

CAPE MAY NEW JERSEY 2018
RESEARCH VESSEL EXPLORER
CAPE MAY, NEW JERSEY

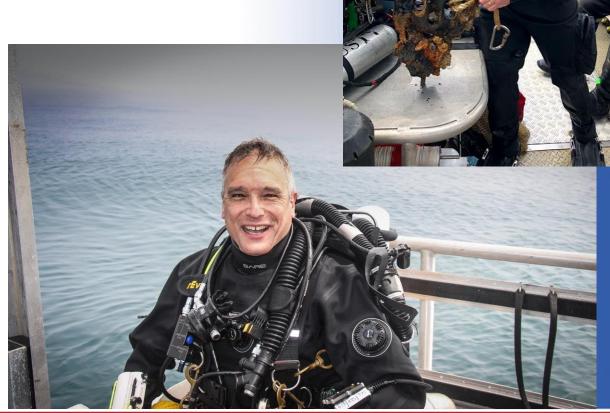
In Memory of Bart Malone 1946 – 2017- RV Explorer Senior Team Member



Discovery Team July 4, 2018
Rusty Cassway
Brian Sullivan
Mike Dudas
Tom Packer









Team 2 August 2018
Tim Terrey
Steve Lagreca
John Copeland







Who Are We?

Regular Working Family People Who Love Shipwrecks & The Sea



- Telephone Workers
- Sheet Metal Workers
- Truck Builders
- Salesmen
- Auto Mechanics
- Writers
- Electricians
- Home Builders
- Electrical Contractors



Privately funded to fuel our passion



Takes Lots of Equipment and Dive Gear









Thousands of Wrecks off the USA East Coast

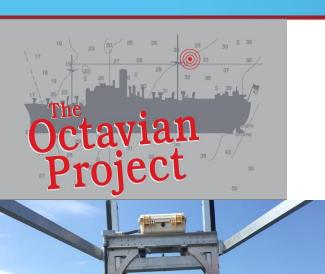






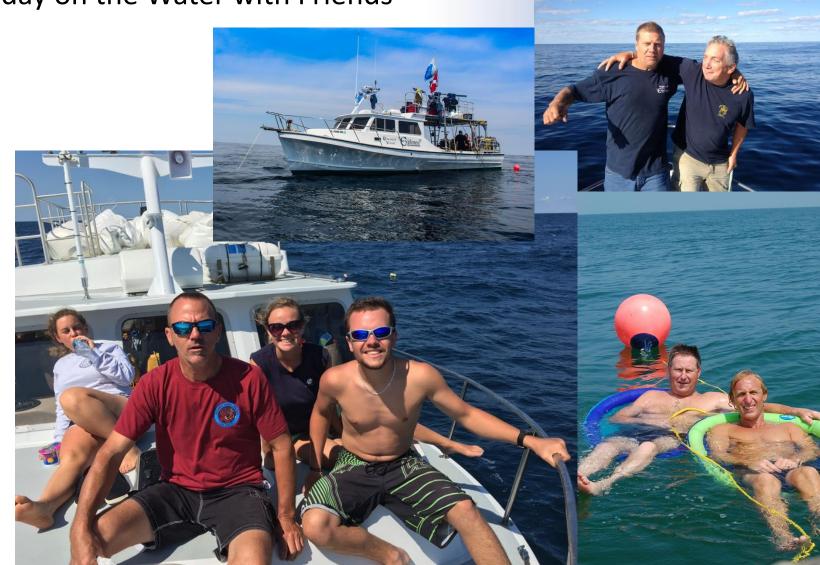


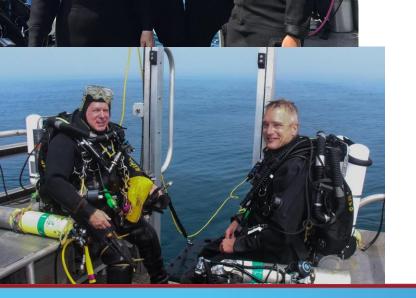
















"Feasting on the Bounty of the Sea"











"Preserving Maritime History"













"Spectacular Marine Creature Interaction"











Research Vessel Explorer-Cape May, New Jersey

- -42' (12.8M)
- -20 Knot Speed
- -Diver Lift
- -Compressor
- -Side Scan Sonar







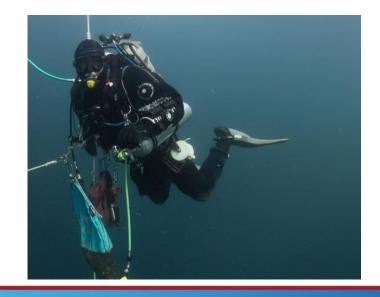






We Dream of Finding Undiscovered Shipwrecks

- -The ocean is a desert except for wrecks and obstructions
- -Obstructions attract marine life, recreational fishermen and wreck divers
- -Commercial fishermen try to avoid wrecks







Scallop Fishermen AVOID Shipwrecks

Shipwrecks destroy fishing gear Scallop Fishing is a \$430m+ industry

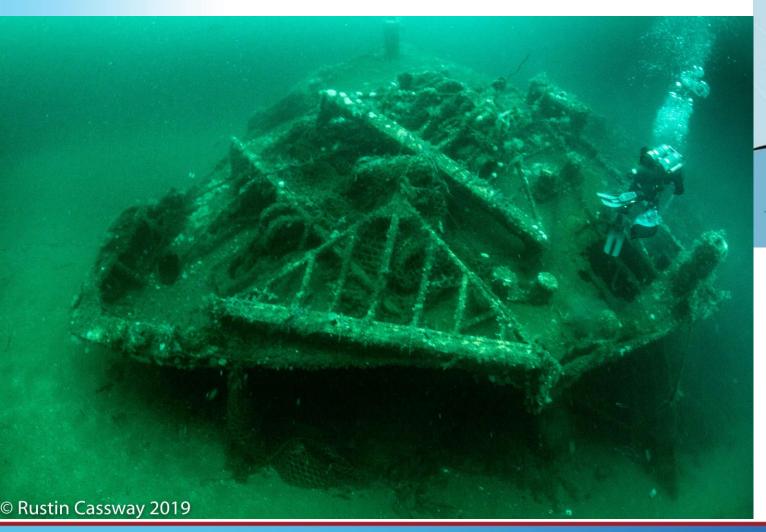








-Scallop Dredges can hit wrecks and become lost

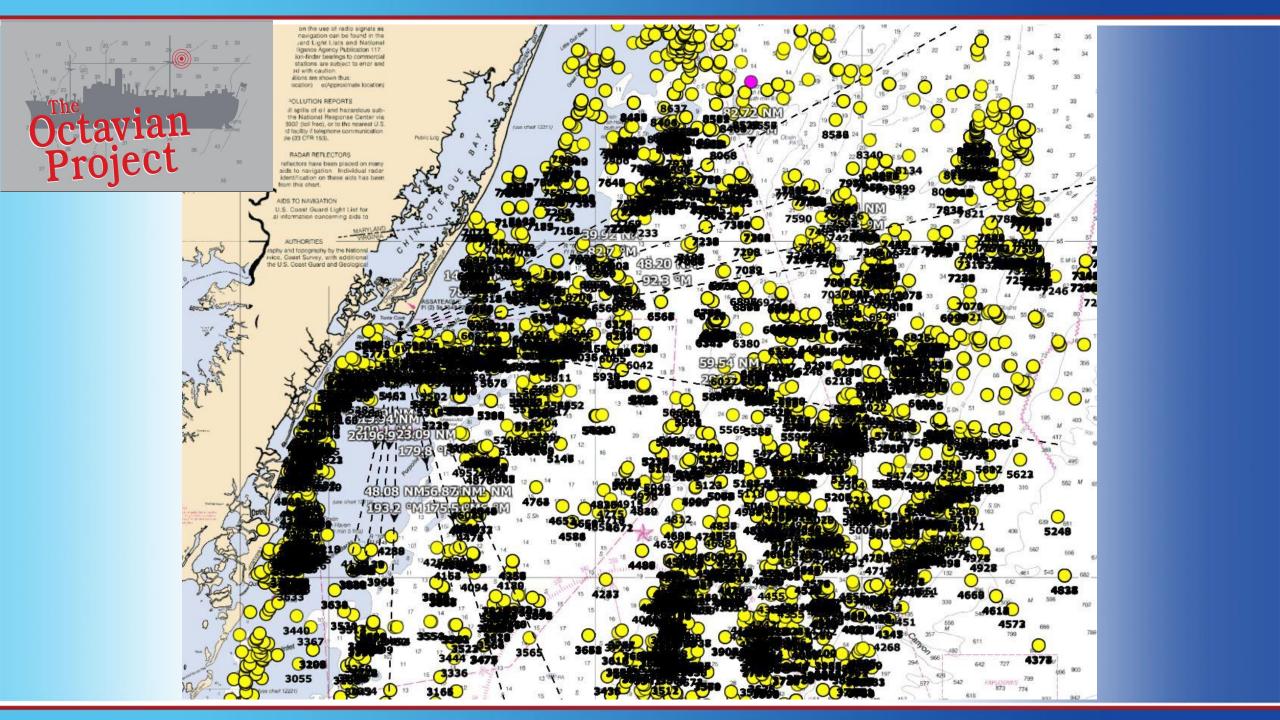






-We collected 29,000 obstructions from commercial fishermen -Converted to Latitude / Longitude (GPS)

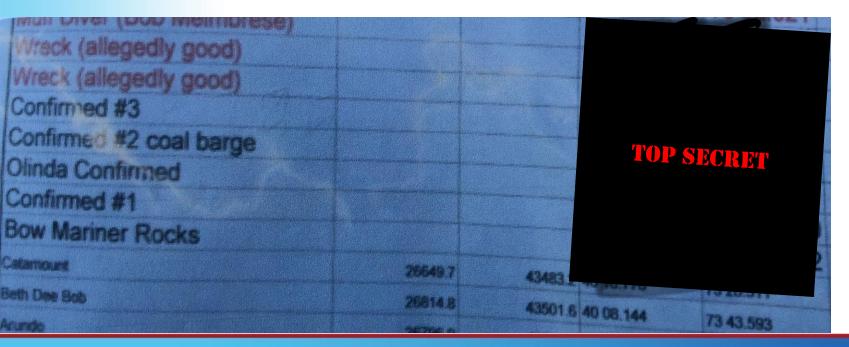
		26xxx	42xxx	38XXX	74XXX
		26772.7	42417.8	38.24.041	74.05.548
		26765.46	42227.14	38.06.219	74.08.540
		27019.3	42037.9	37 54 .735	75 01 .418
		26785.2	42083	37 53 .355	74 15 .379
		26902.9	42051.8	37 53 .241	74 38 .495
59 26457.8 43069.4 X 887.8	14424 43732	NISSION CATA FED TAX CATALA +/- STATUS/RE 26942.8	42037.7	37 52 .958	74 46 .538
60 26476.6 43070.0 V 9150 61 26368.5 43070.1 Y 907.7	880 43036.7 Losan 881 43036.7 29968	15-1 184 TOOK 38 CHINGTI NOSE'S3. 22	42005.4	37 52 .065	75 03 .432
62 26521.0 43074.6 C 919.6 63 26472.1 43077.5 X 897.0	882 43037.5 26961 883 43037.7 26836 884 43037.9 26836 43037.9 24836	15-1 18B F5 38 CH14072 N 38 53 26994	41925.3	37 44 .442	74 59 .937
64 26336.3 43078.7 0 905.S 65 26438.0 43079.0	885 43038.0 26944 886 43039.1 26944 887 43039.6 26953	15-1 15 Tasa 38 CHILLIPS 11 35° 53 26987	41974.9	37 48 .516	74 57 .055
6 26382.0 43079.0 C 908.0	889 43043.0 26861 1 25496 536 There Lemonder 890 43043.6 26962 1. 7. 25496 536	ω 74. 14 30000	41980.8	37 47 .065	74 41 .576
26521.0 43079.6	893 43044.3 26949 893 43044.6 26913 25508 530 Hombers Me	29909 15-1 394 12 37 12 N 38" 53 W 74' 14 27053	41922.8	37 45 .768	75 11 .829
26547.3 43080.8 ; 909.0 26465.0 43081.0 ; Y 853.2	896 43048.3 26969 897 43048.8 26939 125622	15-1 37 18 37 CHINAST N38° 54 27049 1	41805.7	37 35 .746	75 14 .762
26475.6 43081.2 3 0 847.9	899 43053.2 26955 900 43053.4 26888 901 43054.4 26888	(5:60 50 Tass 22 27038	41766.4	37 32 .078	75 13 .769
6451.0 43084.4 3 Y 854.3	903 43055.0 26952 43708 FISE OFF THESE	27094	41746.8	37 32 .047	75 26 .025
305.0 43085.0 31 × 854.3 428.4 43085.4 30 × 861.9	906 43061.2 26930 907 43067.0 26941	15-6 6 E1 37 CHINDYZ NIB" 5 27096	41744.1	37 31 .879	75 26 .504
128.4 43085.4 34 A 0.61.7 62.4 43085.8 35 A ROTAS	909 43071.3 26934. I 25761 780 MAY RECOGNITE	07000	41766.4	37 29 .064	75 17 .146
6.4 43088.1 39 Q GGM/3 1.0 43089.0 39 Q GGA, 3	912 43076.9 26934. 913 43077.0 26949. 25651 43746	1000	41754.1	37 26 .016	74 41 .063
.2 43092.3 39 NO BUT	916 43079.4 26717.	15-6 91 1733 57 CAMPAR W38°5 26873.8	41729.9	37 23 .789	74 41 .192
8 43093,9 39 \ 8/9/6	918 43081.4 26923. * 35655.3 43749.9	000004 0	42449.3	38.29.13	74.32.60
43094.0 39 Y ALBORD 43095.5 39 Y HAMPI	920 43082.9 26953. 921 43083.5 26864. 922 43086.8 26929. 95681.4 45723.3	15-6 98 193 31 CALTER N38° 26931.3	42443.3	30.29.13	74.52.00
43097.7 39 / 9/124/	924 43088.0 26942. [HH75]	15-6 or 120			
43098.2 39; (FVYY)	925 43088.0 26926. 926 43088.0 26924. 927 43088.3 26928.	N38°53.8664 4032			





July 1, 2018 a list of "Secret Fishing Spots" was given to our team by a local fisherman.





Captain Bob Cope Full Ahead Sport Fishing Cape May, NJ

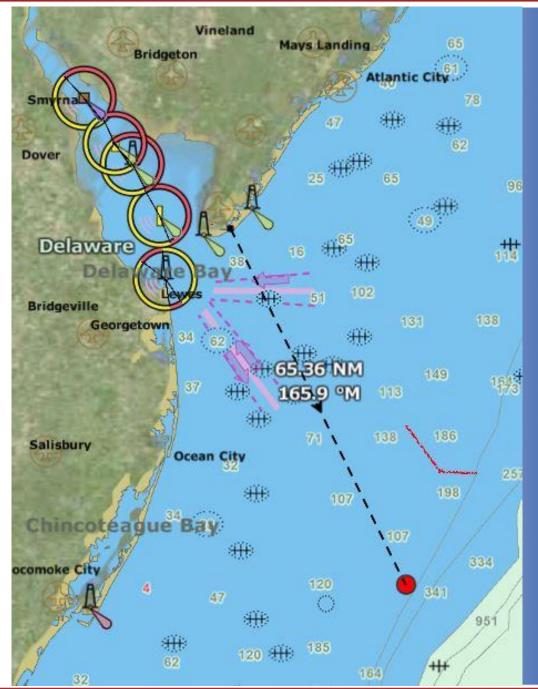
"Secret Fishing Spots " were compared to our database





July 4, 2018 Heading South East 65 Nautical Miles

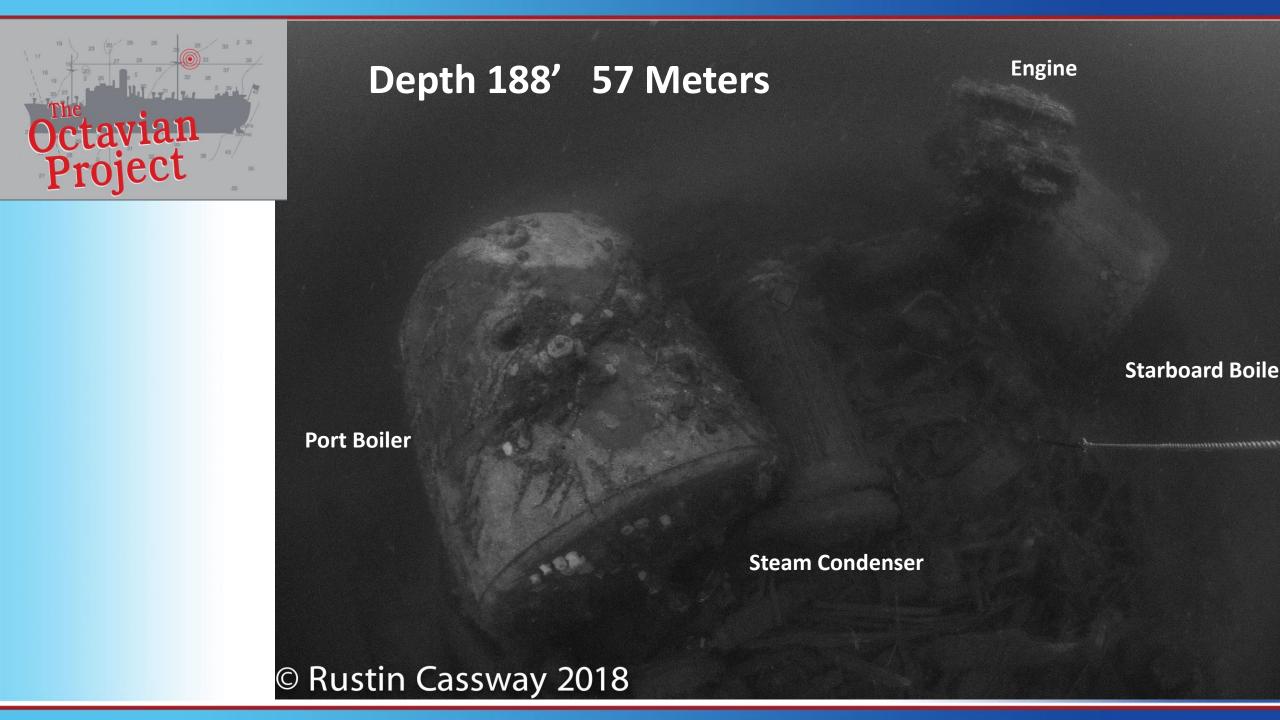






Diving into the Unknown





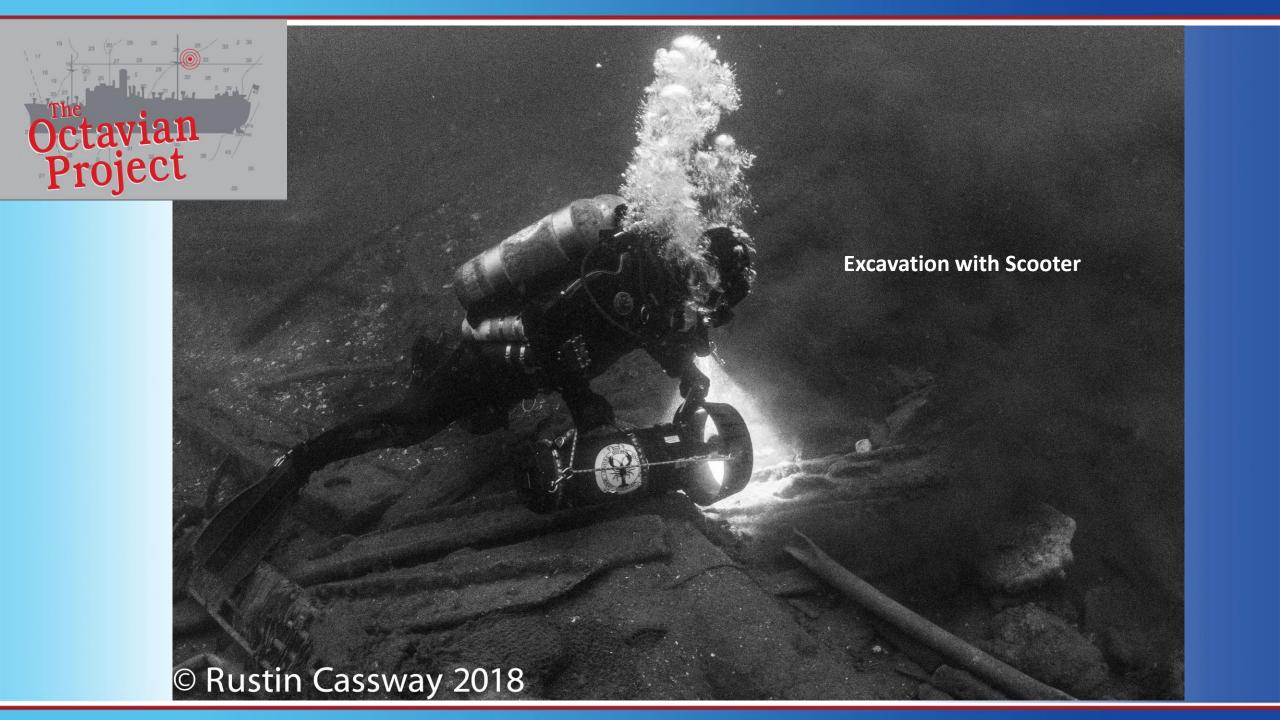


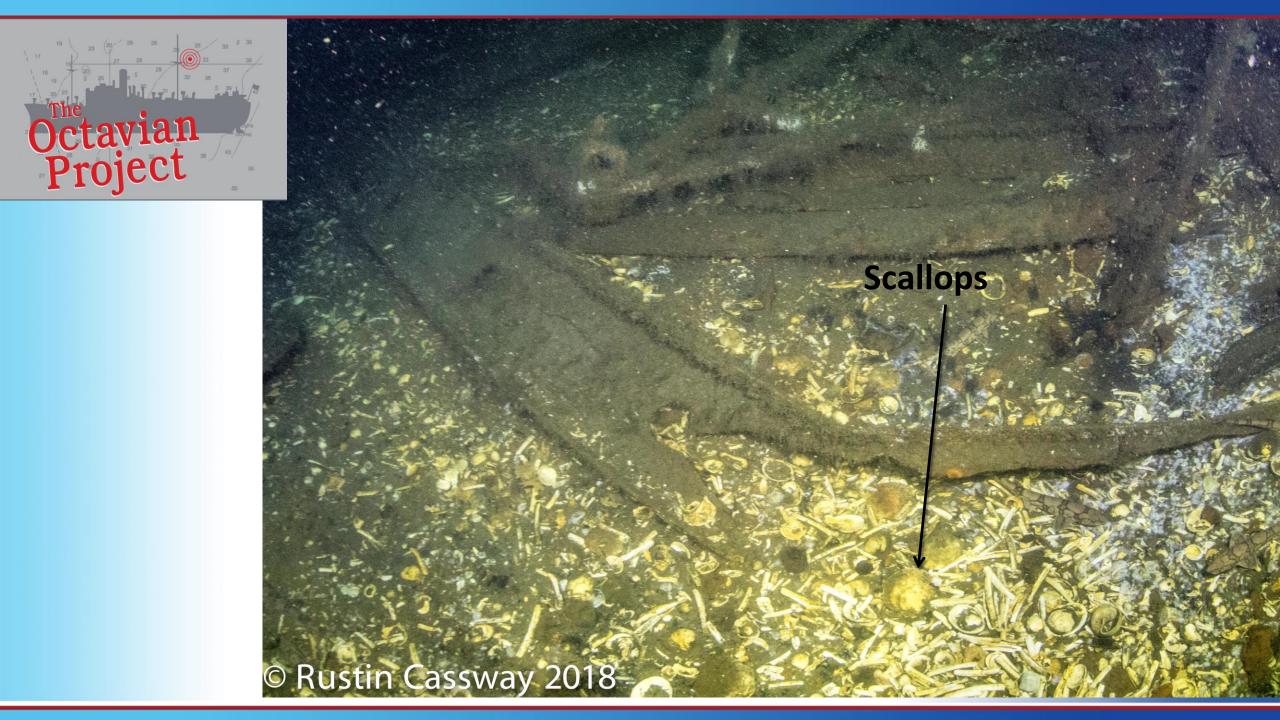














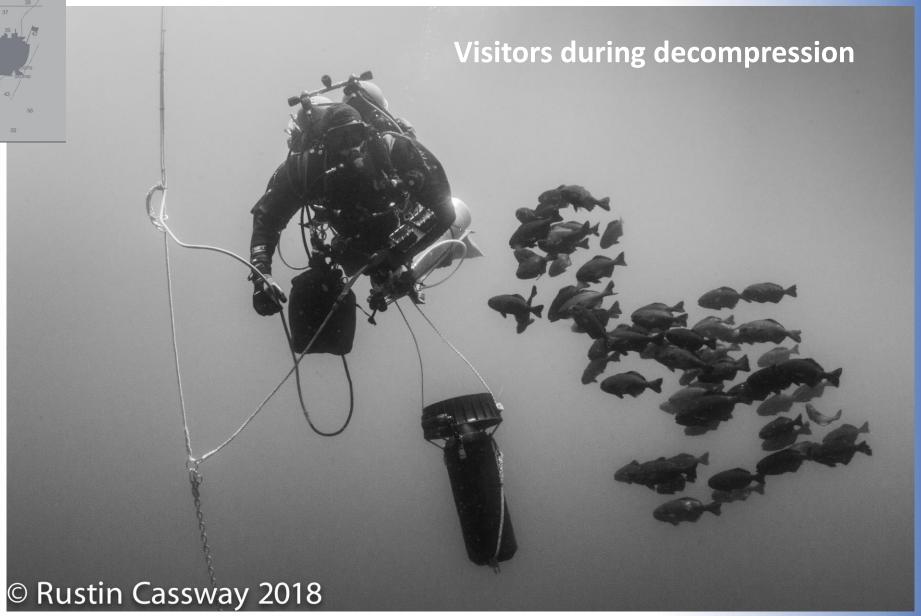






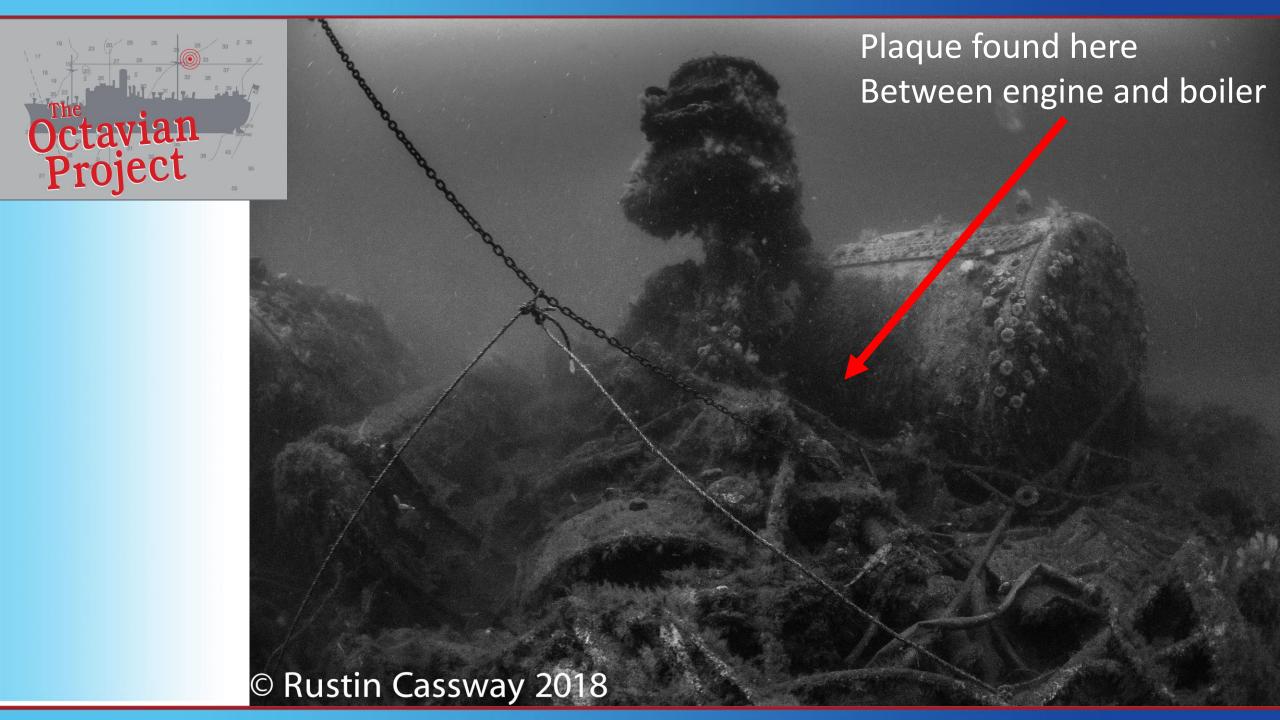


















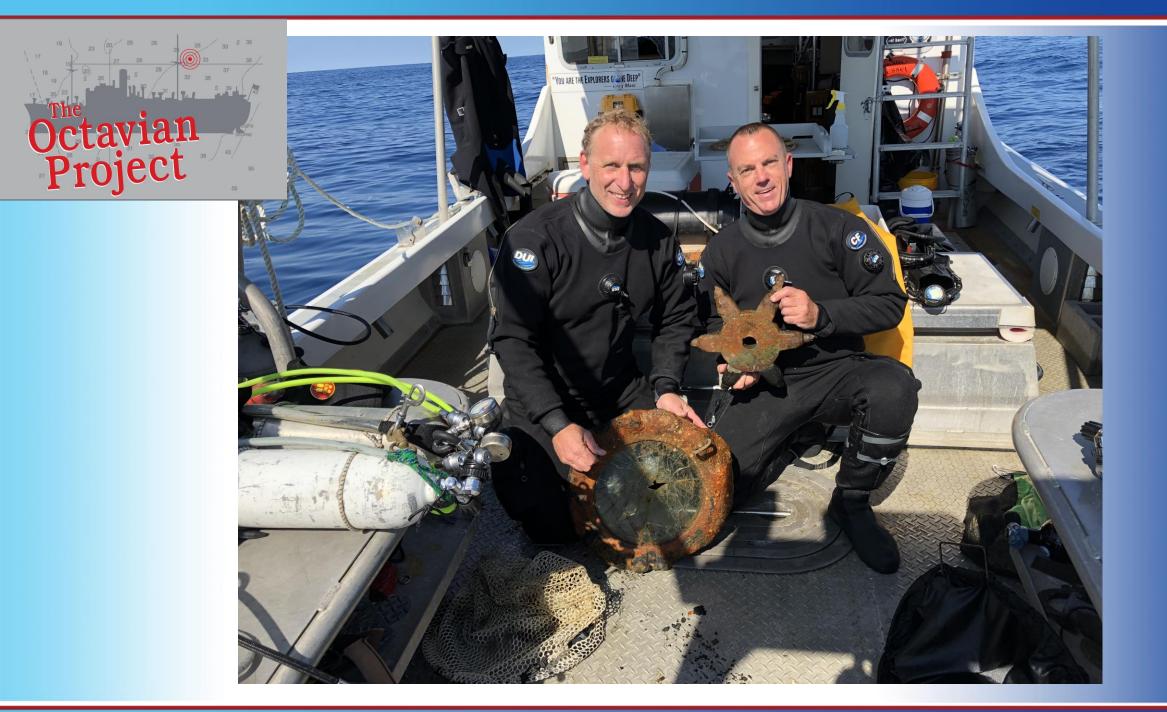








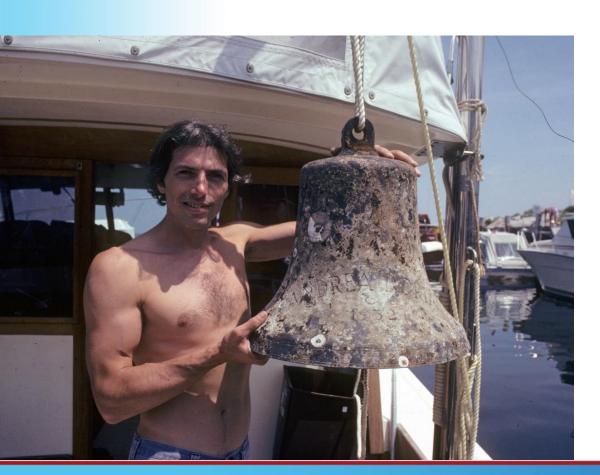


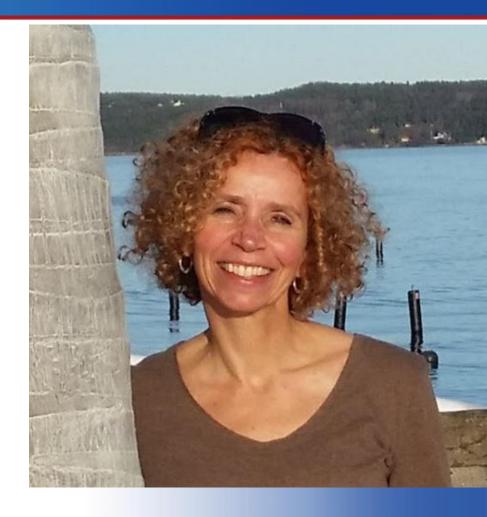




Land Based Team

Gary Gentile Hildrun Friederike Sommer





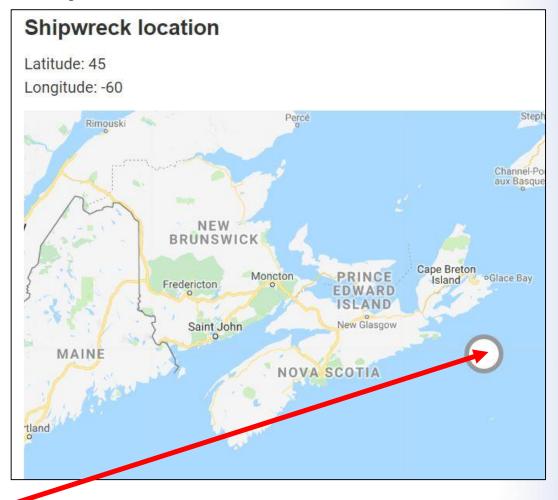


Six Ships Built in 1938 by Nylands Verksted

Number	Ship Name	Tonnage	Build date	FATE	Our Ship?
335	RAVNEFJELL	1.339 brt	1/24/1938	sent to Africa in 1966 and renamed Altair	X
336	TABORFJELL	1.339 brt	3/22/1938	Sunk U-576 w/ 3 survivors 4/30/1942	X
337	ALHAMA	1,350 grt	5/10/1938	Sunk U-564 w/ 33 survivors 10/24/1941	X
338	OCTAVIAN	1.345 brt	7/1/1938	Sunk U-203 w/ NO survivors 1/17/1942 St. John Newfoundland	???
339	NYCO	1.345 brt	8/30/1938	Sold in 1971	X
340	HEINRICH WIEGAND	1.432 brt	10/26/1938	Scrapped in 1968	X



Reported location of Octavian



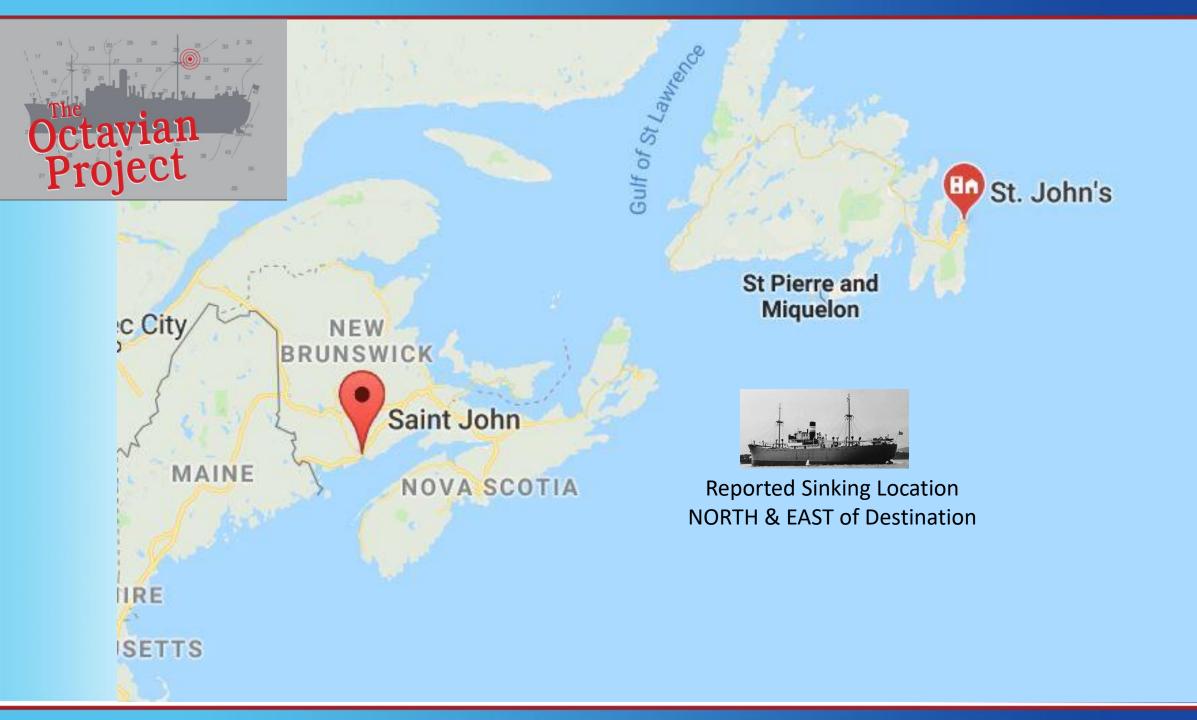


World War II: The cargo ship was torpedoed and sunk in the Atlantic Ocean (about 45°N 60°W) by *U-203* (Kriegsmarine) with the loss of all 17 crew.^{[60][72]}



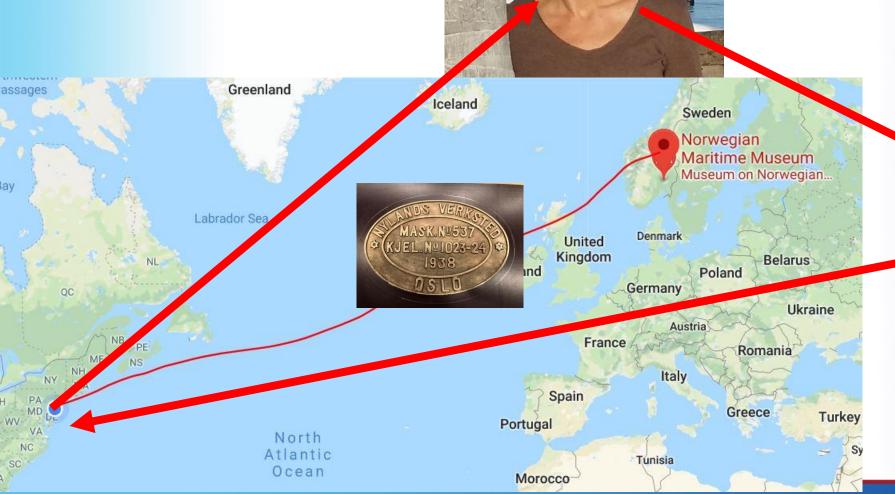
1941 / 1942 Octavian Voyage Log

24/9 Mobile	26/9	Galveston	For Galveston
27/9 Galveston	10/1	O Port Alfred	For Port Alfred
11/10 Port Alfred	12/10		For Montreal
16/10 Montreal	20/10	St. Johns NF	mFor St. Johns NF
26/19 St. Johns NF	28/10	Botwood	For Botwood
4/11 Botwood	18/11	Beaumont	For Beaumont
20/11 Port Arthur	20/11	Galveston	For Galveston
21/11 Galveston	2/12	St. John NB	For St. John NB
4/12 St. "ohn NB	9/12	Botwood	For Botwood
22/12 Botwood	1942	Pensacola	For Pensacola
5/1 Pensacola	6/1	New Urleans	
6/1 New Trleans			For Galveston
9/1 Galveston			For St. John NB
	OVERDUE	presumed lost between	16/1 - 19/1/42
Sales of the sales			











Jorgen Johannessen
Maritime Museum Oslo



Octavian Confirmation of Identification

From: Jørgen Johannessen < Jorgen. Johannessen @marmuseum.no>

Sent: Friday, July 06, 2018 8:19 AM

To: Rustin Cassway <rcassway@demount.com>

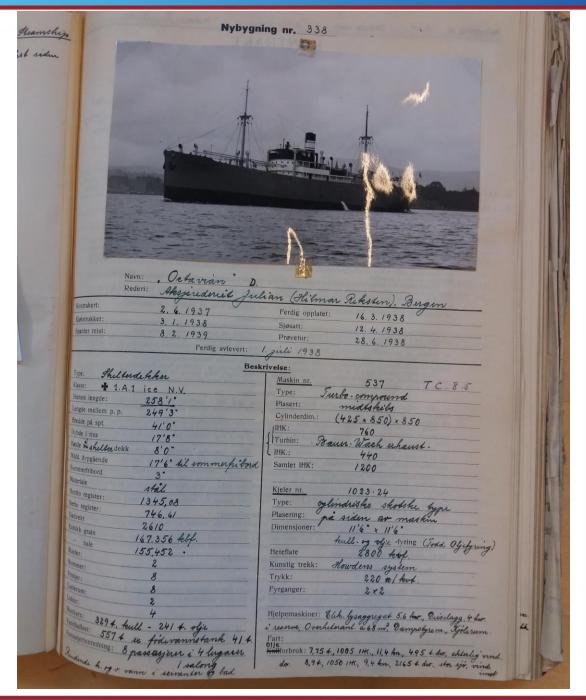
Subject: SV: Octavian?

Ole's investigation concludes that your find must bee the Octavian. However, he would also like to check out ship engineering drawings when i comes to the boilers and enginne. That task is tedious and both Ole and our librarian are not in the house before august.

Conclusion so far from the Norwegian Maritime Museum; you can safely conclude that you have found the Octavian!

Jørgen





Octavian's Original Contract



A Perfect Match



1. girli 1938 krivelse: Maskin nr. TC-8.5 Type: midshibs Plasert: (425 x 850) x 850 Cylinderdin ... (IHK: Frauer. Wach whaust. urbin: IHK .: Samlet IHK: 1200 Kjeler nr. Plasering:



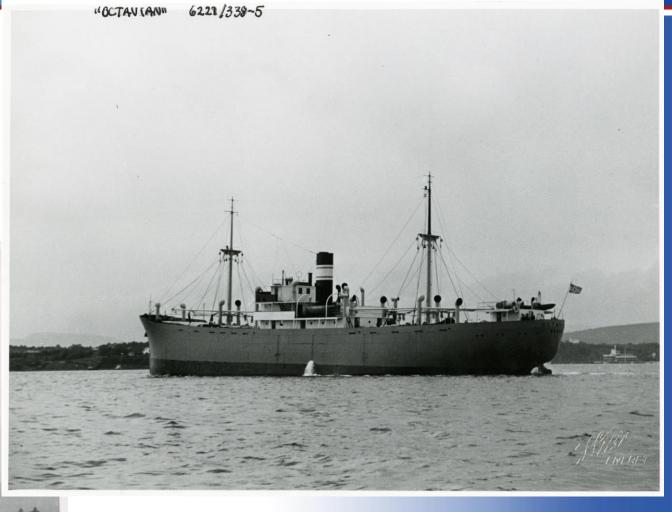
Octavian in Her Home Port of Bergen





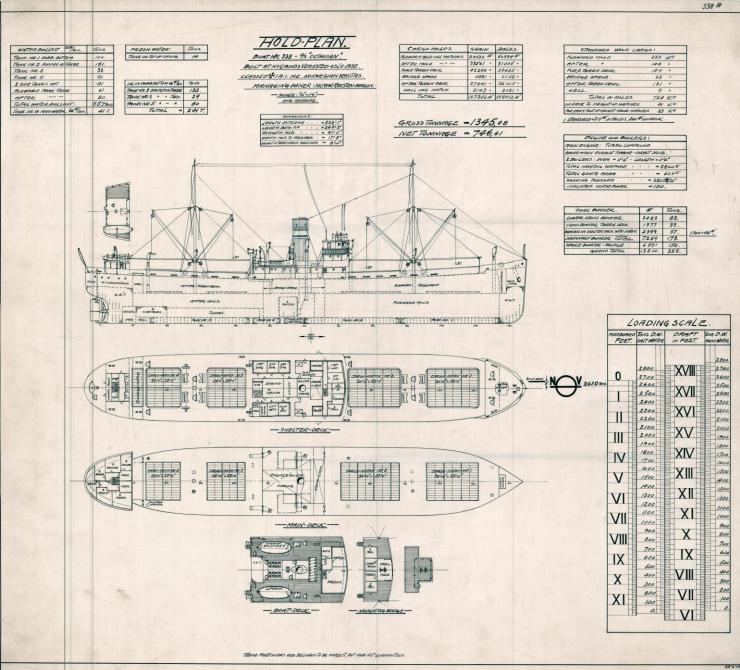
258' (78.6 M) Long 41' (12.4M) Wide 1,345 Tons

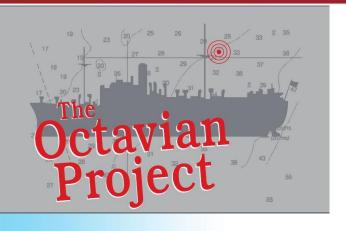


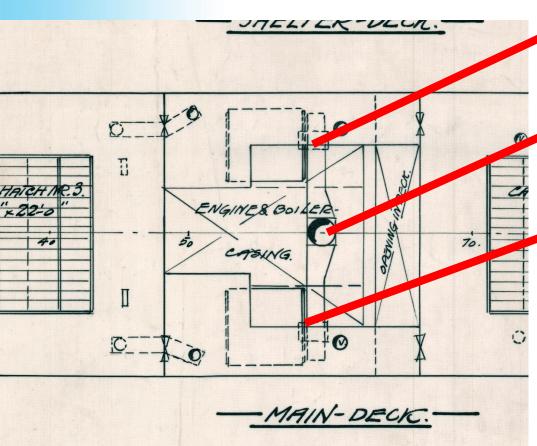


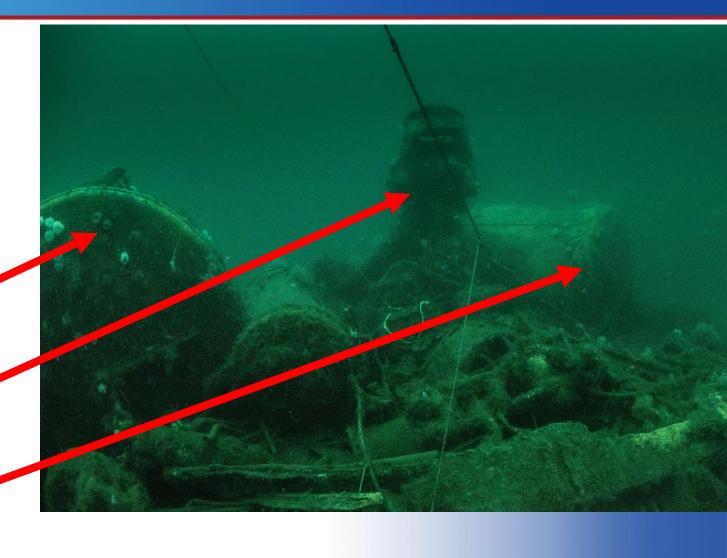


Original Deck Plans









Unique Boiler Engine Configuration

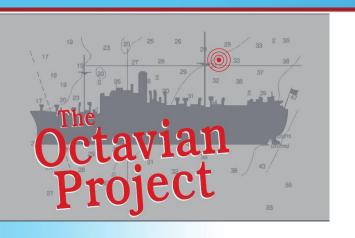


17 Brave Sailors who were never seen again serving the Allied War Effort

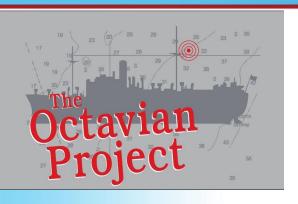
Aboard Octavian when hit on 17 Jan 1942

You can click on any of the names for possible additional information

	Name	Age	Rank	Served on
#	Berntsen, Peder Bernhard, Merchant Navy	34	Fireman	Octavian +
	Bertinsen, Hermann Elias, Merchant Navy	41	Chief Officer/Radio Operator	Octavian +
#	Bruvik, Olav, Merchant Navy	46	Fireman	Octavian +
#	Dahl, Jens Ludolf, Merchant Navy	35	Master	Octavian +
#	Dale, Edvard, Merchant Navy	30	Able Seaman	Octavian +
+	Eftang, Lars Olsen, Merchant Navy	36	Able Seaman	Octavian +
	Egholm, Johan Rosback, Merchant Navy	38	Second Engineer Officer	Octavian +
#	Fosse, Sigurd A., Merchant Navy	44	Chief Engineer Officer	Octavian +
#	Mjelde, Håkon, Merchant Navy	29	Third Engineer Officer	Octavian +
+	Monsen, Søren Johan, Merchant Navy	43	Fireman	Octavian +
#	Nilsen, Olav Michael, Merchant Navy	34	Second Officer	Octavian +
+	Olsen, Ole Peder, Merchant Navy	48	Steward	Sarita, Octavian +
	Pedersen, Alf Aune, Merchant Navy	23	Ordinary Seaman	Octavian +
×.	Pott, Albert Leonard, Merchant Navy	28	Ordinary Seaman	Octavian +
+	Skarshaug, Konrad, Merchant Navy	23	Cook	Octavian +
#	Thomsen, Robert Nobel, Merchant Navy	27	Donkeyman	Octavian +
#	Østby, Erling Mareno, Merchant Navy	24	Ordinary Seaman	Octavian +



Who Sank Octavian?



German occupation of Norway begins April 9, 1940

Serving as a base to stop allied shipping

Secure iron ore shipments from Sweden

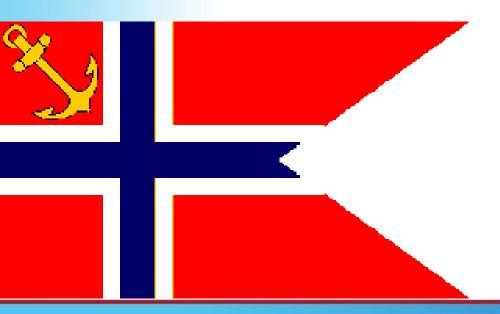


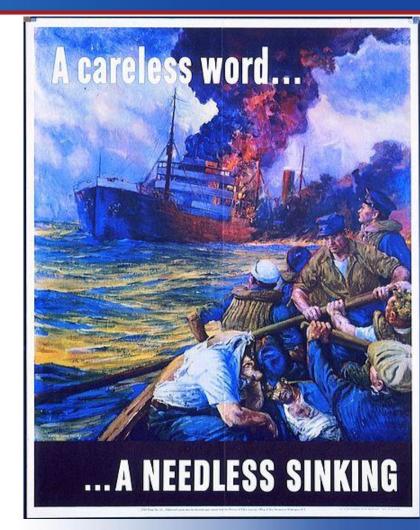


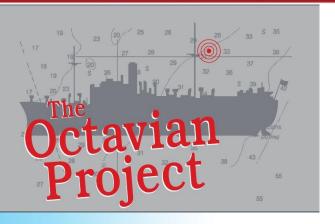


The Norwegian Shipping and Trade Mission (Nortraship) was established in London in April 1940

- Operated 1000 ships from London & New York
- -Largest shipping company in the World
- -Norwegian ships supplying war materials to Britain including fuel was cited as the FIRST great defeat to Germany and a turning point of the British War effort







December 7, 1941 War with Japan



DAILY PAPER EDITED FOR THE HOME

Mason City Globe-Gazette



Hawaiian Casualties Total 3,000

Philippines Attacked by Japanese Bombers; 290 Casualties Listed

Where U. S. Battles Japanese

ENGLAND GOES United Front Is TO WAR; CALLS Shown as Congress **Orders Hostilities**

Japs Claim Supremacy in Pacific

December 11, 1941 War with Germany



Unternehmen Paukenschlag "Operation Drumbeat" Admiral Karl Donitz Begins December 16, 1941





Only 5 U-boats of type IX long range class are ready to go to America

U-123, U-130, U-66, U-109 and U-125

Sent to USA East Coast and scheduled To be on station by 1-13-1942



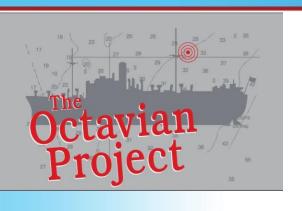
Octavian loaded with Sulfur departs Galveston TX January 9, 1942





Uses:

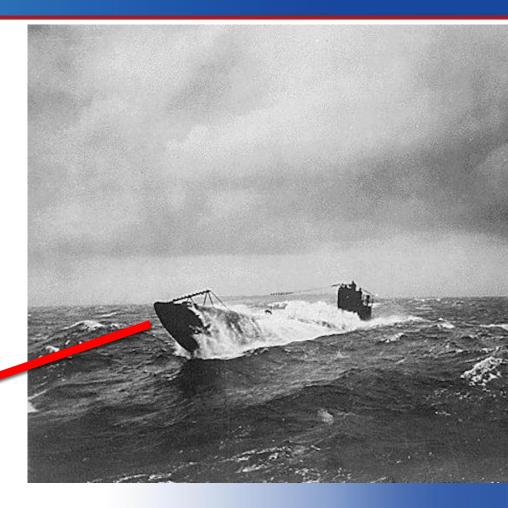
- -Gunpowder
- -Rubber Vulcanization
- -Sulfuric Acid
- -Fertilizer
- -Mustard Gas



January 9, 1942 A U-Boat heads WEST.

Ordered to be on station and ready to fight by January 13, 1942





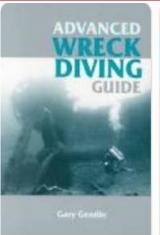


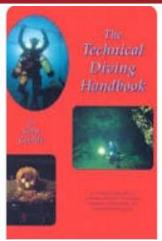
Gary Gentile

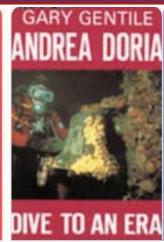
Author & Shipwreck Expert

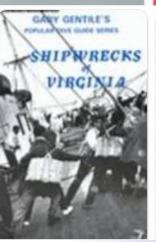
Lends his knowledge to solving the mystery of:

"Who Sank Octavian"

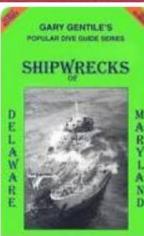












19/1201 dt U 123 19/1244 dt U 123 uardegen

Hardegen

Ch /300 -D. 00001

CA 7938 -T: 8206= TA

19/1100 am -

3) U 203 assumed that she sank an ammunition ship. The Catalina was sunk at this 4) The Octavian was reported missing after Jan. 16th in this area.

5) The SSS-signal of the Dimitrios G. Thermiotis was overheard by both U 86 and U

6) U 552 did not attack the Dimitrios G. Thermiotis, but rather the Frances Salman Brook (New Foundland) and was reported missing after Jan. 21st.



Gary GentileShipwreck Expert

Finds Octavian & U-123 References & footnotes



down-load torpedoes to his stern room in case he should find a worthwhile ship on

* Including one ship sunk on the duck *U-147*, Hardegen's confirmed sinkings were eleven ships for 60,787 tons. Owing to the vivid and precise description of the sinkings of the two "unidentified" ships for 8,000 tons in Hardegen's log, Gannon was persuaded to credit them. An American researcher, Edward R. Rumpf, suggests that those two ships could have been the 1,300-ton Norwegian *Octavian* and the 5,300-ton Panamanian *Olympic*, whose loss has been attributed to another U-boat.

† With these two sinkings, Hardegen's claimed score for the patrol rose to ten ships for 66,135 tons, the best patrol in recent memory. The final, confirmed score was seven ships for 46,744 tons, not counting the two "unknowns."

----Original Message----

From: gary@ggentile.com <ggentile@ptd.net>

Sent: Friday, July 06, 2018 9:43 AM

To: Rustin Cassway < rcassway@demount.com>

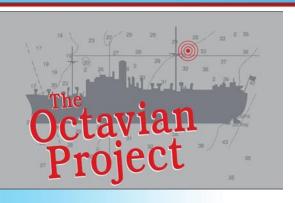
 $Cc: Brian\ Sullivan\ < thermocline dive @yahoo.com\ >;\ Michael\ Dudas\ < mdudas\ @MYGLASSTRUCK.COM\ >;\ Tom\ Packer\ < trpacker\ 7$

gary gentile <gary@ggentile.com>

Subject: Re: Mystery Solved- Confidential

Rusty (and all) - I forgot to mention that I have a copy of the log of the U-123. It is written in German (naturally), but I can read vessels that he attacked and identified. Some attacks were made on vessels whose names he did not know. Does anyone have someone who can translate German to English?

Gary Gentile 500 Lehigh Gorge Drive Jim Thorpe, PA 18229 252-394-6974 gary@ggentile.com



Warsailors.com Website

-Octavian & U-123 Information

-Historical Mix Up



Final Fate - 1942:

Octavian left Galveston on Jan. 9-1942 and was estimated to arrive St. John, N.B. on the 18th, but did not make it to her destination. She disappeared with 16 Norwegians and the Canadian Ordinary Seaman Albert Leonard Pott on board.

After the war it was claimed that she had been torpedoed and sunk by U-203* (Mützelburg) on Jan. 17 off Cape Race, New Foundland, and if this is correct, it would indicate her destination was St. John's, N. F., but Page 2 does state she was bound for St. John, N.B. Note, however, that David Sibley, a visitor to my website, has done extensive research on this incident and has come to the conclusion that it must have been U-123/Hardegen that sank Octavian on Jan. 17. She was on a course 13° at the time, carrying a cargo of sulphur and wood resin, and sank in less than a minute, having been hit on the port side. The attack is described in a quote from Hardegen's KTB included in Michael Gannon's "Operation Drumbeat"; the victim of his attack was originally claimed to be the American San José, but this ship was later lost in a collision with the American Santa Elisa.

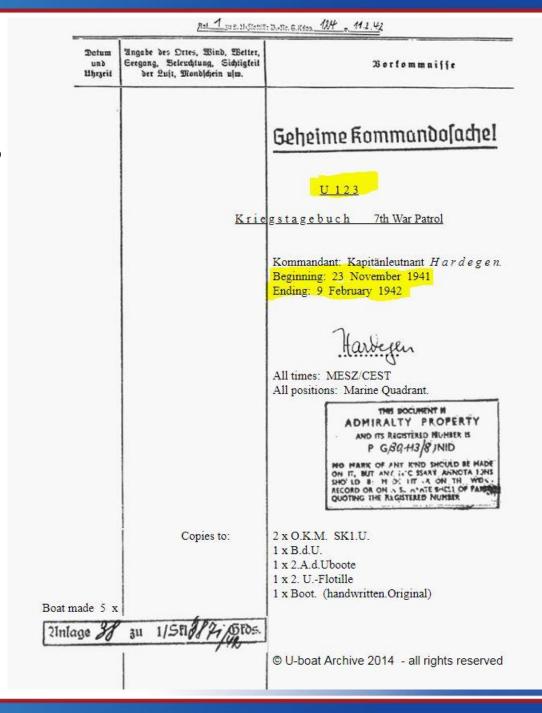


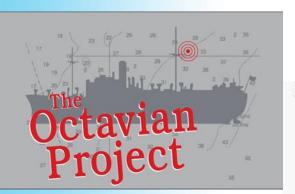
KTB (Kriegstagebücher)

Working War Diary of U-123
November 23, 1941
Thru
February 9, 1942

Captain Reinhard Hardegen







Hardegen's Account of the Octavian Attack and Sinking

12.00

CA 5756

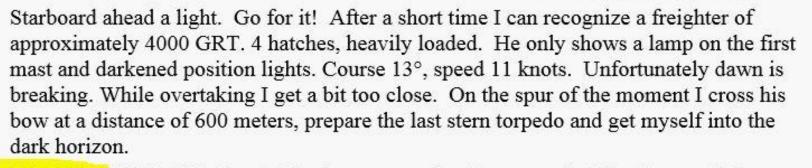
Total:

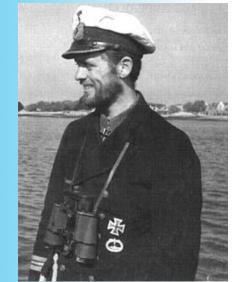
140 nm

To date:

4048 nm

Submerged: 124 nm ▶

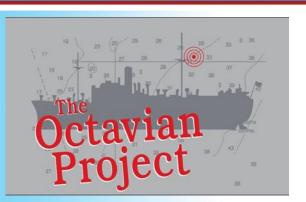




13.01

2, Vis. 5 nm

CA 5756 NW 2, 0/10, Sea 1- Fired stern torpedo. Target angle 90°, distance 750 meters. Running time 57 seconds. A very heavy detonation, strong, dark black smoke plume. Hit bridge. The steamer sinks immediately. As the smoke from the detonation cleared, only the masts were still visible above the water, and shortly thereafter sank. Water depth of 45 meters. I depart at maximum speed eastwards because the day is dawning and I need some more water under our keel during the day. Due to calm seas and a cloudless sky I decide to stay on the surface to reach Cape Hatteras fast where according to radio messages the shipping crosses.



12:00 KTB Time (GMT +1)

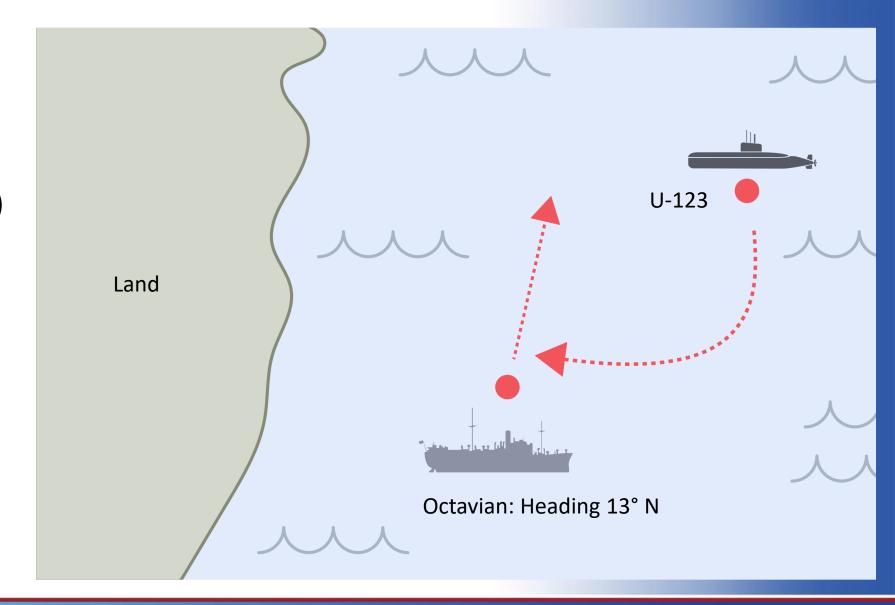
Pre-Dawn

Complete Darkness

Clear Sky

Calm Seas

Initial Sighting 6:00 am Local Time





13:00 KTB Time (GMT +1)

Sunrise on 1-17-1942 7:16 AM

Entire attack was in the dark

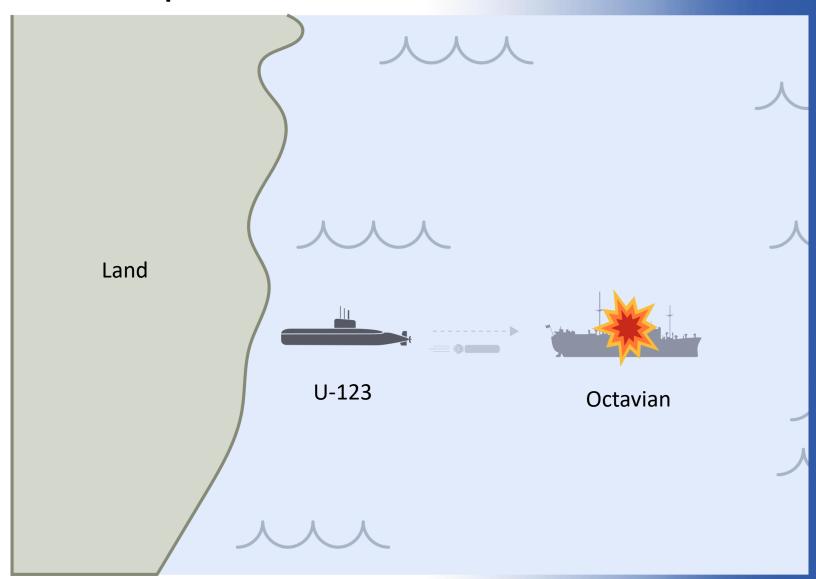
Octavian sank immediately

No SOS call

Hardegen NEVER knew or

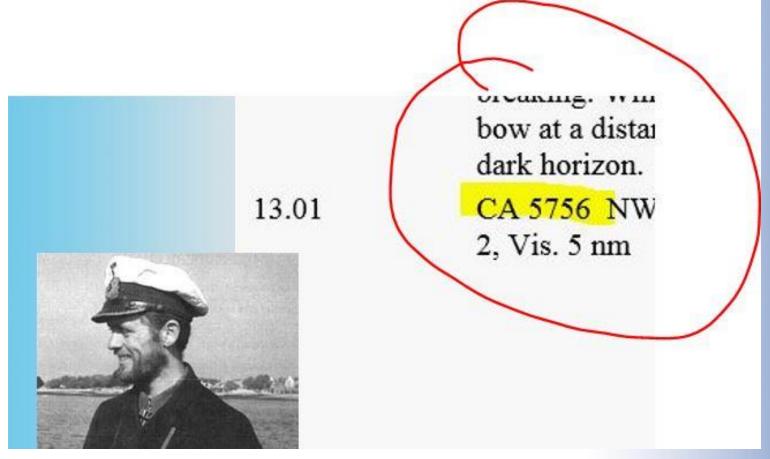
identified his victim

Torpedo Attack- 7:00 am Local Time





Location of Attack

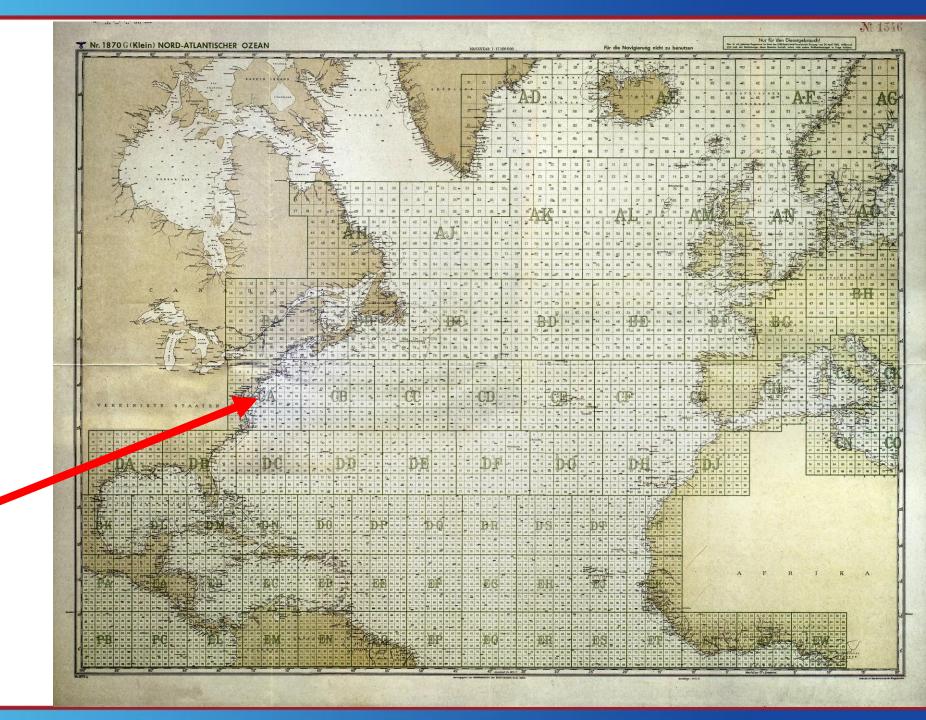




German Grid
Navigation Chart

6 digits = Location
Within 6 Nautical Miles

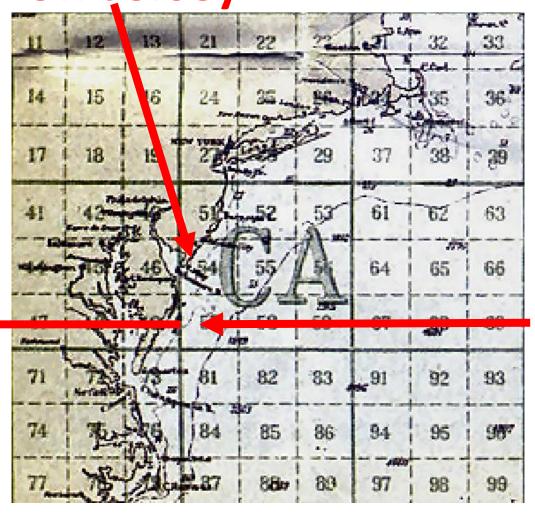
CA5756





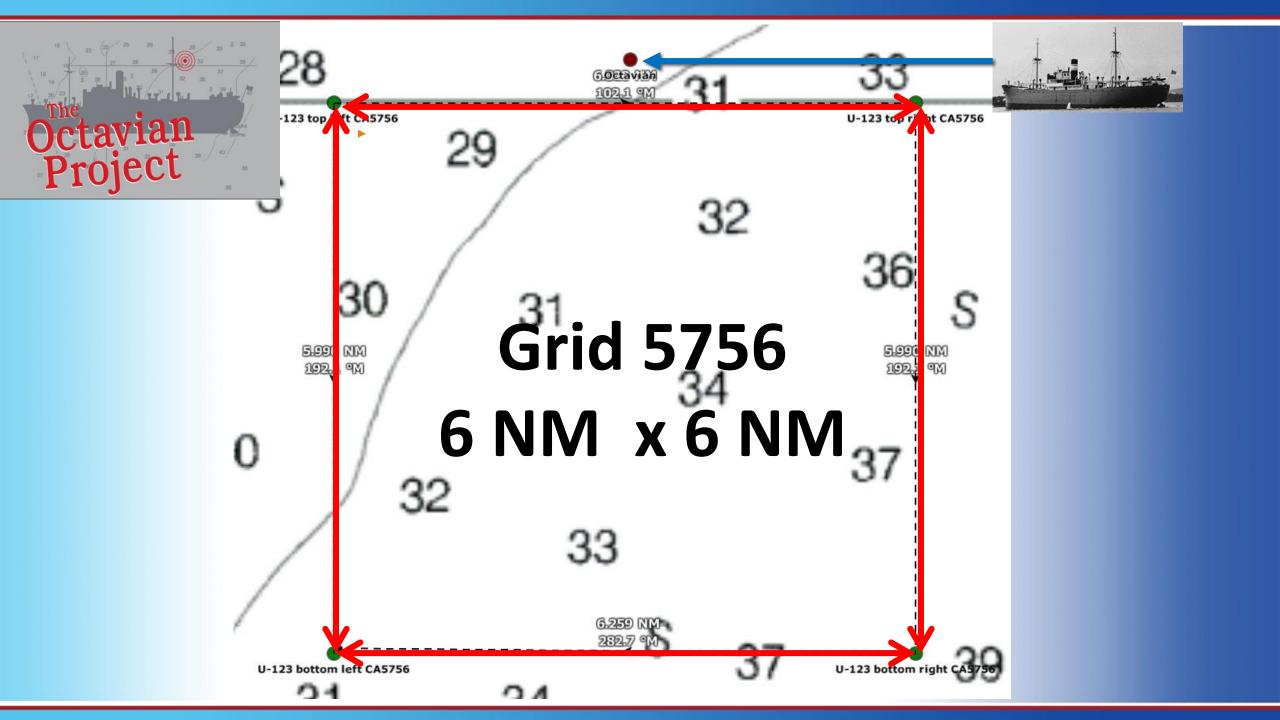
Cape May New Jersey

	3	2	1	3	2	1	3	2	1
	6	3	4	6	2	4	6	1	4
	9	8	7	9	8	7	9	8	7
3	3	2	1	3	2	1	3	2	1
	4	C	1	6	5	4	6	4	4
	9	8	7	9	8	7	9	8	7
	3	2	1	3	2	1	3	2	1
	6	9	4	6	8	4	6	7	4
	9	8	7	9	8	7	9	8	7



CA5756

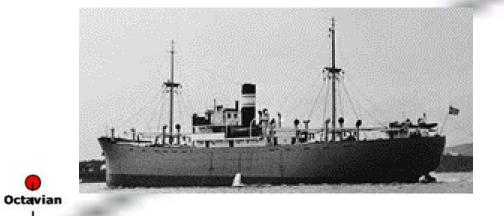
Wreck Location





Octavian
Location 2018
843 Yards from
U-123 Position
January 17, 1942

848 yd 191,7 9M





Grid 5756





© Scribble Maps 🕥



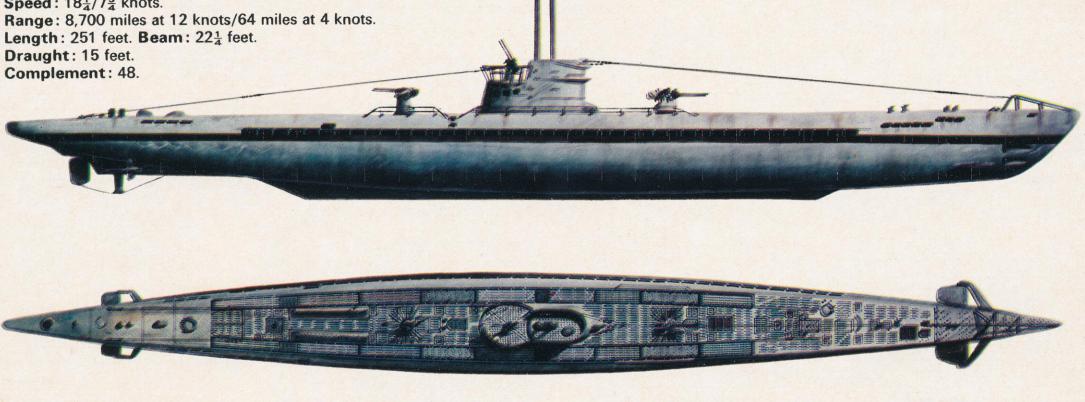
The German Type IXB U-boat

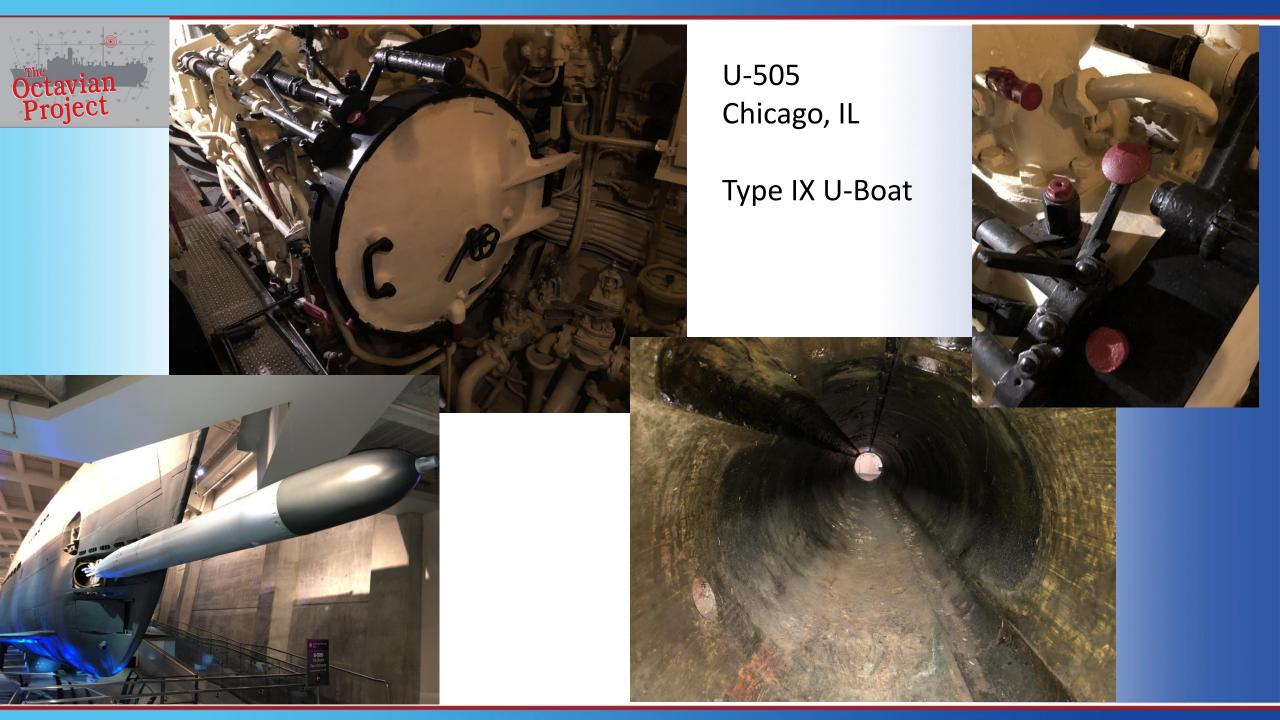
Displacement: 1,051/1,178 tons.

Armament: one 4.1-inch, one 3.7-cm, and one

2-cm gun, plus six torpedo tubes with 22 torpedoes, or six torpedoes and 42 mines.

Speed: $18\frac{1}{4}/7\frac{3}{4}$ knots.





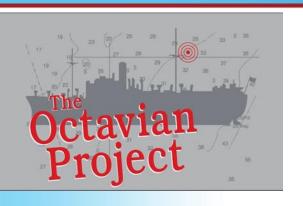


Unternehmen Paukenschlag "Operation Drumbeat" U -123 Victims





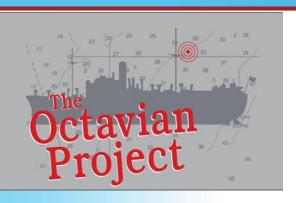
#	Date	KTB Time	Position	Ship	Tons	Nationality
1	12-Jan-42	01.49 - 02.18	41°53'N, 63°48'W	CYCLOPS	9,076	British
2	14-Jan-42	08.34 - 09.29	40°23'N, 71°16'W	NORNESS	9,577	Panamanian
3	15-Jan-42	09.41 - 09.59	40°23'N, 72°44'W	COIMBRA	6,768	British
4	17-Jan-42	9.41	40°21'N, 72°46'W	OCTAVIAN	1,345	Norwegian
5	19-Jan-42	5.16	36°05'N, 75°16'W	NORVANA	2,677	American
6	19-Jan-42	9.09	35°23'N, 75°16'W	CITY OF ATLANTA	5,269	American
7	19-Jan-42	10.34 - 12.44	35°29'N, 75°16'W	MALAY (damage	8,206	American
8	19-Jan-42	12.01	35°25'N, 75°23'W	CILTVAIRA	3,779	Latvian
9	25-Jan-42	17.57 - 20.33	35°05'N, 54°04'W	CULEBRA	3,044	British
10	27-Jan-42	02.03 - 03.45	35°59'N, 50°12'W	PAN NORWAY	9,231	Norwegian
				Total Tonnage	58,972	



Unternehmen Paukenschlag "Operation Drumbeat"



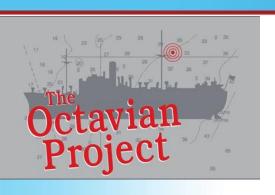
- 609 Ships were lost in this operation
- 3.1 Million tons of Allied ships destroyed
- Operation ends in August 1942 as US defenses and convoy use strengthened



Remembering Brave Sailors Who Risked Everything

Crew List - No survivors:

Casualties								
†	†	†	†	†	† Ordinary Seaman Alf Aune Pedersen			
Captain	1st Mate	2nd Mate	Able Seaman	Able Seaman				
Jens L. Dahl	Herman Bertinsen	Olaf N. Nilsen	Lars Eftang Olsen	Edvard Dahl e				
† Ordinary Seaman Erling Østby	† Ordinary Seaman Albert Leonard Pott* (Canadian)	† 1st Engineer Sigurd Fosse	† 2nd Engineer Johan Rosback Egholm	† 3rd Engineer Haakon Mjelde	† Donkeyman Robert N. Thomsen			
†	†	†	†	†				
Stoker	Stoker	Stoker	Steward	Cook				
Olaf Brudvik	Peder Berntsen	Søren Johan Monsen	Ole Peder Olsen	Konrad Skarshaug				



Bridging History and Nations

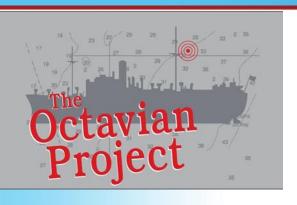
Making our Passion Count

Bringing Closure to Norwegian Families









After 77 years Octavian's Builder Plaque is now home in Oslo Norway where the journey began.

It will be on permanent display in the WWII section of the Norwegian Maritime Museum for future generations to see.

A lasting example of people working together for a greater good!





Special Thanks to our New Norwegian Friends

Families of Octavian Sailors

Staff of the Norwegian Maritime Museum

Linda Luna-Ruud

Jorgen Johannessen

Sven Ahrens

Per Gisle Galaen

Bjørn Tore Rosendahl of Norwegian Center for War Sailing History

Siri Lawson of Warsailors.com

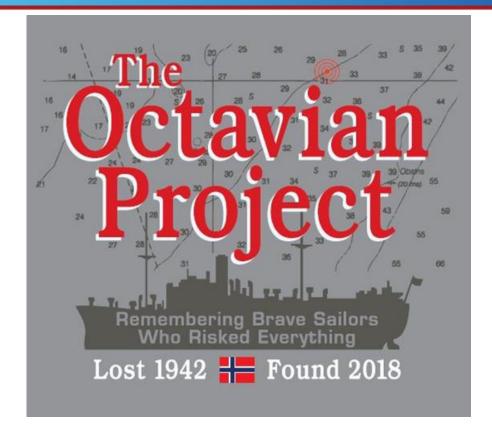
Hildrun F Sommer







RV Explorer



Thank You

