.....

She has the honour of appearing twice as a major feature in the sadly now defunct DIVE Magazine. Built in Koyo Dockyard, Mihara-Hiroshima, Japan, as a Bulk Carrier, the Million

Hope was launched as the "Ryusei Maru" in 1972. She displaced 26,181 tons gross and measuring 174.6m x 24.8m with a draught of 10m. with 5 cargo holds served by four massive cranes positioned forward of the bridge. Two 6 Cylinder diesel engines capable of producing 11,600 bhp gave her a top speed of 17 knots.

Sold in 1975 when she was renamed Pacific Royal. In 1981 she was sold on and renamed the Liningsbon until 1987 and then became the Feng Shun. In 1991 she was renamed the Hope and then sold once again to the Aksonas Shipping Company Ltd. Limassol. Cyprus, in May 1996 and being finally renamed Million Hope. She was reinsured for £4.1

The ship departed Aqaba, Jordan on 19 June 1996, en route to Taiwan with a cargo of 26,000 tons of potash and phosphates. Early the following morning, 20 June, I was at Gordon Reef some 5 miles away when she came down the Straits, with smoke billowing aft out of her superstructure. She ran headlong onto the reef at Nabq. The official report however tells of bad visibility!!!!!!!!!!!!!!!!!!!!

### SALVORSGIFT TO SHARM/SHIPWRECK'S REVENGE.

For some time rumours surrounding the purchase of the wrecks in the Egyptian Red

Sea has fuelled speculation over their future. I had been approached by a salvage company to reveal the location of several wrecks, first by deception then by the offer of financial reward.

The wrecks of the Aboudy, Scalaria, Birchwood and Turkia showed signs of recent salvage but this was on a small scale and was the work of locals armed with scuba gear!

Then a salvage barge moved into the Straits of Tiran and work commenced on the Million Hope and Zingara (aka Kormoran). The superstructure was cut and ended upside down in number 5 hold. The cranes were removed and it seemed all that was done was for cosmetic reasons; a new hotel and complex appeared on the adjacent shore.

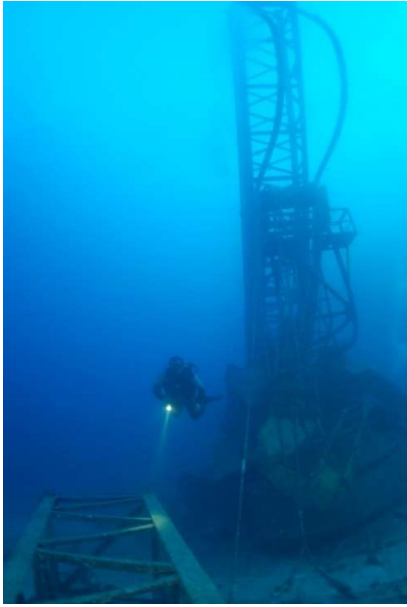
The wreck was now more open and easier to explore despite the confusing “upside down” bridge. Soft corals continued to flourish and the resident and transient marine life appeared unaffected by the recent disturbance to their home.

Nine months later the salvagers returned in earnest and began removing large sections of wreckage. So large in fact that the jib on the crawling crane snapped on more than one occasion!

Then they left as quickly as they had arrived and the wreck was left in peace once again. Local rumours said there was nothing left but 16500 tons (displacement 27000tons) is a lot of metal to remove.

At the first opportunity I returned to find out for myself, having seen the ship hit the reef in “bad visibility” from 5 miles away in June 1996! Like the Giannis D and the Al Kafhain, I had been there at the “birth” of the wreck and needed an update on it's condition.





I was not prepared for the scene below! As I headed down from the surface towards the stern I glimpsed a large shape off to one side, expecting it to be no more than a large chunk of twisted metal. It wasn't; it was the reason the salvage had ceased so abruptly!

Sitting upright on the seabed, with half of its jib pointing sky ward was the crawling

Crane, over a ¼ million pounds worth; the other section of the jib lying close by!

Apart from a slight collapse to the control cab, the machine appears quite intact.

Already it has been claimed by a rather important looking grouper, hydroids have

covered all the available metal and soft corals, although at this time quite small, establishing a foothold on the new structure. The antheas have arrived too.

This is also a great opportunity to observe and record the establishment of a new eco system.

Left alone this will very soon become a much photographed underwater image. I can already envisage the glorious soft corals decorating the crisscross jib structure, the vibrant fish life, schools of jacks corralling the glass fish and resident giant morays.

Fingers crossed - Sharm's gift from the salvors will be left as she is. Unless of course they come back with another crane to salvage the salvage crane.

In nearly 40 years of diving I've seen some amazing sights but for me this has to be the funniest.



The crane was positioned at one end of the barge "Al Ahram 1" and she had just reversed back and deposited a large piece of metal on the barge floor behind, then moved forward again, this time slightly too far and over she went; the driver/operator jumping clear as she sank below the waves.

Operation over!

The crane structure has now encapsulated the magic of the Red Sea-it has become a haven of life the lattice work of the jib festooned in corals and glass fish, and has become a photographers delight.



So what about Million Hope?

Well her coral covered prop has gone, the superstructure from number 5 hold has been removed and all but one of her own cranes have gone too.



The hull between holds 2 and 4 have now collapsed and her massive, once upright bow, now lies over towards the reef, lying on its port side fo'c'sle submerged.

The stern has been levelled of any superstructure, leaving the engine room exposed, a tangled mess of pipes, valves and gratings but

her massive diesel 6 cylinder engines are still in place. The workshops which flank the engine room are a dive in their own right, from lathes to drill stands and on three levels-and all in less than 20 mtrs!



So a great wreck, the largest diveable in these waters lives on, ready for the next chapter of her story. She may have lost weight but the equipment intended to remove her now shares her watery grave, H'am Dullah!







## Chapter 17 THE EL QAHER 4



There are few, if any WW2 British warships accessible to sports divers (although the coastline of Libia and Northern Egypt might yet change this). This wreck scored highly in our pole, as she is rarely dived, kind in depths, easy to find and brimming with history from 2 not 1 wars!.

Built by Vickers-Armstrong on the River Tyne, in England and launched in 1943, HMS MYNGS (R06) was a 'Zambesi' Class destroyer which saw action off the Norwegian coast during the closing stages of WW2. These were fast, manoeuvrable vessels designed primarily as submarine chasers. She was fitted with turbine engines and drum boilers, capable of some 35 knots. She had a displacement of 1710 tons and was 360ft long. Armament included: 4 x 114mm guns (4x|-DP), 3 x 40mm cannon, 20 x 40mm pom-pom and 8 torpedo tubes.

In 1955 the Royal Navy decommissioned several of its Zambesi class destroyers. While many of the vessels were scrapped, four were sold; two to Egypt (HMS Myngs to become the Al Qaher & HMS Zenith to become the Al Fatha), and two to Israel (HMS Zealous and HMS Zodiac to be renamed Elath and Yaffa respectively).

Renamed the El Qaher after her sale to Egypt, she entered service with the Egyptian Navy in 1956. In 1969/70 she was refitted with upgraded electronics (Russian) and had returned to her base at Port Berenice to continue her duties. This was the period of the 'phoney war'; the hostilities between the '6 day war' and the 'Yom Kippur' wars between Egypt and Israel.



In May 1970 a wing of French-built Dassault Mirage fighters attacked the vessel while it was at anchor. Bristling with anti aircraft guns and a new firing tracking system, she held off several attacks despite being hit by sidewinder missiles and countless rounds from the planes' wing cannons. With a range of 800 miles, the aircraft could sustain a prolonged attack over the target. Fires spread throughout the vessel and internal explosions ripped through the ship. Eventually the destroyer settled by the stern, her entire superstructure ablaze. As she sank she swung round on her anchor and grounded on a coral shelf ripping her bow plates open.



The wreck sits perched on a large rock, her bow and fore guns sticking out of the water. It is possible to swim under her aft keel and view the twin props and rudders adorned with soft corals with a maximum depth 27 metres. Endless dives can be made swimming through her accommodation area, control rooms and view the twin torpedo tubes and stern guns, submerged, complete with shells in the breech, barrels pointed skyward... she went down fighting.

There can be few wrecks from the second world war that are so accessible and so intact- most shallow wrecks of this ilk have been salvaged, ravaged by bomb practice or ravaged by the might of the oceans. (compare this to a similar vessel HMS MOIRI in Malta). With so many of her features still almost intact (torpedo tubes, guns, range finders, instrumentation) she is a veritable museum to naval history. A spectacular journey from bow to stern inside or out. Worthy of its ranking in this list.



## Chapter 18 M.V. CRISTOBAL 3

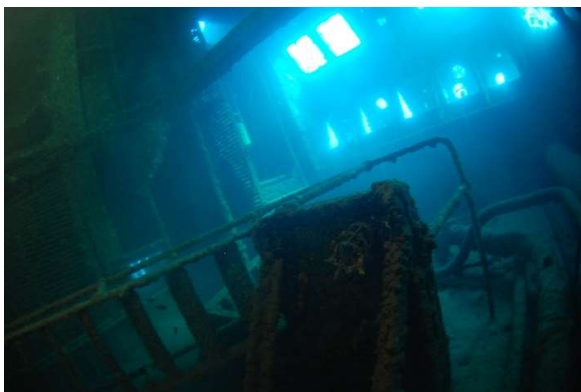
A Panamanian motor tanker, built in 1945 for the Pan American Oil Co, as the MV TANDORA, serving the US government for 3 years before she became the MV MARVEL.

Built by JA JONES CONSTRUCTION CO, with engines by Noedberg of Milwaukee she was 3250 tons, 286 ft long with a 46 foot beam.(91m x 14,6 x 6.6) In 1948 she became the MV CRISTOBAL and owned by Texaco/Panama Oil Co. In 1960 she became the M.V TEXACO CRISTOBAL. In 1967



she was sold to the Pan American UAR oil Co. and her name reverted back to the MV CRISTOBAL. Her final name and thus the correct name of the wreck. She sprang a leak while carrying oil samples off the Morgan 2 Oil well, on the 23<sup>rd</sup> Feb 1967. Her engine room flooded, and she sank without the loss of life. All 20 of her crew were rescued.

The wreck lies on her port side in 30 mtrs on a sandy bottom and is virtually intact. Her



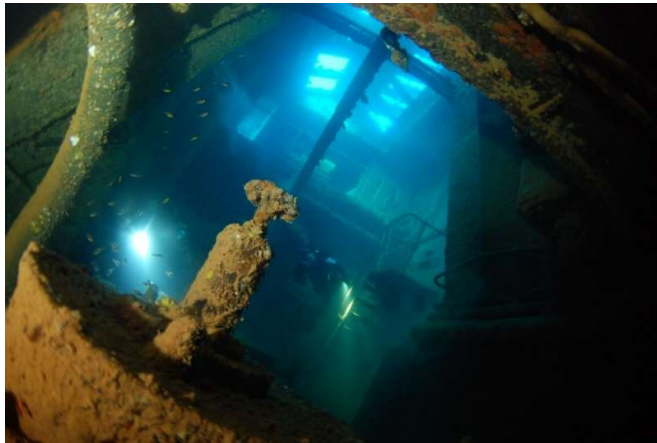
starboard side lies in only 14 mtrs of water. Her tall funnel lies on the seabed at the rear of the vessel where the engine room can be found. A pipebridge runs to the centre island and forward bridge area, navigation deck and wing bridges with another pipebridge connecting to the fo'c'sle. and is covered in fish life. Her



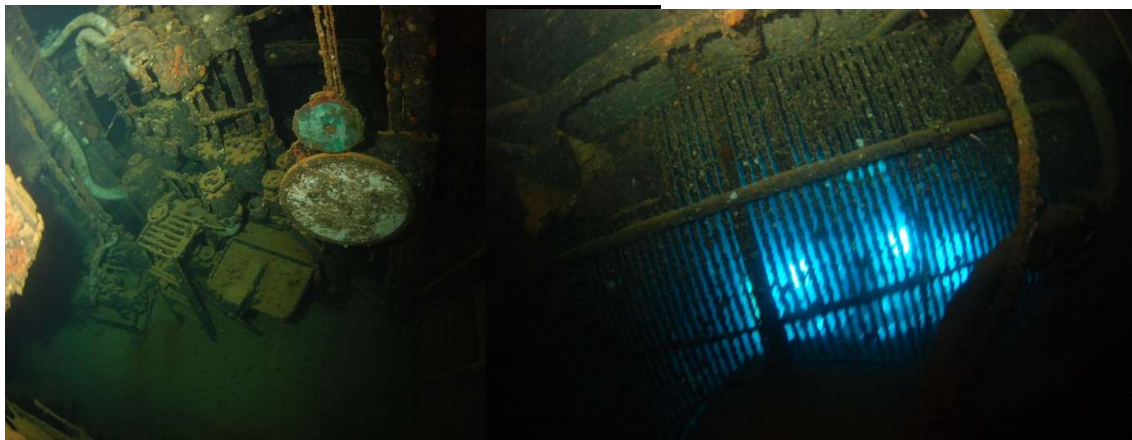
foremast runs out at full length while the central mast stick out through the pipebridge a couple of meters. Most of her portholes remain in place.

She swarms with sweepers and glassfish, while there is some evidence of soft corals she is not as well decorated as other wrecks. There are many levels to explore in her two superstructures, The centre island hosts her navigation deck bridge and wheel house over 5 decks and companionways run along at the raised deck level it is possible to explore these with her instrumentation still in place. Her aft rudderstand (helm) is still in place.

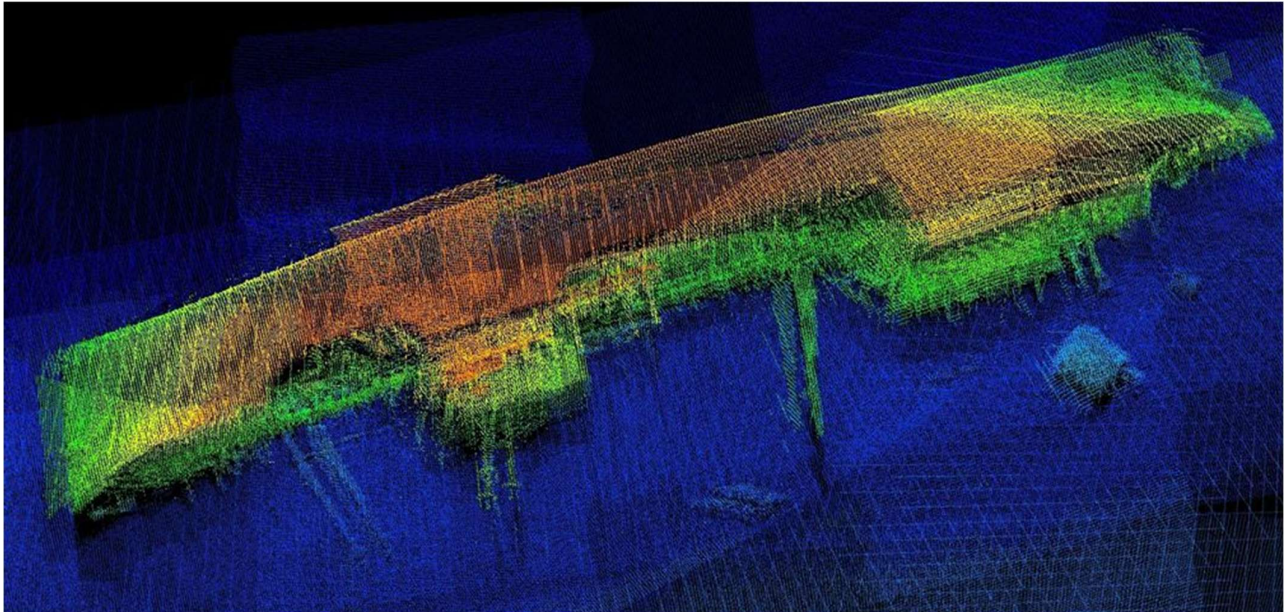
Swimming aft along the pipebridge the 3 floors of the engine house are easy to access. Workshops accommodation and storage areas all accessible, with this section demanding a dive alone..



The engine room is a real delight- intact roomy and with god light penetration, Being a fairly new wreck she is in remarkable condition and great to penetrate-with care and training The Cristobal is an easy dive given her depth and is worthy of several dives. She must rate as one of our best finds in recent years but with the restrictions of diving her in

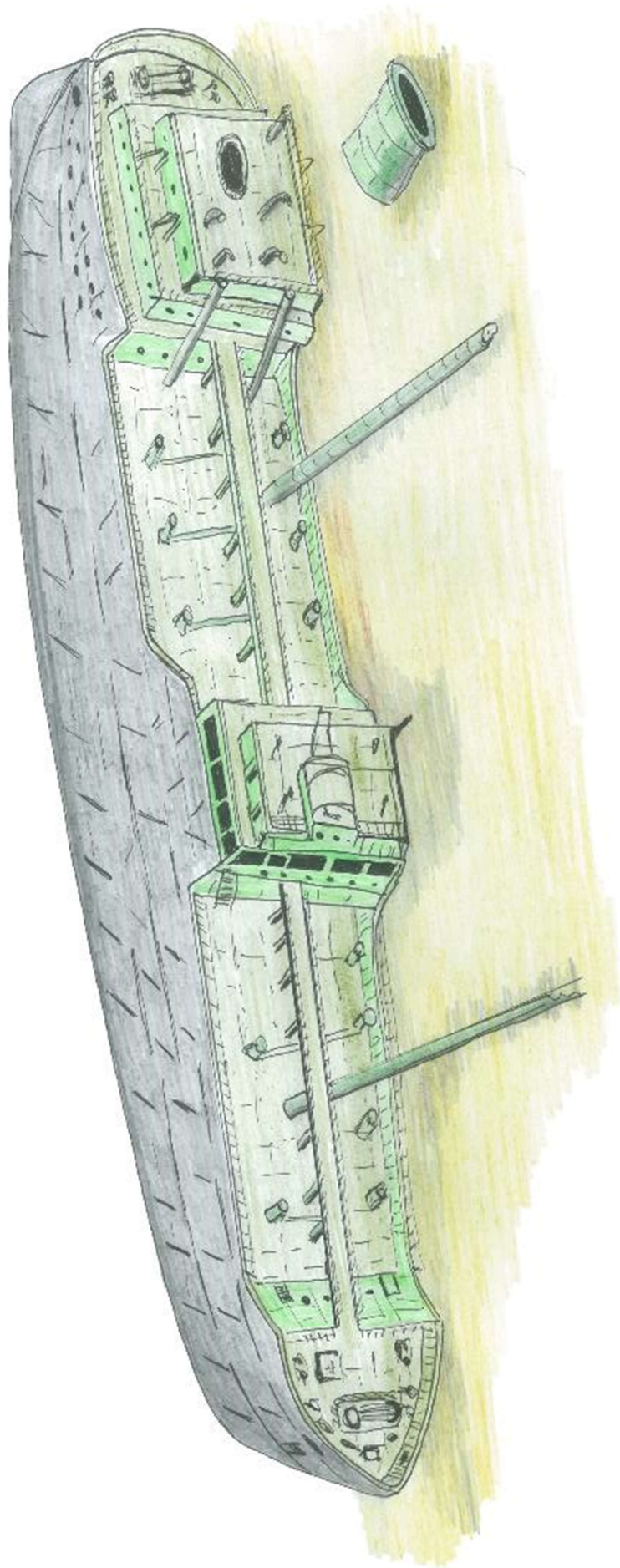


place her intactness should be safe for the time being at least. she is well away from all the tourist hordes and convoys, thus the visiting diver can see intact handrails just like the good old days.



Two very different views of the wreck, above a side scan image and below the initial sketch from the first survey of the wreck we undertook several years ago.

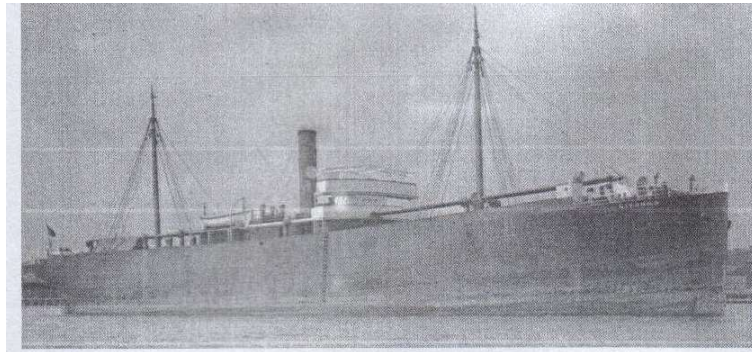






## Chapter 19

## THE S.S. TURKIA 2



Piped at the post! The “new” Thistlegorm ticked all the boxes.....



Built in Hull in 1909 as the LIVORNO(11)\*, she was a schooner rigged steam cargo ship of 1671 tonnes gross, 300ft long and a 42 ft beam, clinker built by Earles Shipbuilding and Engineering Co.(yard no. 562) She was fitted with a reciprocating, triple expansion, direct acting vertical steam engine producing an IHP of 1000, making 9.5 knots, made by Amos Smith, also of hull. She has 4 bulkheads and a cruiser stern, single shaft and propeller.

She was built for Thomas Wilson Sons & Co, again of Hull

### THE SINKING

#### Two conflicting reports

*“Bombed off Zafarana Light 2 miles SE May 14<sup>th</sup> 1941” - “Destroyed by fire and explosion near Zafarana Light Gulf of Suez, after being abandoned by her crew when on passage from New York to Piraeus with general cargo and explosives.”*

*"17/5/1941 she had a fire in no. 3 hold where explosives were stored (she was carrying explosives and general cargo) and the fire was beyond control so the vessel was abandoned. 10 minutes later there was a large explosion and the vessel sank in 12 fathoms. Nothing was being done (later that is) as no competent salvage service was available at Port Said."-Anne Crowe Lloyds*

This would explain why she is not in Lloyds War Losses as it sounds like an accident rather than enemy action. Indeed the hull would appear to be intact (from initial dive) and she looks as if she has settled slowly and upright.

Due to the Straits of Gibraltar being closed off by axis forces, her journey entailed entering the Red Sea at its southern end. She entered the Gulf of Suez and was proceeding north when, just off the lighthouse at Zafarana, fire broke out in number 3 hold and due to the nature of her cargo she was abandoned. Ten minutes later she was rocked by an explosion and settled upright in 12 fathoms. Due to the lack of facilities at Suez, no salvage was attempted. Due to the nature of her sinking she does not appear as a casualty of war, merely a wartime loss.

## THE DISCOVERY

Browsing through the wartime records I came across two separate entries for the sinking. One stated she had been attacked and bombed by enemy aircraft the other stated that she had sunk due to an internal explosion. Both agreed about her position, near Zafarana Lighthouse in the Gulf of Suez, a long way north of Ras Garib, our most northerly exploration of the Gulf of Suez so far.

A fisherman claimed to know her position. I decided to enlist the help of my good friend Basim ..... and put together a road trip. At Zafarana the only means of putting to sea available was a disused glass bottom boat, lying on the beach at the Zafarana Hotel. A ten minute journey took us to the target area and with the shallow seabed of sand (24 metres), the shadow of the wreck was soon located, rising up to within 10 metres of the surface.

## Diving Details

The wreck sits upright on sand in 24 metres, with the bow facing towards the shore. The hull is intact, although some sections have holes appearing in the upper sections. Both masts have been

cut below the water line and lie off to the side of the wreck. The surrounding seabed is littered with debris from the wreck and is patrolled by jacks and trevallies.

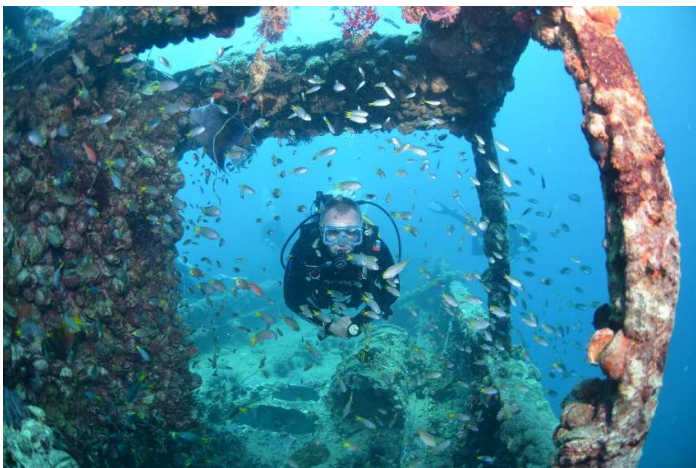


*Sitting proud and straight the bow appears out of a cloud of circling fish. The fo'c'sle hatch allows easy access into the crew's accommodation. The frames of the crew's bunks can still be seen.*

The bow sits proud bathed in sunlight and is straight raked-same vintage as the Rosalie Moller. Clouds of fairy basslets swarm over the fo'c'sle head with its access hatches, hawse pipes, panama eye, triple cleats and windlass. Three deck houses sit at the aft section of the fo'c'sle and there are coils of wire and vehicle tyres littered around. Mussels encrust most of the raised structures.

Entry into the fo'c'sle head can also be accessed from the main deck and leads to the seamen's quarters where bed frames can still be found.

Holds 1 and 2 have two 'tween' decks with large numbers of tyres on the upper shelves. The deeper section of the holds contain wooden crates some containing hundreds of brass detonator caps. There is also hundreds of heavy rubber bases, their purpose as yet not defined. Winches flank the holds and in the second hold there are several vehicles, heavily encrusted, but appear to be cabs with extended chassis, possibly tank transporters.



The superstructure has external companionways, all wood having long since gone, the rooms are easily entered. The saloon sits below the chart room with a corridor running port- starboard. Flanking the engine house, running aft on the starboard side are the 1<sup>st</sup> mates room, bathroom, 2<sup>nd</sup> & 3<sup>rd</sup> mates accommodation, chief engineers

quarters and finally the cooks quarters.



On the port side are the stewards quarters followed by the pantry, galley 2<sup>nd</sup> & 3<sup>rd</sup> engineers quarters. All are easy to enter and explore. The accommodation areas are littered with crockery and bottles; various inscriptions help to confirm her last port of call:-

“FLORIDA WATER, MURRAY & LANMAN, DRUGISTS, NEW YORK”

“SLOANS LINIMENT MADE IN THE USA”

“POISON VERGIF 8oz TALANA

They flank the engine room and her triple expansion steam engine is easy to explore although the lower levels are filling with dead mussel shells and sand. The repeater telegraph is still in place. A platform of grating walkways forms a gallery around the cylinder head, with an auxiliary boiler aft.



*The engine room, located amidships is easy to access through several openings, the skylight above allowing natural light to filter down into the interior. Experienced divers can descend two flights of stairs, passed the triple cylinder heads.*



*In the deepest part of the engine room (24mtrs) are the repeater telegraphs and gauges, their dials obscured by years of concretion. Silt is slowly building up covering the floor in a layer over a foot thick.*

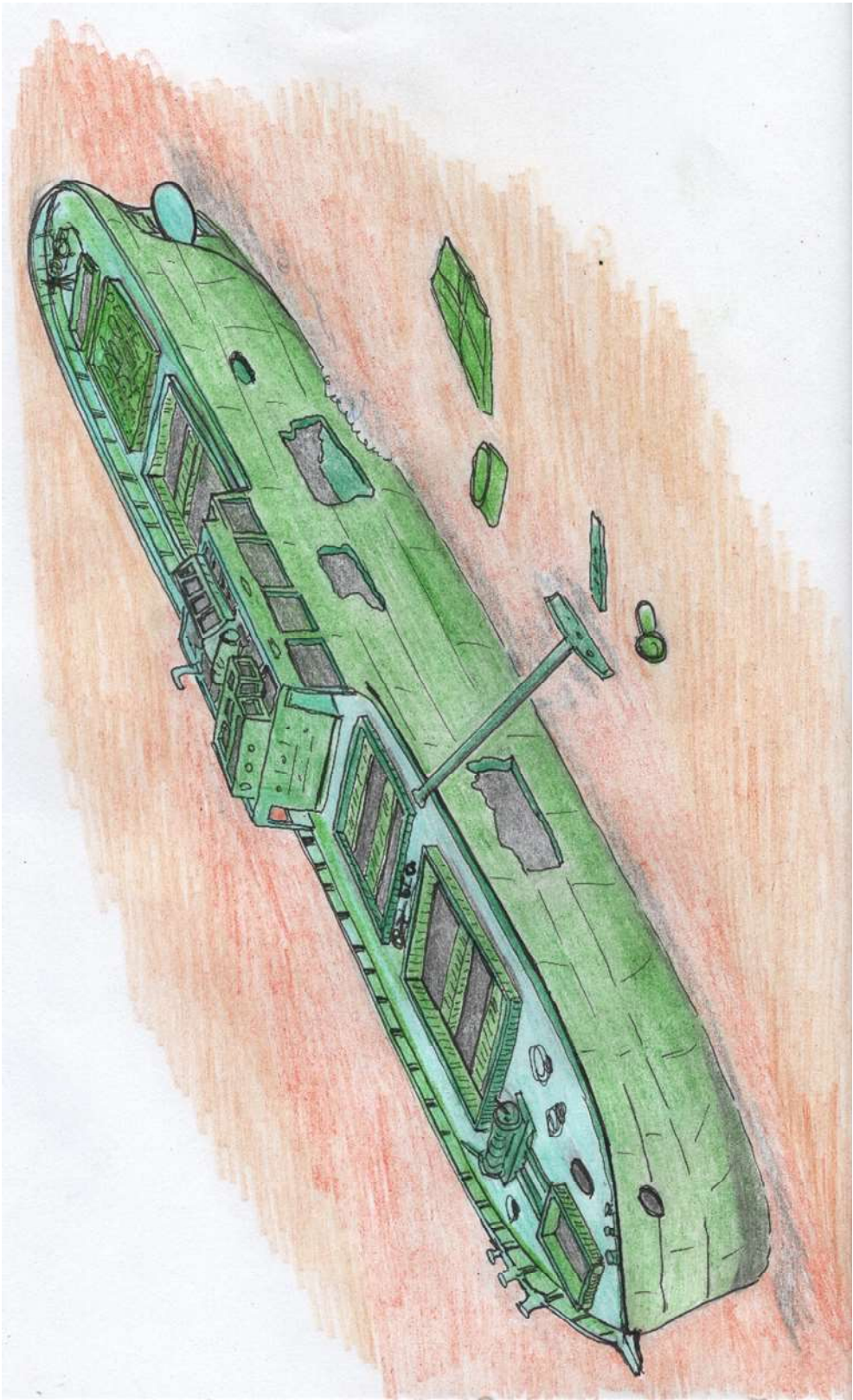
Behind the engine house there is access into the no. 3 cargo hold, again with 2 'tween' decks with more of her general cargo in view. Number 4 hold is totally full of mortar shells, which have totally



concreted into the hold, still in their cases, the outlines of which can still be made out. Behind this hold is a narrow hold, giving access to the stern store rooms, and steering house. The steering quadrant is located on the poop deck and nearby a coral encrusted compass binnacle stands proud.

The cruiser/ fantailed stern lead down to her rudder and prop shrouded with a fishing net at the time of writing, the blades are covered with soft corals. The wreck is covered in a unique eco system of soft fan corals, nudibranchs and schooling reef fishes. Large schools of juvenile yellow tailed barracuda swarm over the wreck, cascading in an endless waterfall over the sides of the ship, down to the sea bed and back over the deck, often blotting out the sunlight.







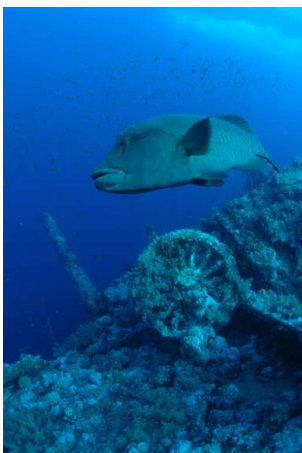


## Chapter 20

## THE S.S. NUMIDIA 1

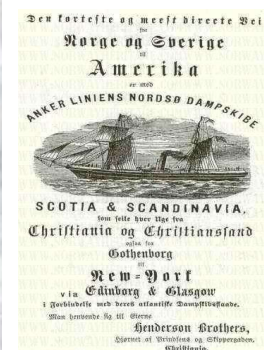


*Lying at the very northern tip of the island,  
the wreck is swept by strong daily currents,  
attracting a host of large fish. This huge  
Napoleon wrasse patrols the wreck as if  
her guardian, often giving the visiting diver*



THE CARGO. For 7 weeks the cargo was removed from the ship until she finally slipped down the reef. All that now remains are iron rails, minus their sleepers, which have slid down into the stern, and several replacement boilers, scattered on the reef some in 60 metres next to her starboard hull.

THE VESSEL. A British cargo ship, built in Glasgow in 1901 by the Henderson Co. who operated her under the Anchor Line Shipping Company. At 6399 tons and 140 metres long she was a large vessel, powered by a 3-cylinder triple expansion steam engine. This gave her top speed of 10 Knots. On 28th February 1901 the Numidia left her homeport on her Maiden voyage, an uneventful return trip to Calcutta. This was to be her only completed voyage



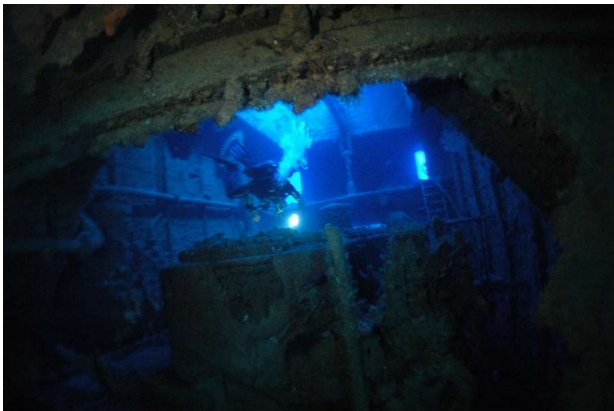
## FINAL VOYAGE

On 6th July 1901 she set out from Liverpool carrying a general cargo of 7,000 tons and a crew of 97, under the command of Mr John Craig, bound for Calcutta. By the early hours of 19 July she had cleared Suez, passing Shadwan Island that evening around 1900 hrs. Just before dawn next day Big Brother Island was sighted off the port bow. The Captain altered course thinking it would take the ship over one mile to the west of the Island. He then left the Bridge leaving instructions to be called when the Light was abeam. At about 2.10am the ship ran aground on Big Brother Island – north of the Lighthouse!

After two hours of trying to get off the rocks the engines were stopped. By this time the ship was taking on considerable water, but the situation was getting worse although the pumps were coping. By now the sea was building. At 7.30am the S.S. Rhipens came in answer of the Numidia's distress call, followed by other vessels in an attempt to salvage the ship. The crew abandoned the vessel and although other ships arrived to help refloat the Numidia, she was beyond help. For the next seven weeks most of the cargo was removed, John Craig supervising the operation, before the Numidia finally sank.

## DIVING THE WRECK

The vessel lies on a very steep slope at the very north of the Big Brother plateau, starting at 10 metres and plummeting down out of reach of sports divers, her keel digging deep into a rocky ledge, preventing her from slipping away into the depths below. Strong currents often sweep the wreck but there is always shelter within the wreck in which to observe the patrolling grey reef and hammerhead sharks.



*A diver hovers over the pressure chambers of the Numidia's huge triple expansion steam engine. Intact and bathed in an eerie blue light, the engine room plummets down to 46 metres. Evidence of her working life is everywhere; tools, gauges valves and switches. This downward pointing shot belies the steep angle of the wreck.*

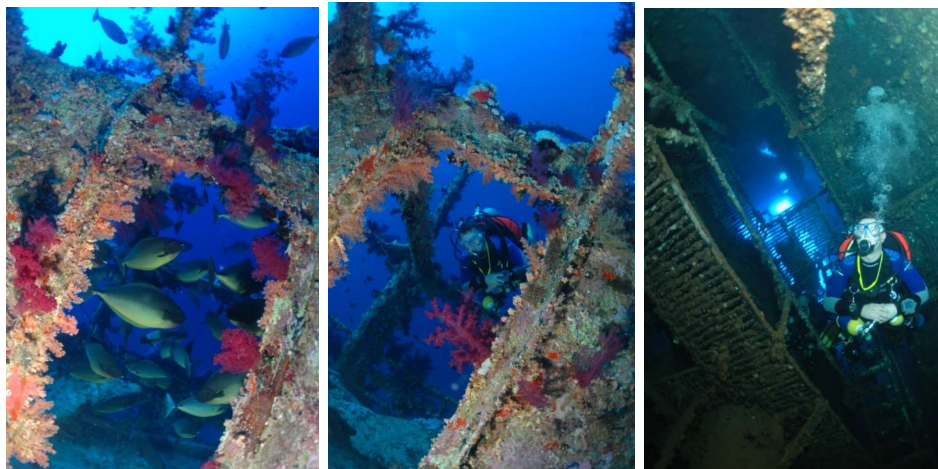


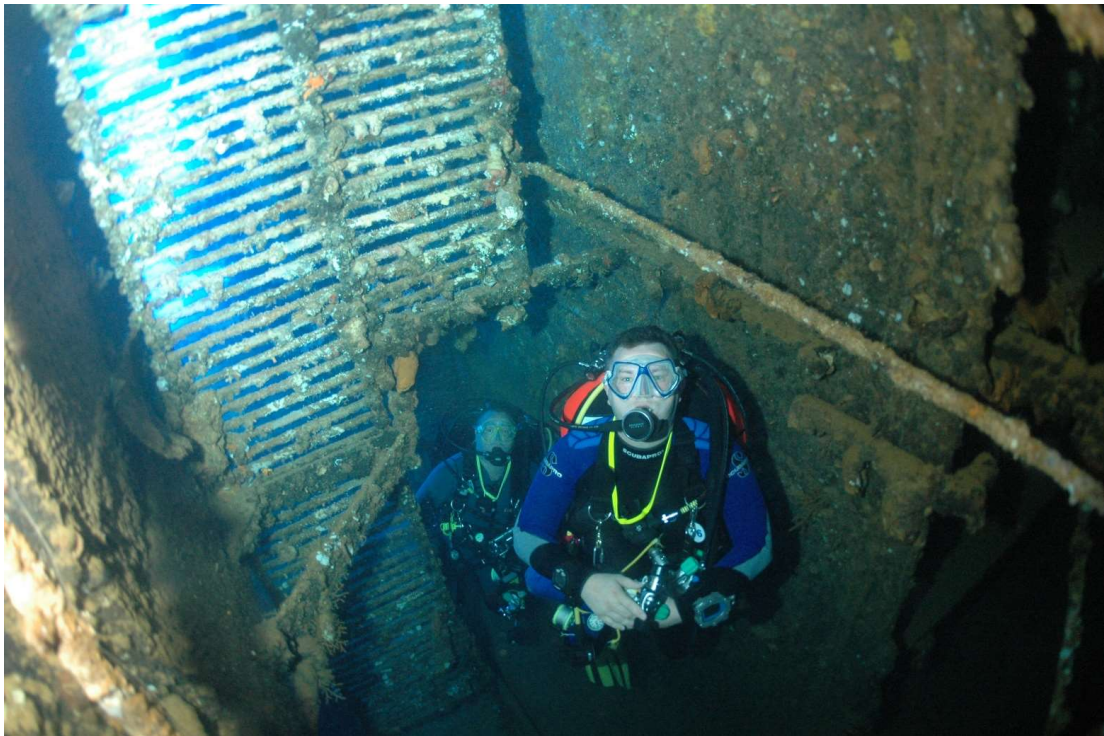
The intact hull offers protection from the currents and it is possible to enter the starboard side companionways, adorned with soft corals. Portholes are barely discernible due to the carpets of coral. Descending down through these corridors to the aft of the bridge superstructure is often halted by the wrecks resident lionfish, which reluctantly move to allow the decent to continue. The open deck ahead marks the safe limit of diving depths although holds and deck fittings below beckon the unwary. Snapper, jacks and trevallies hover in the company of barracuda and the aforementioned sharks patrol the perimeter. Antheas add a haze of orange, hovering over every coral covered structure such as the haunting lifeboat davits and the upright supports.

At this point, 40metres, the return journey to the surface begins; it is possible to enter the engine room, blue light filtering through the skylights above, illuminating an intact and fascinating engine room. The steam cylinders sloping ever upward as if still driving the ship ashore! Stairs beckon down into her lower engine room adorned in an eerie light where gauges still remain in place and doors lead off in several directions, some leading back to the companionways others to accommodation areas and eventually the bridge. Overhead a large shoal of glassy sweepers are disturbed by ascending bubbles.

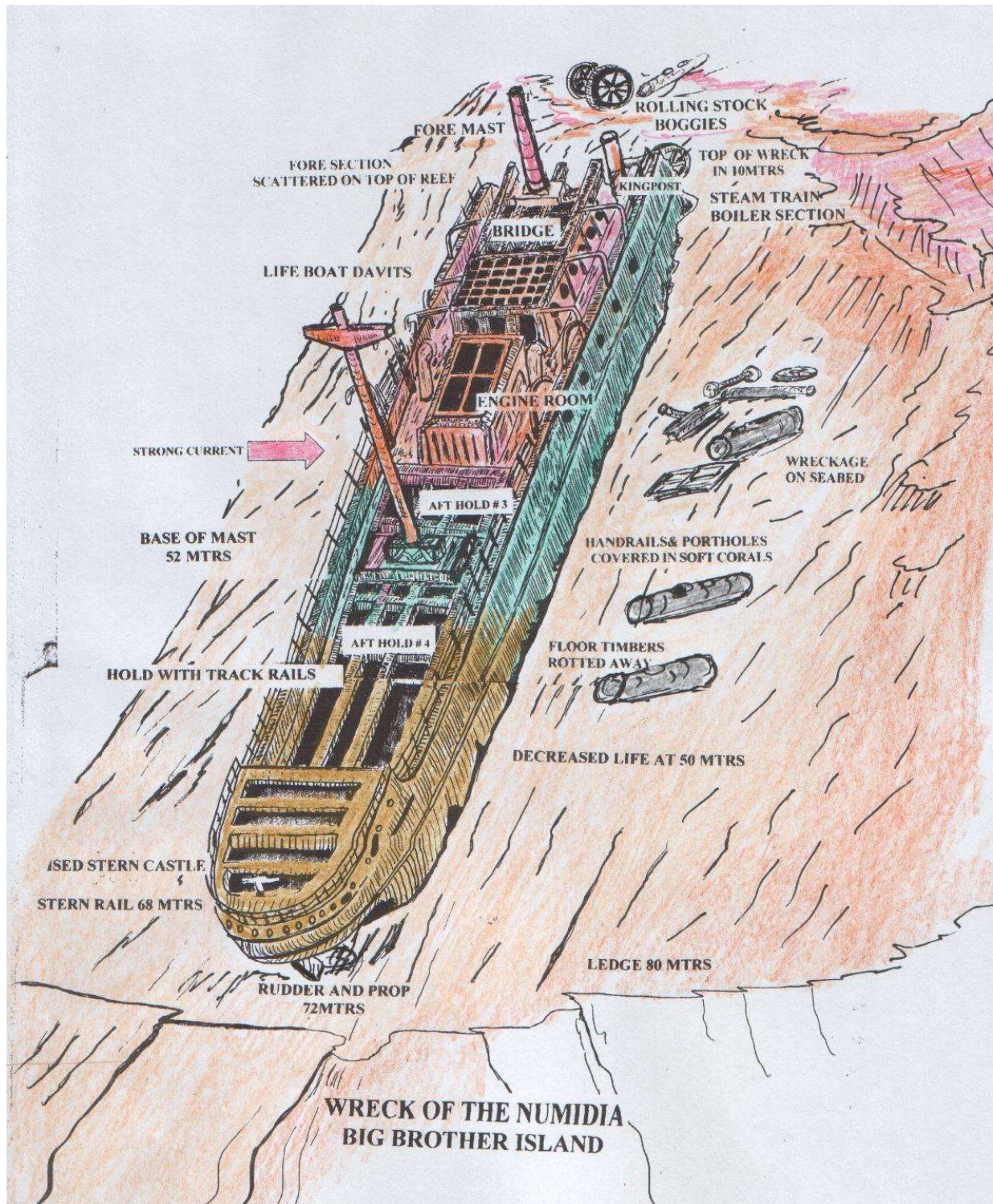
At the deepest point of the engine room a doorway allowing for an easy exit point and overhead the galley straddles the width of the superstructure. The range still holds pot and pans!

Most of the wooden floors have long been eaten by marine worms allowing more access and light into the interior as the tour continues ever upward, out through the funnels port at 20metres and back into the brilliant sunlight, an amazing contrast to the engine room's relative gloom. The colours and formations of soft corals are rivalled nowhere else in the Red Sea, save for the neighbouring wreck of the Aida. The metal structures of her framework, at such a steep angle offer some unique photo opportunities and there are always local inhabitants to fill the frame!











## BLUE LAGOON DIVE SHOP AND RESORT



The Top location for wreck divers the world over!  
Set in an idyllic location to experience the worlds greatest collection of shipwrecks, Blue Lagoon Dive Centre and Resort caters for the discerning divers every need.

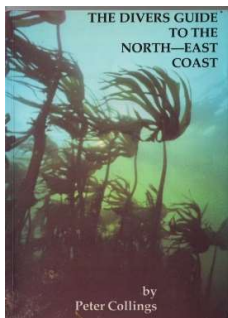




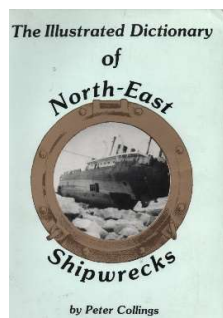
Where better than the Blue Lagoon Resort to relax and savour a great days diving. Relax in the bar. Sunset Island or dine in the restaurant and enjoy the superb international cuisine.



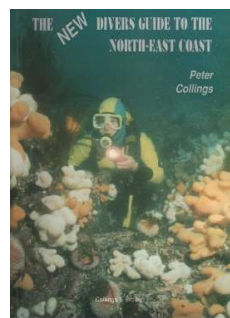
# PETER COLLINGS BIBLIOGRAPHY-PUBLICATIONS 1986-2021



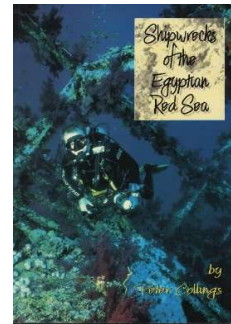
1986



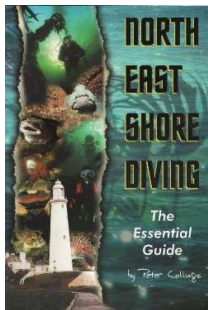
1988



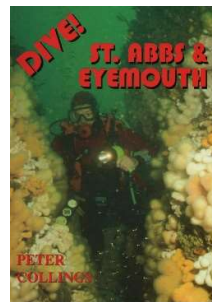
1991



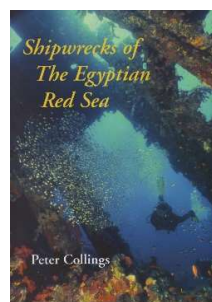
1996



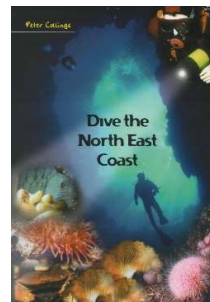
2000



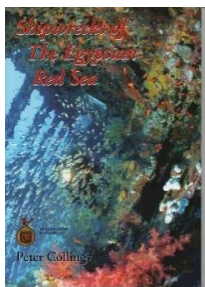
2001



2002



2002



2005



2008



2008



2009



2009



2009

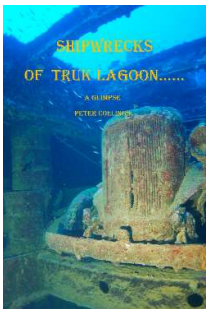


2009

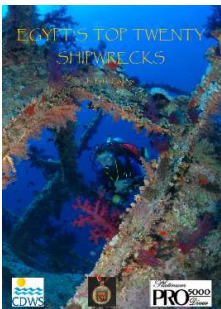




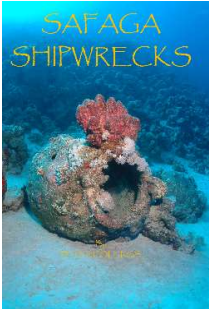
2010



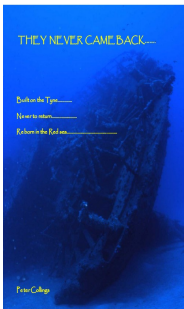
2010



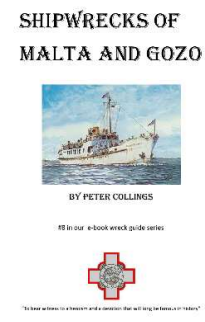
2011



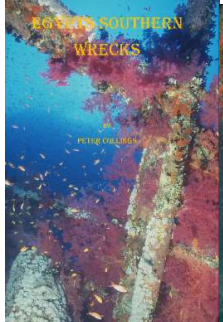
2011



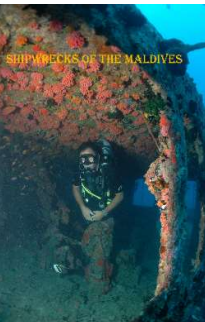
2013



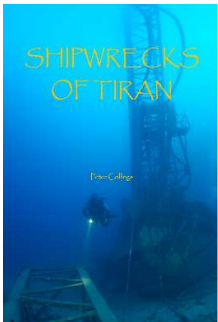
2013



2013



2013



2104



2015



2015

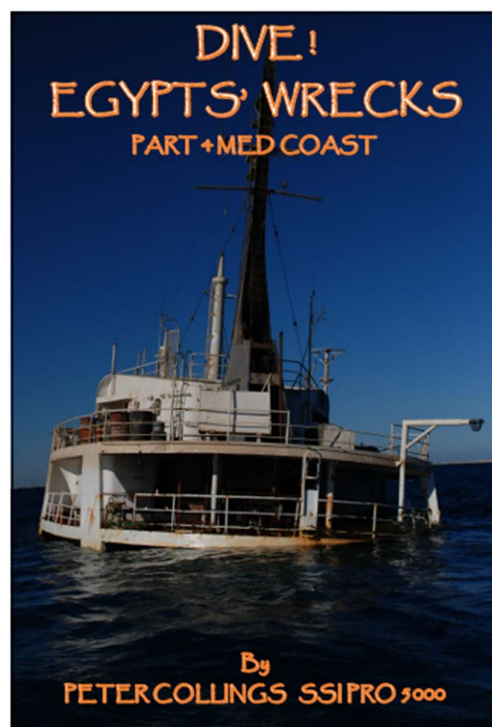
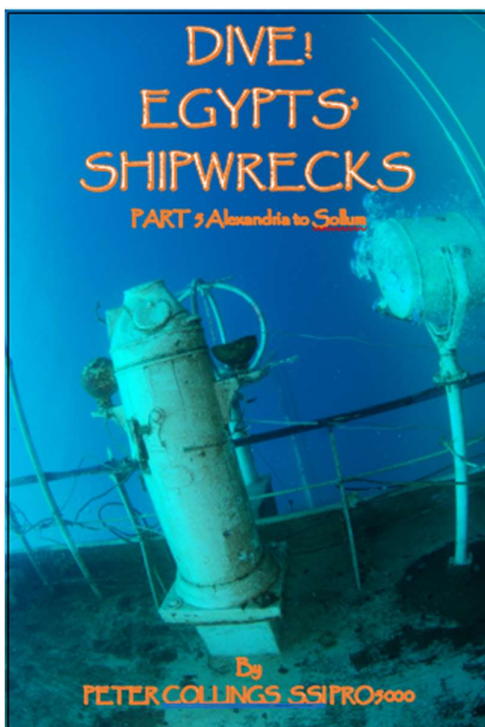
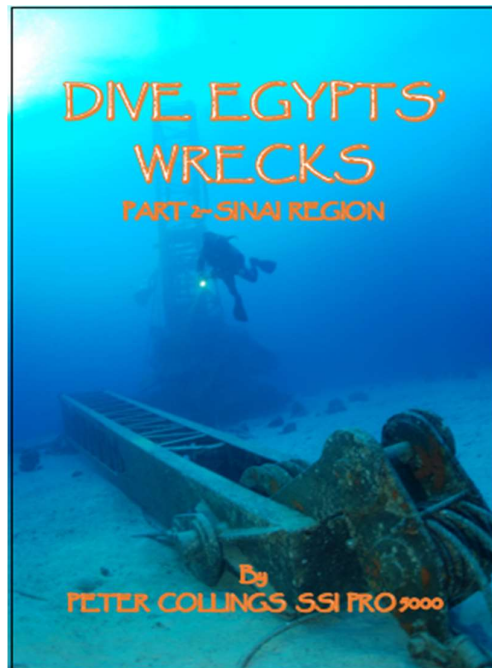
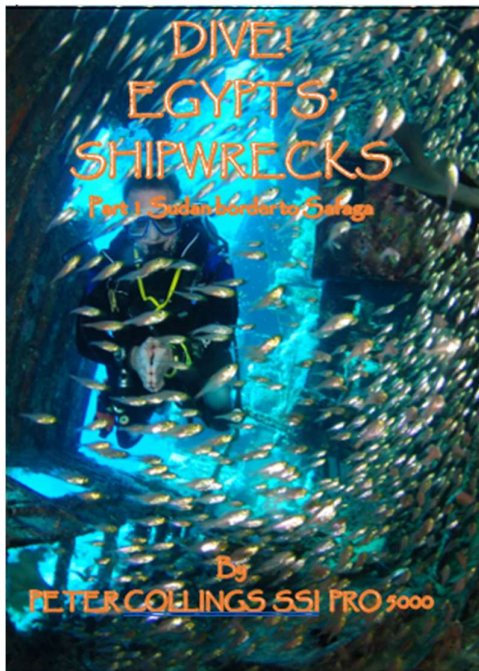


2015

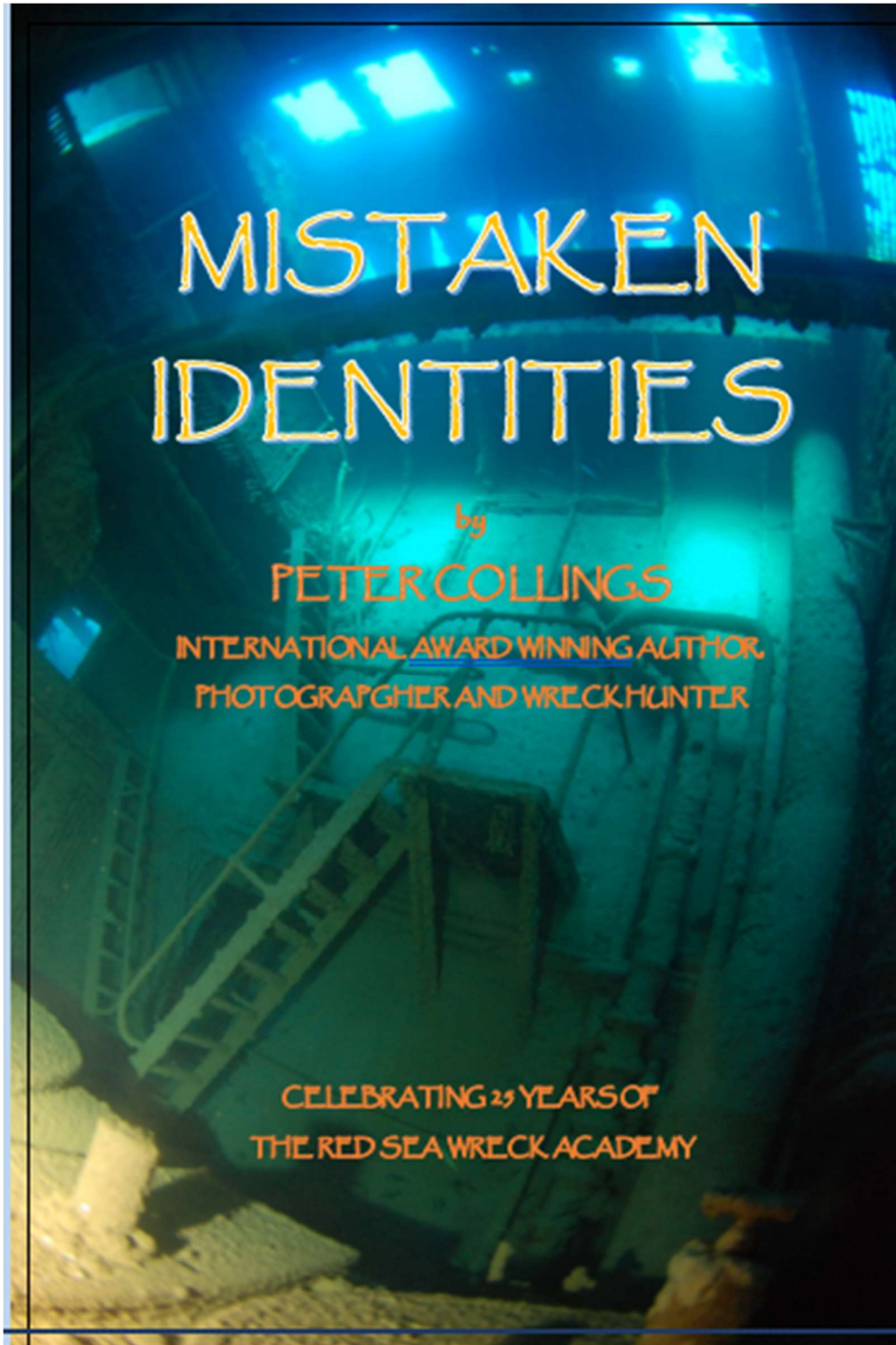


2015

# THE DEFINITIVE GUIDE TO EGYPT'S SHIPWRECKS







NEW FOR 2021



# 30 YEARS OF PUBLISHING

## E book concept

*The idea of the E-Book series came about after seeing so many incorrect publications quoting the wrong identity of the Tile Wreck at Abu Nuhas in the Egyptian Red Sea. Despite a plethora of undeniable facts presented by myself and members of the Red Sea Wreck Academy, self-proclaiming experts still, for reasons known only to them, continued to quote the Marcus as the Chrisoula K. It was archive photographs from Howard Rosenstein and the location of the ships bell, which added weight to Stephan Jablonski's accounts of the sinkings'. This new material gave us enough to produce the first E-book in 2008.*

*Being free from restrictions it soon found its way around the world and was passed on from diver to diver. It had the desired effect. Now more and more reports carry the correct identity. Sadly some don't!*

*It was also an opportunity to give something back to diving. Of course there was also controversy over the identity and purpose of the Russian Wreck at Zabagad, and this lead to the second title. "75 Years Underwater" is THE definitive guide to the worlds most dived wreck. "Suez Wrecks" highlights the achievements of our regular wreck hunting trips up into the Gulf and "dive Egypt's wrecks" in 5 volumes is the most comprehensive guide to these waters .Other area's are also featured ;Subic Bay,Leros Truk Lagoon, Maldives Malta Coron and Palau.*

*12 years on, the project has proved its worth, despite being ignored by the diving press, and with its place on the issuu platform at KUBI/MIFLEX continues to provide true and accurate information on many of the worlds best wrecks.*

*So now we have a total of 25 titles available, and more on the way, yours to enjoy and pass on to anyone who may be interested. Don't forget we run regular expeditions and safaris to all these featured wrecks.*

Safe diving.

Peter Collings.

## OTHER TITLES IN OUR E BOOK SERIES;

"75 YEARS UNDERWATER "

"THE RUSSIAN WRECK"

"SUEZ SHIPWRECKS"

"THE TILE WRECK HER TRUE STORY"

**"SHIPWRECKS OF SOUTHERN EGYPT"**

**"EGYPT'S TOP 20 SHIPWRECKS!"**

**"THEY NEVER CAME BACK"**

**"THE ROSALIE MOLLER IN DEPTH GUIDE"**

**"SAFAGA SHIPWRECKS"**

**"SHIPWRECKS OF TIRAN"**

**"DIVE EGYPTSWRECKS VOL 1 -5"**

**"SHIPWRECKS OF ABU NU HAS"**

**"SHIPWRECKS OF THE MALDIVES"**

**"MALTA SHIPWRECKS"**

**"SHIPWRECKS OF TRUK LAGOON"**

**"PACIFIC SHIPWRECKS"**

**"LEROS SHIPWRECKS"**

**"SHIPWRECKS OF SUBIC BAY"**

**"SHIPWRECKS OF D'PEARL BAY"**

**"FLORIDA KEYS WRECK TRAIL"**

**"SHIPWRECKS OF THE SPICE ISLANDS"**

## **PETER COLLINGS**

***Peter began diving in 1970. In 1985 he wrote the first of 35 diving related books, and has won several international awards for his publications and underwater photography. His articles and photographs have appeared consistently throughout the international diving press since 1983,***

***A BSAC Advanced instructor, ( Red Sea Wreck Academy) SSI PRO 5000 DIVER and TDI Advance Trimix diver, Peter has lead over 500 wreck and photo safaris around the world, logging over 7500 dives, and along with his regular team of experts has located and identified many of the shipwrecks in Egyptian waters.***

*Peter has worked closely with several tourist Authorities such as ESTA, Istria, Chuuk and most recently Leros Active writing and publishing a 25 title series of E-guide books. Several more locations are earmarked in this series of guides which promote tourism through shipwrecks.*





