

Survey report

Steamship Anna Katrin Fritzen ex Gerda Kunstmann ex Vulkan

Location:

Ostsee - Lithauen, Klaipeda

Survey dates:

21.08.2022

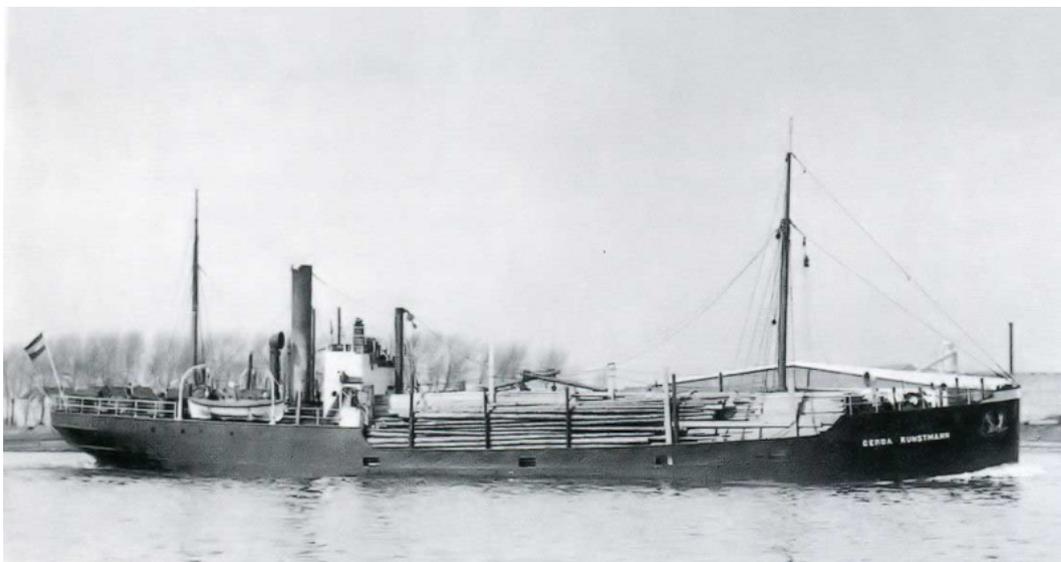
24.08.2022

Author:

Holger Buss

Version:

23th Oct 2022



Introduction	2
Description of the wreck	2
Damage from an explosion	2
Photos of the printed 3D model	3
Digital modell	5
Stern section	6
Bow section	7
Size of the ship	8
Assumed appearance of the ship:	8
Steam machine	9
Position	10
Dive protocols	11
21.08.2022	11
24.08.2022	11
Team	12
Photogrammetry	13
Agisoft Metashape Professionel	13
Identification	14
Criteria	14
Ship data "Anna Katrin Fritzen"	15
History of the ship:	15
Historical photos of the ship	16
The faith	18
The cargo	18
War diary	19
Soviet submarine SC-320	20
Saying of the maritime authority regarding the sinking	21
Crew	22
Prussian Secret State Archives	23
Survivor Sailor Albert Dembeck	23
The person Anna Katrin Fritzen	24
Summary	25
Conclusion	25
Appendix	26
The Baltic Sea Heritage Rescue Project	26
Lloyds London	27
Author	27
Translations and location of this report	27

Introduction

A hitherto unidentified wreck is described in this prospection report. The iron shipwreck lies near Klaipeda, Lithuania in 28m water depth. It was first reported as a ship obstruction in 2013. Four divers from the Baltic Sea Heritage Rescue Projects dived the wreck in August 2022. One of the divers performed a scan for photogrammetry. Previously it had been assumed that it was a field with two or three different wrecks. The photogrammetry of the first dive was not complete, but led to the realization that it was a single wreck with severe damage in the rear third. This new result prompted the team to dive the wreck again three days later. This time the wreck was completely scanned and measured with a tape measure. The measurement and addition of the individual parts resulted in a former length of the upper deck of around 51m.

Description of the wreck

Iron shipwreck on sandy bottom in 28m water depth. The wreck field measures a distance of 59.3m between stem and stern. The ship is equipped with a relatively small two-cylinder steam engine - probably a direct current steam engine. This type of steam engine is unusual. The engine and the chimney were located in the rear of the ship. Two winches were found in the front area. A mast foot and a mast are in the stern area. Also in the stern, a porcelain plate was found near a tiled area - possibly where the kitchen was located. The iron floor of the hold is clearly visible and free of cargo. The wood on the 7.7m long foredeck is still in good condition. Two chain clamps on the foredeck.

Damage from an explosion

The wreck shows heavy destruction in the rear third, suggesting a powerful mine or torpedo explosion. The side walls have broken off at the sides. The floor of the cargo hold rises diagonally several meters above the ground and is at approx. 32m from the bow stem tore off. The steam boiler is 150m away from the wreck, but we did not dive there.

Photos of the printed 3D model

The 3D data from the photogrammetry were processed in such a way that they could be printed in 3D.

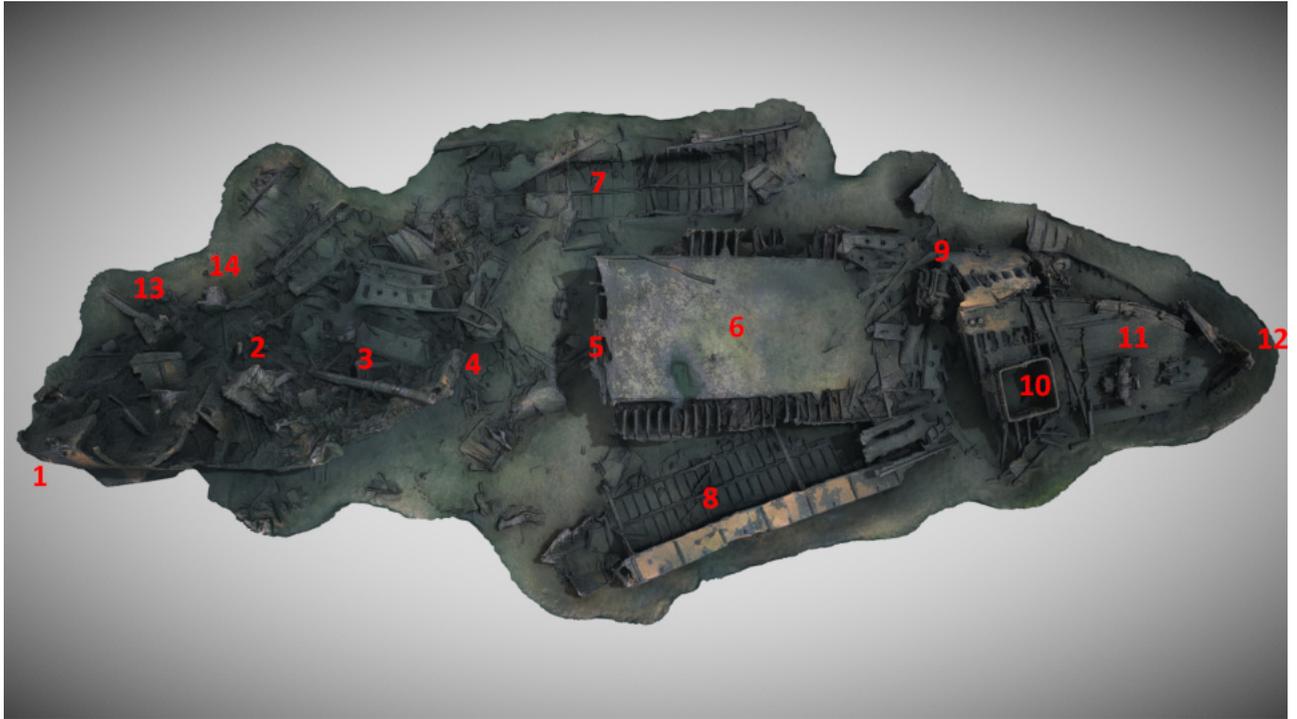
The images show the author's colored model





Source: Holger Buss

Digital modell

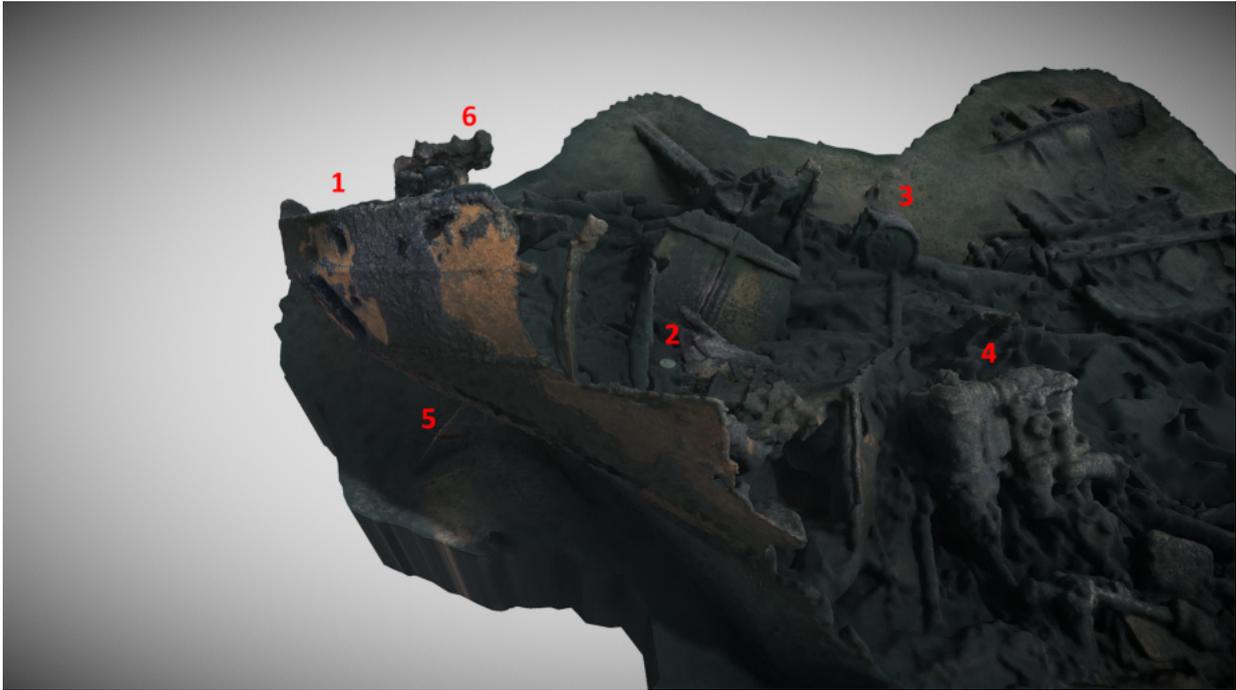


1. Rear
2. Two cylinder steam engine
3. mast
4. edge
5. edge
6. floor of the cargo hold
7. Port side wall
8. starboard sidewall
9. winch
10. Small hatch
11. windlass
12. stem
13. mast foot
14. steam engine condenser

3D-Model at Skechfab:

<https://skfb.ly/oxCIW>

Stern section

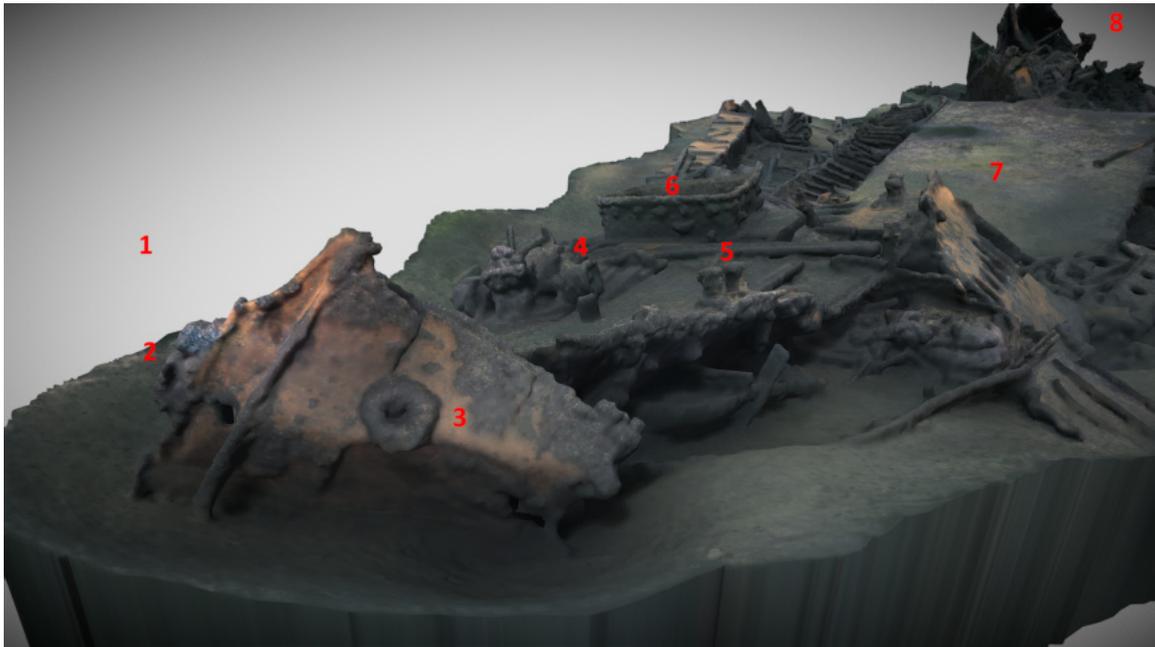


1. Stern
2. porcelain plate
3. steam engine condenser
4. steam engine
5. rudder blade
6. rudder quadrant



Tiled floor in the stern and plate

Bow section



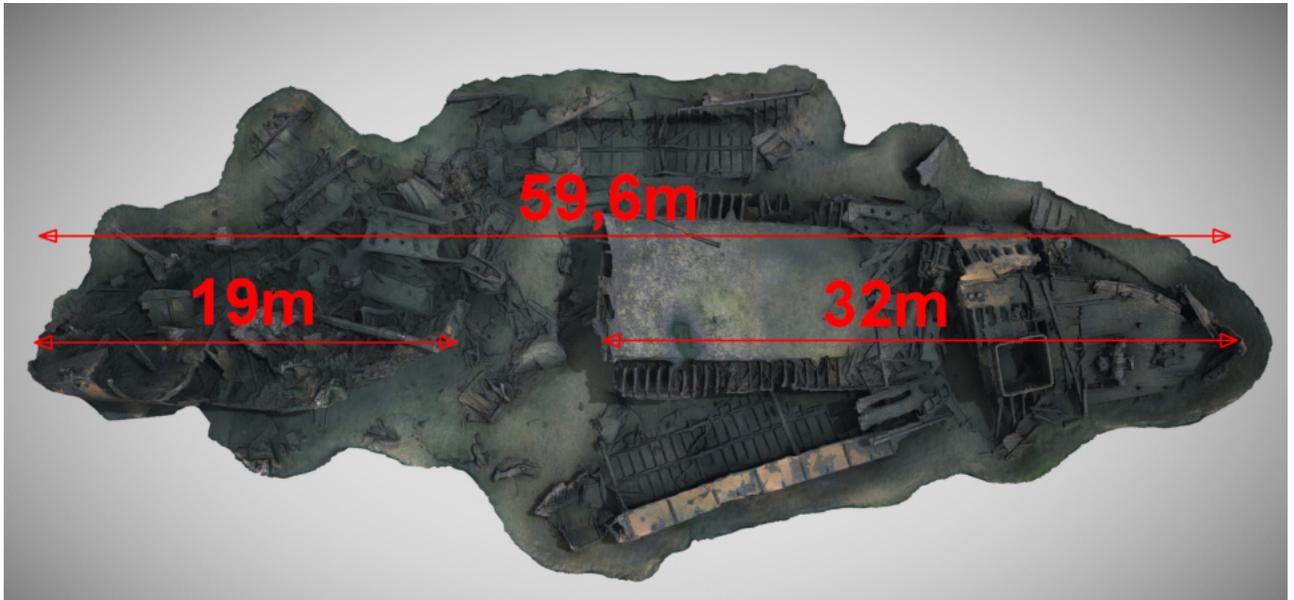
1. bow
2. mooring
3. fairlead
4. windlass
5. mooring line
6. Small hatch
7. floor of the cargo hold
8. Rear



1. mooring
2. shape of the railing
3. fairlead

Size of the ship

The distance between the stem and the stern was measured with a measuring tape. The length of the ship results from the sum of the two parts $19\text{m} + 32\text{m} = 51\text{m}$.



Assumed appearance of the ship:

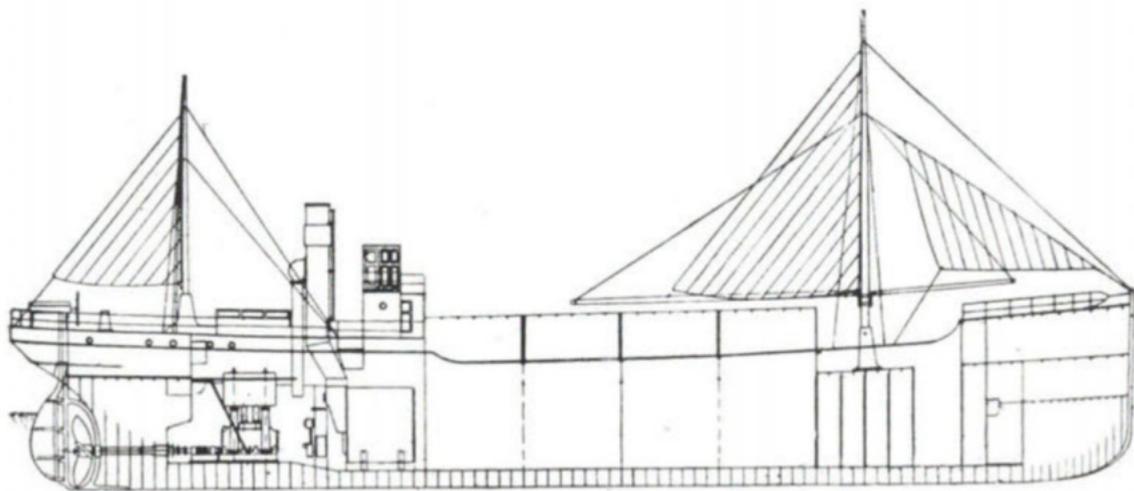


Abb. 8.

This drawing shows a ship that closely resembles our wreck:

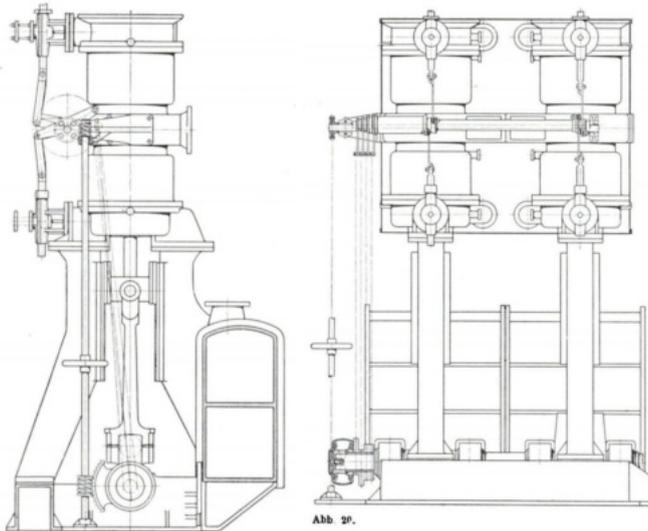
- machine in the rear
- Two cylinder steam engine
- Two masts
- Cargo hold in the middle of the ship
- The shape of the aft deck and the stem match

[Source](#)

(It is very likely that this drawing is actually our ship, since the above article is about a new type of steam engine and the ship had an experimental steam engine installed at the time)

Steam machine

The steam engine is a special design. While most steam engines consist of two or three cylinders that increase in diameter from the first to the last cylinder, this ship has two cylinders that do not differ much in diameter. This design was only used for a short time and was not widely used on ships after that. The machine is referred to as a two-cylinder direct current steam engine.



German variants

German shipyards were, like those in the Netherlands, relatively slow to build steam coasters compared with British yards, but produced at least three distinctive variants on the engines-aft theme. Tall, narrow, rather upright funnels were also a feature of German ships.

Like British and Dutch types, the simplest design of coaster had everything aft, with a raised forecastle and poop/quarterdeck. As with the 166-ft, 676-grt *Gerda Kunstmann**, ships of this type were often longer than British examples. Completed in 1911 as *Vulcan* by the 'Vulcan' yard at Stettin, she was also unusual in having a non-compound, twin-cylinder engine, which she appears to have kept until sunk by a Soviet submarine in the Baltic during July 1942, by when she carried her third name, *Anna Katrin Fritzen*.

Two-cylinder direct current steam engine [Quelle](#)

[Quelle](#)

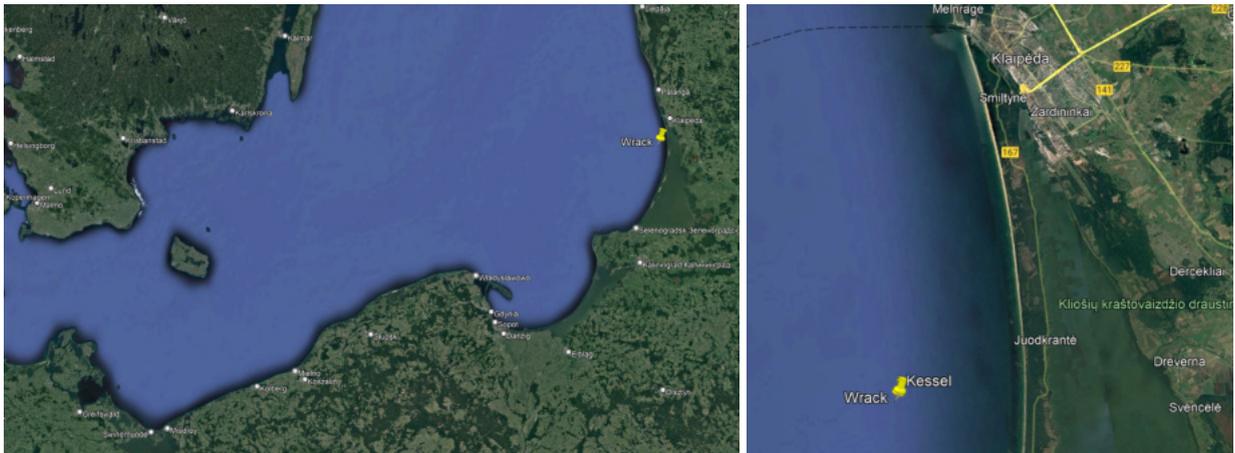


Importance for identification:

In the book "[Coasters: An illustrated history](#)" the unusual steam engine is mentioned:

"Completed in 1911 as *Vulcan* by the 'Vulcan' shipyard in Stettin, she was also unusual in having a non-compound, twin-cylinder engine, which she appears to have kept until sunk by a Soviet submarine in the Baltic during July 1942, by when she carried her third name, *Anna Katrin Fritzen*"

Position



Position of the wreck

Surveying Details - Wreck Category: Dangerous wreck

- SEP 2013/00021936 10.12.13 OBSTN 22.6MTRS IN 5531.384N, 2057.979E [WGD]. (LITHUANIAN NAVWARNING 76/13).
- SEP 2016/000210030 7.10.16 INSERT WK 21.5MTRS IN 55°31.384N, 20°57.960E [WGD]. (LITHUANIAN NAV WARN 031/16). AMEND DW 21.5MTRS IN REVISED POSN.

Position of the boiler

Surveying Details - Wreck Category: Unclassified Obstacle

- SEP 2016/000210030 7.10.16 INSERT OBSTN 26.5MTRS IN 55°31.446N, 20°58.067E [WGD]. (LITHUANIAN NAV WARN 031/16). INS OBSTN 26.5MTRS.

Boiler and wreck are about 150m apart.

Source: UK Hydrographic Office

Dive protocols

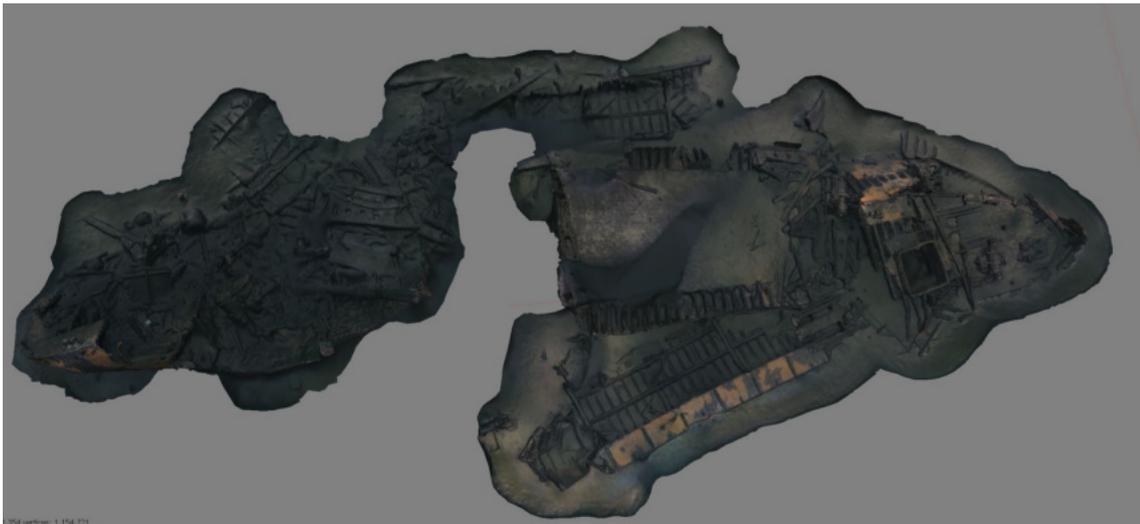
21.08.2022

Divers: Holger Buss, Dr. Andreas Küver, Annika Lötze, Gerrit Klußmann

Ship: NZ55 Kpt: Linas Duoblys

Duration of the dive: 80 minutes

First dive. Visibility was moderate and the structure of the wreck was still unclear during the dive and orientation difficult.



Incomplete photogrammetry scan of the wreck after the first dive.

24.08.2022

Divers: Holger Buss, Dr. Andreas Küver, Annika Lötze, Gerrit Klußmann

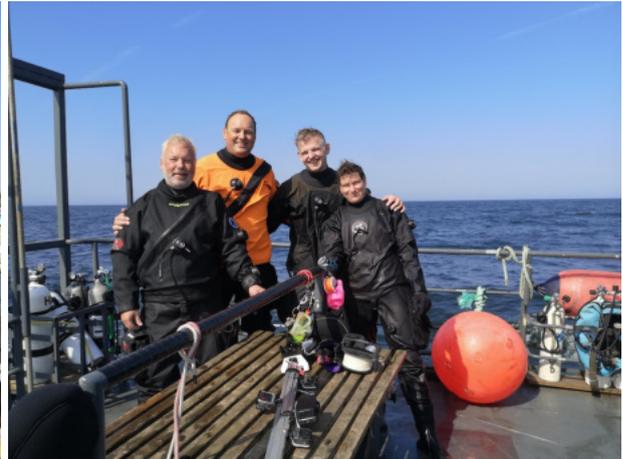
Ship: NZ55 Kpt: Linas Duoblys

Duration of the dive: 80 minutes



Full photogrammetry scan of the wreck.

Team



Annika Lötzke, Gerrit Klußmann, Holger Buss, Kpt. Linas Duoblys, Dr. Andreas Küver
Dr. Andreas Küver, Holger Buss, Gerrit Klußmann, Annika Lötzke



Dr. Andreas Küver, Holger Buss



Annika Lötzke, Gerrit Klußmann

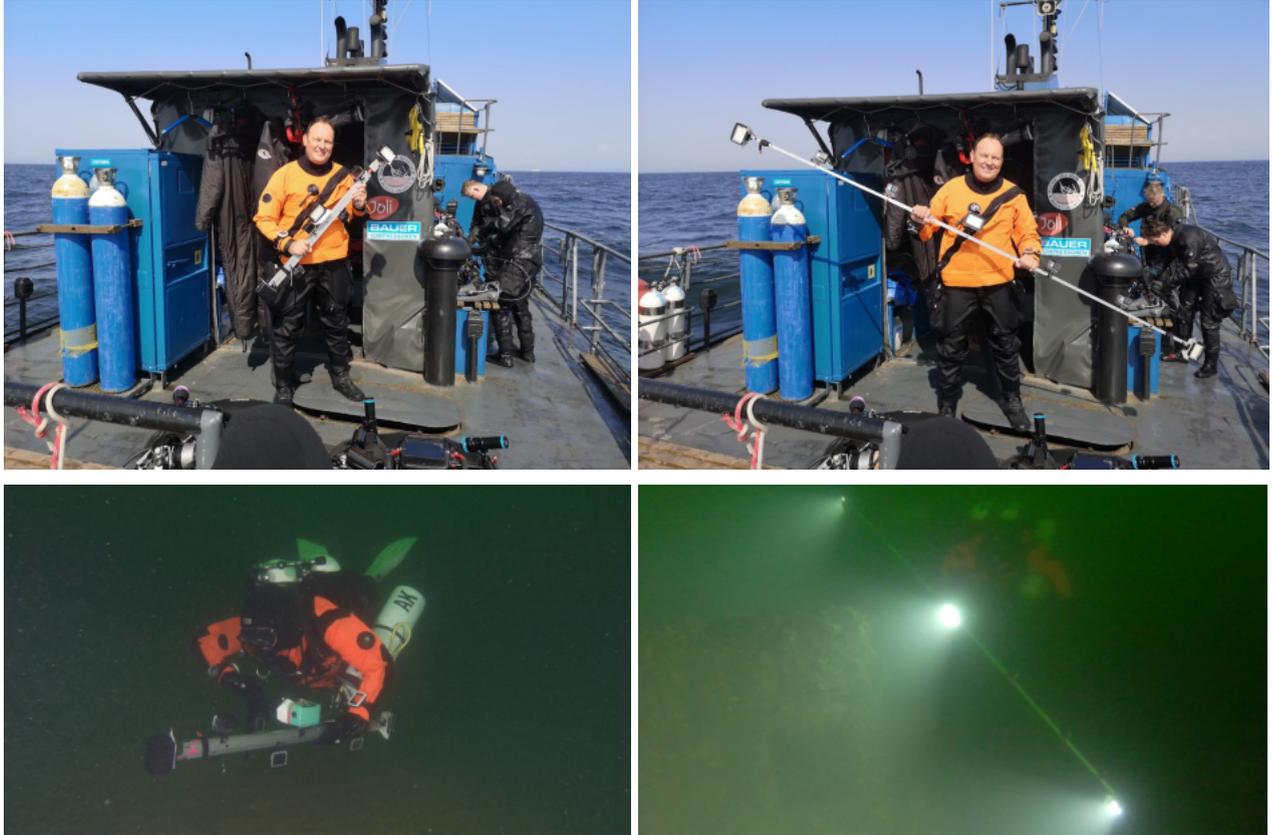


Ship NZ55

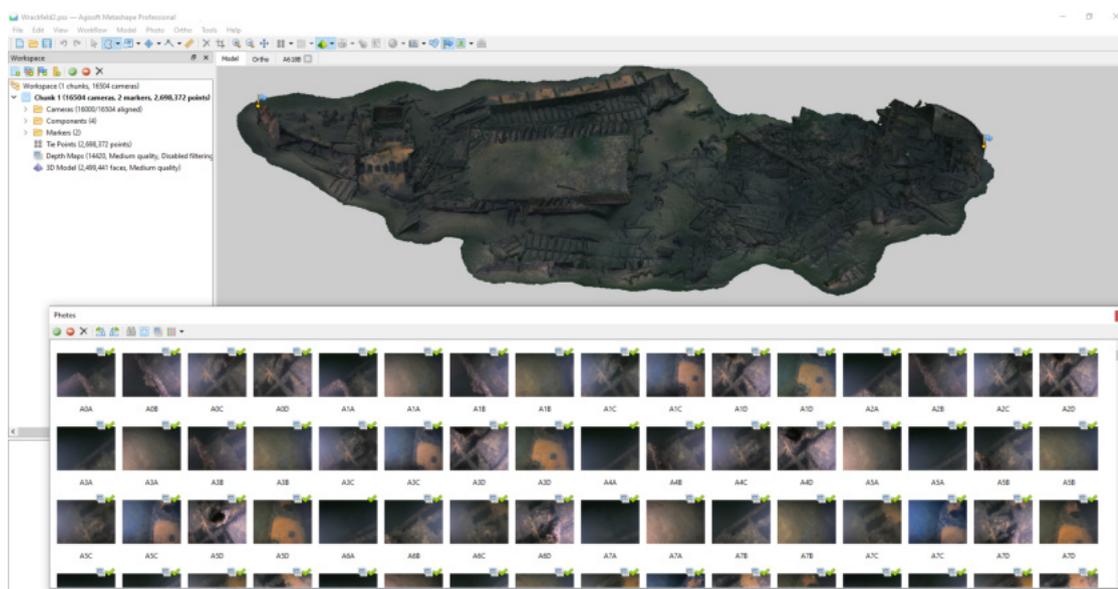


Photogrammetry

A camera system specially developed by Holger Buss for this application is used for the photogrammetry. It consists of four cameras and three lamps on a collapsible frame. More information at www.dive3d.eu



Agisoft Metashape Professional



The videos were broken down into 16,000 individual images and then assembled into a 3D model in Agisoft Metashape

Identification

The wreck was compared to ships that have sunk within 20 nautical miles of Klaipeda. The search was limited to ships with the following criteria:

- Dimensions of 48-58m
- Two cylinder steam engine
- machine at the stern

The result of the search was only the one steamer “Anna Katrin Fritzen”, ex. “Gerda Kunstmann”, ex. “Vulcan”.

Criteria

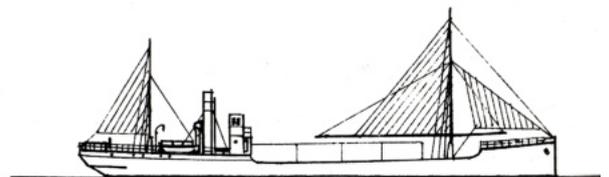
The following criteria were used for identification:

1. The wreck lies at the reported sinking position from the various sources:
 - 1.1. Position of the submarine that sank the ship
 - 1.2. Indication of the survivor “Between Memel and Nidden”
 - 1.3. Information from the war diary “Beside Schwarzort” (since 1945 ‘Juodkrantė’)
2. The structure of the wreck corresponds to that of the steamer:
 - 2.1. Cargo space position
 - 2.2. Position of the steam engine at the rear
 - 2.3. Position of the masts
 - 2.4. Length of the two parts of the wreckage: 19 + 32m = 51m
3. steam engine
 - 3.1. Special design of the steam engine
 - 3.2. Number of cylinders
4. destruction in the rear
 - 4.1. The eyewitnesses report the torpedo hit in the area
 - 4.2. The boiler is 150m away
 - 4.3. The only survivors at the time of the blast were at the bow, which was least affected by the destruction from the blast
5. detail comparison
 - 5.1. The shape of the stern corresponds to the historical photos
 - 5.2. The details of the bow (mooring lines and railing) correspond to the wreck
6. No similar ship is known to have sunk there

Bau-Nr. 315 *Vulcan*

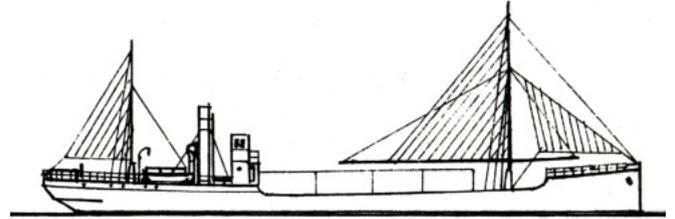
Kesseltransporter und Versuchsschiff
der A.G. VULCAN, Hamburg

Raumgehalt:	677 BRT / 320 NRT
Tragfähigkeit:	1.000 tdw
Länge ü.A.:	... m
Länge reg.:	50,62 m
Breite:	9,75 m
Antriebsart:	1 zweizyl. Gleichstrom-Dampfmaschine (System Stumpf) — 1 Schraube
Maschinenleistung:	475 PS
Geschwindigkeit:	10,0 sm/h
Besatzung:	14



Ship data “Anna Katrin Fritzen”

Nationality	German
Purpose:	transportation
Type:	Cargo - cargo ship
Propulsion:	steam
Date of construction:	11.1910
tonnage:	676 grt
Dimensions:	50.6 x 9.8 x 4.3 m
Engine:	1 x 2-Cyl Steam, single shaft, 1 screw
Horsepower:	400 PSi 39 NHP
Speed:	9 knots
yard no.:	315
Cause:	torpedo
Date sunk:	05 July 1942
Shipbuilder:	Vulcan A.G. (Stettin & Hamburg), Hamburg
Last owner.:	



- | | |
|-----|--|
| [1] | Fritzen Johs. & Sohn, Emden
SS Anna Katrin Fritzen (+1942) DAXS
Zeit 1938 ~ 1942 |
| [2] | Reederei Kunstmann - Wilhelm Kunstmann, Stettin (Szczecin)
SS Gerda Kunstmann
Zeit 1914 ~ 1938 |
| [3] | Vulcan AG Hamburg
SS Vulcan
Zeit 1910 ~ 1914 |

"Anna Katrin Fritzen", (1911, 677 brt), Germany.

Sunk 5 July 1942 at 55.28.8 N 20.58.5E torpedo submarine "Sch-320" (Wischnewski).

In the afternoon of July 5, Shch-320 in the Curonian Spit area attacked the convoy. The torpedo hit "Anna Catherine Fritzen" with 677 brt and she sank. For four hours, the German ships of the 3rd Flotilla of the TFR unsuccessfully threw depth charges at the alleged location of the Shch-320.

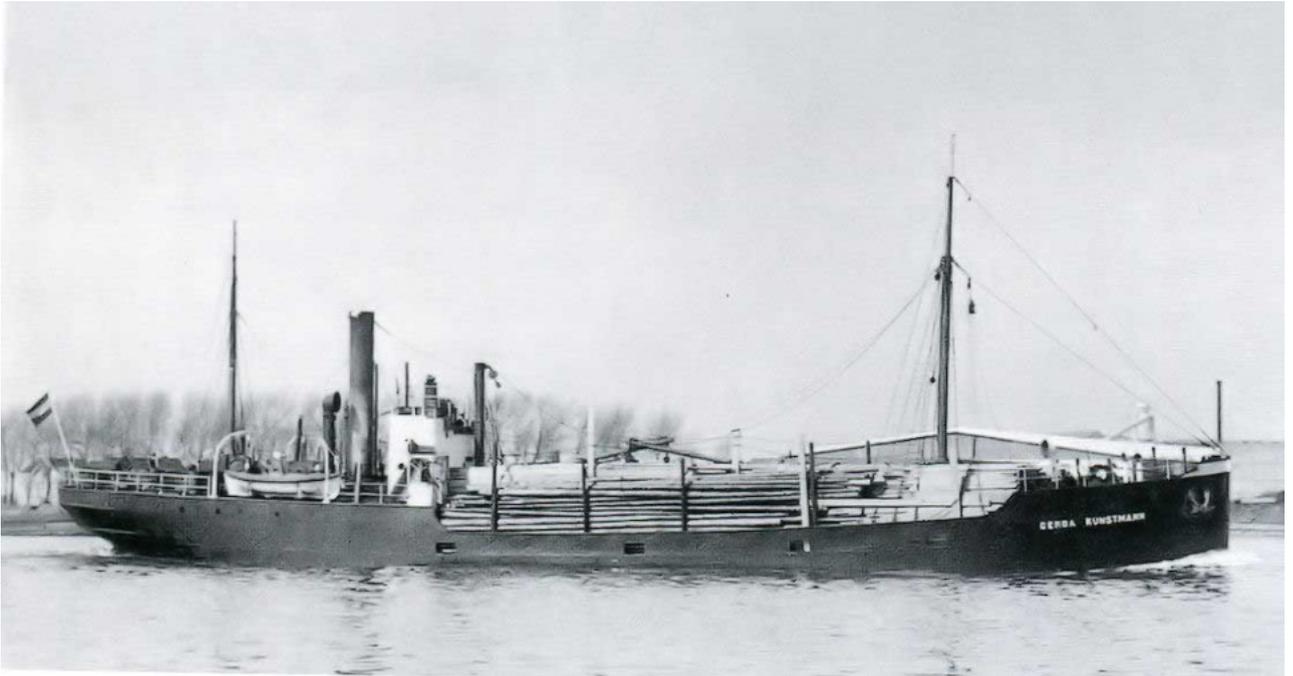
The submarine left without damage.

<http://wikimapia.org/32454980/ru/Anna-Katrin-Fritzen>

History of the ship:

Launched in November 1910. 4.1.1911 delivered by Stettiner Maschinenbau AG 'Vulcan', Stettin, as a tank transport and test ship VULCAN to the branch in Hamburg. February 15, 1914 to Wilhelm Kunstmann, Stettin, renamed GERDA KUNSTMANN. At the beginning of 1919 the shipyard converted it into a pure cargo steamer. In January 1938 renamed ANNA KATRIN FRITZEN. On January 1, 1939 transferred to Johs. Fritzen & Son before Wilhelm Kunstmann, Stettin. 1940 transferred to Johs. Fritzen & Sohn, Stettin. Sunk by a torpedo from the Soviet submarine SC 320 on July 5, 1942 west of Memel near Nidden. 10 dead, three survivors.

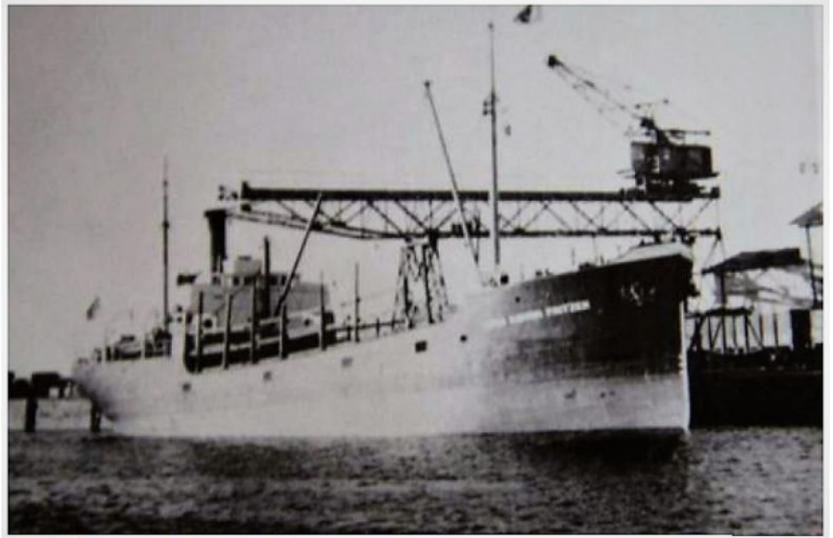
Historical photos of the ship



<https://wrecksite.eu/wreck.aspx?58214>



Photo: privately owned by Holger Buss



Source: [Coasters: An illustrated history](#)

The faith



The ship left Libau early in the morning and headed south in a convoy. They drove without a load. With a planned stopover near Gdansk, they were on their way to Sweden to fetch stones. Around 8:30 they passed Memel (Klaipeda). At 11:01 a.m. the convoy was spotted by a Soviet submarine. At 11:51 the U-boat sank the steamer with a torpedo.

The cargo

No cargo was found in the wreck. The floor of the hold is clean and only slightly sanded. This coincides with the statement "The ship sailed in ballast", i.e. without cargo

War diary

- 109 -

Datum und Uhrzeit	Angabe des Ortes, Wind, Wetter, Seegang, Beleuchtung, Sichtigkeit der Luft, Mondschein usw.	Vorkommnisse	60
<u>5.7.42</u>		Marsch von Kronstadt nach Lavansaari, 2 auf dem umkehrten Weg. -----	
2.	<u>Eigene Lage:</u>	<p>Geleitaufgaben im BSO-Bereich planmäßig. Auf dem Fährweg Nyborg - Korsöer wurde durch ein dänisches Minensuchboot 1 Mine geräumt.</p> <p>In der östlichen Ostsee ist D. "Anna Katherina Fritzen" bei Schwarzort infolge Torpedotreffer durch ein fdl. U-Boot gesunken. Bei Nidden wurde D. "Langsee" erfolglos von U-Boot angegriffen. Die Truppentransporte in der östlichen Ostsee wurden unterbrochen, U-Jagd angesetzt. Die Handelsschiffahrt weiter durchgeführt. Das versenkte Netz in Gjedser-Sperrlücke ist ausgelegt.</p> <p>Antrag von Gruppe Nord, Luftwaffe auch seitens Skl. zu empfehlen, sich auf Ladoga-See bezüglich Einsatzes des Siebelfährenverbandes der Luftwaffe taktisch finnischer Führung anzupassen. (s. FS.0009).</p> <p style="text-align: center;">-----</p>	

Source: Kriegstagebuch der Seekriegsleitung

"In the eastern Baltic Sea, D. "Anna Katrin Fritzen" sank near Schwarzort as a result of a torpedo hit by an enemy submarine. At Nidden, D. "Langsee" was unsuccessfully attacked by a submarine. The troop transports in the eastern Baltic Sea were interrupted, anti-submarine warfare started. Merchant shipping continued.

Soviet submarine SC-320

The steamer was sunk by the Soviet submarine SC-320.
It noted the following data on the sinking of the steamer:

Region :	Baltic Sea
Attack date :	05.07.1942
Attack time :	11:51
nation d. U-Bootes:	Soviet
Submarine name:	SC-320
Commander :	Vishnevskii
assumed target type :	steamer
assumed tonnage :	8000 ts
assumed result :	sunk
Number of torpedoes/mines :	2
Weapon(s) used :	Torpedo
Position attacker :	55.28n 20.58e
Observation date :	05.07.1942
Observation time :	11:01
Target nation :	German
Actual Target Type :	Steamer
Target Name:	Anna Katrin Fritzen
actual tonnage :	676 GRT
actual hits :	sunk
Target position :	55.30n 21.04e
Convoy Designation :	O South Guard Ship 4
Composition of the convoy:	ANNA KATRIN FRITZEN, OTTERBERG, KARL ALBRECHT GEISS, LANGSEA / GUARD SHIP 4
Remarks :	SC-320 reported only 1 attack. "3 men rescued from the sunken steamer, 10 men missing. The steamers traveling with the torpedoed ship set off at 2.50 p.m. after anti-submarine warfare on prescribed courses to the south." (KTB KüBfh Ostl Ostsee)

https://www.historisches-marinearchiv.de/projekte/asa/ausgabe.php?where_value=1054

Saying of the maritime authority regarding the sinking

In the legal investigative procedure regarding the sinking of the steamer "Anna Katrin Fritzen" on July 5, 1942 off the Curonian Spit, the Szczecin Maritime Authority decided at its meeting on September 25, 1942, which was attended by:

Amtsgerichtsrat Luhmann as vice chairman,
Leutnant zur See Hoffmann, Kapitän Söer, Kapitän Raddatz,
Seefahrtberlehrer Küster as assessor,
Kapitän zur See von Putkaner as Reich Commissioner,
Regierungsbauoberinspektor Theuerkauf as secretary,

passed the following verdict:

On July 5, 1952, the steamer Anna Katrin Fritzen was lost off the Curonian Spit due to enemy action, killing 10 crew members. There is no indication that the ship management is at fault.

Facts:

The steamer "Anna Katrin Fritzen", DAXS, 1916 brcbm, 908 net cbm, 675 Br.Rt., 320.4 net, length 50.6mtr, width 9.8mtr, draft 4.3mtr, 2x expansion engines, 1910 in Stettin, had a crew of 13 and was commanded by Captain Willi Jepsen.

The steamer left the port of Libau in ballast on the morning of July 5, 1942 to get stones from Sweden. As intended, however, Gdansk should be headed for first. The steamer "Anna Katrin Fritzen" was escorted by five other ships. Memel was passed at 8:30 am. At about 11 o'clock the steamer was destroyed by a torpedo hit off Nidden (Curonian Spit) at a distance of about 3-5 nautical miles. The following crew members are missing and, as can be assumed with certainty, died [..]

Only the seaman Albert Dembeck, the boilerman Fritz Hinz and the Danish seaman Jürgen Thorkild Christensen from Copenhagen were saved. Dembeck and Hinz were off watch at the time of the detonation and were lying in their bunks on the port side under the ship's forecastle. Christensen, who was a lookout on the BAck, is the only one who can make a few statements about the course of the accident. However, he could not be questioned by the Maritime Office because he is back in his home country. The maritime authority only had the information it had given to the shipping company at the time. Accordingly, the enemy submarine surfaced and fired a torpedo from a distance of approx. 1 nautical mile, which initially took a course from starboard to the forecastle, but then suddenly changed its direction towards the stern a ship's length in front of the ship's side, where then the detonation took place. As soon as he recognized the path of the torpedo, Christensen shouted "port". His calls woke Dembeck and Hinz, who were sleeping below deck, and they fell on deck shortly after the detonation that took place immediately. When they got there, the ship was already sinking rapidly. So, like Christensen, you immediately jumped overboard. They tried to swim away from the sinking ship as quickly as possible. When they turned about 20m away, the steamer had already disappeared. Christensen and Hinz then clung to ship wreckage and floated in the water for about 1 hour before being taken to safety by a boat from the steamer Otterberg. Dembeck was able to save himself on the life raft that floated up when it sank and was later rescued by a boat belonging to the Damper "Karl Eduard Geiss". The boats launched by the ships mentioned searched the scene of the accident for a long time in vain for any other survivors. There is therefore no doubt that the 10 other crew members mentioned above died in the accident.

The Reich Commissioner stated:

The ship was lost through enemy action. The ship management is not at fault. He has no additions.

Reasons:

Since the captain and all ship's officers died, the only two German surviving crew members were lying in their bunks on free watch at the time of the accident and the only other surviving Danish seaman Christensen was unreachable for the sea negotiation, the events could only be carried out to a very limited extent be clarified in the sea negotiation. However, it is certain that the ship fell victim to an enemy submarine attack, and there are no indications that the ship's command could be blamed for anything. In particular, there are no indications that the ship's command did not try everything to avoid the surprising torpedo attack or that the rescue facilities were not in a proper condition. This accident does not give the Maritime Authority any reason to provide further explanations.

Signed: Luhmann, Raddatz, Hoffmann, Söer, Küster

Crew

Died

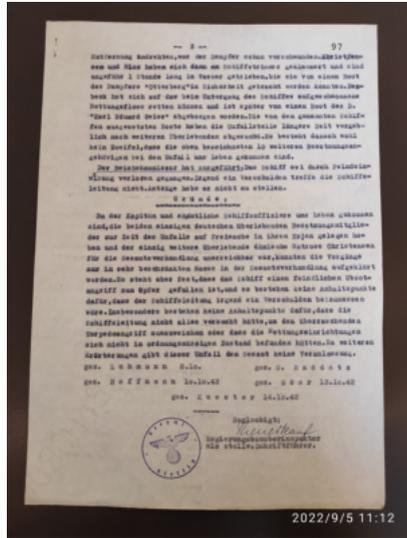
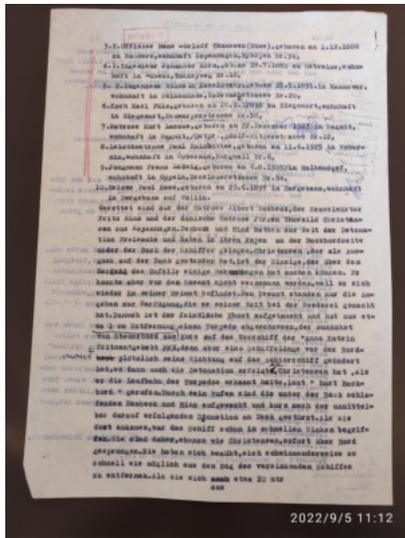
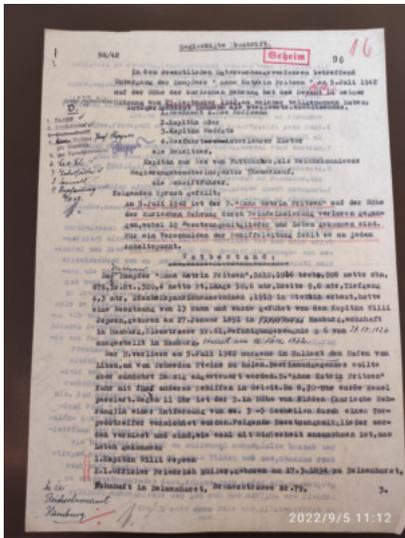
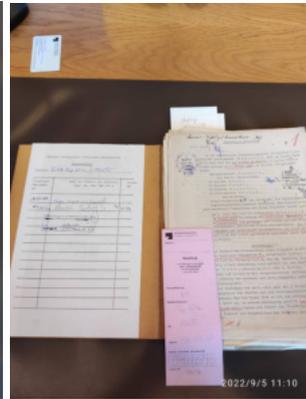
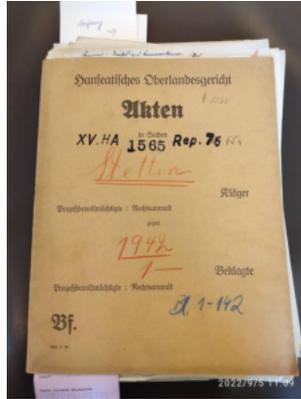
1. Kapitän Willi Jepsen Geb. 27.Januar 1891 Hamburg
Resident: Elsastrasse 61
2. Erster Offizier Friedrich Gerhard Theobald Müller Geb. 17. März 1894 in Delmenhorst
Resident: Delmenhorst, Bremerstrasse 79
3. Zweiter Offizier Hans Orloff (Däne) Geb. 1.12.1886 zu Randers
Resident: Kopenhagen, Eyhöjen Nr. 34
4. Erster Ingenieur Johannes Kron Geb. 28.7.1880 zu Ostswine
Resident: Lübeck, Torneyweg 18
5. Zweiter Ingenieur Wilhelm Kawelowsky Geb 25.5.1891 in Hannover
Resident: Swinemünde, Gadebuschstrasse 20
6. Koch Karl Püls Geb 20.9.1898 zu Ziegenort
Resident: Ziegenort Neuwarperstrasse 58
7. Matrose Kurt Laszus Geb. 22.12.1923 in Ragnit
Resident: Ragnit/Ostpr. Adolf-Hitlerstrasse 12
8. Leichtmatrose Paul Holzhütter Geb. 11.6.1925 in Wobermin
Resident: Wobermin, Burgwall 6
9. Jungmann Franz Ludwig Geb. 6.8.1925 in Halbendorf
Resident: Oppeln, Breslauerstrasse 94
10. Heizer Paul Nass Geb. 29.6.1897 in Dargebanz
Resident: Dargebanz auf Wollin

Survivors:

11. Matrose Albert Dembeck 13.6.1914 - 12.3.1994 aus Emden
12. Kesselwärter Fritz Hinz
13. Matrose Jürgen Thorkild Christensen aus Kopenhagen

Prussian Secret State Archives

Here are the files on the Maritime Authority decision



Source: [Preußischer Kulturbesitz](#) photos by Detlef Busker
Sprüche des Seeamtes Stettin: Hauptakte XV: Rep. 65 a, Nr. 1565 [Link](#)

Survivor Sailor Albert Dembeck

Born 6/13/1914 Died 3/12/1994
It was possible to contact relatives of the sailor Dembeck from Emden, who sent these photos:



Source: Michael Dembeck, Grandson

The person Anna Katrin Fritzen

The ship was named after the daughter of the owner Jacobus Fritzen. Jacobus Fritzen was stationed in the Navy in Hamburg and died in the last bombing raid on the city. The first new building of the shipping company was named after him.



Jacobus and Anna Katrin Fritzen.



Anna Katrin Wachsmuth (born Fritzen) with the model of the wreck. She lives in Switzerland.

Summary

The wreck was dived and examined in 2022 in a project week "Wrecks - Documentation and Identification" by the team of the "Baltic Sea Heritage Rescue Project". It lies at a depth of about 28m near the Curonian Spit in Lithuania. The wreck has already been dived by other groups and it was previously assumed that there were several wrecks at this point. The level of destruction combined with low visibility made it difficult to correctly relate the wreckage. Only through modeling by our team using photogrammetry could it be clarified that it was a single steamship. We were also able to determine the exact length of the ship using a tape measure. Through this information and research in archives, the wreck could clearly be identified as "Anna Katrin Fritzen" of the shipping company "Fritzen Johs. & Sohn" in Emden / Germany.

On July 5, 1942, the ship was in a convoy of five ships heading south. At 11:01 they were sighted by the Soviet submarine Shch-320, which was about 5 nm to the south. The convoy therefore drove towards the submarine. At 11:51, the submarine launched a torpedo that hit the ship in the rear and quickly caused her to sink. The three survivors were on the forecastle and were able to save themselves. 10 sailors lost their lives. The submarine then tried unsuccessfully to sink the steamer "Langsee" from the same convoy. For four hours, the German ships of the TFR's 3rd Flotilla unsuccessfully threw depth charges at the alleged location of the U-boat, which escaped without damage.

Conclusion

In this prospecting report, the wreck can clearly be identified as the steamer "Anna Katrin Fritzen" ex. "Gerda Kunstmann" can be identified. All the details of the wreck, its position and the description of the survivors' eyewitnesses are conclusive. It turns out that a good survey by divers together with photogrammetry leads to good results in the identification of shipwrecks. In this case, the 3D model of photogrammetry has served very well. Extensive research and searching in archives are worthwhile because a lot from the last 100 years is still available. Unfortunately, very few documents have been digitized, meaning that files in the archives still have to be viewed 'by hand'. We also managed to contact the descendants of a survivor in Emden and to get photos.

Appendix

The Baltic Sea Heritage Rescue Project

The Baltic Sea Heritage Rescue Project is an organization in which people from many countries volunteer to protect the Baltic Sea above and below the water. They find and remove lost ghost nets, search for, identify and document wrecks to protect them and keep their stories alive. It is financed by donations and public funds. As a registered and recognized non-profit organization, donation receipts may be issued. The Baltic Sea Heritage Rescue Project works closely with the University in Klaipėda and the responsible ministries and archaeologists as well as the museum.



Due to the depth of the wrecks, only so-called technical divers are used, who dive with helium mixtures at depth and increased oxygen content in the decompression phase.

The Baltic Sea Heritage Rescue Project is a non-profit organization founded in July 2018 in Klaipėda, Lithuania by Rolandas Schön, Sabine Kerkau and Linas Duoblys.

Various project weeks take place. z.b: “Recovering nets” and “Wreck documentation and identification”.

<https://www.bshrp.org>

In addition, the following aspects are examined:

- Is the wreck looted or damaged by third parties?
- How has the wreck changed over the years?
- How can the wreck be protected in terms of robbery and damage
- Are there new ghost nets?

The non-profit German association



Baltic Sea Nature & Heritage Protection Association e.V.

Lissabonallee 9

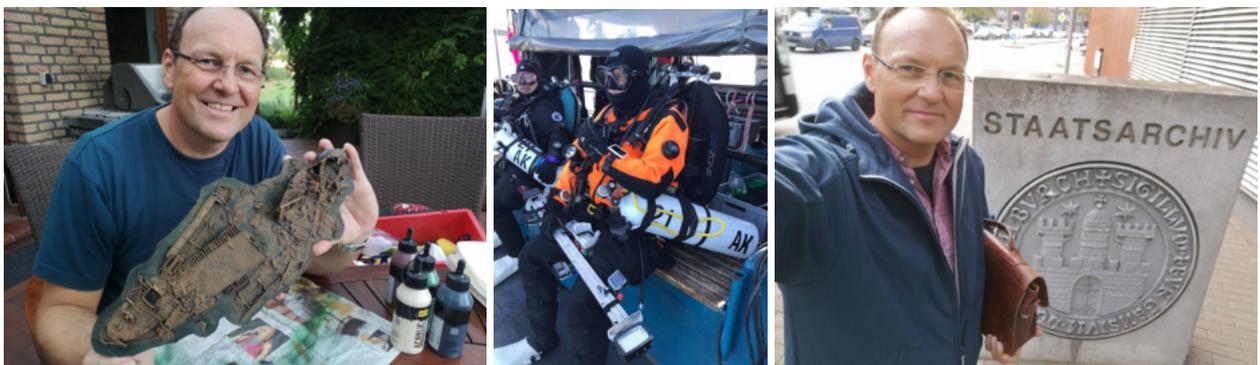
14163 Berlin Deutschland

Lloyds London

ANN LLOYD'S REGISTER, NAVIRES A VAPEUR ET A MOTEURS. 1938-3													
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Numero d'Ordre	Nom du Navire. Matricule, Ornement, etc	Tonnage (Gross)	Détails de la Classification.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c			Port d'Armement.	Machines.	Cotes par Quille. Franchises au milieu du navire. Tonnage d'eau de mer.	
Numero d'Immatriculation	Ex-nom, s'il y a lieu.	Cote.	2 nd Navire.	Par qui.	Longueur.		Largeur.	Croix.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières.			
Visites Périodiques. Nombres des Ponts.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.	Surveillance spéciale. Date de la dernière Visite.
69731	Anna Katrin Fritzen (exGerda Kunstmann-58, exVulcan)	676					1910	Akt.Ges. "Vulcan" Stettin	Johs Fritzen & Sohn, vorm W. Kunstmann	166'1" 32'0" 14'1"	Stettin German	2Cy. 22½" - 25½"	39NHP A.G. "Vulcan", Stettin

Quelle: Lloyds London 1939

Author



Holger Buß ist Diplomingenieur der Elektrotechnik und entwickelt Steuerungssysteme für unbemannte Fluggeräte. Er taucht seit 1999, ist mit TEC1 (GUE) brevetiert und ist zudem ehrenamtlicher Rettungstaucher bei der DLRG. Zusammen mit den Gezeitentauchern und dem Team "Baltic Sea Heritage Rescue Project" untersucht er Schiffswracks vor den Ostfriesischen Inseln und in der Ostsee. Seit 2020 digitalisiert er Schiffswracks mittels Photogrammetrie, die auf seiner Webseite präsentiert werden.

Dipl. Ing. Holger Buss
 Moormerlandstrasse 39
 D-26802 Moormerland
holger.buss@googlemail.com
www.Dive3D.eu

Collection of wrecks in Lithuania:
<https://dive3d.eu/models/baltic-sea/lithuania/>

Translations and location of this report

German & English:
<https://dive3d.eu/docs/berichte/>

-