

# Egyptian Shipwrecks A Preview

*Free e book taken from the forthcoming  
publication by*

***PETER COLLINGS***

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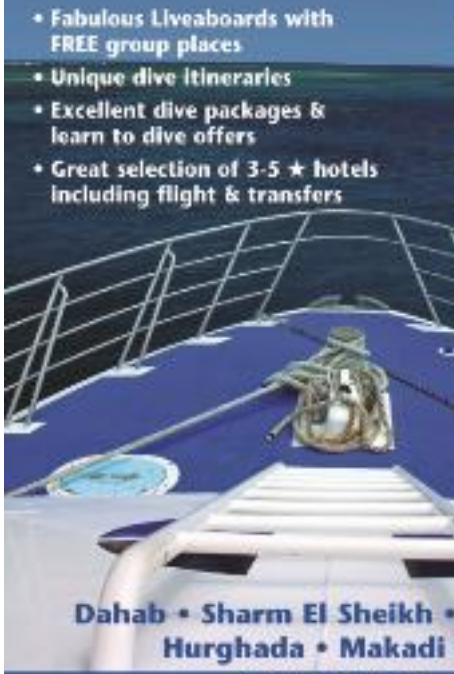


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# EGYPTIAN SHIPWRECKS

BY  
PETER COLLINGS

*A PREVIEW.....*

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## ADVANCED COPIES OF EGYPTIAN SHIPWRECKS

# 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.

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.

It was also an opportunity to give something back to diving –and promote the forthcoming “EGYPTIAN SHIPWRECKS.” Of course there was also controversy over the identity and purpose of the RUSSAIN WRECK at Zabagad, and this lead to the second title. THISTLEGORM REVEALED is a leader for the new publication “SUNDERLAND TO SUEZ THE STORY OF THE THISTLEGORM”, out now. “SUEZ WRECKS ” highlights the achievements of our regular wreck hunting trips up into the Gulf, and “EGYPTIAN SHIPWRECKS” gives a glimpse of the forthcoming book featuring over 200 wrecks in Egyptian waters.

So now we have a total of 5 titles available, ( and several more on the way), yours to enjoy and pass on-to anyone who may be interested-and don't forget we run regular expeditions and safaris to all these featured Red Sea Wrecks

Safe diving!

## EGYPTIAN SHIPWRECKS AN INTRODUCTION

*I began writing this book back in 1995, during the early BSAC Expeditions. Many of the early discoveries were quite by accident .The Egyptian Red Sea was becoming an important region in terms of its reefs, not its wrecks indeed until the Thistlegorm was announced few wrecks were documented-perhaps only the DUNRAVEN, JOLANDA and SARA H (now known as the Kingston) were visited with any regularity.*

*I had dived the Markus and Giannis D in the early days- '79 and ' 83 plus several then unknowns-(we were later to identify these as the Ulysses, Carina, etc)*

*It wasn't until Chris Scott-(Discover Scuba) came up with the idea of a wreck safari that things got going-and we set of chasing up every rumour and lead we could. Soon all 5 wrecks at Abu Nuhas were documented we found the Rosalie Moller and identified a few others .SINAI SHIPWRECKS was a promo booklet intended for the escorted trips-a memento of the trip but soon sold in large numbers. A spoof version was set up to catch would be plagiarists. Within a year though, the list of wrecks had grown-as we expanded our safaris to take in the Brother's Safaga, the Ras Banas area and the Gulf of Suez One Suez exped netted no less than 7 new finds in 3 days!.*

*SHIPWRECKS OF THE EGYTIAN RED SEA contained all of the wrecks on the “tourist” wreck tours offered by operators to this day. One wreck however was misidentified- the SS TURBO which we believed was the S.S. ATLAS, DIVE very kindly published the update and the last chapter was rewritten and published in the second edition .It has enjoyed world wide sales and has been plagiarised beyond belief!*



*Its success was rewarded with my second international award, presented by the Governor General of the Sinai Mr Mustafa Affifi. But as time moved on our intense programme lead to many new discoveries and while one self proclaimed expert claimed these wrecks were "invented" my team, THE RED SEA WRECK ACADEMY, were locating, exploring and surveying wrecks such as the EL TOR EL ARISH, ZIETIEH, SCALARIA and TURKIA, to name but a few.*

*By 2007 the new work had grown into 3 volumes-but one wreck in particular, and an important one at that-defied us! To date we still have not been able to locate the S.S. SHILLONG, although others surprise finds have swelled the numbers of divable wrecks in the Egyptian Red Sea to over 40 (not including 10 deeper than 50 mtrs)*

*During this period intense research produced an overwhelming amount of never before published material and archive images-all to be included in the final work.*

*As its name suggests EGYPTIAN SHIPWRECKS covers an additional body of water-the Mediterranean and the plethora of wrecks found here swell the books list of wrecks to over 200. This final and third section hosts a selection of wrecks including many WW2 casualties and most are as yet undiscovered-the book therefore will be a foundation for future discoveries along Egypt's Northern coast.*

*As we publish the first edition of this ebook( March 2010), we are about to embark on 3 Suez wreck expeditions .Our targets are the SHILLONG and DOMIAT. Their location and dive information is vital to the completion of EGYPTIAN SHIPWRECKS*

*The book will be divided into 3 sections-the Egyptian Red Sea, the Gulf of Suez and the Mediterranean coast and further divided into 12 chapters.*

*It's a book others have tried to write/ copy/ plagiarise-and were found wanting! It will be worth the wait!*



Perhaps one of the most provocative sights ever seen on our journey along Egypt's coastline. From the borders of Sudan right to the entrance to the Suez canal, and then on via Alexandria to Sollum on the border with Lybia, we have encountered many amazing sights, witnessed no less than 7 groundings /sinkings and discovered over 30 hitherto unknown wrecks and identified many many more. The 100 strong team that makes up the RWSA are not all divers Our work would not be possible without the "background boys, and girls"-archivists, historians, maritime experts, librarians etc have all helped to confirm the true identity, history and details of over 200 shipwrecks featured in EGYPTIAN SHIPWRECKS.

This image was taken by Peter Collings while living on a small fishing boat, a faluka, out in the Gulf of Suez near the Canals entrance. The lifeboat, one of four, is still tethered to the wreck below by ropes. Striving to reach the surface they are an eerie sight-bows pointing skyward- a final journey uncompleted. They belong to the pilgrim ferry PRIDE OF AL SALAM 95. One of many wrecks revealed for the first time.....

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## EXTRACTS FROM AREA 1 CHAPTER ONE-THE RAS BANAS/FURY SHOALS AREA

### AL QAHER (ex HMS Myngs)



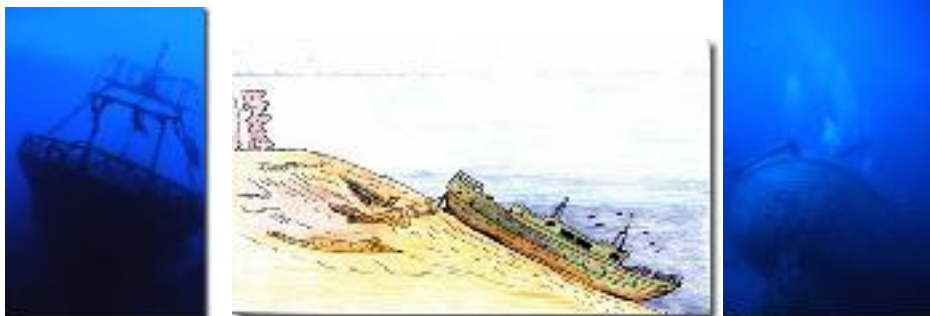
Built by Vickers-Armstrong on the Tyne in England and launched in 1943, HMS MYNGS (R06) was a 'Zambesi' Class destroyer, which saw action off the Norwegian coast during the closing stages of WW2. These were fast, manoeuvrable vessels, designed primarily as submarine chasers. She was fitted with turbine 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 (4×I-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 re-fitted 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 - 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

## ABU SIAMMA (THE TRAWLER WRECK)



The sandy Island of Mikalawa, or Saranaka, as it is sometimes known lies to the south of Ras Banas and is an ideal overnight stop over. It also provides us with a sheltered deep dive close to shore. The fishing trawler Abu Saimma lies at the base of the reef at Mikalawa Island.

When first dived a few years ago this small wreck of a fishing trawler was perched in 30 mtrs, now she is slowly sliding down the slope into deeper water, with her bow now in 55 metres.

Little is known about the wreck, local information tells that she had engine trouble, put into the lagoon for repairs, struck the reef and sank. Although it is clear that an aborted salvage operation took place.

She lies very close to the reef, down a steep slope with her stern in 30 metres. Nets festoon the prop and rudder, and the keel has now dug into the seabed with the bow her deepest point. The bow is quite dramatic and the clear water allows for a great view of the trawler towering above. Although the wheelhouse is starting to collapse, it is possible to explore the engine room and her holds, as well as companionways and accommodation areas. The wood is now beginning to deteriorate and holes are appearing in the decking and superstructure. The deck fittings are still in place and a resident family of batfish patrol the vessels gantries.

By taking advantage of the wreck's attitude, divers can enjoy a deep dive with a slow ascent up the slope to the reef. Most if not all of the captains I work with have fishing backgrounds and the name ABU SAIMMA has been offered but so far is unconfirmed. She is sometimes referred to as the Saranaka wreck.

## S.S. TURBO



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 DICKINSONS 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 ship; the other half in fact. We were to search in vain... the bow lies in deep water somewhere to the north we assume.

The hull now lies on a sandy bed in 28 mtrs very close to the reef face on its port side. The starboard side is in about 18 mtrs 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.

#### **OTHER WRECKS FEATURED IN THIS CHAPTER ARE;**

**THE RUSSIAN WRECK (currently available as a free e book), ADAMANTIA K, M.V HAMADA**

**TUGBOAT AT ABU GALAWA, S.S.MAIDAN, S.S. TAIWAN, M.V HADIA**

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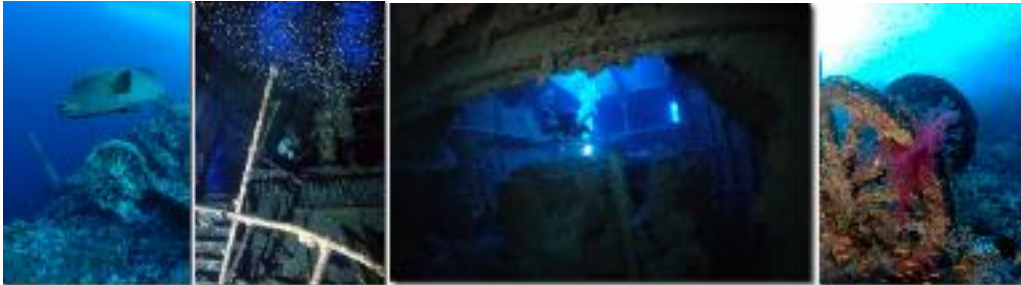
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## **EXTRACTS FROM AREA 1 CHAPTER TWO THE BROTHERS AND DAEDALUS**

### **S.S. NUMIDIA**



The vessel lies on a very steep slope at the very north of the Big Brother plateau, starting at 10 metres and plummeting down to depths 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.

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 discernable 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 Travellies 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.

Without doubt one of the worlds best shipwrecks!

Other wrecks featured in this area are

### **S.S.AIDA**

Lies near to the Numidia starts at 26mtrs and is almost vertical

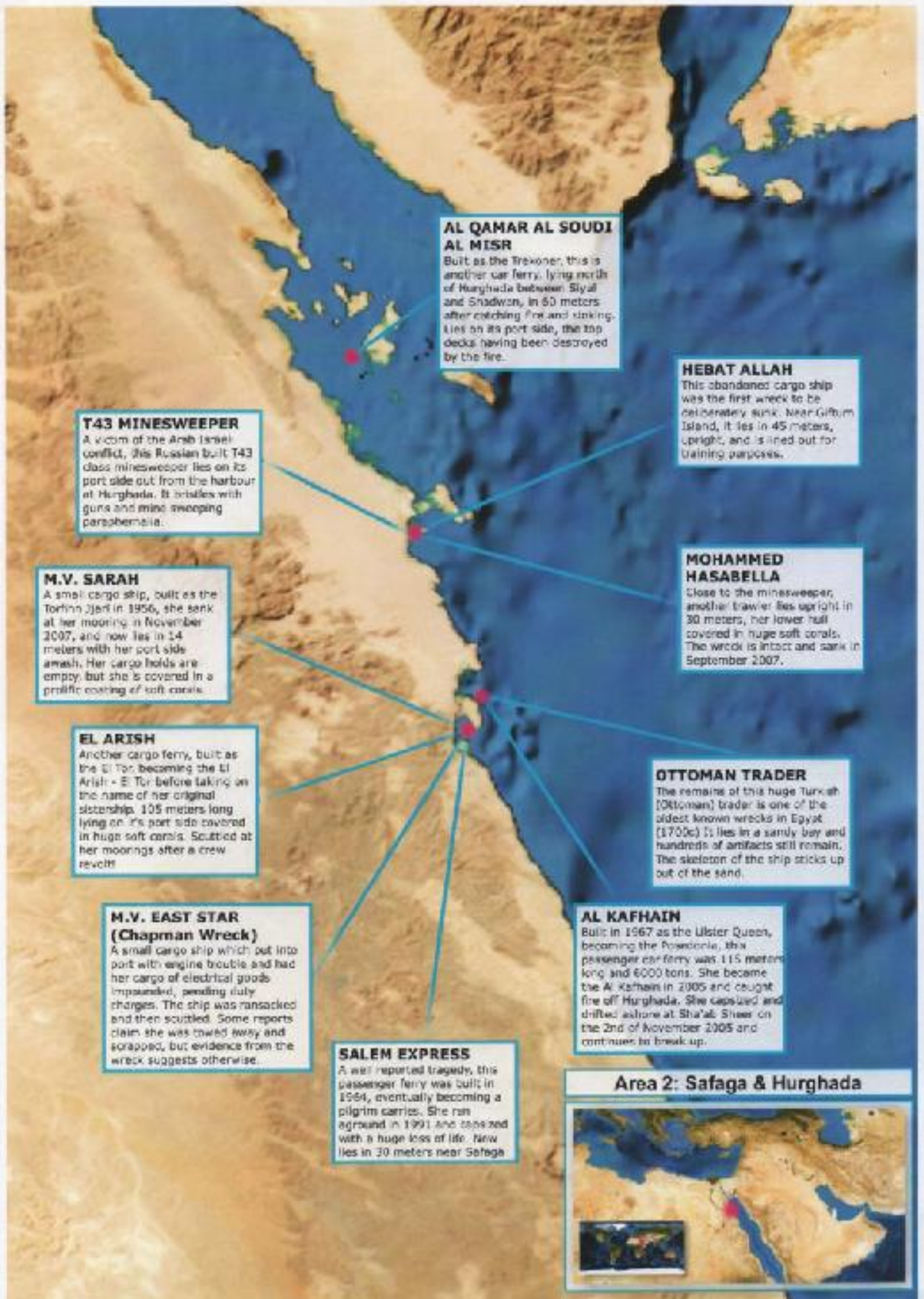
### **S..S. DACCA**

Once source claims this ship was built at Lanark, and was capable of travelling 200miles in a couple of hours. We tell her true story and her origins, and exactly where she lies

### **S.S ZEALOT**

This wreck was discovered by chance by a German diver-before he could get home and follow up on the find, the worlds "Helm Park" had been texted to us, and thanks to staff at TWAS we knew her story by the time he was back in Germany!





## EXTRACTS FROM AREA 1 CHAPTER THREE, SAFAGA & HURGHADA

### EL TOR EL ARSH



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 Ras Gharib by coach - often thinking to my self - "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.

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.

### M.V. SARAH



The Sarah lies close to Safaga Island and on its starboard side in 14 mtrs 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



There is no doubt as to her name at the time of sinking. SARA H is clearly visible on the hull and her life belts and life jackets. A set of fire plans was 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 mtrs, the superstructure is bathed in sun light and the wreck is totally intact. Her central crane and jib have swung downward and the makers 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.

15



Another pilgrim ferry, with a long courfull history. One partime wreck expert thinks she's the POSEDONIAN, probably because by the time he dived her the top coat of paint had washed off to reveal one on 3 previous names found on her hull. When she came ashore we were on the otherside of the reef-and a very important journalist was being too important to notice the RSWA were diving her! He read about it later in mother magazine. We have followed her progress as a wreck since that day, full details appear in the book.

### **SALEM EXPRESS**

Another pilgrim ferry, the scene of a major maritime disaster, the 105 mtr long vessel lies in 30 mtrs close to Safaga. Virtually intact and on her side she is a great dive overshadowed by her tragic circumstances. One of 9 such (see EGYPTIAN SHIPWRECKS) vessels which have a similar history-moving from northern waters into the Med and then finally undergoing conversion into a Pilgrim ship serving Mecca. Only to meet their doom on similar voyages.

### **THE OTTOMAN TRADER**



Lying in sand in 40 mtrs at the base of a reef, the entire outline of this old ship can be seen as you descend-the 2 grey area's clear into her holds ,full of pottery ranging from Ali Baba style Amphora to small hand held jugs. The peripheral is a field of huge wine vessels some with pointed bases, others with flat bases, half buried in the sand. There are no less than seven huge anchors, suggesting this was an enormous vessel. The ribs of the ship stand proud of the sea bed by a couple of mtrs, and although partly covered in sand, it is easy to work out the fore and aft sections of the vessel. The blandness of the scene is broken by vivid red sponges, sea squirts and soft corals clinging on to the curved ribs.

The sloping sand bank allows for parts of her keel be revealed, thick timbers running longitudinally through the site, but also indicates that more of the wreck remains undisturbed beneath the sand.

This is strictly a 'look, don't touch' dive, but never the less the scene is an amazing window into the past. What must she have looked like? Where had she been? Where was she going? How did she sink? What treasures still lie beneath the sand? We can only look on

**Other shipwrecks featured in this area are**

***BELINA ,MALDIVE TRANSPORT, EL MINA, HEBAT ALLAH ,GULF FLEET35,AL QAMAR  
EAST STAR, MOHAMMED ISSABELLA, PATRIA, AL SALEM BOCCI,INDIAN ENTERPRISE***





## EXTRACTS FROM AREA 1 CHAPTER 4-ABU NUHAS

### M.V GIANNIS D



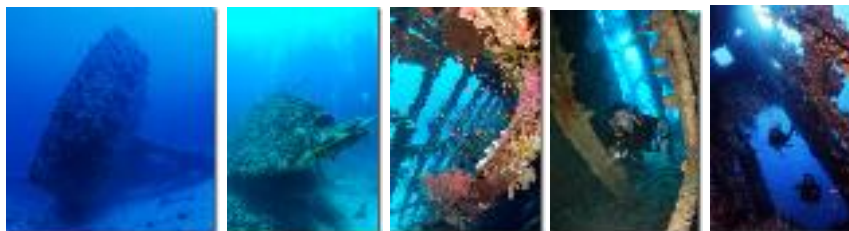
#### "Discovering" the Wreck

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 live-aboard. 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 mtrs broken into 2 parts and great to explore. Often visited by the resident dolphins.

### S.S. CARNATIC



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.

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 mtrs away way a fabulous find, which would have made that first ever livaboard even more memorable.





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## THE M.V MARCUS

### a.k.a. 'The Tile Wreck'

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 ABVAIALABLE FROM PETER COLLINGS ([WWW.DEEPLENS.COM](http://WWW.DEEPLENS.COM)) AS AN E BOOK-ABSOLUTLY FREE!





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.

### ***SOME OF THE OTHER WRECKS FEATURED IN THIS CHAPTER***

STEEL SEA FARER, POLIGIOS OLDEN, CHRISOULA K,



**S.S. NUMIDIA**

Ran aground on the northern tip of Big Brother the Outer Reef. The wreck is reported to be one of the best in the world, certainly in the Red Sea. Sinking at 10 meters and preserving straight down, almost vertical to 60 meters. Covered in a superb array of marine life but swept by strong currents.





## Peter Collings. Egyptian Red Sea Wreck Stickers

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## EXTRACTS FROM AREA 1 CHAPTER 5 GOBUL

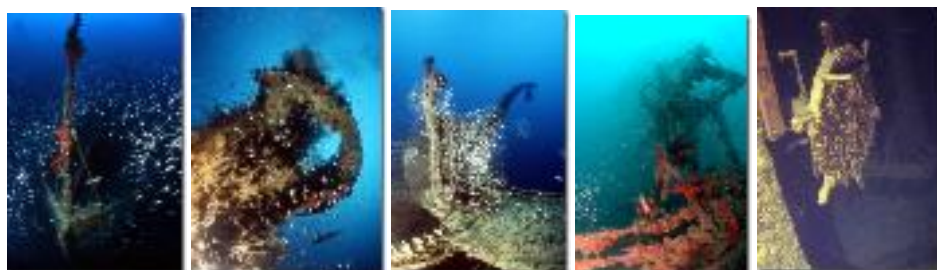
### S.S. ULYSSES



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.

This is a stunning wreck-not often dived as most divemasters cant find her! Covered in coral , vibrant fish life and often visited by Dolphins max depth is 27 mtrs

### S.S. ROSALIE MOLLER



In one official report she is listed as having been raised and salvaged at the end of the war. However, it was rumours of a 'sister ship' of the Thistlegorm and conflicting reports of a vessel named St. Francis (Francis was her original name) which lead us to look for the ship. An old map marked with 'Anchorage H' gave us a starting point; that clue had come from the HMSO publication of British Vessels lost at sea 1939-45. After months of searching (1995) we (members of the Red Sea Wreck Academy found her intact, upright and in pristine condition- thanks to a flock of seagulls!.

5 years later a would be wreck expert proclaimed he had discovered her- much to the amusement of the diving world!

She now lies on a sandy, muddy bottom with her Titanic like bow down into the sand - truly a magnificent sight. The port anchor is up and the starboard down. Her forepeak, complete with winch gears and deckhouses, can be easily explored. There is the traditional lamp and paint room.

Access to the crews quarters still eludes us - the entrance is well concreted with a skin of coral. There is no foc'sle due to her design. Both masts stand proud and straight - the substantial cross bracing makes a perfect shelter for many hundreds of glass fish - and are flanked with winches. The foremast boasts a magnificent crows nest in 22mtrs. Fish shoal around the cross bearers and the mast bases make superb photo studios.

Moving aft, the bridge is alive with glass fish. It is easy to swim from room to room or down the inboard companionways (once the local inhabitants permit entry), as all the wooden floors and bulk heads have long since rotted away. Officers and engineer's rooms, dispensary and doctors room are all on the deck level. The captain's quarters and dining room are above. The wooden wheelhouse has gone. Slabs of concrete, serving as armoured plating, hang precariously above. All the timber has rotted away making access very easy. Brass fittings, lamps and porthole drip trays lie buried in the silt, which has accumulated over the years due to the lack of current.

## **S.S. ZIETIEH**

We found her thanks to a local fisherman, and identified her by her bridge plaque!. Best described as a clyde puffer, the ZIETIEH was engaged as a local "gofer" between Gemmsa and Ziet and dates back to 1912. She's a great little wreck hard to find and a well kept secret. Full history and diving details appear in the book.

**Other wrecks featured in this area;**

**M.V. BACCHIS, M.V STAR OF RAHWAN, M.V TAMARA 11**

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## EXTRACTS FROM AREA 1 CHAPTER SIX THE SINAI PENINSULAR

### M.V ALASKA

#### The Wreck Today

The wreck lies in 10 metres on the west side of Sha'ab Ali. As the wreck was so encrusted into the reef, and dispersed around it, we doubted if we (Peter Collings & friends) would ever identify her. Then a life belt was located in a corner of the foc'sle - the letters A-L-A-S-K-A still readable.

The 6 metre long bow/ foc'sle lies on its port side with only the port anchor and chain in situ. The anchor winch is still in place and her masts lie alongside complete with ladders and loudspeaker. Her starboard side reaches to the surface and her cargo consists of huge granite slabs with lateral groves down the edges, presumably the bases of the cold storage units. There are also sets of cooling radiators from the refrigeration system. Brass portholes with cast storm covers litter the wreck. A spare prop sits central but there is no sign of any bridge or accommodation. The stern, again fairly intact lies on its port side and the storeroom could be accessed with care. Here a Walkers Log, and piston shells from a small engine were located. Oblong glass lenses with curved edges were also found. These turned out to be small skylights, fitted into wooded decks to allow light to filter down below. To say the least this is a very intriguing wreck. Given the depth it is possible to spend a long time on her remains.

### S.S. DUNRAVEN



This wreck is often dismissed as having little to offer, however those who take time to inspect her carefully will be rewarded with a glimpse into an example of a shipwreck from a nostalgic period in maritime history, and to the discerning eye and underwater photographer, she will always be a firm favourite.

The upturned hull is covered in soft corals and still stands proud of the seabed, reaching up to within 18 metres of the surface, although certain sections are now collapsing in. It is possible to enter the wreck at the stern after viewing her distinctive and colourful prop and rudder, although sadly one of the blades has fallen off after being used as a mooring point. Huge groupers and several batfish often hang out here.

Once inside, the huge cathedral like hull allows exploration forward toward a crack in the hull, which allows extra light to penetrate the interior. Recently a large section of the hull has broken away, and indeed the whole hull is in danger of collapse, her decay accelerated by the extra oxygen trapped in the higher reaches of the upturned hull by divers using nitrox. A victim of her own popularity. Large sections of the hull are now sliding down onto the seabed and her ballast stones litter the floor.

It is possible to swim through the boiler and engine room area-restricted to single file, where her workings are easily identified-fly wheel, gearings, drive shaft and big ends and two huge boilers. Forward of this a large shoal of Glass fish hover above. Her masts and crows nest lie on the seabed off her starboard side, making an ideal foreground subject for wide angled shots of the wreck.

The bow section complete with anchor chains is adorned in soft corals both inside and out, and is very photogenic, Batfish and scorpion fish and crocodile fish reside here. The hull exterior is covered in hard corals, and the wreck lies at a slight angle away from the reef, not

## **M.V.JOLANDA(often miss spelt as Yolanda)**



The Jolanda (note correct spelling - it is very often wrongly spelt Yolanda) was owned by the Sea Brother Marine Shipping company. She was a Cypriot merchant ship, 72 metres in length.

The Jolanda was on a voyage from Piraeus to Aqaba with a general cargo including toilets, wash basins, bath tubs, a BMW 320 motor car (apparently belonging to the captain), aluminium, plastic sheeting and several containers of general goods.

During a bad storm on April 1st 1981 the ship got caught on one of the southern reef mounts at the tip of the Ras Mohamed peninsula. After 4 days aground she rolled over onto her port side, her bow awash, and with her stern hanging over the abyss. The wreck remained in that position for several years, slowly toppling over until it was totally upside down. Then one day in 1985 the hawse wire holding it snapped and a great wreck was lost as it slid down the reef leaving behind only evidence of its cargo; baths, toilets and a car.

Much more famous in its demise than during its sea-faring days, a reef, beach and bay were named after this ship where it sank.

### **The Wreck Today**

This wreck itself has only recently (2005) been located, and now lies at between 145 and 200 metres depth. This is obviously a sight that only a very few divers will ever see. What most divers refer to as 'the wreck of the Yolanda' is just some of the cargo that remains on Jolanda Reef, at between 10 metres and 30 metres depth.

The book also recounts an amazing deep dive to relocate the wreck by a group of technical divers, plus archive images from her time on the reef back in 1983





The wreck of the 'Kingston' is commonly referred to as the Sarah H (or Sara H). This was the name that the wreck had historically been called before it's true identity was known, and it has proved quite difficult to dissuade people from using it even many years after it has been positively identified as the Kingston. There is no ship wreck called the Sara H. (Although in 2007 we found the SARA H!) It received this name from the group of divers that discovered the wreck, some time in the mid 1990's. The wreck was named 'Sarah H' after the skipper of the dive boats wife, Sarah Hillel, who was also a dive master at the time.

Often relegated to the 3rd dive of the day-but this is a superb coral covered wreck on an equally vibrant reef in only 14 meters of water

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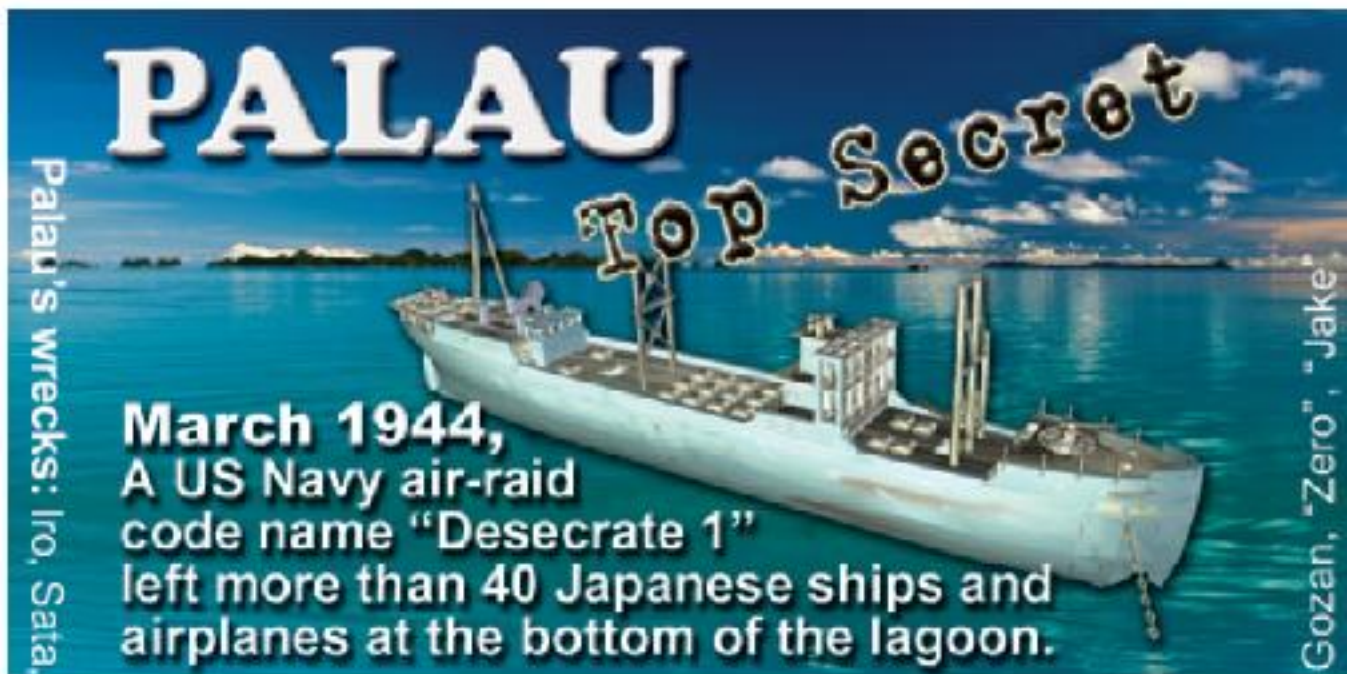
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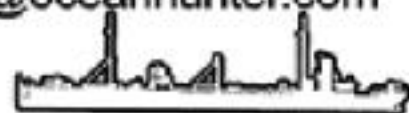
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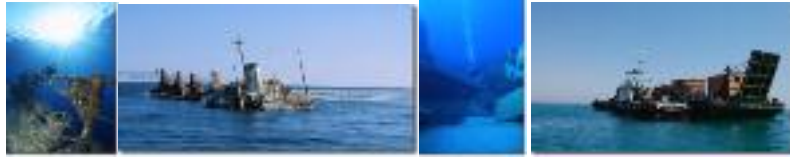
Buoy # 6 wreck, Reefer, Hafa Hadi,



USS Perry, Urakami, T1, Ryoku, Raizan, Kamikaze,



## **M.V MILLION HOPE**



Having witnessed her wrecking in 1996, Peter has dived the wreck throughout her integration into the reef and her recent salvage, witnessing the aftermath of the salvaging- the huge crane which carried out the work now lies alongside this 174 mtrs long monster-the “Led Zeppelin” of the diving world. Once again she has been left to continue her new life as a living reef-even the newly arrived crane has a godfather- a huge defiant grouper! Max depth is only 24 mtrs

## **S.S. THISTLEGORM**



Perhaps a wreck on everyones must do-her legend is befitting a great ship and a great wreck-Sitting in only 30mtrs and rising to within 12 mtrs of the surface-she attracts thousands of divers each year. No shipwreck guide to this area would be complete without a detailed and up to date account of this wreck.

Her full story appears in “SUNDERLAND TO SUEZ” by Peter Collings contact us for a free preview of this superb book

**Other wrecks featured in this area**

**CHANNEL WRECK, S.S. CARINA, M.V.HEY DAROMA, M.V. AYIA VIVARA**

**M.V. ZINGARA/KORMORAN, M.V. LARA, M.V. LOILLIA, FIRE FIGHTING TUG BOAT, TRUCK DUMP**

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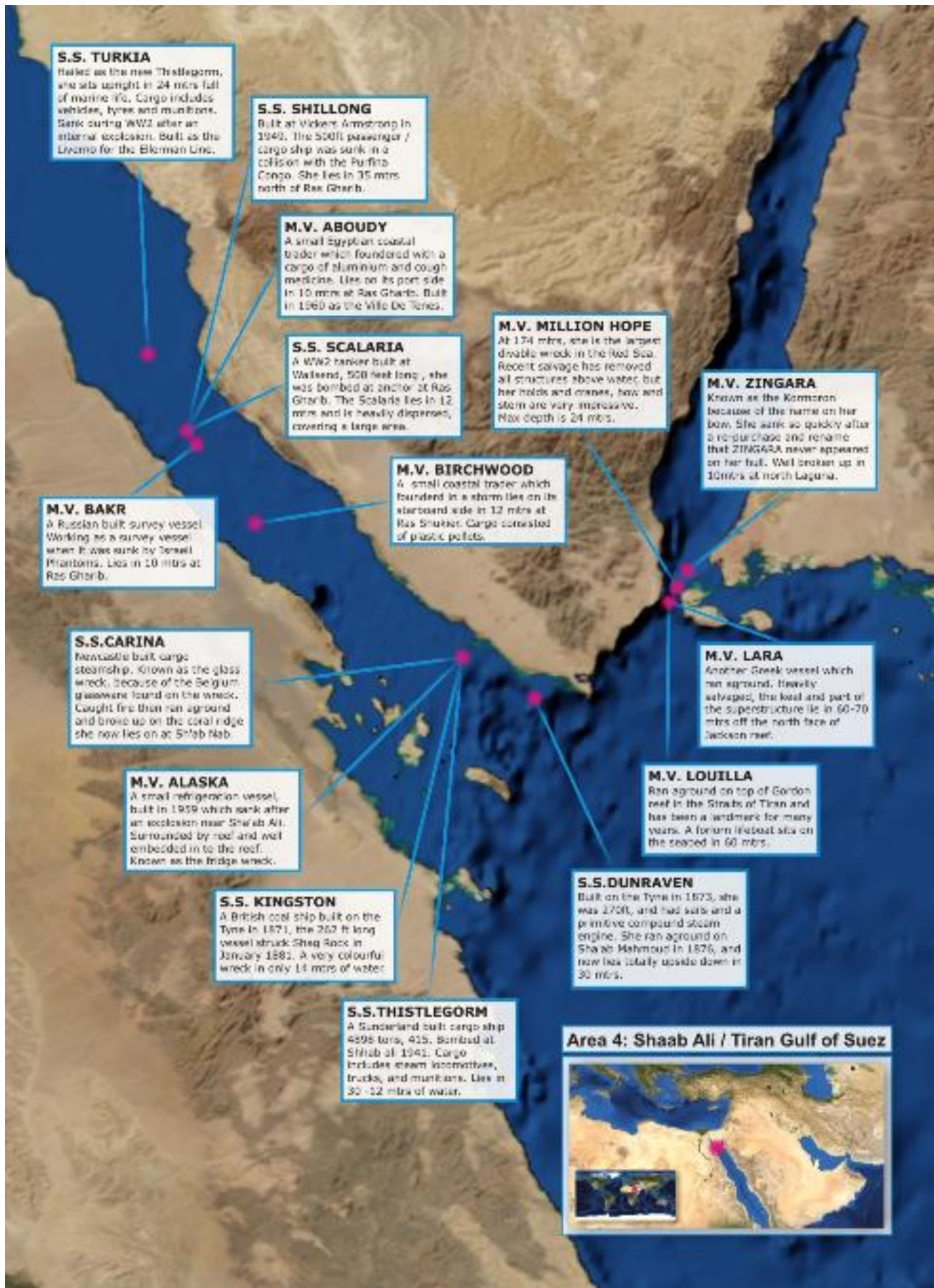
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## EXTRACTS FROM AREA 2 CHAPTER 8 THE GULF OF SUEZ

### M. V. Birchwood 11

Lying to the north of the port in a large bay with three other wrecks was a small 50 mtrs motor cargo ship on its starboard side in 12mtrs of water. Totally intact it was difficult to see why she had sunk. The early morning light streamed into the holds and bathed the entire wreck and it was easy to make out her features

A shoal of juvenile barracuda circled her mast complete with radar array and aerials.

Just forward of the Superstructure, itself at the aft of the vessel was an intact crane, obviously used to serve the hold. The criss-cross gantry was covered in life as we were to find out during a night dive. Superb swim-throughs from the weather deck into the holds were easily accomplished and here we found, like the HAMADA in southern Egypt bags of polythene granules hard against the port hull

The foc'sle was easy to access and explore and her winch gear, like many parts of the wreck was covered in sponge and encrusting corals. Her bow appeared intact and a deep scour ran along her keel, becoming circular by her prop and rudder. Her starboard running light lay protruding from the sand. Rounding the stern revealed two access doors at deck level into her engine room, with stair wells leading down into the lower levels-

### M.V .LAURA SECURITY

. She ran aground with a cargo of gas oil in heavy weather on a voyage from Suez to Ras Shukier on April 22<sup>nd</sup> 1983 and was deemed a total constructive loss.

The vessel sits upright with its bridge out of the water. Many of the hull plates had fallen to the seabed allowing sunlight to stream through its vertical supports highlighting shoals of fish. The strong sunlight afforded by the shallow depths provided endless photo opportunities. With the hull intact the bow and stern are very photogenic and the supporting fish life is quite amazing. It is possible to explore the fo'c'sle and engine room-the later being the deepest part of the wreck in only 8mtrs Due to its location the wreck is blessed by the afternoon sun and the long beams of light shine through many holes in the wreck. Those who are not put off by the lack of depth are well rewarded

The deck lies in only 6 mtrs, but all of her valves ,piping and other fittings are all still in situ. Shoals of fish find shelter amongst the frameworks

### M.V. 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. 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 flagstaffs are intact, and several bulk head lamps can still be seen. The prop and rudder are still in place in only 7 mtrs 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

## **The SURVEY VESSEL BAKR**



Found on the same day as the ABOUDY and the SCALARIA, Although shallow this survey vessel is easy to explore and penetrate. great for photography. Its easy to see how she was sunk-bullet and rocket holes riddle her hull.

## **S.S. SHILLONG**

Arguably, the jewel in the crown of Red sea wrecks, a P&O passenger cargo ship, sunk in 35 mtrs of water after a collision while exiting the Suez Canal .Despite her size and positive location, we have after several expeditions failed to locate this wreck. The book details the events leading up to her sinking and the aftermath. Currently we are holding back the publication of EGYPTIAN SHIPWRECKS, until this wreck is located, such is its stature and importance amongst Red Sea wrecks. We have 3 expeds planned for 2010. We have the equipment, we have the team, we need good weather and good luck! Watch out for news in the diving press.

## **S.S. SCALARIA**

**The book includes the full story of this WW2 Tanker from her conception, thought o to her sinking, with a first hand account of that fatal day by her captain, right through to her discovery by Peter Collings and Brightonn SAC**

### **THE FINAL VOYAGE**

CAPTAIN J. WARING “ We sailed from Hurghada at 0630 on 18<sup>th</sup> October 1942, arriving off Ras Gharib at 1530 the same day to load with crude and then proceed to anchorage “B”. I hoisted a signal to be moored

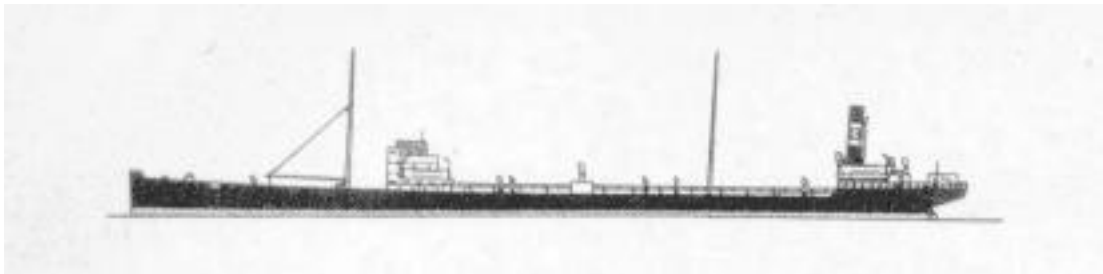


without delay conditions then being favourable. At 1615 I was informed that the vessel could not be moored until the following morning.”

Next morning the Scalaria docked and started to load 7000 tons of crude oil. At 1750 Waring received an instruction to house his balloon, and not fire on any aircraft as there was to be a practise flight with lights burning between 2000 and 2200hrs.

## THE SINKING

CAPTAIN J WARING “At 2215 I made the rounds of the ship, saw the gunners at their posts. At 2230 I retired to my room, being awakened at 2230 by an attacking Heinkel 111 approaching from the land, roughly westward. The aircraft circled at approximately 100 ft, then dropped a torpedo which struck the ship on the starboard side abaft of the bridge in no. 3 tank. There was a terrific explosion which caused the ship to shudder violently and carried away the stern moorings, causing the ship to swing round from north to south. All the woodwork in my room collapsed and the iron frame twisted, jamming the two doors. By sheer force I burst one door open and on reaching the deck saw the whole of the after starboard side of the deck was ablaze, with burning oil pouring from the ships side and drifting aft.”



A sketch of the Scalaria from an identification log book belonging to the Captain of a German submarine, hunting for the ship.

## THE DISCOVERY

Armed with this detailed information and hydrographic reports three expeditions were carried out to locate the wreck. By the third trip we had located several other wrecks (Aboudy, Attiki, Bakr, Birchwood, Elliot, Gemini, Laura Security,) These findings have allowed us to eliminate several suspects-Scalaria was by far a bigger ship and by the third trip we had a pretty good idea where she was. 411 ft and 5600 tons of ship on a sandy bottom a big clear target.

Members of Brighton BSAC joined me in the search and we found her a mile north of our “guesstimation”. Even before we dived her I knew this was the Scalaria-there was her bow facing south just as J Waring had stated.

Where the centre island had been the wreckage stood almost to the surface with more large sections of her holds standing upright. More evidence of the massive explosions in the form of huge sections of steel held outwards forming overhangs for fish and encrusting species.

Three huge boilers mark the aft section of the vessel. With the engine house gone, the triple expansion engine lies bare—big ends, con rods and a huge reversing wheel are easily located and recognised.

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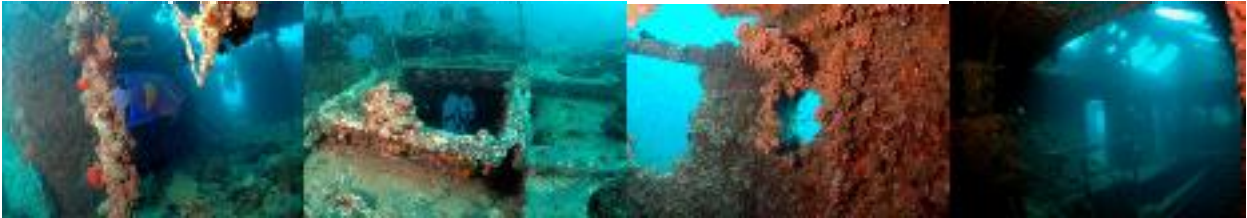
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## SS TURKIA



The Turkia's final voyage began in New York in May 1941, where she loaded with a full cargo of "government stores"-she was bound for Pireus. The cargo included explosives, tyres, coils of wire, ingots, vehicles and firearms.

*"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 Piræus 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. 10 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.

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 10 minute journey took us to the target area, and with the shallow seabed of sand (24 mtrs,) the shadow of the wreck was soon located, rising up to within 10 mtrs of the surface.

The wreck sits upright on sand in 24 mtrs, 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 Travellies.

Hailed as the new Thistlegorm by the handful of lucky divers who have dived her!



## **Other wrecks featured in this area include;**

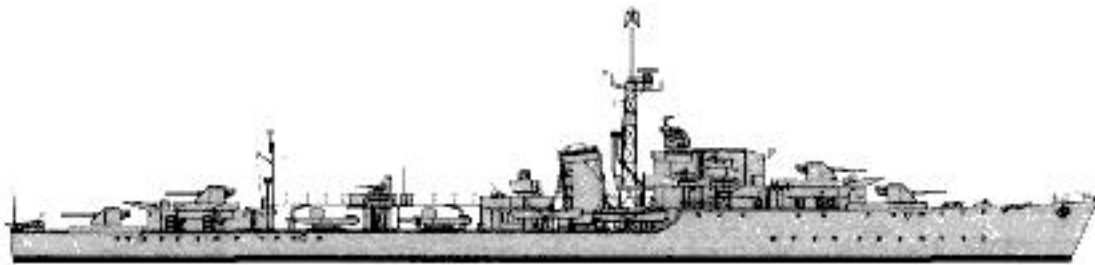
**ATTIKI, CHRISTABUL , ELLIOT, MUHANSIA, HARALABOS, TALITA, IVY B, DOMIAT, MISR, IOULLA , ESCAUT. HE 111, PRIDE OF AL SALAM**

## **EXTRACTS FROM AREA 3 CHAPTERS 10-THE MEDITERANEAN COAST**

This final section of the new book sees a total change in content. Its what every wreck hunter wants to read...so far these wrecks have not been located and dived yet. The area has little or no diving infrastructure but extensive initial research has produced evidence of some 200 wrecks along the coast from Egypt's borders with Israel and Lybia. Many of the wrecks being WW2 are very well documented. There is more material here than I will ever cover in my lifetime, so in some ways this chapter is a gift to future generations who may follow in my footsteps

### **THE ISRAELI DESTROYER ELATH**

The Israeli destroyer had been the Z CLASS H.M.S ZEALOUS, built by Vickers Arm strong during 1943. She was one of many vessels of her type, a fast anti submarine destroyer-many off her sisterships had names beginning with z thus the classification; Zambesi, Zebre, Zest etc. Fitted with twin geared Parsons turbines giving them a speed of 36knots (a charter boat normally does 8!), their dimensions of 110mtrs by 10mtrs beam and a 3 mtrs draught made them fast and sleek-ideal for hunting –and destroying submarines. By 1955 these vessels were deemed obsolete and surplus to the Royal Navies needs and were either scrapped or sold off. Two of these vessels HMS ZEALOUS and HMS Zodiac were sold to Israel and two, HMS Zenith and HMS Myngs (they must have run out of names beginning with Z) to Egypt .



On October 21<sup>st</sup> 1967 during the Six Day War the Elath was 14 miles off Port Said, when she was sunk with 4 “ Styx” miles from the Egyptian-Komar class missile carrying gun ships.47 of her crew died with may of the 151 survivors injured. She had been zig- zagging in the bay of Romani-in and out of territorial waters, taunting Egyptian radar- A month earlier she had sunk two Egyptian gun boats. She was the first vessel to be sunk by missiles. The wreck has been located in 21mtrs of water 14 miles north east of Port Said.

### **S.S. PRINCESS MARGUERITE**

Built in 1925 by John Brown & Co, for the Canadian Pacific Railway co., the 5908 ton, 350ft. passenger liner Princess Marguerite was fitted with turbine engines delivering 2462 knots, giving her a speed of 21 knots

On August 17th, during the North African Campaign, Princess Marguerite was en route from Port Said, Egypt to Famagusta on the Mediterranean island of Cyprus with around 1,000 troops on board. Despite a vigilant escort of three destroyers and the Armed Merchant Cruiser HMS Antwerp, the Marguerite was torpedoed by U-83. The fires which resulted were soon out of control and Princess Marguerite's master, Captain Leicester, gave the order to "abandon ship". Blazing fuel in the water made this dangerous, but the aptly-named British destroyer HMS Hero (later transferred to the Royal Canadian Navy and renamed HMCS Chaudiere), managed to rescue a very high percentage of those aboard the liner. Fifty-Five lives were lost.

---

## U599

The *U-559* was a I VII-C class German submarine, built in Hamburg by Blohm und Voss during 1940, and launched during 1941. The submarines of the VII-C class were 67.10m long; displacement 769 tons (surfaced) 871 tons (submerged); max speed 17.7kn (surfaced) 7.5kn (submerged); five 533mm torpedo launchers; one 88mm gun, plus one or two 20mm or one 37mm machine gun. They were designed to dive to a depth of 220mtrs



Assigned to the 29th Flotilla on 15 April 1942, she had two additional successes with an attack on Convoy AT-49 which resulted in the sinking of the Norwegian 4,681 ton freighter *M/V Athene*, and the damaging the British freighter *S.S. Brambleleaf*, both on 10 June 1942.

## S.S. SURADA

The Surada was a 5,236 Grt. Passenger/Cargo ship built at A. & J. Inglis, Pointhouse, Glasgow (Yard No. 266) for the British India Steam Navigation co., Ltd., Glasgow. The ship was launched 25 January 1902 and completed 03 March of that same year with a length of 125 meters, beam of 15.5 meters, triple-expansion engines, and a single shaft for a speed of 10.5 knots. She was designed to carry 9 First-Class passengers, 16 Second-Class passengers, and 1,421 Steerage Class passengers. On 02 November 1918, while enroute to Marseilles from Karachi with a cargo of rice and gunnies, the Surada was attacked, torpedoed, and sunk by German submarine UC-74 (Hans Schuler) off of Port Said. No casualties reported.

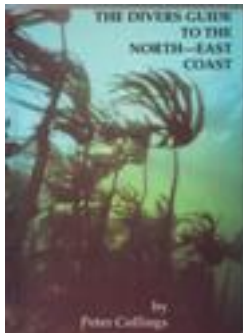
## S.S. NICOLAOS A MASTRANDREAS

A 2387 ton Greek steamship, built in 1918 at the Albania Engineering works Portland Oregon. She was 289ft long fitted with triple expansion engines. Fire broke out in her engine room on the 5<sup>th</sup> December 1967 while loading at Port Ibrahim, near Suez.

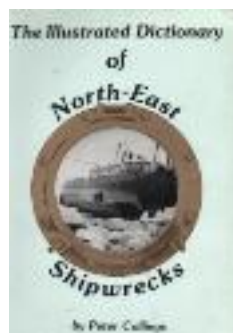
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**S.S. MUREX** was a 3,654 GRT bulk-oil tanker with quite an interesting history. She was built at W. Gray & Co., Ltd., West Hartlepool, London (Yard No. 442) for Marcus Samuel & Co. (Shell), London. The ship was launched 28 May 1892 and completed the following July with a length of 338 feet, beam of 43 feet, and a draught of 26 feet. Coal-fired boiler and a single shaft. The Murex, unfortunately, did not survive the war. On 21 December 1916, while sailing on the Mudros-Port Said route in ballast, she was torpedoed and sunk by German submarine U-73 (Gustav Siess) approximately 94 miles Northwest of Port Said

# PETER COLLINGS BIBLIOGRAPHY-PUBLICATIONS 1986-2009



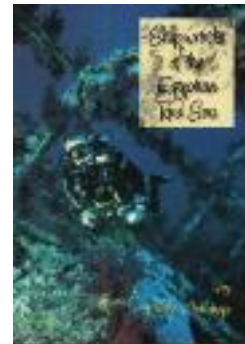
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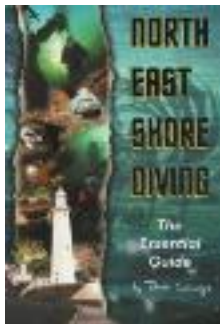
1988



1991



1996



2000



2001



2002



2002



2005



2008



2008



2009



2009



2009



2009



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## M.V. EMPIRE PARTOL

The **Empire Patrol** was a passenger cargo ship of 3220 GRT built at Stabilimento Tecnico, Trieste (San Marco Yard No. 760) as the **Rodi** for Soc. Anon. Adriatica Nav., Trieste. Her keel was laid 08 April 1927, launched 17 December 1927, and completed 25 April 1928. She was 317-feet 2-inches in length, 44-feet 10-inches in beam, diesel powered with a single propeller and a 10-knot service speed (maximum speed of 15 knots).

## S.S. SARNIA

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The Sarnia was a steam passenger ship of 1,498 GRT built at Cammel Laird & Co., Ltd., Birkenhead Yard No. 762 for the London & S. Western Railway Co., Southampton. She was launched 09 July 1910 and completed March 1911 with 3 screws which provided a maximum speed of 20.5 knots. During WWI the ship was utilized as an Armed Troop Carrier.

The Sarnia is best known for its collision with the British requisitioned ferry Hythe at approximately 2000 on 28 October 1915 at Mudros Bay in which the Sarnia accidentally collided with the Hythe (Lt. Albert V. Kenyon, RNR), who was running without lights as it neared its destination, cutting deep into the port bow, almost halfway through the ship, and brought the ship to a complete standstill. The Hythe was overloaded with men packed on the decks, many huddling under an awning that had been rigged to provide little relief from the bad weather, rain, and spray. When the Sarnia collided with the Hythe it caused the foremast to fall onto the awning and men directly below causing many casualties. The Hythe sank in approximately 10 minutes with many personnel being drowned beneath the awning or trapped in the cabs of vehicles being transported onboard. The Sarnia lowered its boats and attempted to rescue as many people as possible. Between 130 and 143 men were reported lost in the sinking. The Sarnia survived the collision and was repaired. The Sarnia was later sunk on 12 September 1918 off Alexandria by German submarine U-65 (Gustav Siess) with 53 lives lost. The survivors were in the water for nearly two days before being picked up.

## M.V. DELPHINU

A tanker of 8,120 grt, 465 feet in length, and 59.2 feet in beam built in 1929 by Lithgows (Yard No. 919), Port Glasgow, Scotland and owned by the Anglo-Saxon Petroleum Company. Propulsion was a single diesel with a cruising speed of 12-knots.

On 18 May, 1943 the ship ran aground “ **3.7 cables bearing 231-degrees (true) from the Great Pass Beacon**” off of Alexandria, Egypt while in transit to Port Said. While grounded during several days of stormy weather, a fire broke out onboard due to fuel vapours igniting either from the ship itself, or from one of the tugboats that were assisting in salvage. Two tugs that were assisting in salvage of the vessel were reported on fire as well. The ship was abandoned and the resulting explosion resulted in the vessel being holed, twisted, and distorted. The fire was extinguished on 20 June 1943. On 21 July, 1943 the vessel broke in two and was considered a total constructive loss.

## HMS MEDWAY

A British Naval depot ship, built by Vickers Armstrong, Barrow In Furness in 1928. She was 580 ft long, 85 ft beam, 14,650 tons armed with two 4 “ guns, four 4” A.A. guns and 12 other smaller arms, she was the first large submarine depot ship designed and built for the Royal Navy. She was commissioned at Devonport on 6 Jul, 1929. The ship sailed for China station together with six O-class submarines to replace the HMS Titania and her L-class boats, remaining there until April 1940, when she was sent to the Mediterranean, arriving on 2 May in Alexandria. She was based there to operate the 1st Submarine Flotilla

At 08.24 hours on 30 Jun, 1942, bound for Haifa and Beirut HMS Medway was torpedoed and sunk by U-372. commanded by Heinz-Joachim Neumann off Alexandria. Capt P. Ruck Keene, commander of the 1st Submarine flotilla was on board. There were 30 dead and 1135 survivors. She was escorted by the HMS Dido



and seven destroyers. but 47 of her stock of 90 torpedoes floated clear and were recovered. The small depot ship HMS Talbot moved from Malta to replace her at Beirut, changing her name to HMS Medway II.1135 (30 dead and 1105 survivors). Sunk by U-372

## THE NAPOLEONIC ERA- THE BATTLE OF THE NILE ERA- THE BATTLE OF THE

No book covering Egyptian shipwrecks would be complete without mentioning one of the most famous battles in Maritime History, no matter how briefly. It merits a book in its own right and it is not the remit of this work to cover such a major event.

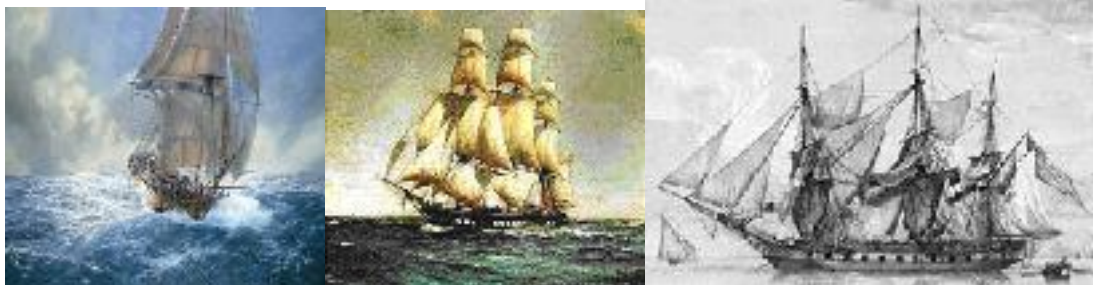
We shall look merely at the outcome and indeed the evidence left behind in

Nelsons daring attack on Napoleons far superior fleet sent three vessels to a watery grave;

From the very early days of underwater exploration, Divers have searched in vain for a treasure trove of relics from the Battle of the Nile. It wasn't until 1983 when Jacques Dumas, with the help of the French Navy, began to explore and survey the area of Aboukir Bay. Dumas , along with Archaeologist Franck Goddio found the remains of the 124 gun ORIENT and the 40 gun frigate AREMISE. An incredible amount of artefacts were recovered from the site giving an insight into the life on board a French Warship.

In 1996 Goddio conducted a thorough survey of the area and discovered a third wreck the SERIEUSE. In 1998 a complete project was underway and a vast assortment of artefacts were recovered ranging from cannon, coins , pottery, swords, muskets and cannonballs. Even a printing press from the Orient has been recovered. Work goes on to this day on this amazing wreck sight.

## L'Artemise:



## Le Patriote

The **Le Patriote** was one of the 400 ships which Napoleon Bonaparte used to transport over 50,000 men from France to invade Egypt in 1798. In addition to military troops, Napoleon brought with him 151 savants (artists, scientists, engineers, scholars, etc.) to document the culture of Egypt. The **Le Patriote** has been described as one of the *research* vessels, probably a commandeered merchant ship, which brought these savants and many of their research supplies and equipment from France, having departed Toulon on 19 May, to Egypt, arriving on the shores of Alexandria on the first of July.

## Seriusse:

The **Serieuse** was a 32-gun, 600 ton Magicienne class frigate of the French Navy. She was ordered on 28 August 1778, but was not completed before the British had captured Toulon. Before the British abandoned Toulon on 18 December 1793, they set fire to the ship. However, the French were able to extinguish the fire and save the ship and subsequently complete her.



The ship was 44.2 meters in length, 11.2 meters in beam, and 5.2 meters in draught. Armement was 26 x 12 pounder long guns and 6 x 6-pounder long guns.

Painting of a *Magicienne* Class Frigate

In 1798, the **Serieuse** was part of Napoleon's Expedition of Egypt and participated in the Battle of the Nile on 01 August 1798. During the battle she was attempting to reinforce the crew of the **Tonnant** with 150 men of her own crew. Engaged and sunk by the **HMS Orion**. The following morning, 02 August 1798, her poop deck was still above water and her crew was rescued and made prisoner by the British. (see [L'Orient](#) for an account of the Battle of the Nile.)

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## HMS CORMORANT

The HMS Cormorant was a 6th rate Frigate of 20-guns built at Havre de Grace in 1793 as the French ship L'Etna with a length of 119.5 feet and 33 feet in beam. On 13 November 1796 she was captured by the British ships Melampus and Childers and renamed Cormorant in 1797.

On 20 May 1800 under the command of Captain Courtney Boyle she was wrecked on the coast of Egypt when she ran aground on a shoal 3.5 miles from the "Bogaz of Rosetta". The crew was rescued but were made prisoners by the French.

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## S.S.CIVILIAN

She was a steamship of 7,871 tons built by Chas. Connell & Co., Glasgow in 1902 for Charente Steamship Co., Ltd., (T & J Harrison), Liverpool. The ship was carrying general cargo when she was sunk on 16 October 1917 by the German submarine UC-74 (Wilhelm Marschall) fifteen miles north of Alexandria with the loss of two lives

## S.S. CLAN MAC NEIL

The Clan MacNeil was a Turret Deck Steamer built by W. doxford and Sons Ltd., Sunderland Yard No. 307 for the Clan Line Steamers (Cayzer, Irvine & Co.). Launched 13 May, 1903 and completed in July of that same year. On 11 September, 1917 the ship was attacked by a submarine west of Gibraltar and escaped when the torpedo missed. While on a voyage from Karachi to Marseilles with a cargo of grain and onions, she was attacked by German submarine UC-34. The ship was torpedoed and sunk approximately 10 miles north of Alexandria,

## S.S.VELLORE:

The Vellore was a steel hulled steam powered cargo ship of 4,926 Grt. built at Russell & Co., Port Glasgow (Yard No. 564) for the Vellore Steam Ship Co., Ltd., (Gow, Harrison & Co.), Glasgow. The ship, which was launched 25 April 1907, and completed shortly thereafter, was 400 feet in length, 52 feet in beam, 27.3 feet in draught, and was propelled by triple expansion 3-cylinder engines (Rankin & Blackmore, Greenlock) providing an output of 369 nhp to a single propeller. Sister ship to the Brescia

On 25 March 1917, the Vellore was sailing the Tyne-Alexandria route via Malta with a cargo of coal, when she was attacked, torpedoed and sunk by U-63 (Otto Schultze) approximately 20 miles Northwest-by-North of Alexandria

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#### M.V.RAMB IV:

On 10 May 1942, while enroute Tobruk to Alexandria, the Ramb IV was attacked and bombed by German JU-88 aircraft and damaged. Fire resulting from the bombing broke out onboard the ship and she had to be abandoned. One source records that the HMS Kipling was dispatched to assist the ship and placed a fire fighting party on board the ship to assist ship's crew combat the fire. Never-the-less, the ship was abandoned and was later sunk by British Royal Navy ships off the coast of Sidi Krier. The ship was carrying 360 staff and wounded patients when attacked. 155 wounded men and 10 crew were lost.

#### R.M.S ARAGON

Built in 1905 at Harland & Wolf for the Royal Mail Steam Packet shipping Co, the 9588 ton, 13 ft steamship was fitted with quadruple expansion steam engines. Her compliment was : 306 First Class, 66 Second Class, 632 Third Class.. Launched on the 23rd February 1905 by Countess Fitzwilliam, Aragon was the Company's first twin-screw liner. She made her maiden voyage on the 14th of July, Southampton – Brazilian Ports. She was taken over by the British Government during WW1, and employed as a troopship (auxillary transport) She arrived in the Dardanelles on the 13th of April 1915 and her troops boarded the steamer River Clyde for the assault landing. On Dec 30<sup>th</sup> 1917 she was bringing replacement troops to Palistine under General Alenby. She was fully loaded with some 2700 passengers. Up on entering the harbour, she was ordered to lay off outside the harbour without protection from submarine attack. The ship was then later sunk by submarine with the loss of 610 persons including Captain Bateman and Ernst Harold Horlock, V.C , HMS Attack a destroyer who came to her aid was also sank.

**HMS ATTACK** An Acheron Class Destroyer (re-designated as "I" Class in 1913) built by Yarrow & Company, Scotstown, Glasgow and launched on 12 December, 1911.

On 30 December, 1917 she came to the assistance of the HMT Aragon which had been torpedoed by the German U-Boat UC-34 (Horst Obermuller) at the entrance to the Alexandria Harbour. While rescuing personnel from the Aragon, she was also torpedoed and cut in half, and quickly sank.

The ship now lies on the bottom near the wreck of the HMT Aragon approximately 10-miles outside the entrance to the Alexandria Harbor .

### **HMS.OSMANIEH**

The **Osmanieh** was an RVRN Fleet Messenger (also classified as a Passenger/Cargo ship) built by Swan, Hunter & Wigham Richardson, Ltd. (Yard No. 761), Newcastle for the Khedivial Mail Steamship & Graving Dock Co., Ltd., London and launched 09 May 1906. Contracted as a Hired Transport (HT) by the British Navy in 1916 for use during WWI which involved fleet support duties, primarily for the carrying stores and personnel.

On 31st December, 1917, under the command of LCDR David R. Mason (RNR), she was carrying troops and medical staff to Alexandria when she struck a mine on the starboard side amidships in a minefield which has been laid by the German submarine UC 34 under the command of Oberleutnant zue See Horst Obermuller at the entrance to the harbour at. The vessel sank quickly taking with her: Lieutenant Commander D.R. Mason. (Commemorated - Alexandria (Hadra) War Memorial Cemetery) Two other officers. 21 of its crew. One military officer. 166 other ranks. Eight nurses (Also commemorated - Alexandria (Hadra) War Memorial Cemetery).

### **S.S.CAIRO**

The **ARCHIMEDE** was a passenger/cargo ship built by A Stephen & Sons, Glasgow at the Linthouse yard No. 258; laid down for the Floria Line (I. & V. Florio & Co., Palermo), and launched on 22 November 1881 for the successor firm of Navigazione Generale Italiana (NGI). 2,837 tons; 106,70 x 12,19 meters (350.1 x 40 feet; length x beam); clipper bow, 1 funnel, 3 masts; iron construction, screw propulsion, service speed 12 knots; accommodation for 20 1st-class, 56 2nd-class, and 550 3rd-class passengers. 07 February 1882, maiden voyage, Catania-Palermo-New York. 18 June 1887, last voyage of 1887, Palermo-Naples-New York. 07 February 1888, only voyage that year, Naples-Cadiz-Montevideo-Buenos Aires. 03 March 1899, only voyage of that year, Genoa-Naples-New York. 14 March 1903, last voyage, Genoa-Naples-New York (40 roundtrip voyages 1903). 1903, transferred to the Italy-Alexandria service and renamed **CAIRO** and operated by South Atlantic Seaway by N.R.P Bonsor. 05 March 1905, wrecked near Alexandria

### **M.V.SHERIF**

The Cypriot cargo ship Sherif capsized off Alexandria with a cargo of fruit juice on the 29<sup>th</sup> June 1979

### **S S REGAL**

The British cargo ship, 2412 tons, 300ft long was built in 1883 by Cambell, Mackintosh & Bowstead for the Conaway Co. Her final voyage was from Antwerp with a general cargo. When she neared her final destination, Alexandria, she foundered just at the bar on the 16th Feb 1894

### **S.S HIGHBURY**

Built in 1877 on the Tyne at the Tyne Iron Shipbuilding yard, the 1967 ton , 287 ft long steamship was owned by Watts, Ward & co. Her final voyage was from Newport with a cargo of coal and coke and as she reached Alexandria, her final destination she was wrecked near Marabout on Feb 17<sup>th</sup> 1894.

### **M.V.ELINI F**

The Greek steamship of 7549 tons , 485 ft long was inbound to Alexandria from Rotterdam when she struck a floating wreck. Her engine room and no. 4 hold flooded and she was beached near the Great Pass leading into the harbour on January 3<sup>rd</sup>, 1968



During a storm 3 days later she broke in two the stern sinking into deeper water and the fore-section capsizing

### **S.S.. DELPHINULA**

Built in 1939, 8120 tons. She was on a journey from Haifa to Alex with a cargo of Benzine 18<sup>th</sup> may 1943, when she caught fire after an internal explosion and sank near Alexandria

### **CLAN MAC INDOE:**

The **Clan MacIndoe**(official No. 144233) built by Lithgows of Port Glasgow in Yard No. 728 for the Clan Line Steamers, Ltd. (Cayzer, Irvine & Co.) and launched on 11 November, 1920 and completed in December of that same year. 4635 Grt with a length of 384.8 feet, 52 feet in beam, and 26.7 feet in draught

### **M.V.MARIA DESPINA**

A Lebenese steamship, built in 1944 at the New England Ship Buidling Co Portland Maine, the 7452 ton, 441ft left Shanghai on her last voyage with a cargo of sewing machines, 600tons of tea and 9000 tons of maize in March 1966. On the 18<sup>th</sup> she approached Alexandria harbour in a violent storm with winds of over 45mph, and was pounded against the east harbour breakwater. With her hull breached she flooded and contuned to be pounded by waves and the breakwater, finally breaking in two on the 20<sup>th</sup>. Remains of the wreck can be found strewn in the rocks and at depths down to 25 mtrs in two halves.

### **S S SAINT CLAIR**

A French steamship with a cargo of Benzene, caught fire and ran aground on the Mex near Alexandria on the 11<sup>th</sup> August 1921, inbound from Barcelona.

### **EL IMAN ALI**

The Egyptian motor tanker El Iman Ali was built in 1928 by Wm Doxford & Son. at Sunderland. She was an 80 mtrs long motor tanker and had an un eventful 35 year career until she ran aground at Ras el Hekma , near Alexandria on January 26<sup>th</sup> 1983, during heavy seas and strong winds. Her bottom plates torn out the engine room flooded and she was deemed to be a total constructive loss

### **M.V. FATEMA**

A 387 TON Lebenese dry cargo motor vessel built in 1958, the MV Fatema was on a voyage from Iskenderun to Alexandria with a cargo of lentils when she foundered in heavy weather on the 31<sup>st</sup> July 1981

### **M.V.NADIA**

A Panamanian cargo ship built in 1947 of 719tons. Her final voyage from Rotterdam to Alexandria with a cargo of coke ended on 14<sup>th</sup> March 1958, when she struck a submerged object near Alexandria

### **S.S THISTLEBAN**

The **Thistleban** was a cargo ship of 4,117 Grt built at Craig Taylor & Co., Ltd. (Yard No. 141), Stockton for the Albyn Line, Ltd. (Allen, Black & Co.), Sunderland. the ship was launched 25 June 1910 and completed the following month. She was 112.8 meters in length, 15.7 meters in beam, with a single screw and a cruising speed of 11 knots. Requisitioned for by the British Admiralty for war service and defensively armed.

On 23 December 1916, while on the Karachi-Hull route carrying a cargo of rape seed, linseed, and peas, the Thistleban struck a mine, or mines, 5 miles North-Northwest of Alexandria which had been laid by the U-73 (Gustav Seiss) the previous day. The ship was beached on 24 December and declared a total loss.

## Bintang:

The **M/V Bintang** was launched 19 November 1921 and completed in 22 May 1922 at the Nakskov Skibsværft A/S, Nakskov Yard No. 4 in Denmark. Owned by MOWT, she was 2779 GRT, 86.8 meters LPP, 13.5 meters in beam with 2 diesels and a cruising speed of 10 knots.

Lost during an air raid on 22 February 1942 at **31.50N/26.01E**.

While in transit on the Hull via Malta-Alexandria route, the ship was mined on 12 March 1917 eight miles Northwest of Alexandria by mines laid by U-73 (Gustav Siess).

## MV ATHENE

Built in 1938 by Armstrong Whitworth for the A/S Athene (Jorgen Bang), she was fitted with oil engines, 4681 tons, 345 ft long and developed 580 n.h.p. She was torpedoed off Alexandria on the 10<sup>th</sup> June 1941 and sunk with the loss of twelve crew and one gunner.

## HMS ZULU

A Tribal class destroyer, built at Glasgow by A. Stevens & Son, launched in 1937. She was initially based in Malta. She was 1870 tons 355 ft long with a 36 ft beam her turbine engines could deliver 44,000shp giving her a speed of 36 knots. She was armed with eight 4.7 inch guns, 7 guns smaller and 4 torpedo tubes. She was under the command of captained by Lt. A R Moore.

She is best known for her part in the hunt for the German raider Bismark.

During the attacks on Tubruk, she was damaged by the coastal batteries and then attacked by seven German aircraft. A bomb struck her in her engine room and the ensuing explosion rendered her dead in the water. HMS CROONE took off most of her crew and HMS HURSLEY took her under tow, an emergency crew trying to keep her afloat, when she was struck again by enemy aircraft. She rolled over and sank, taking 39 of her crew and Captain Moore with her. Where????????????????????

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## M.V.CYPRUS TRADER

Built in 1959, the 2880 ton Panamanian motor cargo vessel was on a voyage from Crotona to Basram with a cargo of Sodium Tripoly-phosphate in bags when she sank off Alexandria on the 21<sup>st</sup> July 1978 at 33.30N 27 40E.

## SS LADY FRANCIS

Built in 1876 by W Gray and Co at Middlesborough, for Jackson Bros & Cory, she was 246 ft long, 1375 tons and fitted with compound inverted steam engines. Her final voyage to Alexandria with a cargo of coal from the Tyne ended 150 miles west on the Ishailah rocks on the 11<sup>th</sup> September 1885. The crew put to the boats, 8 got ashore, 7 drowned and 2 men were rescued days later by a tug.

## M.V.ORKANGER

Norwegian motor vessel, 8030 tons, 458 ft x 60 x 34, built 1928 by Ateliers & Chantiers de la Siene Maritime for the Westfal-Larsen Co, she was torpedoed by a U boat off Alexandria on the 12<sup>th</sup> June 1940, with the loss of 5 crewmen.

## S.S. POLARIA

A British cargo ship, built in 1893 by Workman, Clarke & Co, for Houlder Middleton & co, she was 3546 tons, 360 ft long with a cargo of coal and wagons bound for Alexandria from Cardiff as she approached her destination she was wrecked on Jan 5<sup>th</sup>, 1918.

## HMS QUEEN ELIZABETH

During WW1 she saw action at the Battle of Jutland. She was modernised twice and operated with the home fleet at the outbreak of war, moving into the Mediterranean during 1941, based in Alexandria. During March 1941 she was involved in the Battle of Matapan

While based in Alexandria she was attacked and badly damaged by Italian charioteers –mid get submarines. The next day she was again attacked by the Italian submarine SCIRE, using 3 manned torpedoes attacking the HMS QUEEN ELIZABETH and the tanker SAGONE. The crews of the manned torpedoes were captured but the resulting explosions sank the battle ships , damaged the tanker and the destroyer HMS JARVIS, which was refuelling alongside.

Despite severe damage to her bottom plates she was able to sustain a substantial fire power and engaged in attacks of German aircraft as Rommel advanced towards El Alamein. She was later taken to America where she was repaired

## S.S.BENGALI

Built in 1901 as MONTGOMERYSHIRE by Gourlay Bros. & Co. at Dundee, the **Bengali** was a steam cargo ship of 5,665grt, 445ft in length, beam of 50ft 2in and a cruising speed of 11 knots. Sistership of the GLAMORGANSHIRE she was delivered to T & J Brocklebank as the BENGALI and transferred to Shire Line in 1906. In July 1911 she was chartered to Royal Mail for service in the Far East but reverted to Brocklebank's and BENGALI in 1912. On 13th September 1917 she was torpedoed 115 miles north of Derna in North Africa and four days later was beached, patched up and managed to reach Alexandria where she was repaired. On 8th April 1918 during her second voyage after being repaired and bound for Calcutta in ballast she was torpedoed and sunk by UC-34 14 miles off of Alexandria

## . HMS COVENTRY

On the 13<sup>th</sup> December 1940 HMS Coventry was torpedoed and damaged by the Italian submarine **Neghelli** in the eastern Mediterranean

On Sept 14<sup>th</sup>, 1942 she was attacked by Ju 87 Stuka's, and sunk north west of Alexandria. The Italians lost 2 destroyers and two merchants.

## HMS GALATEA

On December 14th 1941 , returning to Alexandria, she was subjected to a 7 hour air attack, then at midnight, HMS Galatea was torpedoed by the German submarine U-557 off Alexandria, Egypt in position 31.17N, 29.13E. She sank in 3 minutes. Captain Sim, 22 officers and 447 ratings were killed. Some 100 survivors were picked up by the British destroyers Griffin and Hotspur. U-557 was sunk the next day.

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Other wrecks featured in this area include

ALBACHERIA, ARCHIMEDE, BILSWOOD, HAV, MERCFIA, NICHOLAS A M, MUREX MARIDIVE, ISTRIA,, KEPHALLIANA, KOS IX: , M.V.NADIRM, SVANA, ZEALAND.

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