

An underwater photograph of a large, rusted metal shipwreck, likely a cargo ship, lying on the ocean floor. The wreck is heavily encrusted with coral and other marine life. Several small fish are swimming around the wreck. The water is a deep blue color.

SHIPWRECKS OF THE ABC & SPICE ISLANDS

PETER COLLINGS

INTERNATIONAL AWARD WINNING AUTHOR,
PHOTOGRAPHER & WRECK HUNTER

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Forward by John Womack



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Photo Silvano Barbieri



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SHIPWRECKS OF THE ABC & SPICE ISLANDS

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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 Thistleworm 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.



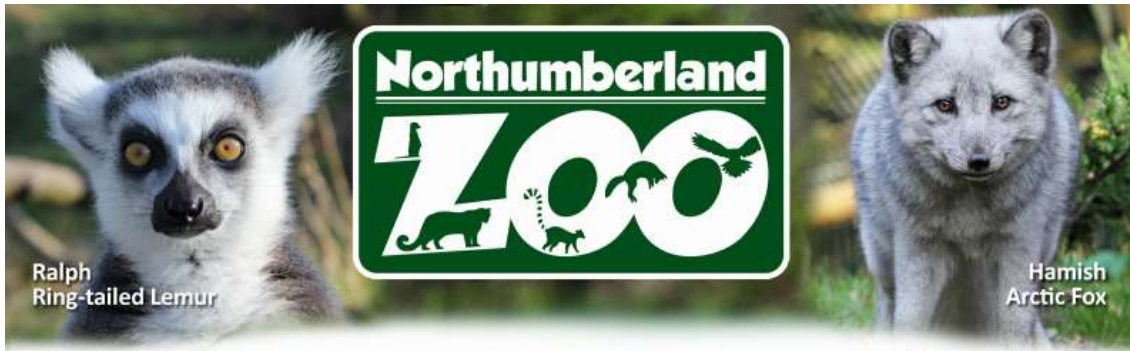
John Womack

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This series of guides is respectfully dedicated to this great man. I am proud to have called him friend and shared his last dive. JOHN MICHAEL WOMACK 23 MARCH 1943- 30TH NOV.2018



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INTRODUCTION

Of the three ABC islands, which make up the Dutch Antilles, Aruba is perhaps the least known, overshadowed by Bonaire and Curacao. Close to the coast of Venezuela. Aruba is perhaps the “quite little backwater” of the Caribbean, and yet for the wreck diving photographer it has a wealth of unique picture taking opportunities all year round; and the reefs are nice too!

From WW2 wrecks to drug smuggling aircraft, Aruba’s crystal clear waters have some outstanding and remarkable dives, some created by accident others as a deliberate act. Many with an interesting story behind their sinking.

Most of the diving takes place along the western side of the island as the prevailing wind makes the eastern coastline less accessible. However this means that there is great potential to discover new wrecks as yet un recorded.

My introduction to this colourful island came as a guest of the Aruban Tourist board, and my interest became focused with their shipwreck claim to fame; The first wreck they listed sparked off the title for my write up “Aruba’s Titanic Connection”.
My visit was supposed to last for 3 days. I stayed for 10!





ABUBA



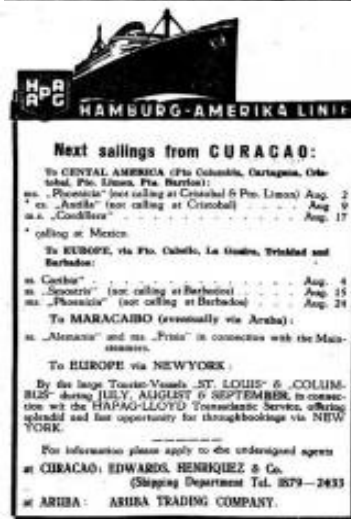
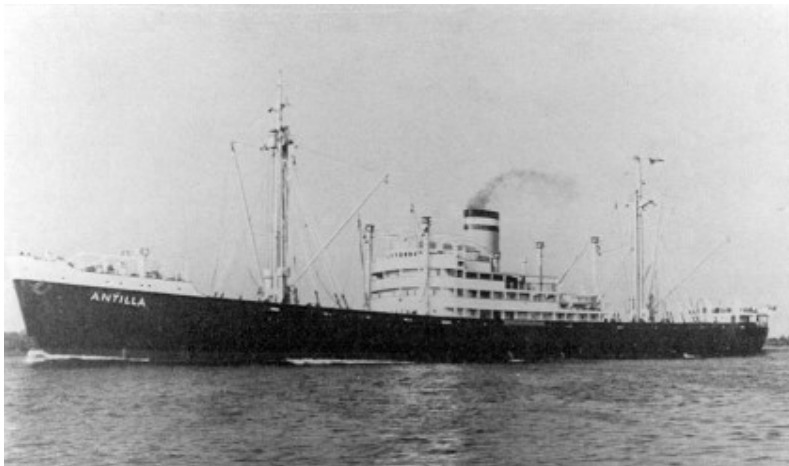
Aruba is an island and a constituent country of the Kingdom of the Netherlands in the mid-south of the Caribbean Sea, about 29 kilometres (18 mi) north of the Venezuelan peninsula of Paraguaná and 80 kilometres (50 mi) northwest of Curaçao. It measures 32 kilometres (20 mi) long from its north-western to its south-eastern end and 10 kilometres (6 mi) across at its widest point. Together with Bonaire and Curaçao, Aruba forms a group referred to as the ABC islands. Collectively, these and the other three Dutch substantial islands in the Caribbean are often called the Dutch Caribbean, of which Aruba has about 1/3 of the population.



Aruba is one of the four countries that form the Kingdom of the Netherlands, along with the Netherlands, Curaçao, and Sint Maarten;. Its capital is Oranjestad.

Unlike much of the Caribbean region, Aruba has a dry climate and an arid or desert, cactus-strewn landscape. It is south of the typical latitudes of hurricanes but was affected by two in their early stages in late 2020.

S.S. ANTILLA



The ANTILLA was built in 1939 by Deutsche Werft of Hamburg. She was launched in 1939, completed, and commenced her maiden voyage the same year. The ship was 400ft, 4363 tons and was built for the German firm Hamburg Amerikanische Packetfahrt Actien Gesellschaft (HAPAG). Unlike most steam ships she had the pre designate of E.S. (Electro Ship) fitted with two steam turbines connected to an electricmotor built by the Allgemeine Elektricitats Gesellschaft



She was rumoured to have been used as a submarine depot ship, but her cargo had proved innocent enough. She was bound for Europe with a cargo of Sulphur when Germany invaded Poland, being ordered to seek refuge in a neutral port. Between 1 September 1939 and 29 February 1940 captain Schmidt made no attempt to break the blockade of French and British warships. and on 10 May

1940 German forces invaded The Netherlands. At that time the Antilla was anchored in front of Malmok Beach. As the German invasion was considered an act of war the Dutch government ordered

all German merchant ships in the Dutch Antilles to be confiscated and the German crews to be arrested.

Stalling the local militia, the crew prepared the ship for scuttling, opened the sea cocks and started fires before abandoning the ship and being interned.

The ship was engulfed in flames along her length, took on water and settled on her port side.

She is one of the biggest wrecks in the Caribbean, and is covered in marine life. In recent years she has begun to collapse in on her self. Maximim depth is 18 mtrs.

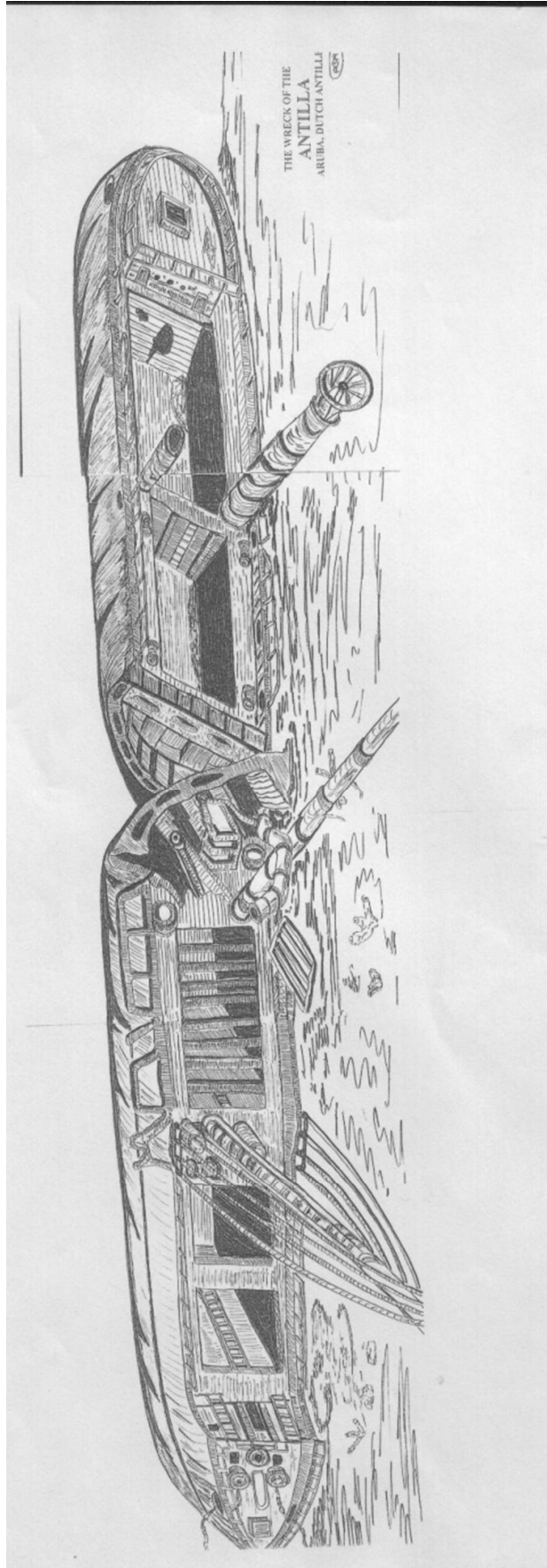
At night the wreck is a blaze of orange coral poyps and crawls with spiney lobsters.

Huge shoals of sweepers shelter in the wreckage-Pelicans wait patiently above-as Jacks dash in and drive the sweepers skyward!.

DIVERS LOG SEPT12 '99 #3198/3204/7; "freighter intact but engines and boilers missing. Shoaling fish everywhere. Invertebrate life quite amazing; Masts are covered in yellow tubularia and sea squirts. Superb wreck !Cornet fish everywhere; natural light made it spectacular; French angels everywhere grunts; rock beauty; damsels ;blue stripped grunt; Sergeant majors Trunk fish; Depth 18 mtrs dive time 55minutes ;Equipment used NIK 5 15MM/RSAF 28MM"









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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.

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S.S.PEDERNALES

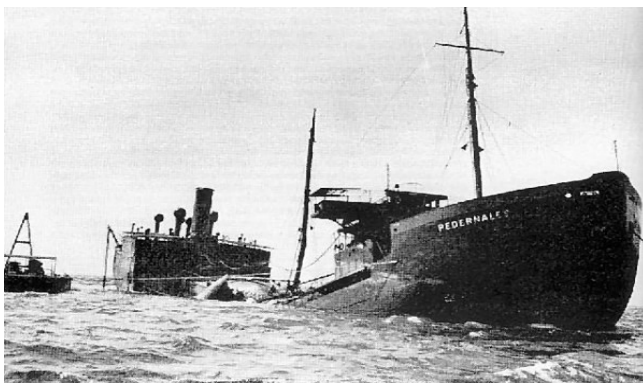


. S.S. Pedernales was a 4317 tons, 355 ft steam tanker built in 1938 in Italy at Cantiere Riunti dell Adriatico and owned by Lago Shipping Co. Ltd. (Esso) in London and had a crew of 26. Her master was Herbert McCall.

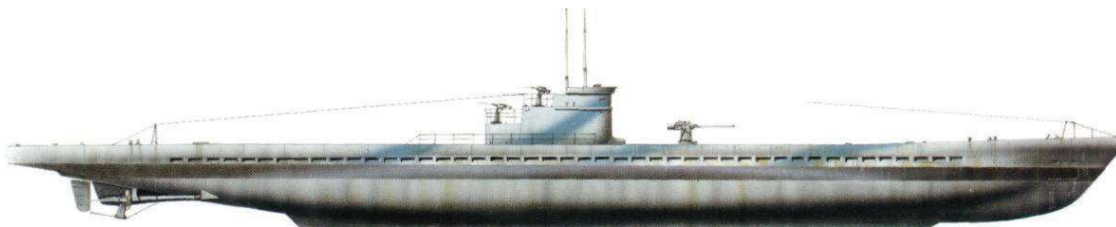
In the early morning hours of February 16, 1942 the German U boat U-156,, commanded by the 33-year old Kapitanleutnant (commander) Werner Hartenstein began his attack on the helpless vessels moored in the region. The first victim was the Lake tanker Pedernales. the surfaced U-156 fired a single torpedo from one of the bow tubes. Pedernales was loaded with crude oil and caught fire immediately. Eight crew members died as a result of the explosion and the following inferno

Despite the fact that Pedernales was heavily damaged and burned fiercely she stayed afloat and drifted away from the location where she was hit.

The following day she was located and tugboats towed her to shallow water where she was deliberately run aground to enable a salvage effort. The still intact front and aft section were



separated from the damaged midsection and both were towed to the Lago drydocks where they were welded together. A make shift bridge was put on to the 124 ft. shorter hull and the ship left Aruba on July 30, 1942 for Curacao with final destination Baltimore for further repairs. It's said that the midsection that was left was later on used as a target for shooting practice by the Dutch Navy.

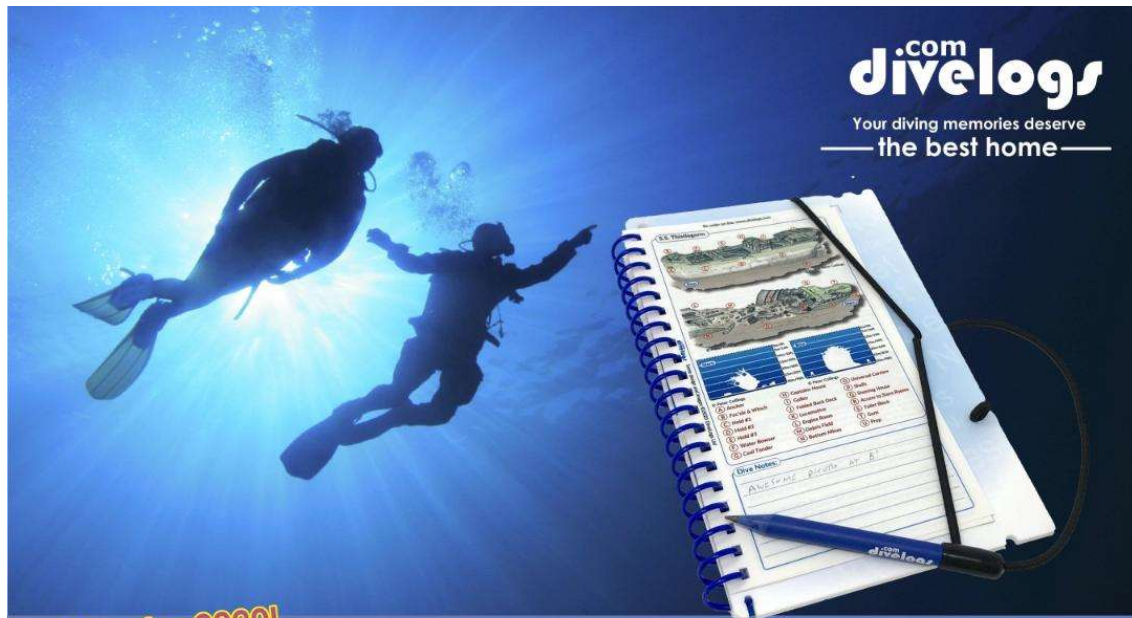


DIVERS LOG SEPT12 '99 #3200/1;

“DEPTH 25FT,Remains of WW2 Tanker thriving with shoaling fish, arrow crabs ,x mas tree worm, cornet fish gobies, beautiful sea squirts and encrusting growth”

“Wreck is in 4 parts, huge shoals of stripped goat fish; Equipment used RSAF 50MM & 28MM SB104”





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MV STAR GERREN

The Star Gerren was built at J.L. Meyer Shipyard in Papenburg, Germany and launched on September 22, 1965. The 499 tons cargoship measures 73.49 mtrs/245 ft in length and was named Santa Maria. The first owners were Hermann & Engelbert Lohmann from Haren in Germany. Between 1965



and 1994 she changed owners four times and from 1985 she was named Anna Maria. In 1991 her name was changed back to Santa Maria again. Between 1965 and 1994 she sailed under German, Singaporean and Honduran flag. In 1994 the Santa Maria was sold to the Valeron Corporation N.V in Curacao. She was renamed Star Gerren and registered at home port Belize City, Belize.

(courtesy of F.J. Olinga-Delfzijl)

On July 12, 1996, as the Star Gerren (call sign V3PK) was in the coastal waters of Aruba, captain Blackman reported having engine trouble to the Aruban Authorities. Not long after the first message of the captain however it looked like the crew of the Star Gerren had managed to overcome her engine problems and was able to continue her journey. The optimism of the captain was short lived: not long after the second report the five man crew was confronted with engine failure beyond repair. The Aruba Ports Authority responded by sending a tugboat to the Star Gerren to tow her into the harbor but bad luck seemed to accompany the captain of the Star Gerren. During the attempt to salvage the Star Gerren one of the hawsers got entangled in the propeller of the tugboat which had to limp back to the harbor. Eventually the Star Gerren was salvaged on July 15 and berthed in Barcadera harbor on July 16, 1996. Not long after being towed into Barcadera harbor the crew, due to the deplorable state of the ship, abandoned her.



(courtesy of Aruba Ports Authority)

Attempts to contact the owner of the ship failed and the Star Gerren remained in Barcadera harbor until August 2000. In July and August 2000 the Star Gerren was reported to list to starboard due to leakage thus turning it into an environmental hazard. These events speeded up the decision to convert the ship into a dive object for scuba divers. On August 31, 2000 the Star Gerren was towed to a location in front of the High Rise hotel area (Palm Beach) where she was sunk in 21 mtrs/70 ft of water.



M.V.JANE C



The 749 tons and 57 mtrs long cargo ship was launched on December 30, 1959, from Westerbroek SW shipyard in Westerbroek Holland as the M.V. Blackthorn. The Blackthorn sailed in British waters under the UK flag and was owned by the firm S. William Coe. & Co. Ltd. She was later renamed Rudyard and in 1976 she was converted into an aggregates carrier. In 1980 the Rudyard was



sold to S&D Shipping Ltd. in Bembridge, registered in Shoreham (UK) and renamed Jane Sea.

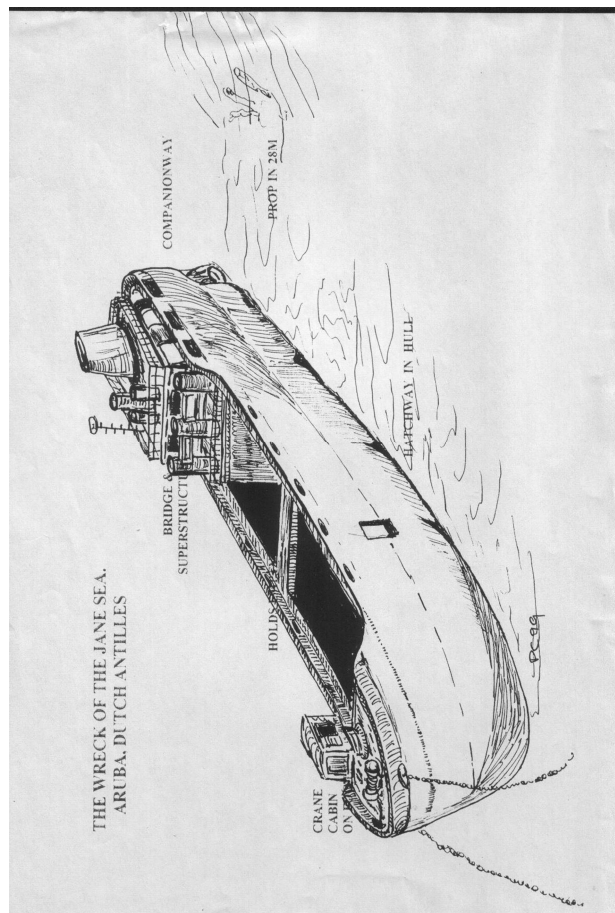
The Jane Sea arrived at in Barcadera Harbour September 1984 with a cargo of cement from Costa Rica. She was still registered in Shoreham (UK) but now owned by Deroche Enterprises Ltd. seated in Trinidad. During berthing she

had major engine trouble and was abandoned. She was scuttled on September 4, 1988 just south of Barcadera harbour.

She sits upright on the sea bed her prop in 28mtrs, a hatch opening in the hull allows for a kinder profile, transiting into the interior from the outside of the wreck. A crane sits on the foredeck covered in marine life and offers great photo opportunities

DIVERS LOG SEPT17 '99 #3211

"Small upright ore carrier in 28mtrs at the bottom of a slope. Prop covered in fan corals and encrusting species. Current point on bridge good fish action. School of barracuda, crane on foredeck, Foc's'le. Could have dived it again. Depth 28 mtrs average 18."



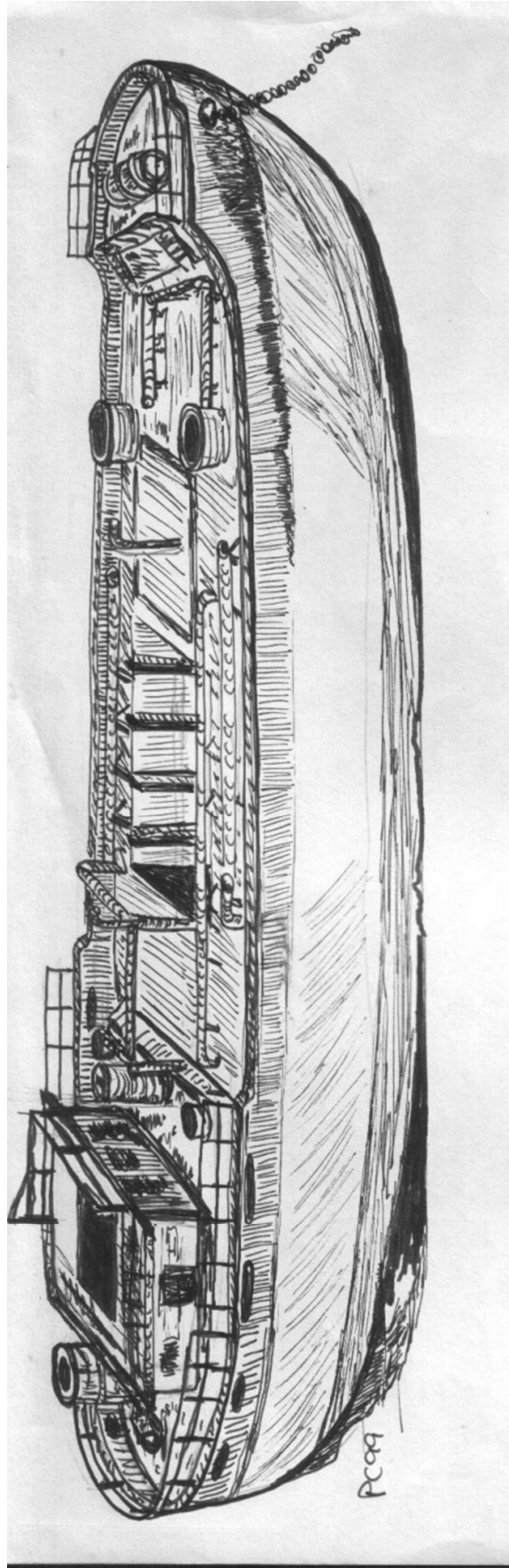
DEBBIE11

a 120ft long refuelling barge/ coastal tanker which was sunk as a tourist attraction, sits upright on the sea bed in 20mtrs. Large expanses of impressive leaf and brain corals make up the main structure of the seabed interspaced with giant barrel and tube sponges, typifying the scenery of Aruba. Stingrays frequent the area, and there is the added attraction of a wreck of a small coaster the Debbie 2 sunk in 1992 which has become the home to many reef fishes, including barracuda, grey angel fish French angel fish and yellow snapper. Unusual silver antheas hang in “clouds” over the wreck, and the pipes and fitting are ideal structures for gobies, shrimps and arrow crabs

DIVERS LOG SEPT15 '99 #3206

“Small upright tanker; photo foray with residents; barracuda, French angels and silver antheas. Deck fittings and pipes, holds accessible but empty. Nice aft bridge. Depth 20mtrs dive time 50 minutes equipment used; RSAF 28 mm lens , NIK V 15 mm lens”





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SPECIFICATION Crew: 2 or 3 flight deck crew, Capacity: 40

Length: 74 ft 8 in (22.76 m), Wingspan: 91 ft 9 in (27.97 m),
Height: 26 ft 11 in (8.20 m)

Powerplant: 2 × Pratt & Whitney R-2800-CA3 Double Wasp

Propellers: 3-bladed Hamilton Standard

Performance,; Maximum speed: 315 mph (507 km/h, 274 kn), Range: 1,200 mi (1,900 km, 1,000 nmi)



LOCATION, Renaissance Island ARUBA

CIRCUMSTANCE OF LOSS. The plane was confiscated during a drugs raid in the 1980's

It was sunk as a diving attraction. There is a story that on the day the contraband was burned, the prevailing wind, which should have carried the smoke out to sea changes- and the entire island was covered in smoke, and from that day on was known as the "Happy Island"

WRECK TODAY. Initially the aircraft was fully intact and upright, then in 1999 When hurricane Henry hit the plane was broken in two. The main brake is just aft of the cockpit, but it is still possible to enter the fuselage. The propellers lie separated and scattered but the defiant tailfin still stands proud- until the next hurricane.



AIRCRAFT TYPE **NAMC YS-11**

SPECIFICATION Crew: 2; Capacity: 64 passengers

Length: 26.3 m (86 ft 3 in) Wingspan: 32 m (105 ft 0 in), Height: 8.98 m (29 ft 6 in)

Powerplant: 2 × Rolls-Royce Dart Mk.542-10K turboprop engines, 2,250 kW (3,020 hp) each

Propellers: 4-bladed constant-speed fully-feathering reversible propellers

Performance

Cruise speed: 469 km/h (291 mph, 253 kn) maximum at 4,575 m (15,010 ft)

Range: 2,110 km (1,310 mi, 1,140 nmi)



LOCATION Renaissance Island

CIRCUMSTANCE OF LOSS Sunk as a diving attraction. Oct 2000

WRECK TODAY Following the bankruptcy of Air Aruba in October 2000, the YS-11 was sunk as



an artificial reef. It rests on a slope with its cockpit in 14 mtrs and the tail in 25-giving a nice dive profile, starting at the stern. It now sits upright on the shallow, sloping reef. The aircraft is virtually intact and sits upright. From the tail a cargo door allows for entry into the almost empty cabin area, with additional doors just behind the cockpit. It's possible to swim forward and inspect the cockpit and all its incumbent controls.

The nose shows some damage, but her engines remain in place and she still rests on her undercarriage, as if taxiing for take off

S.S.CALIFORNIA

The publicity blurb supplied prior to my promotional visit, boasted proudly of Aruba's shipwrecks, in particular the Californian, which according to the brief had been involved with the Titanic sinking Ah! I thought "Aruba's Titanic Connection". It turned out of course that this shipwreck pre dated the Titanics' sinking-and that vessel was the CaliforniaN....I never got a return invite!

This then is the wreckage of a very old wooden hulled vessel in 30 ft of water and very broken up, but never the less attracting a huge amount of sea life. Located at the northern end of the island and is often exposed to strong currents.

The wreck lies on the north west side of the island in 10 to 15 mtrs and is very well dispersed due to its location and the fact that most of her wooden hull has long since been devoured by marine worms. Girders pies and other parts of the wreck are now covered in a carpet of sponges and corals, and are the home to many of the tropical reef fishes, which abound in these waters. It is considered a dive for experienced divers only due to the "less than calm" seas

KAPPEL

The Kappel was sunk in 2009 in the bowl of Mangel Halto by JADS Dive Center, becoming Aruba's newest wreck. Situated in a sandy bottom at a depth of about 45 feet, the Kappel serves as an ideal wreck site for both snorkelers and novice divers. In just three years, it has attracted juvenile fish, arrow crabs, feather-duster worms, and a multitude of other underwater species. The beautiful lagoon of Mangel Halto is not only the best place to snorkel in Aruba if it comes vibrant corals reefs and rich marine life, but you can find also a shipwreck here. Kappel, a small tugboat is Arubas newest shipwreck that lies in about 12-15 meters (40-50ft) deep water and thanks to the clear water, it is visible from the surface too. Since it is a relatively new wreck, the corals have just started to settle on it. Therefore, comparing to older wrecks, it might look a little plain, but still you can find fish cruising around and it is definitely worth to visit if you are snorkelling in Mangel Halto.

BONAIRE



Bonaire is an island in the Leeward Antilles in the Caribbean Sea. Its capital is Kralendijk, near the ocean on the lee side of the island. Aruba, Bonaire and Curaçao form the ABC islands, 80 km (50 miles) off the coast of Venezuela.



Unlike much of the Caribbean region, the ABC islands lie outside Hurricane Alley. The islands have an arid climate that attracts visitors seeking warm, sunny weather all year round.



Bonaire is a popular snorkelling and scuba diving destination because of its multiple shore diving sites and easy access to the island's fringing reefs. A short 0.80 kilometres (0.50 mi) west of Bonaire across the sea is the uninhabited islet Klein Bonaire with a total land area of 6 square kilometres (2.3 sq mi). Klein Bonaire has low-growing vegetation including cactus, with few palm trees near the water and is bordered by white sandy beaches and a fringing reef. The reefs, beaches and on-island reserves located on both Bonaire and Klein Bonaire are under the protection of the Bonaire National Marine Park, and managed by Stichting Nationale Parken Bonaire

Bonaire was part of the Netherlands Antilles until the country's dissolution in 2010, when the island became a special municipality within the country of the Netherlands. The Dutch West India Company was founded in 1621. Starting in 1623, ships of the West India Company called at Bonaire to obtain meat, water and wood. The Dutch also abandoned some Spanish and Portuguese prisoners there, and these people founded the town of Antriol which is a contraction of Spanish al interior (English: inside). The Dutch and the Spanish fought from 1568 to 1648 in what is now known as the Eighty Years War. In 1633, the Dutch—having lost the island of St. Maarten to the Spanish—retaliated by attacking Curaçao, Bonaire and Aruba. Bonaire was conquered in March 1636. The Dutch built Fort Oranje in 1639.

MV HILMAN HOOKER



The Colombian registered cargo ship was built in 1951 by Van Der Giessen C. & Zonen - Scheepswerf De Hoop, Krimpen Aan den IJssel as the MV Midisland

She sailed under the names of MISTRAL, WILLIAM EXPRESS, ANNA C and DORIC EXPRESS before becoming the HILMAN HOOKER in 1979 when she was bought by the San Andes shipping Line. She was 1027 tons gross, 71.93 x 11 x 3.8

mtrs. Power was derived from a 1 x 6 cyl. Werkspoor diesel engine, single shaft, 1 screw, with a speed of 12 knots.

The HILMA HOOKER ran into some mechanical rudder difficulties while passing the island of Bonaire. She was taken in tow and brought to the town pier, where customs immigrations officials decided to search her after discovering that she carried no papers

It was soon learned that the Fbi had been tracking the vessel by satellite on the suspicion that she was transporting illegal drugs. What they found on the HILMA HOOKER was over 25,000 pounds of marijuana hidden behind a false bulkhead. The marijuana was confiscated, taken out of town and burned. The Hooker remained tied up to the town pier for months while officials tried to locate the vessel's owner. After a while she was moved and moored just offshore. Her hull, which was not in the best condition, began to take on water, and her pumps eventually gave out. On the morning of 12th September 1984, at approximately 9:00 Am, the vessel rolled over and sank.

DIVING DETAILS The shipwreck lies on its port side, and is virtually intact in 50 ft. The bow section has a fore'sle storeroom which is accessible and anchor winches on top. A huge mast runs out onto the sea floor and winches flank her empty forward hold.

The centre island has her main bridge, wheel house and navigation decks, which are easy to access and make great swim throughs. Companionways run along the perimeter. Behind this is her second hold and an aft mast, again with supporting winches. The galley and crew's quarters are in the aft structure along with her engine room, the funnel, short but still in situ. Silt and rust particles have gathered here and there is little natural light..

Because of the size of the wreck, numerous moorings have been placed for the dive boats. All of Bonaire's dive shops visit the Hooker on a regular basis. Because it can be deeper than most, the trips to the wreck are usually the first dive in the morning. It would be very difficult to crowd this wreck. And, since it lies between two reefs, it is possible to finish the dive among the many varied corals in shallower water.

Being covered in luxuriant life the wreck is very photogenic, and offers endless subject matter for the snapper.



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S.S. MAIRI BAHN(WINDJAMMER WRECK)



The Mairi Bahn was an iron-hulled Barque-rigged "Windjammer" Ship built in Glasgow by Barclay, Curle and Co. in 1874 for the thriving India-England trade routes. Gaelic for "Bonny Mary" the Mairi Bahn was 239 feet long with a 37 foot beam and weighed 1,378 gross tons. Like her American counterparts "rounding the horn" of South

America as they brought people and goods from East Coast to West, the Mairi Bahn spent much of her early career rounding the African continent sailing from either India to Europe or from New Zealand and Australia to England.

By the turn of the century the Mairi Bahn began to lose her trade routes to slower but more reliable steamships and was eventually sold to the Italian trade group of Denegri & Mortola, who used the clipper as a tramp freighter. Running from port to port for the first decade of the 1900's, the Mairi Bahn departed Genoa for Trinidad in early 1912 with a cargo of leather goods, fabrics, olive oil and marble. After delivering her cargo safely to Trinidad, the ship took on a full load of Asphalt Tar in barrels for an unknown destination and sailed from Port-au-Prince heading Westward riding the trade winds.

Passing South of Bonaire on the 7th of December 1912, the Mairi Bahn was caught in a heavy storm which forced her Captain to seek shelter in the lee of Bonaire. As the clipper attempted to reach shallow waters off Kralendijk, strong winds blew the ship past Bonaire and off the island's Northwest coast, where her Captain was finally able to bring his ship about and began tacking into the wind in an attempt to reenter the lee of the island. Passing out of the lee of Punt'i Wekua, the ship was again lashed by high winds as her crew struggled to sail her clear of the shallows towards deeper water, but her zig-zagging course and increasing winds soon caught the Mairi Bahn broadside to the shore with set sails and quickly pushed her towards the coast. Realizing the immediate peril, the her Captain let go of both his anchors and ordered all sails dropped in a final effort to keep his ship from grounding, but the deep waters beneath her prevented her anchors from finding purchase until after the Mairi Bahn had already been pushed aground at the site of the present-day BOPEC terminal.

Pushed broadside by the wind and steadily mounting waves as the storm worsened, the barrels of asphalt held below began to shift in stow, with some breaking open and spilling their contents into the Mairi Bahn's hold. As her crew struggled to free their ship from the shoreline,

the flame from a kerosene lantern provided an ignition source for the spilled cargo and a tremendous blast rocked the ship, killing four of her crew wreathing the ship in flames. With her fate sealed, the Mairi Bahn was abandoned by her remaining 28 crew and left to her fate, slowly rolling onto her Starboard side and burning heavily. Before sundown on December 7th, the once-proud Clipper ship lost her battle with the sea and slid off the reef into deep water, sliding down the steep reef slope and coming to rest on the sandy bottom over 200ft down.

Largely forgotten as time passed, the Mairi Bahn was rediscovered almost by accident when surveyors planning the BOPEC pier pilings found a large mast on the reef pointing towards deeper water. Spurred on by this news and stories of the fabled "WindJammer" which had wrecked on Bonaire, local divers set about finding the wreck and finally found her at this location lying on her Starboard side in roughly 200ft of water at the base of the reef slope.

Her shallowest point is her Port Rail, which lies at 141ft and facing the shoreline while her remaining masts extend all the way to 225ft deep on a sandy bed. Though her wooden deck and fittings have either been consumed by nature or the fire that claimed her, the Mairi Bahn's hull remains in excellent condition and is covered with wire corals, sponges and teems with marine life. Her asphalt cargo coats a large area downhill of the wreck and even today continues to move downhill at roughly 6 inches per year.

Touted as one of the most spectacular deep-water wrecks in the Caribbean, the Mairi Bahn, or Windjammer as she's more commonly known, can only be dived by experienced divers who are accompanied by local guides. The wreck's depth and typically strong deep-water currents make it beyond the abilities of recreational divers, and its position directly off the heavily active BOPEC terminal has made the wreck essentially 'off-limits' due to security concerns. However, through advance planning with local dive operators and BOPEC, permission to dive the wreck is still given only when the terminal is not receiving ships.

SPELONK WRECKS

On the west side near the SPELONK Lighthouse, are the remains of 4 well broken up wrecks. Two appear to be sailboats, one fibre glass, one wood. The other two are an ocean going fishing trawler and a small fishing boat, the latter being vey photogenic. It is a very exposed section of coast and there for isn't dived as much a the lee ward side of the island.

CURAQUO

CURAQUO is a Lesser Antilles island country in the southern Caribbean Sea and the Dutch Caribbean region, about 65 km (40 mi) north of the Venezuelan coast. It is a constituent country of the Kingdom of the Netherlands. Together with Aruba and Bonaire it forms the ABC islands. Collectively, Curaçao, Aruba and other Dutch islands



in the Caribbean are often called the Dutch Caribbean. It lies on the continental shelf of South America. It is a thin island with a generally hilly topography; the highest point is Mount Christoffelberg 372 m (1,220 ft) in the northwest.

The country was formerly part of the Curaçao and Dependencies colony from 1815 to 1954 and later the Netherlands Antilles from 1954 to 2010, as "Island Territory of Curaçao". It includes the main island of Curaçao and the much smaller, uninhabited island of Klein Curaçao ("Little Curaçao"). Its capital is Willemstad.

Curaçao has a hot semi-arid climate with a dry season from January to September and a wet season from October to December. The temperatures are relatively constant with small differences throughout the year. The trade winds bring cooling during the day and the same trade winds bring warming during the night. The coolest month is January with an average temperature of 26.6 °C (80 °F) and the warmest month is September with an average temperature of 29.1 °C (84 °F). The year's average maximum temperature is 31.4 °C (89 °F). The year's average minimum temperature is 25.7 °C (78 °F). The seawater around Curaçao averages around 27 °C (81 °F) and is coldest (avg. 25.9 °C [78.6 °F]) around February to March and warmest (avg. 28.2 °C [82.8 °F]) around September to October.

M.V.SUPERIOR PRODUCER S A



The MV Superior Producer started life as the MV Andromeda (IMO nr. 5345431). It was built in 1957 as coastal cargo ship by Handel & Scheepsbouw Maatschappij Kramer and Booy NV, from Kootstertille, Netherlands. Measuring 50.22m (165ft) in length and 7.79m (25½ft) in width, with a maximum draught of 2.58m (8½ft), this 400-ton freighter was delivered on 8 November 1957 to Muller and Reitsma NV, from

Rotterdam, Netherlands. On 22 February, 1962, she was sold to Rederij L Remeeus NV, from Rotterdam, Netherlands when she officially became known as the MV Superior Producer.

The ship had a rather mundane existence, picking up and dropping off cargo all along the Dutch coastline. The vessel changed hands several times over the years, until 13 November 1970, when the MV Superior Producer was sold to Pan-Ven Line SA, and re-flagged to her

new home port in Panama with the sole task of moving cargo between Willemstad (Curaçao) and Pampatar (Venezuela), a city on Isla Margarita.

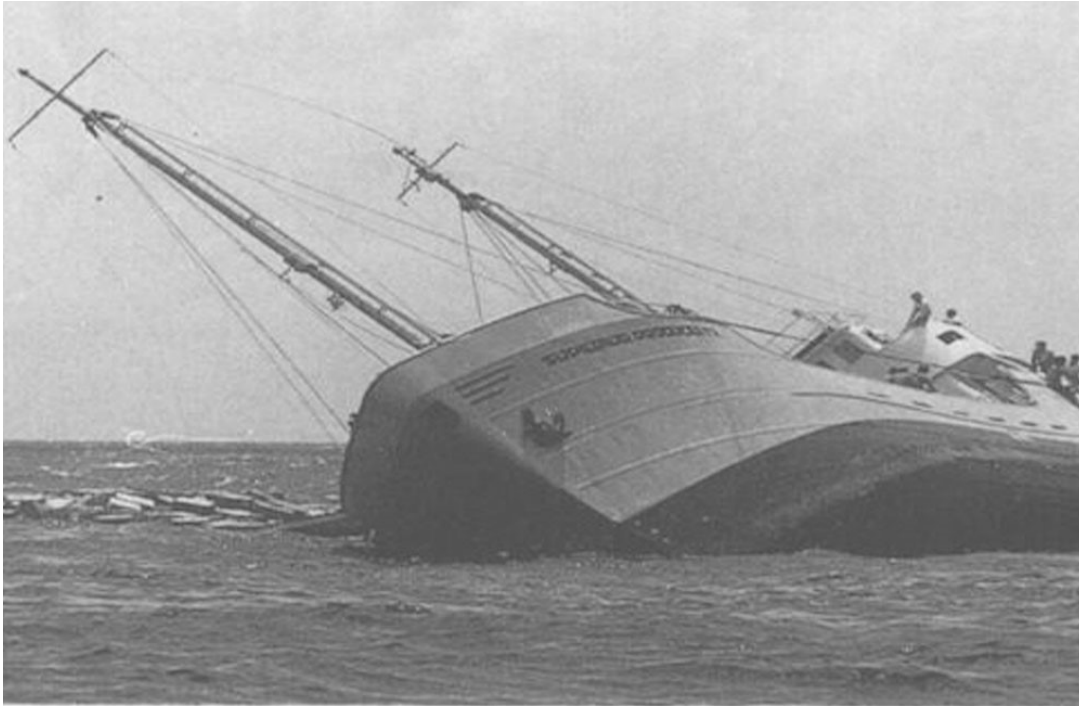


Photo: Curaçao Maritime Museum

On 30 September 1977, the MV Superior Producer arrived early in the morning and docked on the inside of Curaçao Harbour (St. Annabaai) just past Queen Emma floating bridge. It was loaded with a Christmas cargo consisting of whisky, bottles of perfume, clothing and bags, destined for two local Curaçao merchants looking to profit from the upcoming holiday season.

At 13:30, on fateful Thursday afternoon, the crew of nine men of Venezuelan and Colombian nationality, cast off the lines. The ship immediately began to heel dangerously, at which point the captain ordered a portion of the cargo, not properly stowed, to be thrown overboard. This did not help, and the situation was further complicated because the crew neglected to close the portholes, and the Producer began taking on water. Even the efforts of the Curaçao Port Authority tugboat to pull the boat upright again had no effect.

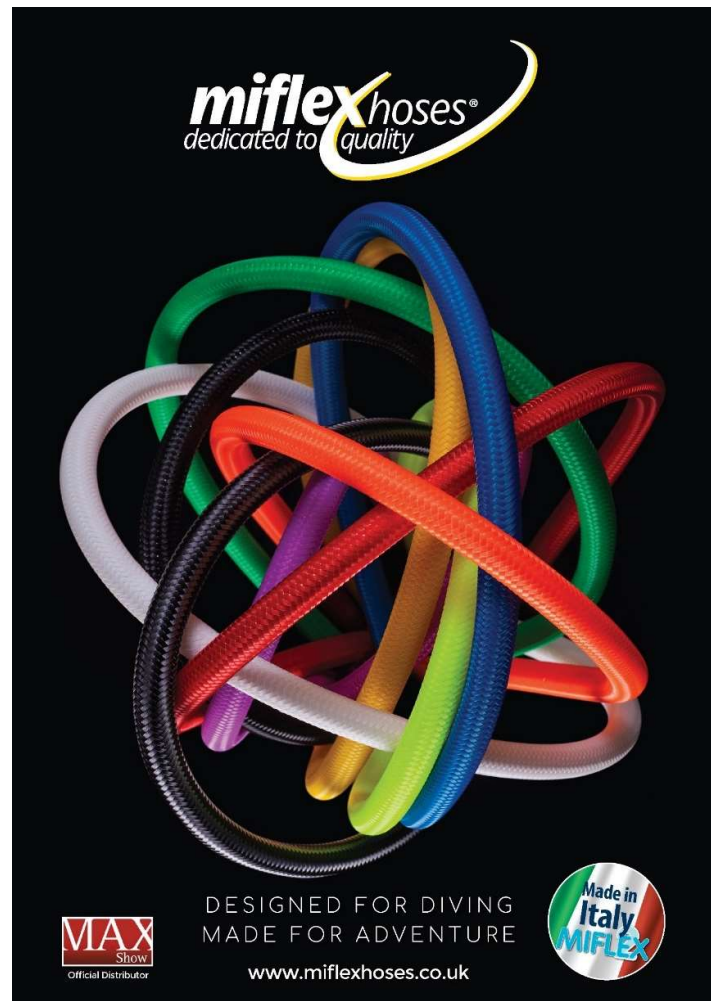
After several unsuccessful attempts, the harbourmaster, fearing for safety of the crew and ultimately for the harbour itself, decided to cease all rescue efforts. The tugboat dragged the MV Superior Producer about 500m (1,640ft) west outside the harbour entrance. At 16:30, three hours after cast-off, the MV Superior Producer disappeared below the waves and into the turquoise depths, about 150m (500ft) from shore. During this same period, the captain and crew safely abandoned the ship and were picked up by a boat from the harbour police.

DIVING DETAILS Today, the wreck sits quietly upright on its keel, with her bow facing west in roughly 30m (100ft) of water and about 150m (500ft) from the shoreline just west of the Curaçao Mega-pier. The site can be closed if shipping traffic is present.

It is possible to dive from the shore, entering over the fringing reef, and as she has been down since 1977 she is totally covered in marine life a veritable oasis. home to numerous colonies and different species of corals, sponges, gorgonians and sea whips. The superstructure rising to within 21m (72ft) of the surface, covered in a vast array of coral growth and thus vibrant fish life. It is a natural attraction for schools of predatory fish such as tarpon, barracuda, snappers and jacks.. Caribbean spiny lobsters, parrotfish, French and queen angelfish, turtles, scorpionfish, banded coral shrimp, nudibranchs, flamingo-tongue shells and sometimes even frogfish. Basket stars, octopus and large spider crabs are all present.

With its wide-open cargo holds and accessible wheelhouse, the MV Superior Producer has become a firm favourite with visiting divers, and is suitable for all trained divers..

The CPA reminds all divers that when there are vessels moored at the piers, a temporary “no diving” ban near the piers and or the Superior Producer wreck will be in effect for safety reasons.



SHIPWRECKS OF GRENADA



Introduction

The Island of Grenada and its six smaller islands lie at the southern end of the Grenadines in the south eastern Caribbean Sea, northwest of Trinidad and Tobago, northeast of Venezuela. It is known as the "Spice Island" because of the production of nutmeg and mace. The capital is St. George's

On March 17th 1649, a French expedition of 203 men from Martinique led by Jacques du Parquet founded a permanent settlement on Grenada. The French named their new colony Grenade and established a capital known as Fort Royal (later St. George).

The British captured Grenada during the Seven Years' War in 1762.

Grenada came under British rule at the Treaty of Paris in 1763. The French re-captured the island during the American War of Independence in July 1779, but was restored to Britain with the Treaty of Versailles in 1783. In 1877 Grenada was made a Crown colony. 🏠



On October 10th 1951, Grenada held its first general elections. From 1958 to 1962 Grenada was part of the Federation of the West Indies.

On March 3rd 1967 Grenada was granted full autonomy as an Associated State. Independence was granted in 1974.



The overthrow of a moderate government by one which was strongly pro-communist in 1983 worried U.S.

President Ronald Reagan. Particularly concerning was the Cuban situation. Reagan was worried that Cuba, under the direction of the Soviet Union, would use Grenada as a refuelling stop for Cuba.

On October 25th 1983 combined forces from the United States and the Regional Security System (RSS) based in Barbados invaded Grenada in an operation, codenamed "*Operation Urgent Fury*". The United Nations General Assembly condemned it as "a flagrant violation of international law".

The U.S. troops withdrew from Grenada in December 1983, the first democratic elections since 1976 were held in December 1984.

On 7th September 2004 the island was directly hit by Hurricane Ivan. Ivan, a Category 3 hurricane caused 90% of the homes to be damaged or destroyed. On 14th July 2005 Hurricane Emily struck the northern part of the island.







Lying with the Caribbean Sea to the west and the North Atlantic Ocean to the east, Grenada covers some 132 square miles and consists of the 6 parishes of St. Davids, St. Johns, St. Georges, St. Marks, St. Andrews and St. Partricks. The islands of Ronde, Petite Martinique and Carriacou make up the island country.

The main concentration of shipwrecks, and indeed diving, is centred around the south east peninsular. The surrounding waters are not particularly deep, reaching some 35 metres. The Atlantic coast tends to be less calm than the Caribbean side.

Dive Conditions: There are more than 25 dive sites off Grenada. Most sites are between 18 and 40 metres. The average water temperature is about 79 degrees in December and 84 degrees in July. Visibility is generally between 30 and 100 feet.

Climate: Average temperatures range from 75 to 87 degrees. Temperatures are cooler between November and February. The rainy season is from June to December, but it rarely rains for more than an hour at a time and generally not every day.

Entry Documents: A valid passport and return or on-going ticket are required.

Money Matters: The official currency is the Eastern Caribbean dollar (EC\$2.68 = US\$1 fixed). The U.S. dollar, travellers' cheques and major credit cards are widely accepted. There is an EC\$50 (approximately US\$20) departure tax.

Language: The official language is English but a French-African patois is widely spoken.

Getting Around: Show a valid driver's license to obtain a local driving permit from the traffic department at the Central Police Station on the Carenage. The cost is EC\$30. Most car rental companies also issue local permits.

Acknowledgements

My thanks to Paul Ward our guide, Peter and Gerlinde Seupel for their hospitality and the use of their images, Sarah Wright at Dive Worldwide for travel arrangements and Dave, Sue and Anne from the Red Sea Wreck Academy for their team support. I would also like to thank our sponsors for their continued support, without whose help this project would not have been viable.





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M.V. Bianca C



The BIANCA C was built in 1944 by Provencale de Constructions Navales, La Ciotat, in yard #161. She had triple screws and 31,500 BHP sulzer diesels that could push her at speeds of up to twenty two knots, two masts and one funnel. She was originally launched as the Marechal Petain,



After being launched in 1944, the Marechal Petain's hull was towed to Port Bouc. In August of the same year the Germans sank the incomplete vessel as they retreated from Southern France. The ship was later raised and completed.

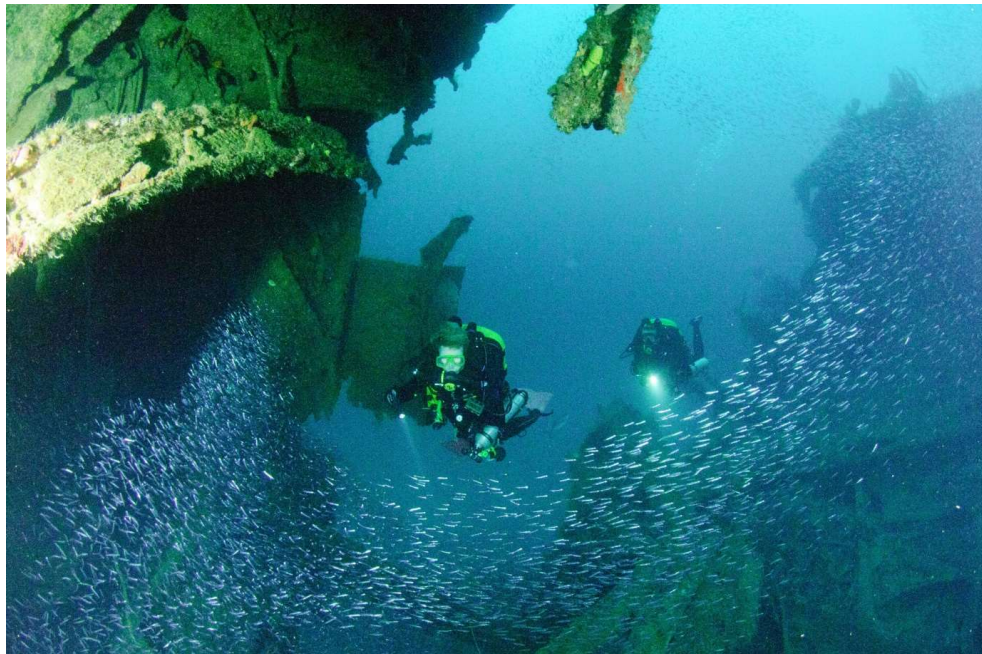


Renamed in 1946 as the La Marseillaise. In 1958 she was sold to the Arosa Line Inc. and renamed the Arosa Sky. The vessel had accommodations for 200 first Class passengers and 1,030 tourist Class. She was 593 foot long by 75 foot wide, 18,427 ton. Prior to her sinking she once again changed hands, Costa Cruise Lines luxury cruise ship owned by the Linea C Company of Genoa.

On October 22nd 1961 she was at anchor off St. Georges, Grenada, when suddenly in the early morning one of her massive boilers exploded instantly killing a crewman. Flames rapidly spread from the engine room to every deck fuelled by her bunker oils. The force of the explosion could be felt throughout the town. 750 passengers were safely rescued by a fleet of small craft, manned by local residents. Two crew members died from their burns. Eight more were injured. With little or no emergency services or fire fighting equipment the vessel was doomed.



She was still burning two days later when the frigate HMS Londonderry arrived and took her in tow. Settling slowly in the water she eventually sank off Port Saline.



*The large proportions of this wreck can be seen as divers swim through a shoal of glass fish
(Courtesy Aquanauts)*

It takes several dives to appreciate the potential of this wreck. Having burned for several days and been underwater for 50 years the wreck itself is now in an advanced state of decay so penetration should only be carried out with extreme caution.



The wreck is ideally suited for technical divers; here a pair of divers investigates one of the many openings into the wreck's interior.

The wreck appears at first very monochromatic, partly due to the depth but is covered in sponges, coral bushes which in turn support a varied fish life. Large barracuda, turtles and rays have been noted around the wreck. Large sea fans can be seen throughout the wreck. A close look at the marine growths reveals a multitude of invertebrate life, including shrimps, lobsters, and nudibranchs. Barrel sponges of various shapes and sizes, often a home to dozens of hermit crabs litter the wreck. A good torch will reveal the true stunning colours of the marine life adorning the wreck.



The bow section aft to mid ships is upright, her aft section lying well over with her port side upmost. The stern has a weather deck which can provide enough exploration for at least one dive. Her propellers and their shafts have been salvaged, leaving two large inviting holes. Most of the superstructure has collapsed and her skeletal remains of the funnel provide a notable feature.



The circular structure of her funnel, now skeletal is a prominent feature of the mid-section of the wreck.

Her swimming pool lies open and here a plaque, commemorating 50 years since her sinking has been placed.



Along her port side there are access hatches to the interior with some long swim throughs. The natural light pouring in through the holes in her hull illuminate an eerie scene, and passageways lead off deep into the ships interior.

It is however the chain locker/fo'c's'le which is the highlight for scuba divers. The entire section can be penetrated, natural light penetrating and illuminating a very atmospheric scene, the torch or strobe light picking out the reds of the soldier fish and encrusting sea squirts against a blue black background.





A diver explores the chain locker situated under the fo'c'sle. Above, on the fo'c'sle top, barracuda and a multitude of fish hover in a constant search for food.



SAN JUAN

This is the remains of a small fishing vessel lying on its portside in 30 metres of water. The wreck has suffered damage from Hurricane Ivan, is broken in half, with her bow and stern the most prominent features. As it lies on a flat plateau it attracts life from miles around, including a number of resident nurse sharks. Despite its size the wreck it holds much interest minutes the marine life holds the divers interest well into deco!



Nurse sharks are resident on the wreck and remain docile when not provoked or molested.

The bow and stern lend themselves to cursory investigation. Lobsters crabs and nurse sharks can be found while large barracuda patrol the perimeter. Other residents include a pair of large angel fish and a large shoal of stripped snapper.



The wreck is home to many crustaceans. Left: spinney lobsters. Right: edible crabs.

The surrounding debris field also attracts a host of marine life from arrow crabs to turtles. Like all the other wrecks there is no buoy and locating the wreck requires skilled use of electronics and a plunge down through open water. If a current is running it would be easy to be carried off target and miss the wreck!



A nurse shark rests under the stern of the San Juan, undisturbed by the approaching rebreather divers. Smaller schooling fish hover closer to the hull which acts almost as a cave. The clarity of the water and the size of the wreck allow for this impressive vision. (Aquanauts)

SHAKEM or SHARK ELM?



The Shark Elm is a small cargo motor ship, typical of the local trader vessels, with a single continuous hold, and a crane positioned amidships. She sank in 2001 off Quarantine Point, St Georges.

She was carrying a cargo of concrete at the time and this can still be seen in her hold. The casualty report suggests that her cargo shifted in rough seas and the ship capsized and went down. Today the Shakem or Shark Elm sits upright in approximately 30 meters of water with her deck in 26metres. The engine room, accommodation block and wheelhouse are situated aft and can be easily explored.

The bow section still boasts its winches and anchors and there are some exploration opportunities around her fo'c'sle.

The entire wreck is covered in varied encrusting life, including sea squirts, sponge, soft corals and polyps. There are also many species of small crustaceans such as arrow crabs, boxer shrimp and the larger spinney lobster. Cow fish, drum, fluted cornet fish and small grouper can also be seen around the deck and the resident grey angels will welcome the visiting diver with a curious swim by.

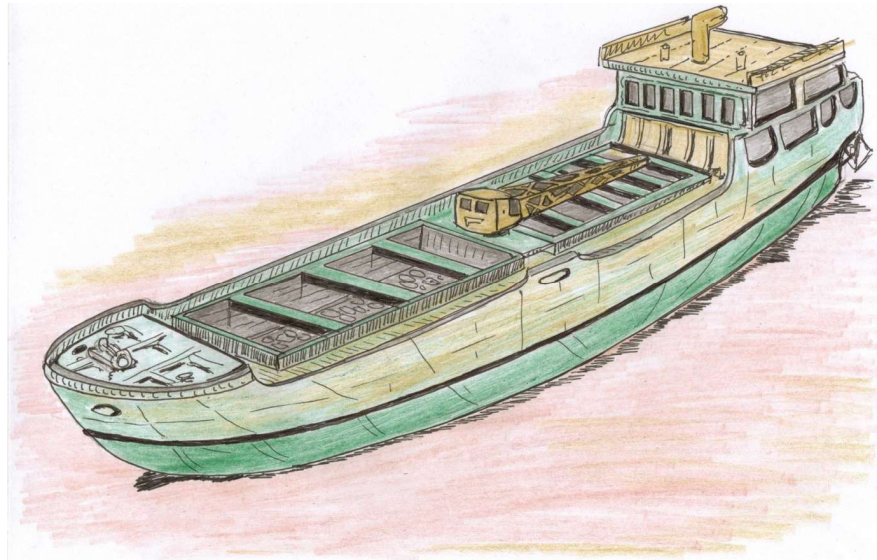


The wreck, along with the Veronica, is amongst the most colourful of the wrecks in the area and its depth allows for a decent dive time if Nitrox is utilised. It is a photographer's delight, and her glassless window frames are fringed in delicate soft corals which show up orange and red under torch/strobe light.

The wheel house still retains some of its electronics and controls and the interior walls are covered in a vivid red sea squirt which shows up well under artificial light.



The wheel house still holds fascination for divers with its instrumentation still in place. (Aquanauts)





An open circuit diver checks out the jib of the crane hovering over the ships continuous single hold. The pulley wheel is adorned in sponge and seasquirts, illuminated in flash light. (Aquanauts)

M.V. HEMA



This is the wreck of another inter island cargo trader, a 60 metre long single hold bulk carrier with a central crane on a mid-hold bridge. Her engine room and accommodation are situated aft, and have the potential for exploration.

She foundered in a storm and now lies almost intact in 30 metres of water. Her cargo hold has collapsed due to the weight of her crane, but these plates have become the home of many lobsters and crabs.

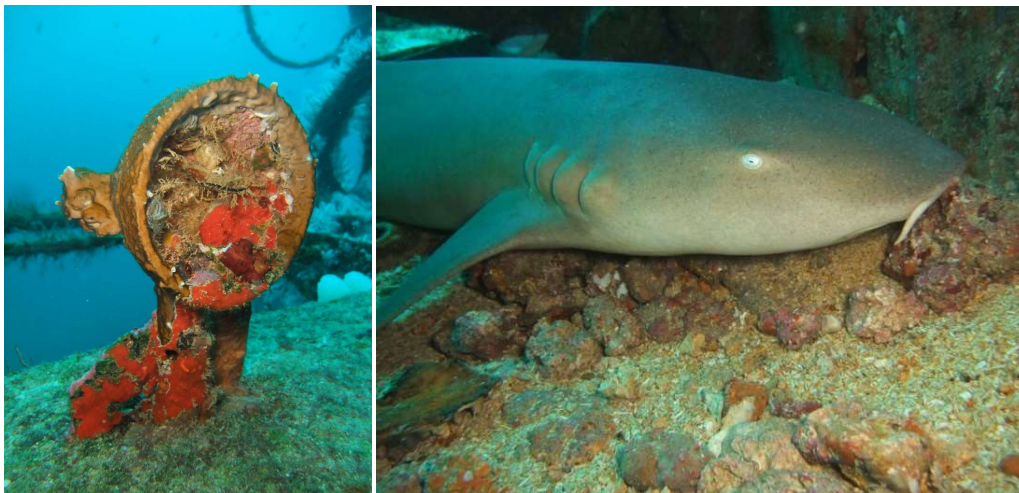
Parts of the wreck stands several metres tall, and like most of the wrecks here, appears bland, but it is covered in red sea squirts and encrusting marine life, which shows vivid under torch or strobe light.

The windows of the wheelhouse are framed with soft coral growths, squirrel and soldier fish finding refuge in her interior sections.

Huge shoals of fish, including spade fish and stripped snapper patrol the wreckage.



The wreck is alive with shoaling fish, both in and around the wreck. Squirrel fish gather in the wreckage while spade fish patrol the exterior.



Left: under torch or strobe light the wreck becomes a blaze of colour, covered in a multitude of encrusting sponges and sea squirts.

Right: the resident nurse sharks lie unperturbed by the intrusion of divers.



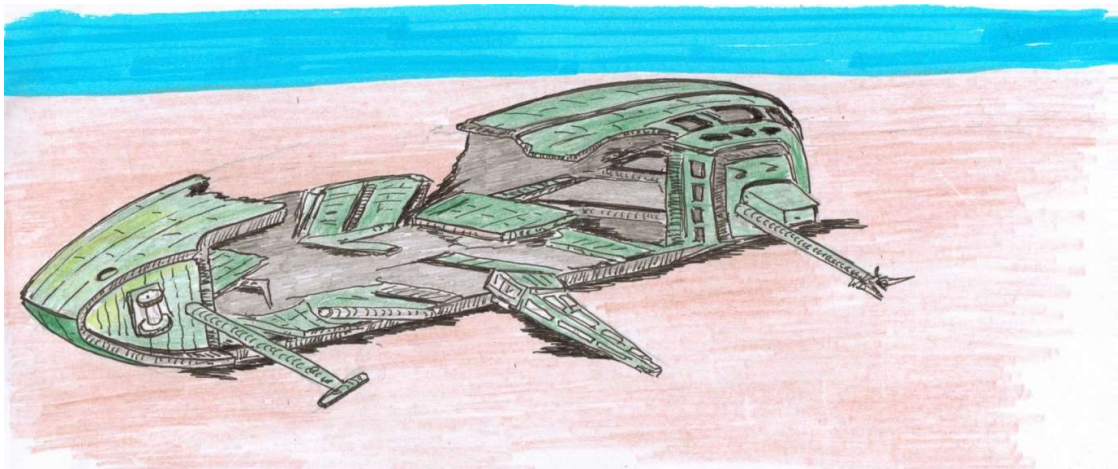
Above: divers explore the wheel house. Below: eagle rays perform an underwater ballet.(Aquanauts)





The clear waters of the North Atlantic allow for great shipwreck images such as this. Here the attitude of the wreck can clearly be seen lying on her port side in 30 metres of water.(aquanauts)

As the wreck lies on its side, her masts run parallel to the sea floor and are themselves an extension of this colonised intrusion into the aquatic world. The clear surrounding waters allow for some great wreck vistas and images, and for some lucky divers there is the added bonus of encounters with eagle rays. The wreck is often swept with strong currents so a shot line is an essential aspect of the dive planning.

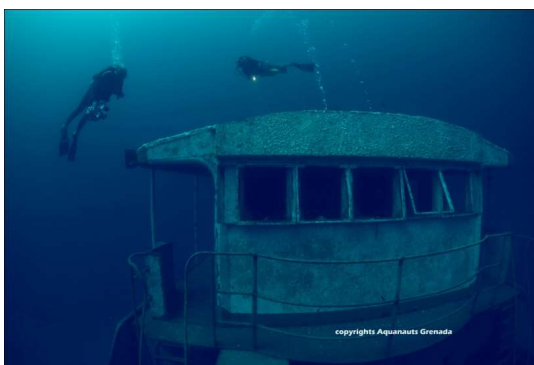


M.V. HIDUR

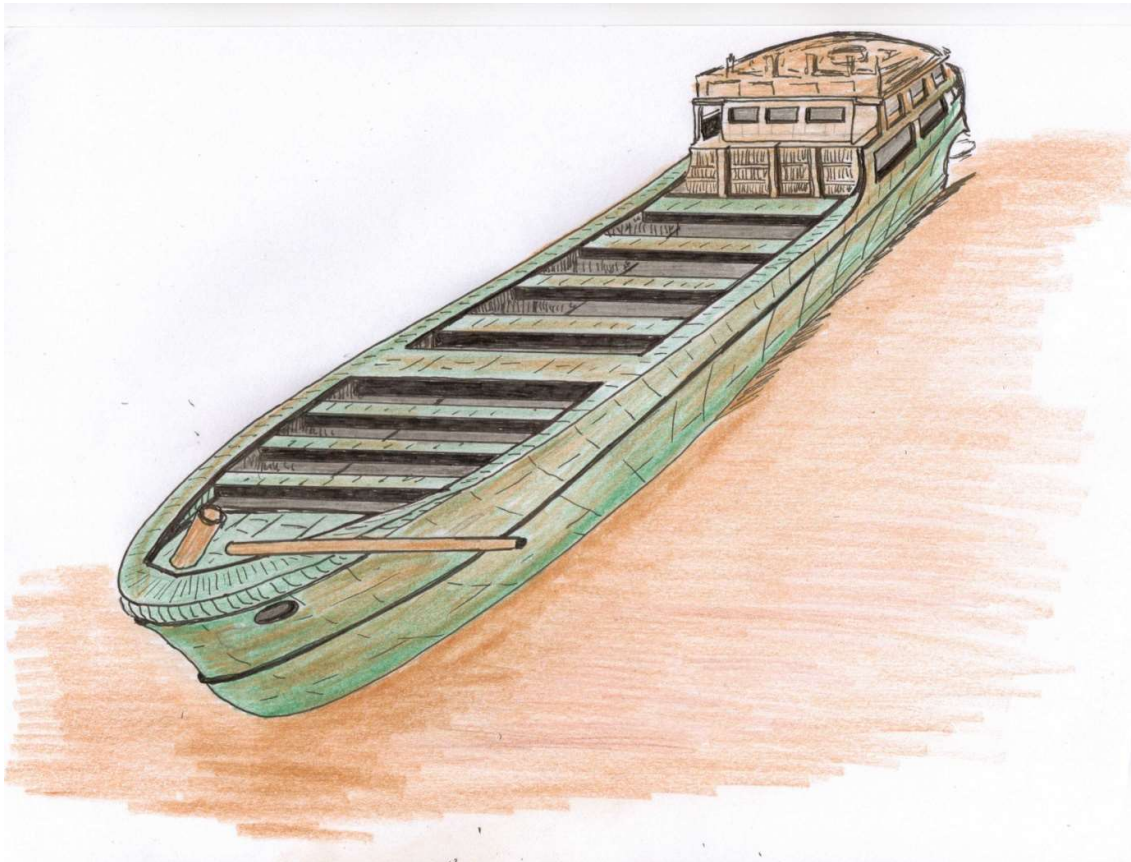


A small coastal motor ship some 60 metres long, sitting upright in 32 metres with the deck in 28 metres. Her hold, which runs continuously through her length, is empty save for a few bags of Cement and Can easily be explored. The fo'c'sle offers more interest and penetration opportunities.

The hull is covered in all manner of encrusting species of sponge, sea squirts, hydroids and polyps. However it is the wheel house which will attract photographers and wreck explorers alike. The entire structure is a blaze of colour although it looks monochromatic. Her helm although minus its wheel is a focal point of the wheel house. Entry to the engine room is via a hatch or stairwell but is quite compact and restrictive.



THEN AND NOW: an example of how shipwrecks become quickly absorbed into the underwater world. The image on the left, taken soon after the sinking, shows a barren lifeless hulk,(aquanauts) while the image on the right shows the encrustations around the wreck after a very short time.





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.



Peter Collings. Egyptian Red Sea Wreck Stickers

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.

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.

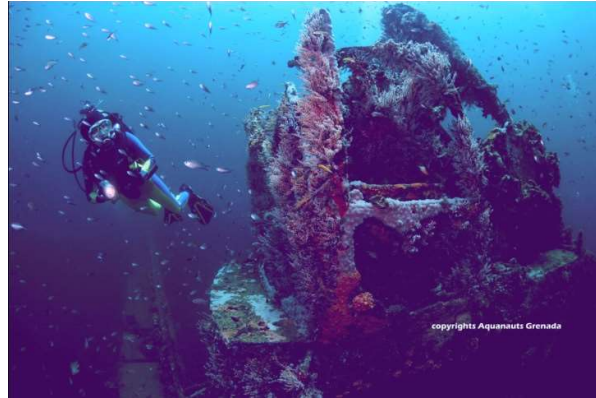
S.S.AIDA, S.S. NUMIDIA, S.S. DACCA, TUGBOAT, S. S. ADAMANTIA K, SAILBOAT, M.V. HAMADA, S.S. TURBO, EL QAHER, TRAWLER WRECK, RUSSIAN WRECK, S.S. MAIDAN, AL QAMAR AL SOUDI AL MISR, HEBAT ALLAH, MOHAMMED HASABELLA, OTTOMAN TRADER, AL KAFHAIN, SALEM EXPRESS, M.V. EAST STAR, EL ARISH, M. V. SARAH, T43 MINESWEEPER, 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

Make your write up special!

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

M.V. VERONICA L

A small coastal vessel, again with a single continuous hold serviced by a small crane, with her engine room accommodation and bridge situated aft. Lying in only 16 metres and upright, this is arguably the prettiest and most photogenic of all the wrecks.



From the stern deck, which is usually where the dive starts, is a companionway around the wheelhouse.(AQUANAUTS)

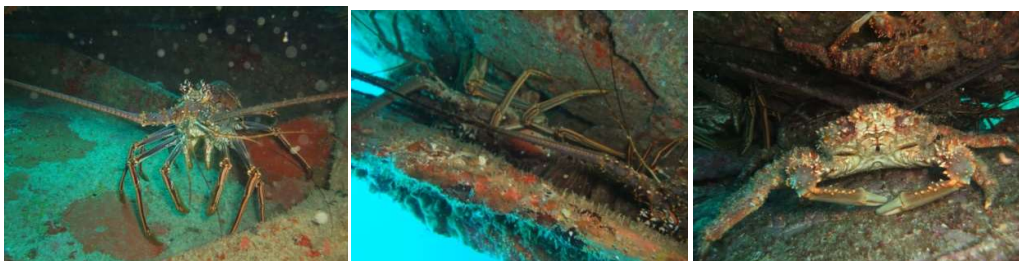


KING MITCH

One of the highlights of the wreck tour, this wreck was once a minesweeper converted into a cargo ship, and lies on its port side, four miles out of Hardy Bay, six miles south of the southern tip of Grenada, in 37 metres of water. She foundered in rough weather in 1981 with a cargo of cement on board. There were no casualties. Strong currents can make the dive challenging but the clear waters and prolific marine life make it worthwhile. The wreck is about 70 metres long and home to nurse sharks, stingrays and shoals of fish, while lobsters find her plates an ideal habitat. Barracuda and turtles are also noted. Some of the cargo can still be found as the diver explores her almost empty holds. The superstructure is almost intact, and this is located towards the stern, although part of the bridge has now collapsed and offers some exciting opportunities to explore her interior.



Above left: soldier fish gather in the wreckage. Centre: nurse sharks are residential. Right: boxer (or coral banded) shrimp.



Crustaceans abound under the loose plates and girders. Several species of lobster and crab have made their homes.

The following are a selection of dive sites with some aspect of wreckage which is incorporated in to a reef dive. Usually kept as back up when the Atlantic wrecks are undivable.

BUCANNER WRECK



This is the hull of a fibre glass yacht which was sunk to create an artificial reef and a haven for fish life in 1978. Lying with a lean over to starboard in 25 metres; the remains are now well encrusted with life. For the photographer it is a worthwhile dive, however after a quick swim through, there is less here to excite the wreck enthusiast, what follows is an average reef leading to a novel sculpture park.

RUM RUNNER



The remains of this large Catamaran, used for daily charters, lies in a depression in the surrounding reef and was found by chance, by divers. Little is known of her demise. The wreckage consists of two large hulls and their bracing frames, sitting upright between coral walls, but the superstructure is completely flattened.

Exploring the remains takes only a few minutes but her sponge encrusted framework is an ideal photo back drop. Grey angel fish and shoaling jacks are amongst the residents. Several fluted cornet fish can be seen lurking in the surrounding coral bushes.

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The Persia II

The latest vessel to join Grenada's underwater fleet on the Atlantic side is this cargo ship, which went down in 35m in March last year. Coral growth is fairly sparse at the moment, as you would imagine, but algae has already taken a hold, and marine life has started to move in, with various reef fish and the invasive lion fish in residence.

Being some eight miles offshore means currents can be strong, and she lies close to deep water, so only time will tell what will eventually call her home, but in the meantime, divers can enjoy seeing a ship in the early stages of being claimed by the sea.

It is always quite eerie diving a wreck that has only been down a short time, and when I dived it, it had been down a matter of months. The bridge was still full of all the usual bells and whistles, including the ship's wheel and throttle controls, and you could pull open the drawers in the units, etc.

The ship's horns were still shiny chrome, albeit with a light smattering of algal growth, and there were thick ropes floating up into the water all over the vessel. It will be interesting making a return visit in a few years to see how much the marine life has claimed the Persia II for the sea.

The Twin Tugs

On Carriacou near Mabouya Island, you have the Twin Tugs, two vessels sitting upright within a short distance of one another in 28-30m, though for a thorough exploration of both, they are best visited individually due to the depth. Both are around 30 metres in length – the Westsider was sent to the bottom on 4 September 2004, and the Boris followed on 10 September 2007.

The two wrecks are covered in vibrant red and orange encrusting corals and algae, and penetration into the interior is possible on both. The vast engine rooms are definitely worth checking out if you are suitably trained for overhead environments. Currents can sometimes sweep across them, and they are home to angelfish, wrasse, soldierfish, lobster and moray eels.

MV Anina

Built in 1970 in East Germany under the name “MS Trinwillershagen”, the 60 m



/ 200 ft container cargo vessel was cruising the Baltic and North Sea from her home port of Rostock. After the German unification she made her way via Holland and Belgium to St. Vincent in the Caribbean. Under the new name MV “Anina”, she began shipping cargo between the islands from 1992. Due to

mechanical and financial troubles she finally got stuck in Grenad to rest on its starboard side at a depth of 30m (100ft).

Built in 1970 in East Germany under the name MS Trinwillershagen, the 60m-long container ship spent her early years cruising the Baltic and the North Sea from her home port Rostock. After German unification, she made her way to St Vincent. Re-registered in 1992 as the MV Anina, she began shipping cargo between the Caribbean islands, but became stranded in Grenada due to mechanical and financial difficulties.

a and was likely to become a shipping hazard.



The Anina came to rest on its starboard side in 30m water (Photo Aquanauts Grenada)

The island nation of Grenada, often referred to as the 'Wreck Capital of the Caribbean,' has added another vessel to its ever-expanding portfolio.

At 6.20 on 21 March, the MV Anina sank to her final resting place on a sandy bottom near to the famous Purple Rain reef. Successfully scuttled as an artificial reef, the wreck sank undamaged and came to rest on its starboard side at a depth of 30m (100ft).

Built in 1970 in East Germany under the name MS Trinwillershagen, the 60m (200ft) long container ship spent her early years cruising the Baltic and the North Sea from her home port Rostock. After the German unification, she made her way via Holland and Belgium to St Vincent in the Caribbean. In 1992, re-registered as the MV Anina, she began shipping cargo between the Caribbean islands, but due to mechanical and financial difficulties, the Anina became stranded in Grenada.

The Anina had been non-operational for several years and was anchored near the Grenada fish market. Unable to look after the ship, the owner volunteered it to the Grenada Tourism Authority (GTA) who, together with the Grenada Hotel and Tourism Association and the Grenada Scuba Diving Association, raised funds for cleaning and sinking the ship.

Towards the end of the cleaning process, the ship started taking on water, but since most of the work had been completed, the Anina was towed to her final destination and sunk as planned. A dive team from [Aquanauts Grenada](#) was first on the scene to evaluate the safety of the wreck for diving, and with that confirmation, the first group of divers followed an hour later.

The bottom of the ship is already completely covered in orange cup coral, and is home to many fish. As it's spring-time in the Caribbean, the wreck immediately became a shelter for large schools of silversides as they sought refuge from the jacks, tuna, and other pelagics that hunt them.

The hull is already encrusted with orange cup coral after years spent stationary at anchor (Photo: Aquanauts Grenada)

TYRREL BAY

The Tyrrel Bay patrol boat was sunk on Tuesday 25 September approximately one mile off Grand Anse Beach close to Boss Reef.

The Tyrrel Bay was donated to the Government of Grenada by the US Government for use by the Royal Grenada Police Force (RGPF) Coast Guard and entered into service in 1984. Following its service, the boat became inoperable for several years, after which the Grenada Scuba Diving Association (GSDA) requested permission from the Government of Grenada and the US Government to decommission and sink the vessel as a sustainable reef and new dive site in the destination. This public/ private sector project began in 2016 and was completed in September 2018.

Project partners included the Grenada Hotel and Tourism Association (GHTA), Grenada Tourism Authority (GTA), Grenada Scuba Diving Association, RGPF Coast Guard, Ministry of Health, Grenada Ports Authority, Clarkes Court Boatyard (CCB) and Sol EC Ltd. Financial support for this project was provided by CCB, the GTA and the GHTA, which was the major financial sponsor through its Tourism Development Fund.

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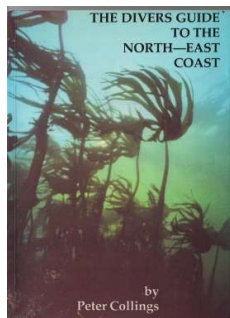
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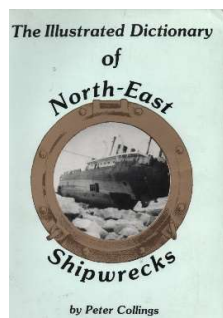


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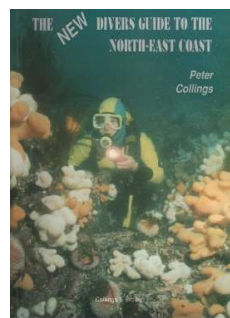
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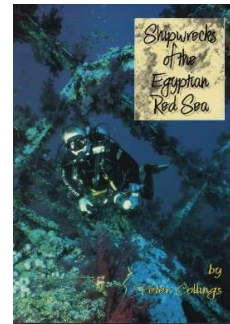
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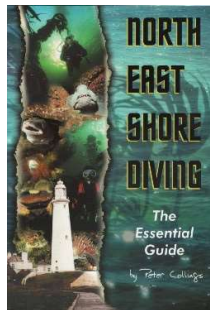
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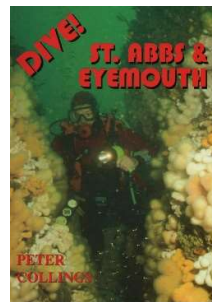
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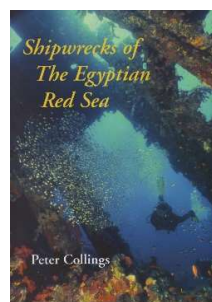
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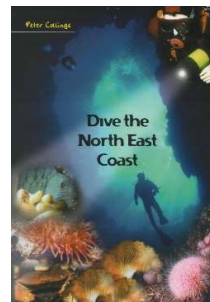
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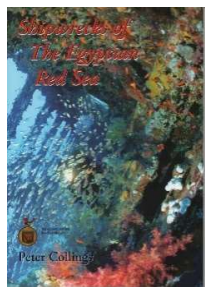
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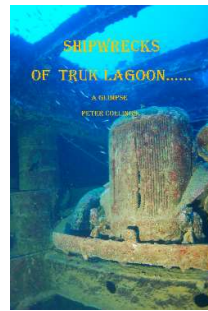
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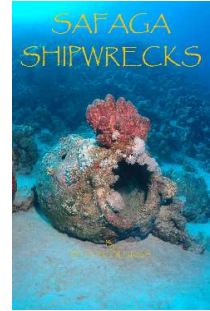
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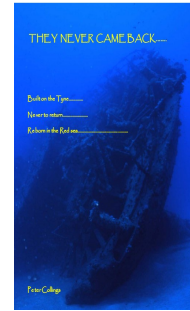
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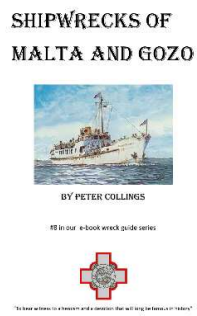
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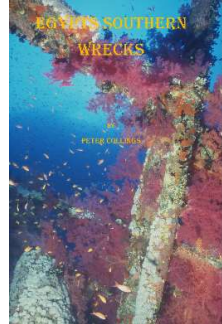
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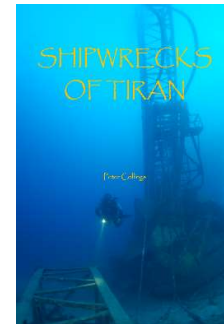
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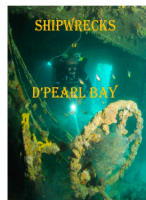
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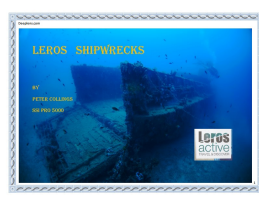
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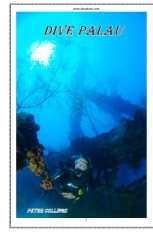
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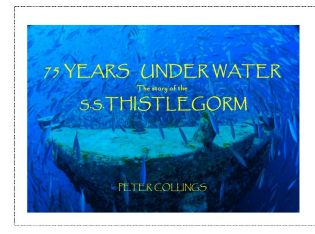
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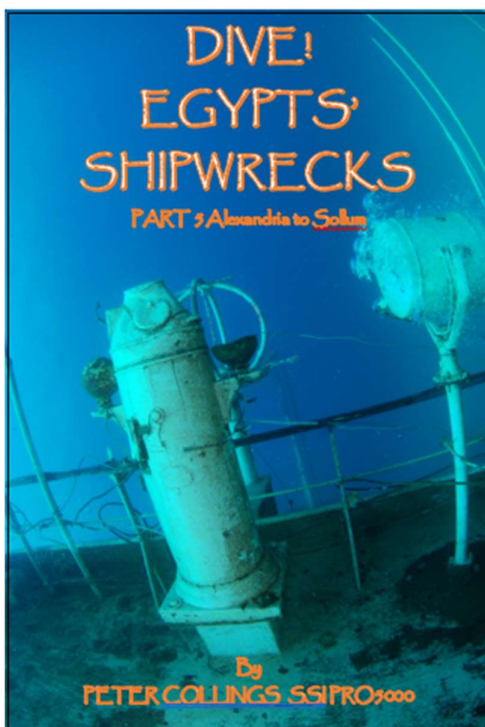
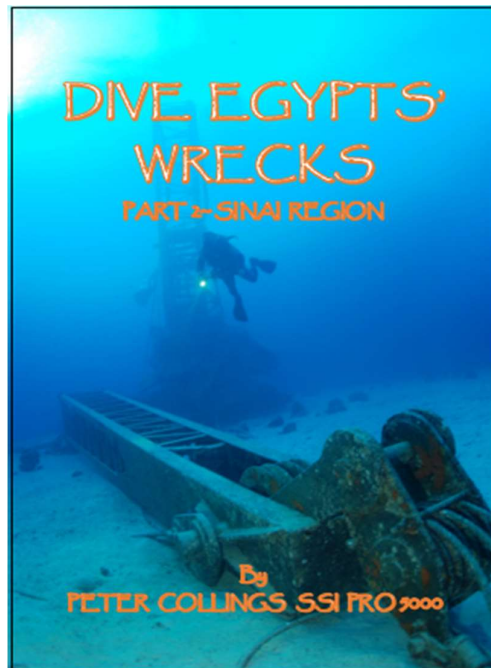


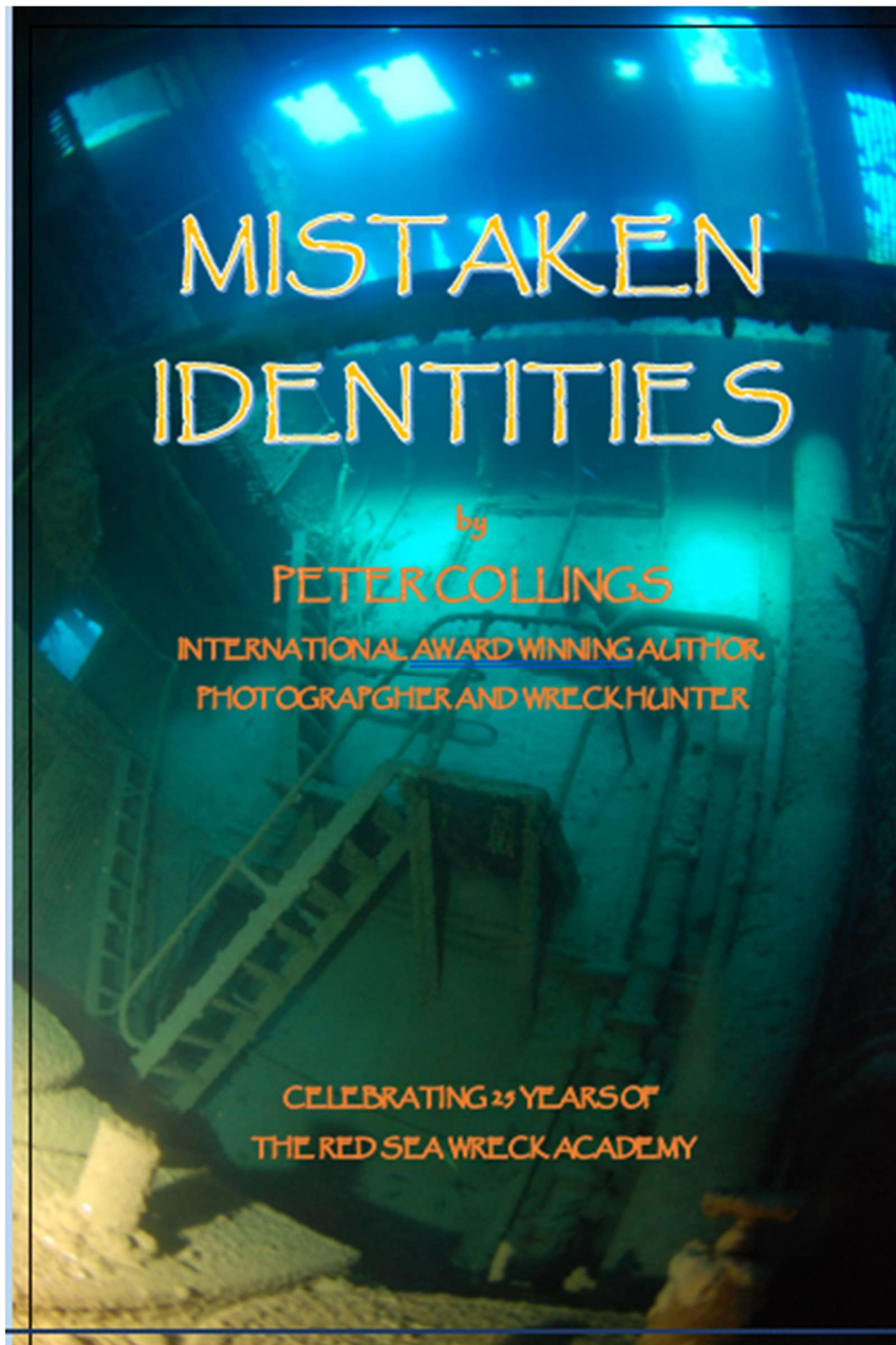
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Being free from restrictions it soon found its way around the world and was passed on from diver to diver. It had the desired effect. Now more and more reports carry the correct identity. Sadly some don't!

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.

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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.



