



For those who have not come across us before - who are we?

We are private individuals devoting our own money, time and effort to discovering wrecks along the New South Wales coast. We are not a commercial entity, nor trained survey or oceanographic professionals - just a couple of slightly eccentric divers fulfilling an aspiration. Modern hydrographical equipment is coming further into private use, and we seized the opportunity when we noticed a Klein Side Scan for sale on eBay. We were the successful bidders, and soon set to work getting the partially complete unit into a fully functioning state, and integrating it with a computer. We rely on this equipment, together with historical searches (trolling old newspapers, libraries, court records, etc.) to take on the challenge of discovering and diving new wreck sites

For those who know us

This newsletter is just a way of catching up with various people and letting them know what we have been up to, additionally over the last 12 months a number of people have helped us in our endeavours and this in part is a way to thank them.

Scott & Steve

In this newsletter - Wrecks, wrecks and nothing but shipwrecks

Our last newsletter somewhat focused on our data mining activities (which we are still actively doing) so we have decided to publish another newsletter on basically nothing but the shipwrecks we have been discover over the last year to show how this data mining has worked and in general to let you all know what we have been up to and seen on the bottom of the ocean .

We hope you find this interesting.

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<http://www.nswwrecks.info/>

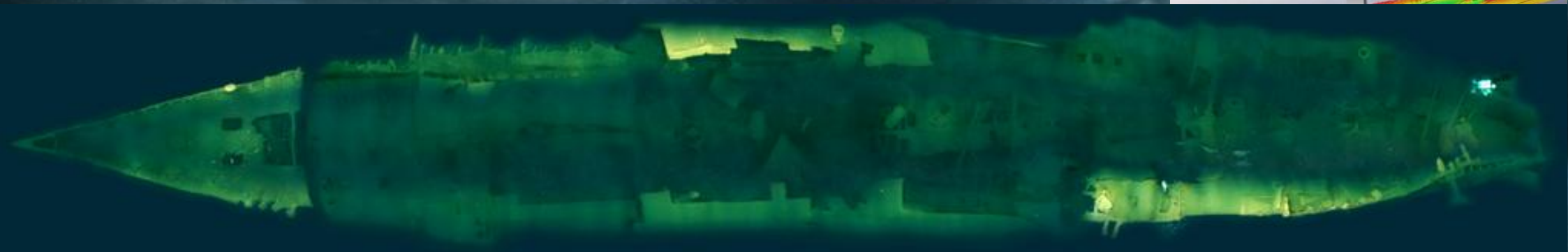
Scott & Steve's Side Scan Sonar





Discovering New South Wales Lost Underwater Past

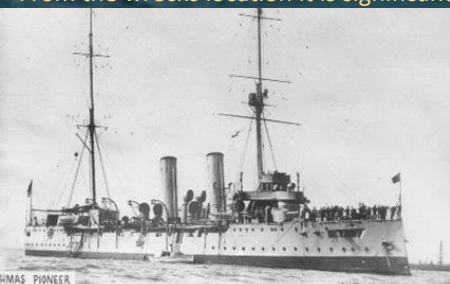
HMAS Pioneer found March 2014 https://en.wikipedia.org/wiki/HMAS_Pioneer



We found the Pelorus-class light cruiser *HMAS Pioneer* (ex HMS) in 67 meters of water approximately 4 km off the Sydney coast utilising some raw multibeam data provided by the CSIRO which we then processed. The vessel is approximately 93m long and has been somewhat stripped prior to being scuttled but still comes up significantly from the bottom and has the appearance of being somewhat complete.

During World War I, the cruiser captured two German merchant ships, and was involved in the East African Campaign, including the blockade of the cruiser *SMS Königsberg* and a bombardment of Dar-es-Salaam. She returned to Australia in late 1916 and was decommissioned. *Pioneer* was used as an accommodation ship for the following six years, then was stripped down and sold off by 1926. The cruiser was scuttled outside Sydney Heads in 1931

From the wrecks location it is significantly short of the gazetted scuttling area of Bondi where it was officially recorded as being sunk



The original vessel



The bow of the vessel



One of the prop shaft glands



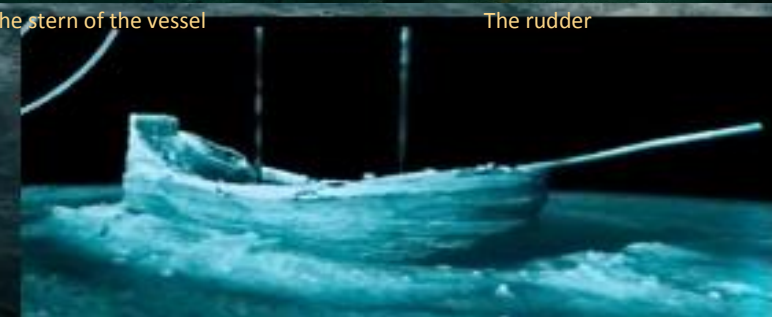
The stern of the vessel



The rudder

Special Thanks

Special thanks to Tara M at the CSIRO for her assistance in providing the raw data used to find this wreck. Thanks to Max G, Damien S, Geoff C, and Dave W who fist dived the wreck with us. Thanks to various Navy personnel who helped identify the vessel including Damien A, Andrew F Pete C, Brad D Finally special thanks to Huw P for the use of the mosaic of the wreck



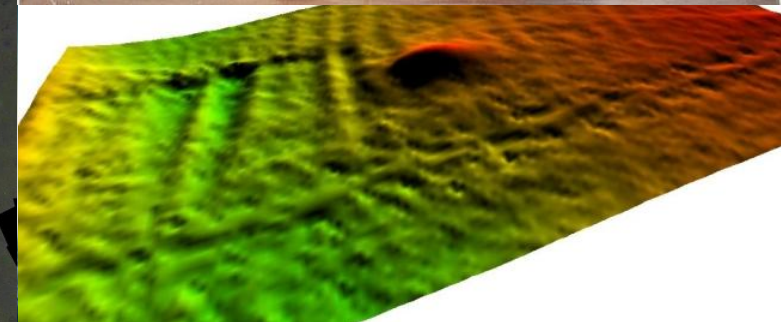
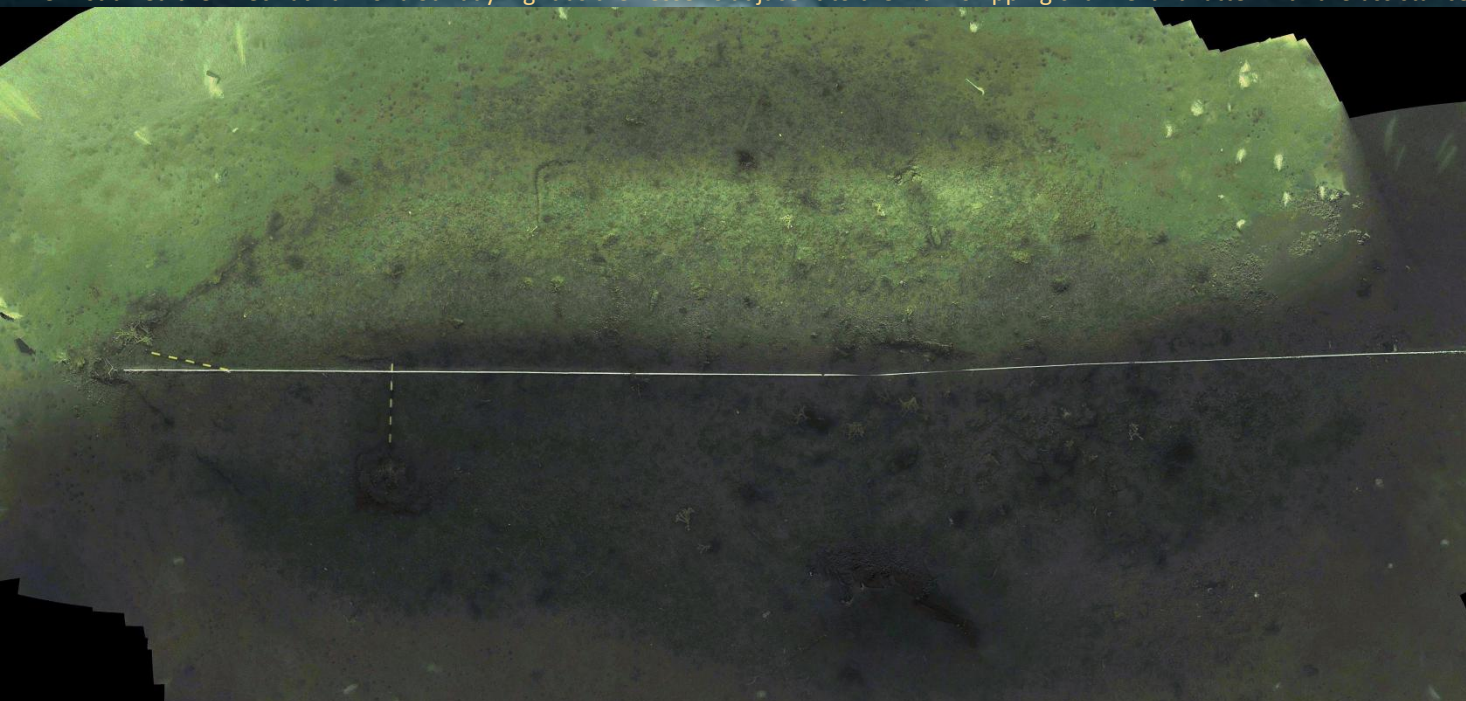


Australian Government
Department of Defence
Defence Science and
Technology Organisation

The Sailing Ship Colonist Found May 2013 [https://en.wikipedia.org/wiki/Colonist_\(1861\)](https://en.wikipedia.org/wiki/Colonist_(1861))

The *Colonist* was a general cargo and passenger schooner built in 1861 at Dumbarton Scotland by Denny & Rankine, which spent the nearly 30 years plying the Western Pacific based out of Sydney. It wrecked and later re floated on the remote Elizabeth Reef 550 km from New South Wales, as well as being involved in the Gold rushes as well as having it Master murdered before it was finally involved in a collision in Sydney Harbour in which it was sunk in 1890

We found the remnants of the *Colonist* with the assistance of some multibeam data provided by the DSTO from the Sydney Shallow Survey 2003 conference collected by GeoAcoustic utilising GeoSwath (250 kHz) multibeam. Little is left of the wreck site except for the Muntz metal outline where the hull once stood, there are pieces of blue metal its final cargo from Kiama scattered around the wreck site. We first dived the wreck at 1am of a Sunday night as the vessel is adjacent to the main shipping channel and latter with the assistance of Sydney Port during daylight hours



Special Thanks

Special Thanks to Julian at the DSTO for his assistance in obtaining the raw data used to find this wreck. Thanks to Geoff C, and John F who first dived the wreck with us. Thanks to various personnel within Sydney Ports for allowing us to dive the site during daylight hours including Tim S, Brad D, Rowan B, Philip H and others from Sydney Ports Vessel Traffic Service

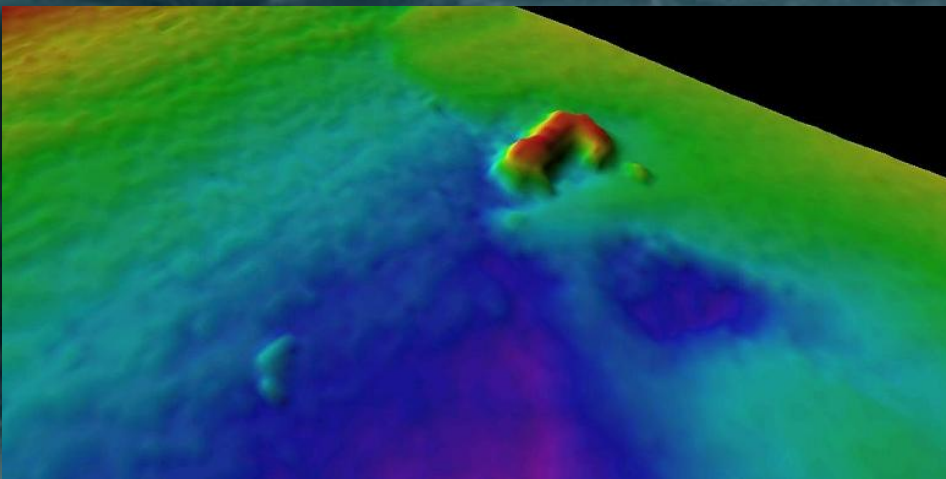




Brick punt "Success" Found April 2014 <http://trove.nla.gov.au/ndp/del/article/16752225>

The wreck site consist of nothing more than a very large pile of bricks approximately was about 16m long by 8m wide with a small section 11m wide and came up off the bottom as a solid pile of bricks about 1m. There is no other visible wreckage other than bricks and one long piece of old wood about 300mm by 50mm by 5m at the southern end

Recovering A Sunken Barge - SMH 17 March 1931 Hopes are now entertained for the recovery of a brick-laden barge, which sank between the Heads more than three weeks ago whilst being towed to Manly. It was located on Sunday morning, and a tug was anchored to it to mark the position. Yesterday a diver went down, and succeeded in attaching a towline, and, by the late afternoon, the barge had been lifted from the sea bottom, and is now being held in position below the surface.

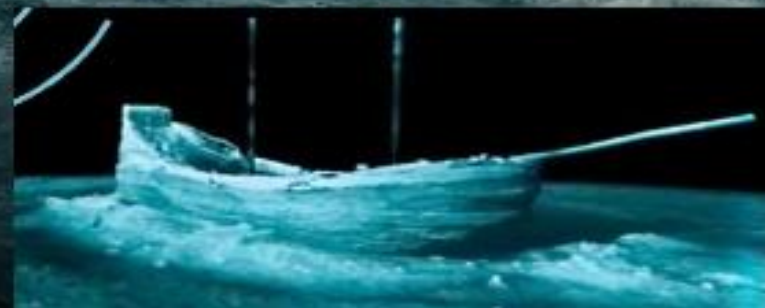


32,000 BRICKS LOST Capsize of Punt Near Heads - SMH Saturday 7 February 1931
The punt Success capsized yesterday when it encountered a heavy swell near the Heads. Its cargo of bricks sank to the bottom but the vessel was saved. The tug Unara, which was taking the punt to Manly was undamaged as the crew of the tug cut through the towing rope with an axe, and thus saved the Unara from going to the bottom.

Both craft were owned by the Campbell Lightage Co, Ltd and the bricks were the property of the Clyde Brick Company

Special Thanks

Special Thanks to Venessa O from Sydney Ports for access to their worked (ASCI XYZ) multibeam data for Sydney Harbour, Thanks to Geoff C and Peter F who fist dived the wreck with us





Discovering New South Wales Lost Underwater Past

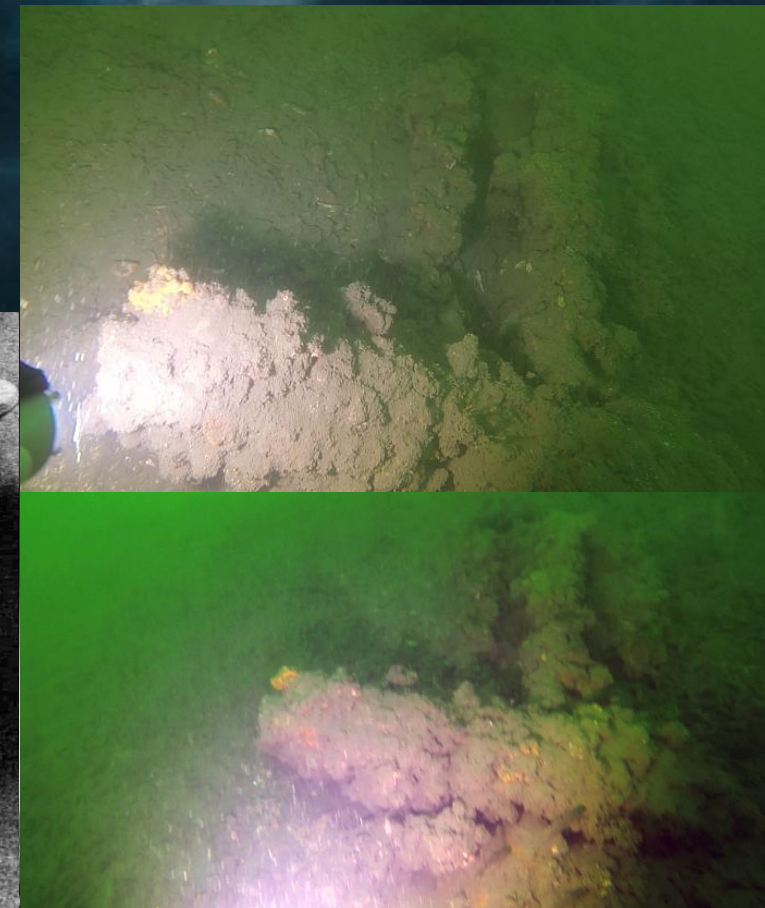
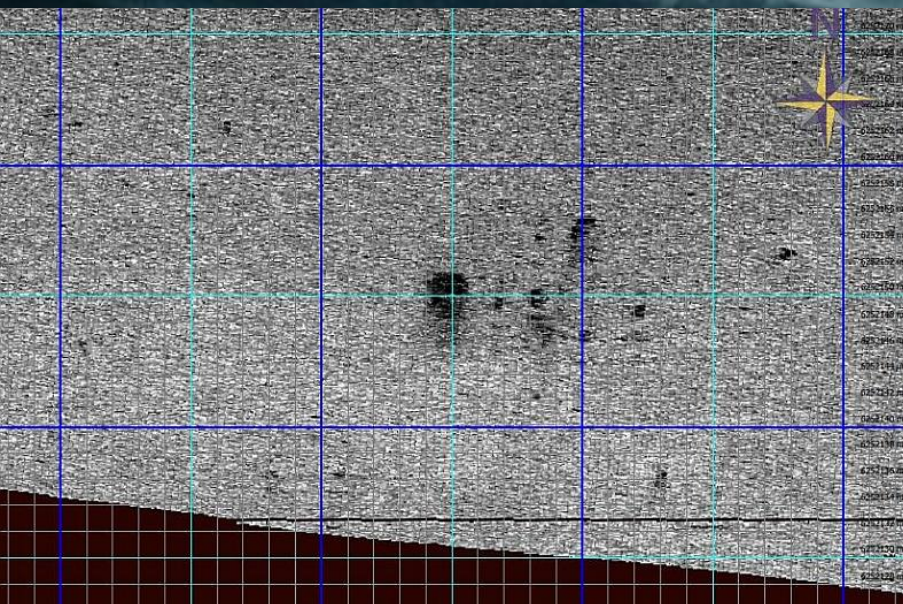


Australian Government
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Technology Organisation

The Sailing Ship Iserbrook Found October 2013 [https://en.wikipedia.org/wiki/Iserbrook_\(ship\)](https://en.wikipedia.org/wiki/Iserbrook_(ship))

The *Iserbrook* was a general cargo and passenger brig built in 1853 at Hamburg (Germany) for Joh. Ces. Godeffroy & Sohn. It spent over twenty years as an immigrant and general cargo vessel, transporting passengers from Hamburg to South Africa, Australia and Chile, as well as servicing its owner's business in the Pacific. Later on, the vessel came into Australian possession and continued sailing for the Pacific trade. In 1878, it caught fire and was sunk the same year. At last, it was re-floated and used as a transport barge and hulk in Sydney until it sunk again and finally was blown up in 1879

The wreck site was found utilising some side scan collected by DSTO utilising a Klein 5500 as part of the Sydney Shallow Survey 1999 conference data (XTF) There is very little except for a few lumps of pig iron



Side Scan image of the wreck site

The only image of the *Iserbrook*

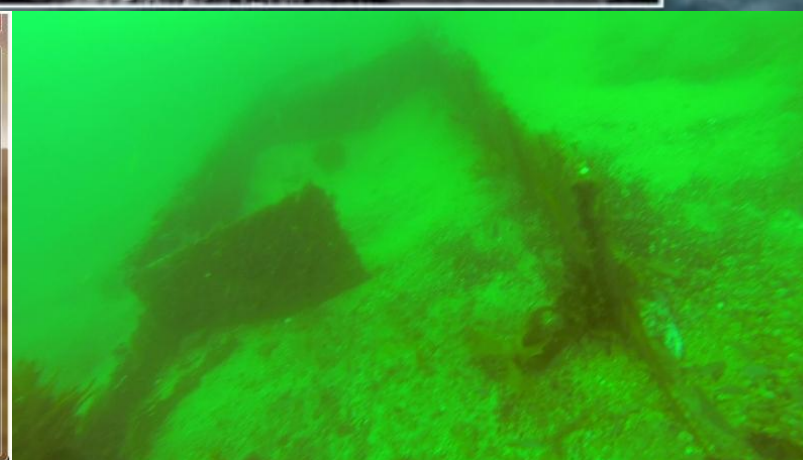
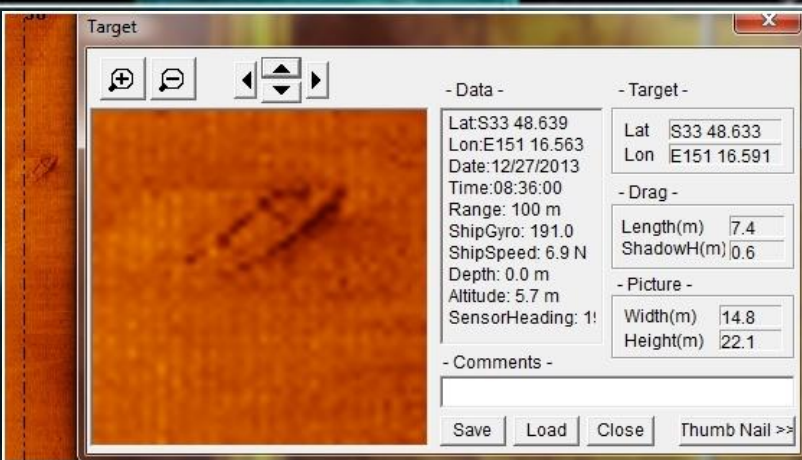
Special Thanks

Special Thanks to Les H, Stuart A, Bryan J and David B from the DSTO for access to their old side scan sonar data Thanks also to Damien S and Peter F who fist dived the wreck with us





(Yes, we even use our own equipment)



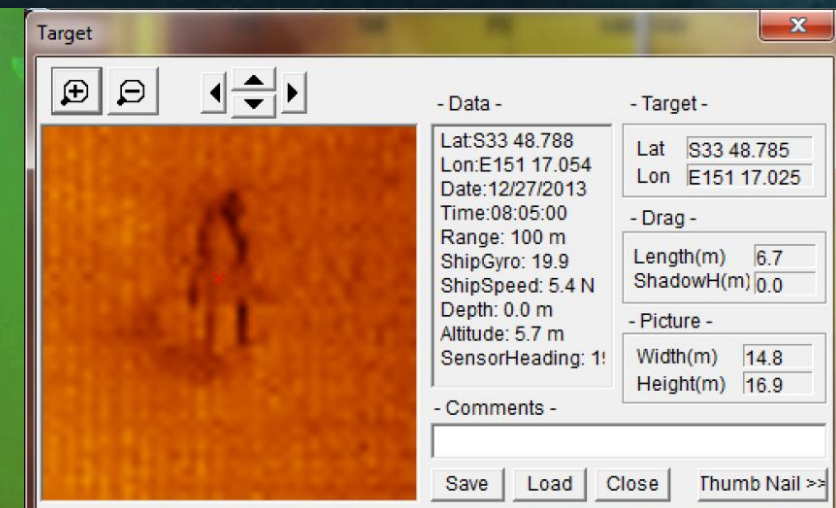
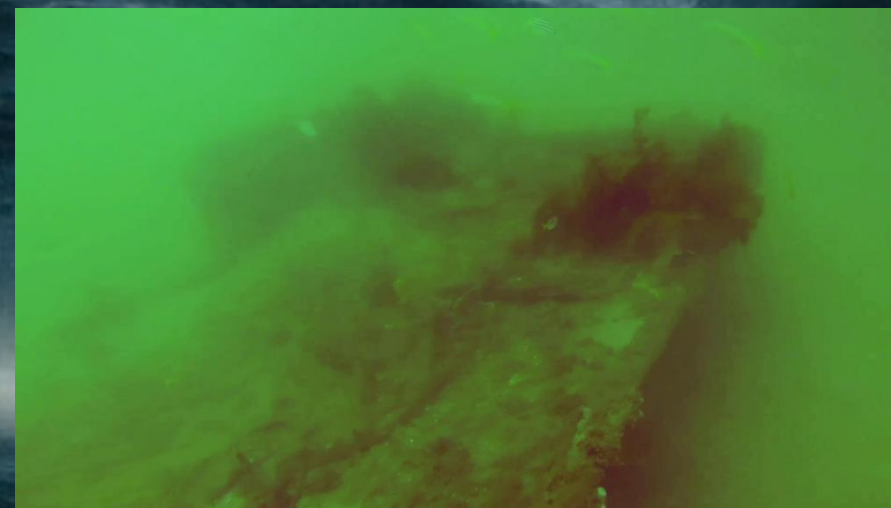
Coal Barge Found January 2014

A small coal barge found off Dobroyd head it is a small steel somewhat flat bottomed (most likely square drop down front similar to a landing craft) barge 9m long by 2.5m wide and comes up off the bottom at the most approximately 600mm in approximately 15 meters of water.

It was obviously an older Coal Barge (there is a large Coal debris field to the East of the wreck Found with our side scan

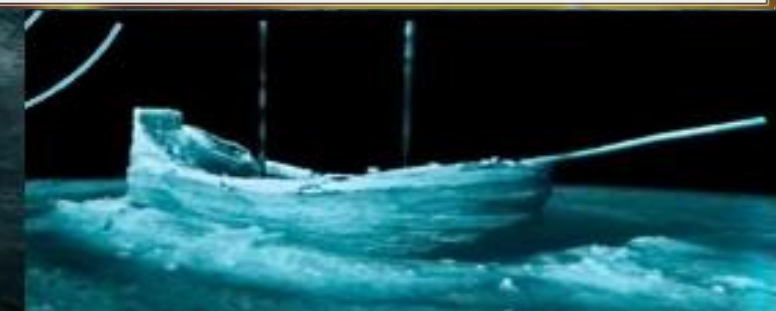
Modern Fibreglass Boat Found April 2014

A modern 7 meter boat off Quarantine Bay Found with our side scan



Special Thanks

Special Thanks to Damien S, Peter F, Geoff C and Shannon M who fist dived the wrecks with us





Weird Stuff we have dived over the last 12 months

Over the last 12 months or so we have obviously dive a large number of "targets" with over 30 dives on targets by myself and about an equal number by various others. During this time we have seen a large number of strange things on the bottom of the ocean including



Strange mound (surrounded by clean sand) 3 sites



Modern Mast and Rigging near Middle Head



Large mooring block near Old Mans Hut



Large Stockless Anchor at Quarantine Heads



Large Tangle of wire and cable near Nielsen's Park



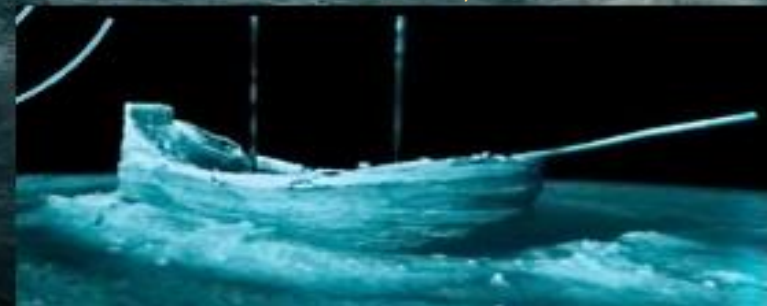
Large Chain at Quarantine Heads



Sunken Cardinal Marker at Dobroyd head 2 sites



Trawlers Net near Dobroyd head



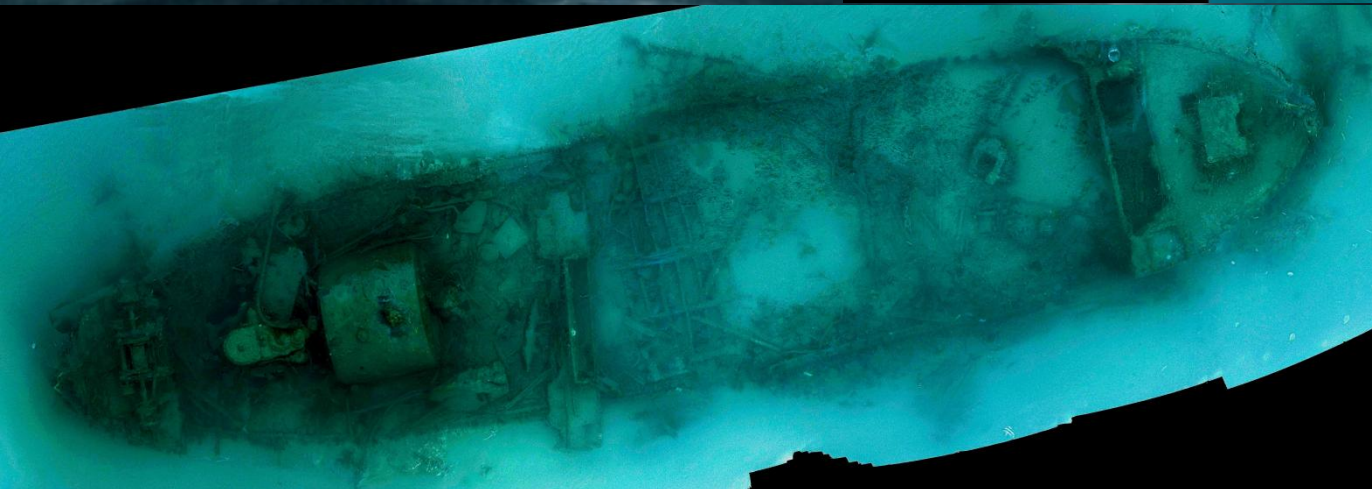
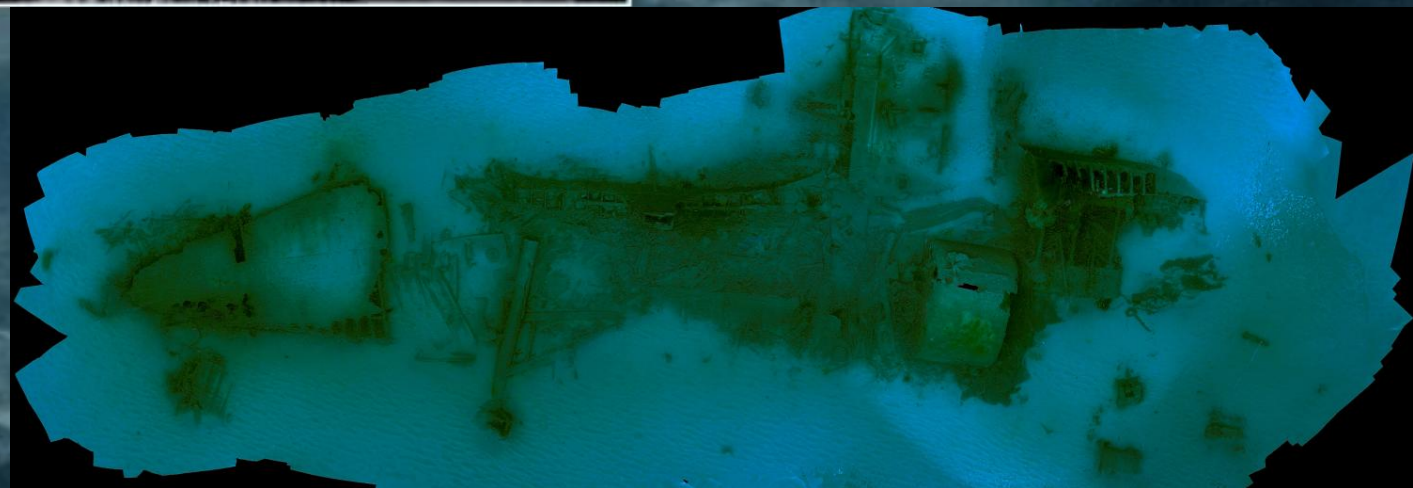
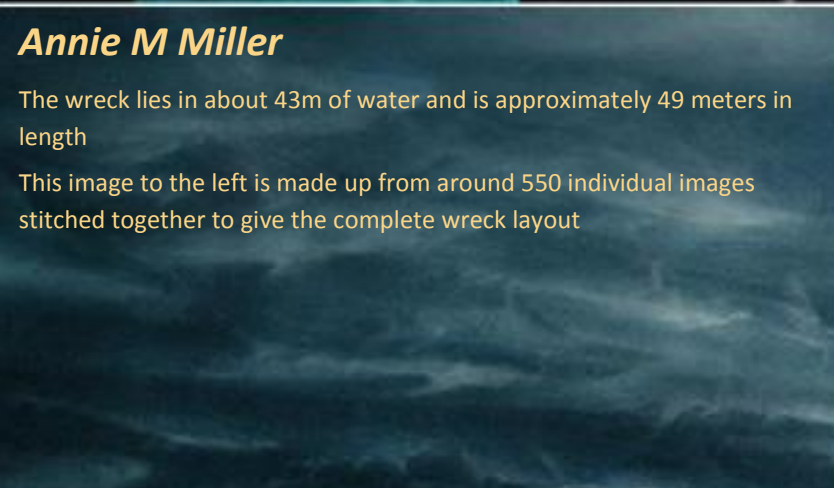


Structure from Motion as a shipwreck documentation technique

Annie M Miller

The wreck lies in about 43m of water and is approximately 49 meters in length

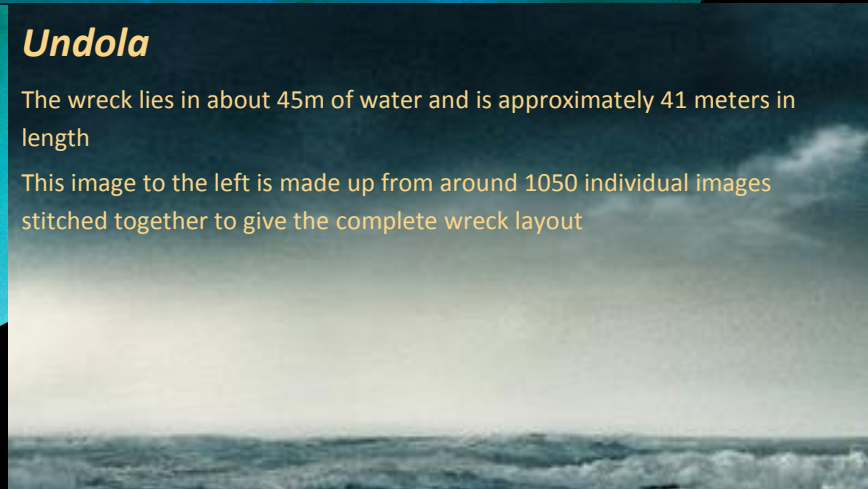
This image to the left is made up from around 550 individual images stitched together to give the complete wreck layout



Undola

The wreck lies in about 45m of water and is approximately 41 meters in length

This image to the left is made up from around 1050 individual images stitched together to give the complete wreck layout



As Always

*We are always happy to review anyone's data under any sort of commercial arrangement
Additionally feel free to pass this newsletter onto anyone who you feel may be interested
Finally a large thank you to everyone who has helped us with knowledge, equipment, data, boats or diving the targets as well to all who have provided moral support and interest in our endeavours*

