Dive Wreck Valley
U/W SHIPWRECK SLATES
By Daniel Berg

N.Y. Shipwrecks (Set #1)
G&D (Yankee)
Iberia
Lizzie D.
Oregon
R.C. Mohawk
Tarantula

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Call for Free Catalog (516) 868-2658
G&D (Yankee) (Sunk June 11, 1919)

For additional information please refer to Dan Berg's Wreck Valley Book or G&D Video.

Depth 110'
This wreck went unidentified for years. She was named after two girls on a fishing boat the day the wreck was found, Gloria and Doris. The name stuck, and even today, nautical charts refer to the wreck as the G&D. In 1994, Captain John Lachenmayer found a china dish on the wreck. The dish had a very distinct steamship flag but even after extensive research information on the wreck could not be found. In 1995, while filming a TV show on the G&D, Dan Berg contacted Marine Historian, Bill Schell who was finally able to trace the flags origins and tentatively identify the wreck. The flag belonged to the Pittsburgh Steamship Company. Of their entire fleet only five vessels had ever been transferred off the Great Lakes. Of the five, four were Whale Back barges with no engines. Only one vessel, the Yankee fits the description of the G&D wreck. The Yankee was a 296 foot by 40 foot steel hulled Great Lakes steamer. She was built by Globe Iron Works in December, 1890, and originally named German. The Yankee was a machinery aft vessel and displaced 2,418 Gross Tons.

On the night of June 11, 1919, while en-route from Norfolk to Boston, carrying a cargo of coal, the Yankee entered a dense fog. Soon after she collided with the Italian liner, Argentina.

The G&D (Yankee) lies 14 miles out of Jones Inlet in 110 feet of water. Her boilers are still standing upright and her intact bow leaning on its port side. Her beams and ribbing rise out of the sand, leaving no trace of the form they once held. Of course John's discovery and subsequent identification now leave us wondering about the true identity of another wreck only a few miles away which had always been mistakenly called the Yankee.
Iberia

Sunk November 10, 1888

For additional information please refer to Dan Berg's Wreck Valley Book or Iberia Video.
The Iberia, was an old tramp steamer from France. She was built in 1881 by the S&H Morton Co., in Leith, Scotland. The Iberia displaced 1,388 tons, was 255 feet long and had a 36 foot beam.

On Saturday, November 10, 1888 the luxury liner, Umbria encountered a dense fog. At 1:18 PM, the Iberia was spotted steaming slowly into the path of the Umbria. Although engines were put into full reverse, the Umbria sliced off the stern of the ill-fated Iberia. Both ships remained near each other at anchor overnight, but by the next morning, the Iberia was noticeably lower by the stern. Within hours, a bulkhead gave way, sending the Iberia, with her cargo of dates, coffee and wool to rest in 60 feet of water.

The Iberia's bulkheads and sides have broken down, leaving ribs and wreckage scattered on the sand bottom. Divers can still find wood crates that once contained her cargo of dates or swim over her large four-bladed steel propeller.
Lizzie D.
Sunk October 19, 1922

N.W. Boiler
Bow

Stern
Propeller
Depth 80'

For Additional information Please refer to Dan Berg's Wreck Valley Book or Lizzie D Video

"DIVE WRECK VALLEY" U/W SHIPWRECK SLATE
The Lizzie D was a 84 foot tug that displaced 122 gross tons. She was 15 years old when she sunk on October 19, 1922. According to the owner's casualty report, filed with the Department of Commerce's Bureau of Navigation, the tug was on a "cruise of the narrows," carrying no cargo, but with eight crew members on board. The Lizzie D was reported sunk due to unknown reasons. All of her crew were lost.

Divers first discovered this wreck in 1977. They learned that this was not merely a sunken tug boat, but a prohibition rum runner. Ever since, divers have been recovering the remains of her bootleg cargo. Kentucky bourbon, Gin and Johnny Walker bottles are still buried inside the wreck. Today the Lizzie D is still delivering her cargo of illegal whiskey, not to the "speak easy's" of the roaring 20's, but to a few lucky sport divers who frequent an area known as Wreck Valley.

The Rum Runner, as she is more commonly known, rests upright in 80-85 feet of water. Her remains can be found only eight miles southeast of Atlantic Beach Inlet.
Oregon
Sunk March 14, 1886

Steering Quadrant
Engine
Stern
Boilers
Propeller

Bow

Depth 130'

For additional information please refer to Dan Berg's Wreck Valley Book or Oregon Video.

"DIVE WRECK VALLEY" U/W SHIPWRECK SLATE
The Oregon was a 518 foot long, passenger steamer built for the Guion Line in Scotland. She had a 54 foot beam and displaced 7,500 tons. She was powered by a three cylinder engine which put out upwards of 12,000 horsepower. Steam was generated by nine boilers, each almost 18 feet long. Her modified clipper designed hull carried two enormous smoke stacks and was also fitted with four masts fully rigged for sail. The Oregon was one of the largest and fastest ships of her time. She even had the distinction of making a record Trans-Atlantic crossing on her maiden voyage, claiming the coveted Blue-Riband award. In 1884, Guion went bankrupt, and the Oregon was sold to the Cunard line, for 616,000 pounds.

At 4:30 AM on March 14, 1886, the Oregon was struck on her port side by a deep laden three masted schooner. The unknown schooner sank shortly with all hands. The Oregon suffered a devasting wound but managed to stay afloat for eight hours. Time enough for all passengers and crew to be rescued.

Today, the Oregon lies in 125 to 130 feet of water, 21 miles southeast of Fire Island Inlet. Her sides have collapsed, leaving only her engine upright. Divers can find all kinds of artifacts as well as huge lobsters while exploring the Oregon.
R.C. Mohawk
Sunk October 1, 1917

S.E. →

Stern
Engine
Deck Gun
Bow

Bath Tub
Boilers
Mast

Rock Bed

Depth 100'

For additional information please refer to Dan Berg's Wreck Valley Book or R.C. Mohawk Video

"Dive Wreck Valley" U/W Shipwreck Slate
The R.C. Mohawk was built in 1902. She was 205 feet, six inches long and had a 32 foot beam and displaced 980 tons. On April 6, 1917, she was transferred to the Navy where she served coastal duty for convoy operations.

On October 1, 1917, the single screw cutter was sunk due to a collision with the tanker SS Vennachar. The British vessel struck the Mohawk amidships, abreast the engine room. Pumps were started at once, the general alarm sounded and all hands were called to take stations for abandoning ship. The vessel filled rapidly and began settling by the stern. Fortunately, she took one hour to go down which left plenty of time for all 77 crew members to be rescued.

Today, the R.C. Mohawk rests on a silty bottom, ten miles south of Debs Inlet in 100 feet of water. Her bow sits on its starboard side, amidships is broken down. Her boilers are still recognizable, while her engine remains upright and her stern lies on its side.
The Tarantula was a 128 foot by 19 foot, 159 ton private luxury yacht owned by Vanderbilt. She was built by George Lawley and Son Corp in 1912. During World War One, Vanderbilt loaned the vessel to the US Navy. She was converted into a gun boat and was in service with the U.S. Navy at the time of her loss. On October 28, 1918, the Tarantula was sunk in a collision with the Royal Holland Loyd Line steamship SS Frisia.

Today, the U.S.S. Tarantula lies 21 miles off Jones Inlet in 115 feet of water. Most captains know her as the Gun Boat wreck. The remains are very low lying with her engine rising about five feet off the bottom. She lies in a straight line. Her bow, which only protrudes about three feet off the sand, still has a navy anchor in place on the starboard side. Divers can dig just ahead of the boilers for ammunition or behind the engine for china and silverware. This is one of the most abundant lobster wrecks within Wreck Valley.