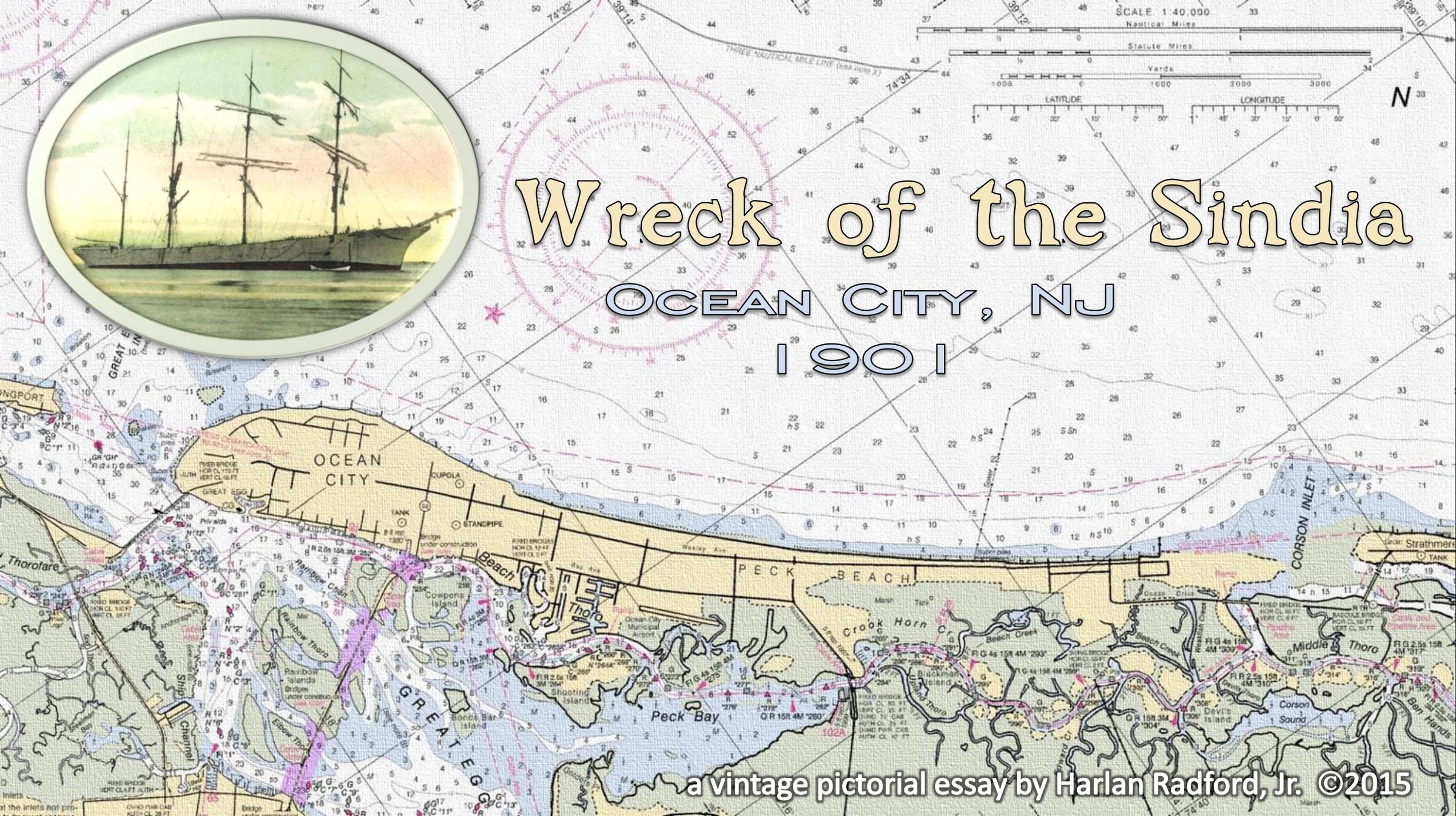




Wreck of the Sindia

OCEAN CITY, NJ

1901

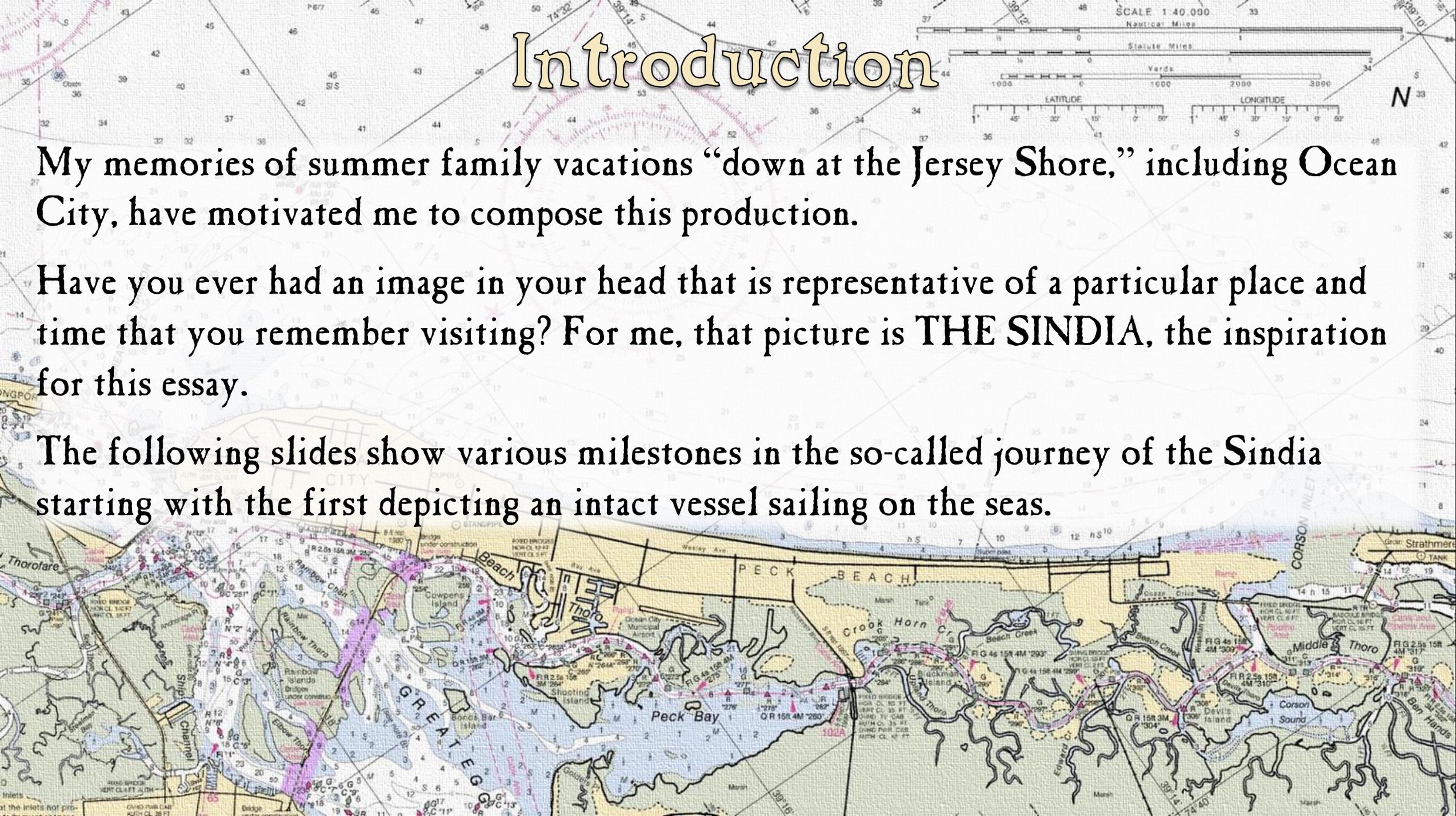


Introduction

My memories of summer family vacations “down at the Jersey Shore,” including Ocean City, have motivated me to compose this production.

Have you ever had an image in your head that is representative of a particular place and time that you remember visiting? For me, that picture is **THE SINDIA**, the inspiration for this essay.

The following slides show various milestones in the so-called journey of the Sindia starting with the first depicting an intact vessel sailing on the seas.



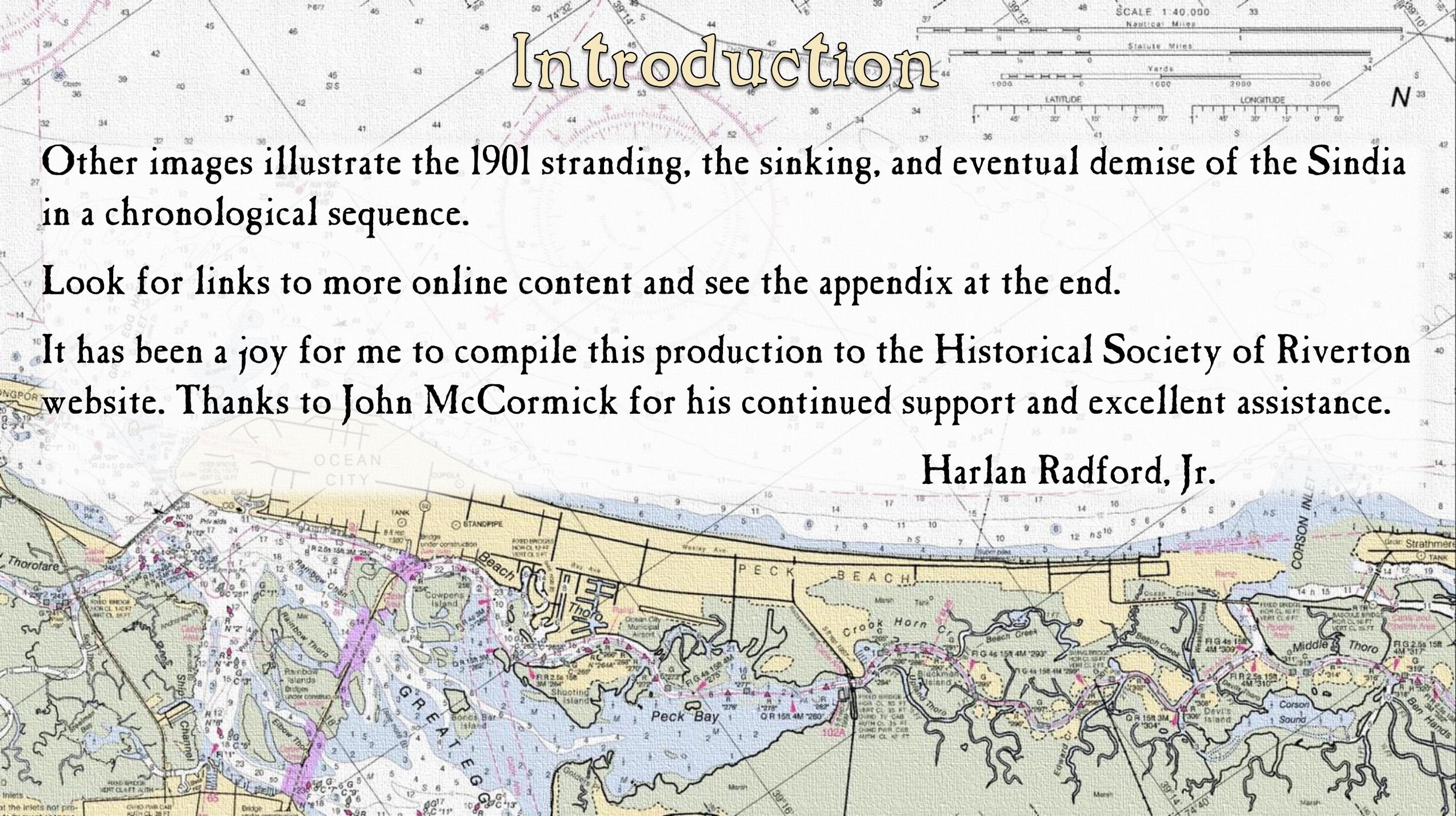
Introduction

Other images illustrate the 1901 stranding, the sinking, and eventual demise of the *Sindia* in a chronological sequence.

Look for links to more online content and see the appendix at the end.

It has been a joy for me to compile this production to the Historical Society of Riverton website. Thanks to John McCormick for his continued support and excellent assistance.

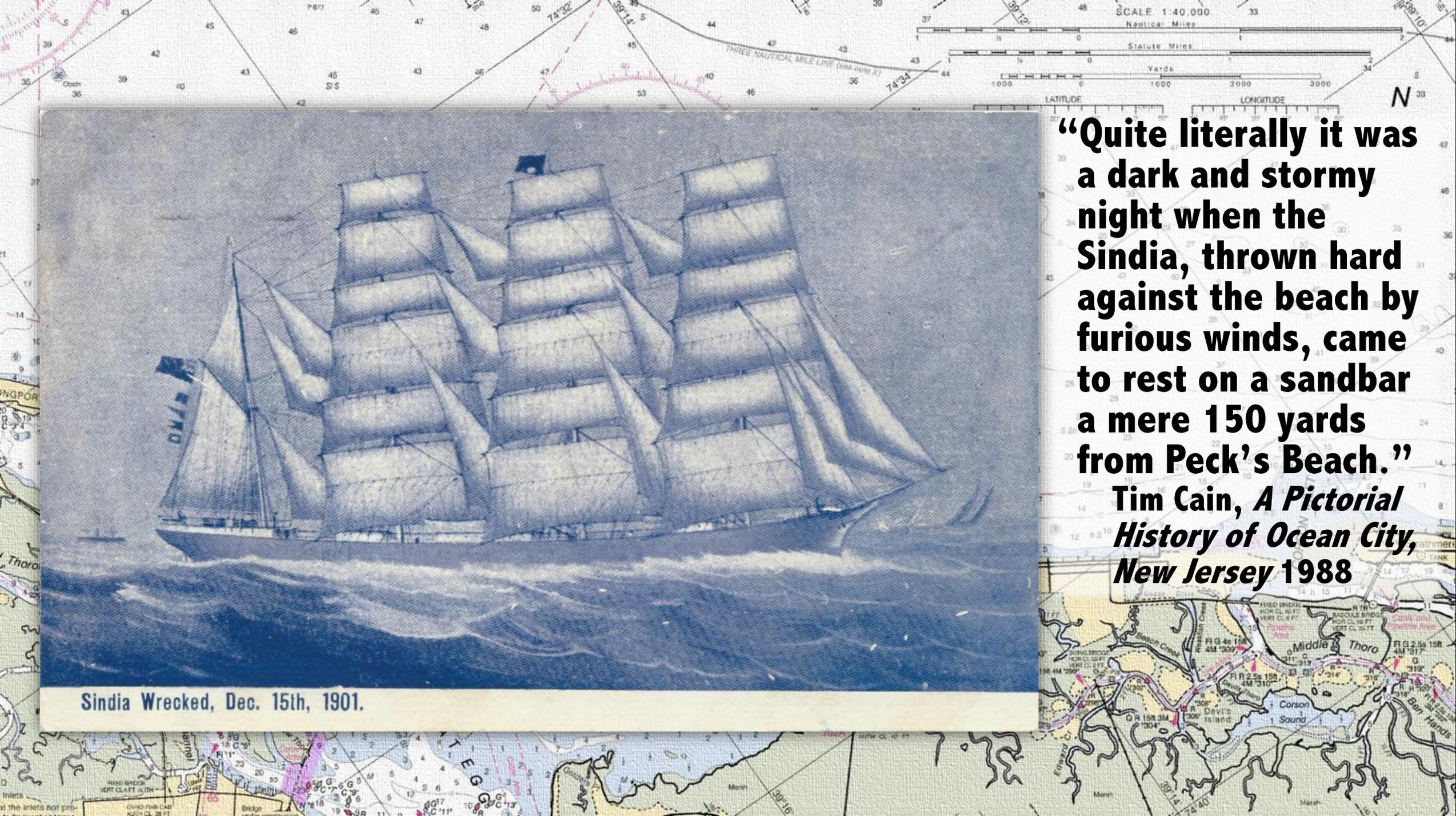
Harlan Radford, Jr.



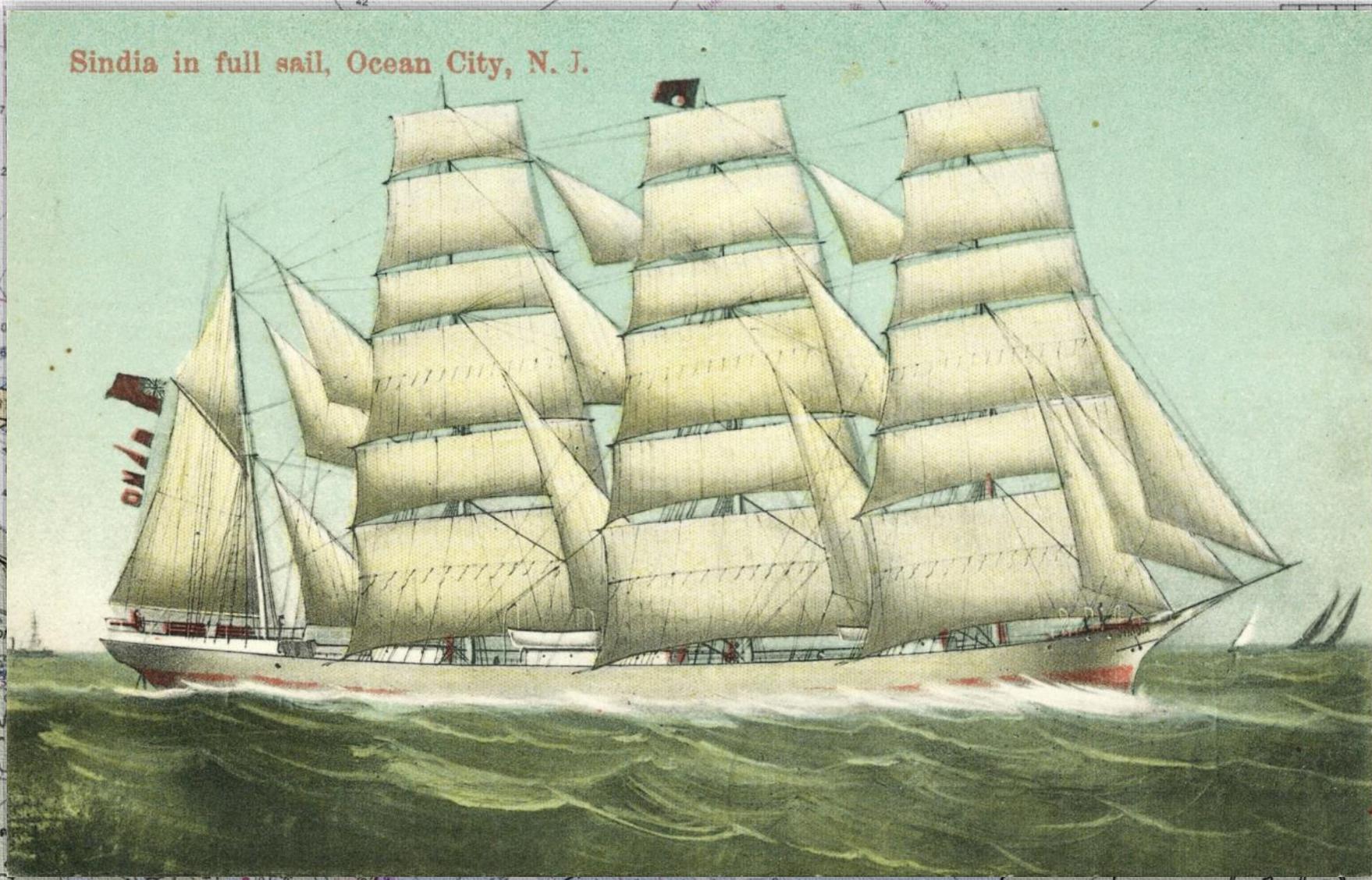


Sindia Wrecked, Dec. 15th, 1901.

“Quite literally it was a dark and stormy night when the Sindia, thrown hard against the beach by furious winds, came to rest on a sandbar a mere 150 yards from Peck’s Beach.”
Tim Cain, *A Pictorial History of Ocean City, New Jersey* 1988



Sindia in full sail, Ocean City, N. J.



“The image of that stranded bark has become the single most familiar picture associated with Ocean City.”

Tim Cain, *A Pictorial History of Ocean City, New Jersey* 1988

BRITISH BRIG ASHORE.

The Sindia, from Japan for New York,
Driven on the Beach Near
Atlantic City.

[Special Dispatch to the Boston Herald.]

ATLANTIC CITY, N. J., Dec. 15, 1901.
The four-masted British brig Sindia, with 14 feet of water in her hold, is fast on the beach a mile below Ocean City. Capt. McKenzie, injured and hopeful, is aboard with seven men, 23 of the crew taking alarm over the rapid gain the water made in the hold and coming ashore. They were landed by means of the breeches buoy.

The Sindia was bound for New York from Kobe, Japan, with a valuable general cargo of Japanese merchandise. During the downpour of rain at 3 o'clock this morning, which almost equalled a cloudburst, a gale of wind blowing from the east at the time, the brig blindly ran on the beach.

Boston Herald, December 16, 1901, p.2.



Countless picture postcards and photographs have captured that iconic image.

**GREAT SHIP
PLOUGHS INTO
BEACH SANDS**

Sindia, All the Way From
Japan, Grounded Within
Few Hours of Destination

LIES NEAR OCEAN CITY

She Has a Valuable Cargo Aboard
and May Go to
Pieces

Philadelphia Inquirer, December 16, 1901, p.1.

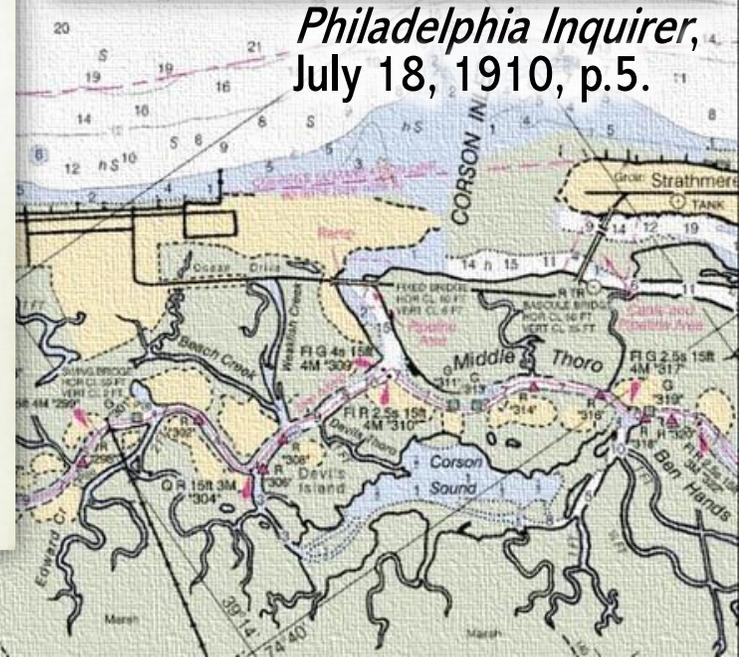
103



In time, people came to regard her as another part of the Ocean City landscape.

The wreck of the steel ship *Sindia*, which came ashore in 1901, has become a favorite resort for beach parties. The land has made out to the immense hull which still remains, and forms a seductive shelter from the sun.

Philadelphia Inquirer,
July 18, 1910, p.5.



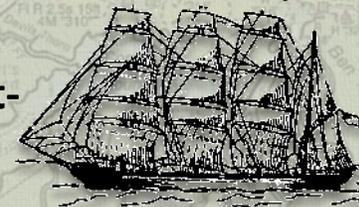
Sindia the day she stranded, Dec. 15th 1901, Ocean City, N. J.



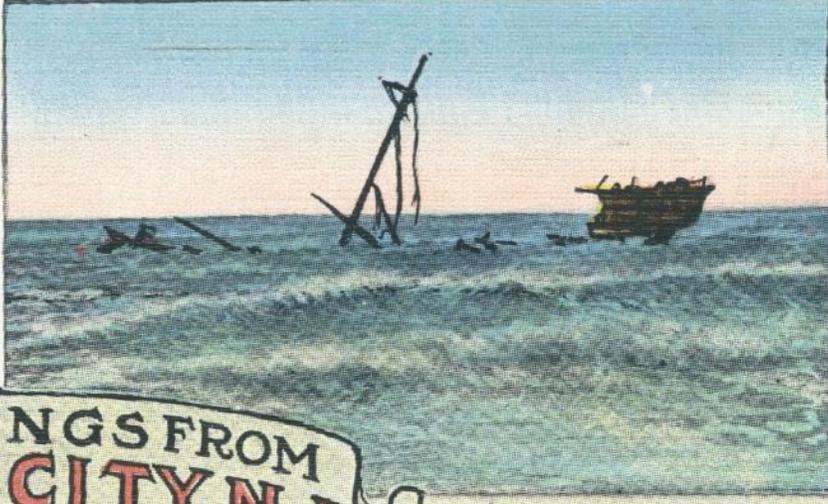
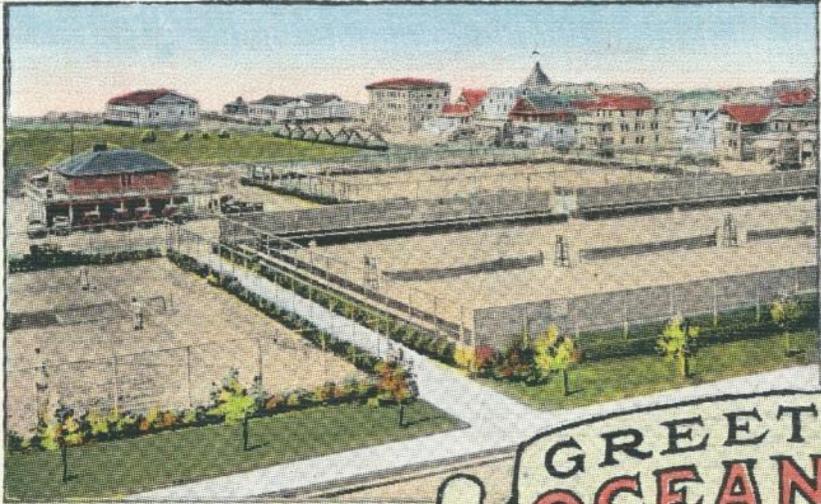
POSTMARKED JULY 24, 1908

The Sindia in her day was a four-masted, steel-hulled barque* ...

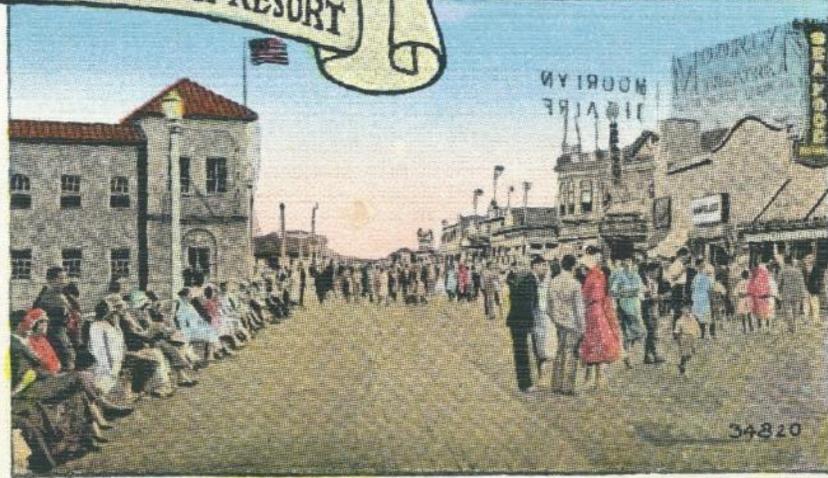
***barque, or bark. noun: a sailing vessel having three or more masts, square-rigged on all but the aftermost mast, which is fore-and-aft-rigged.**



174

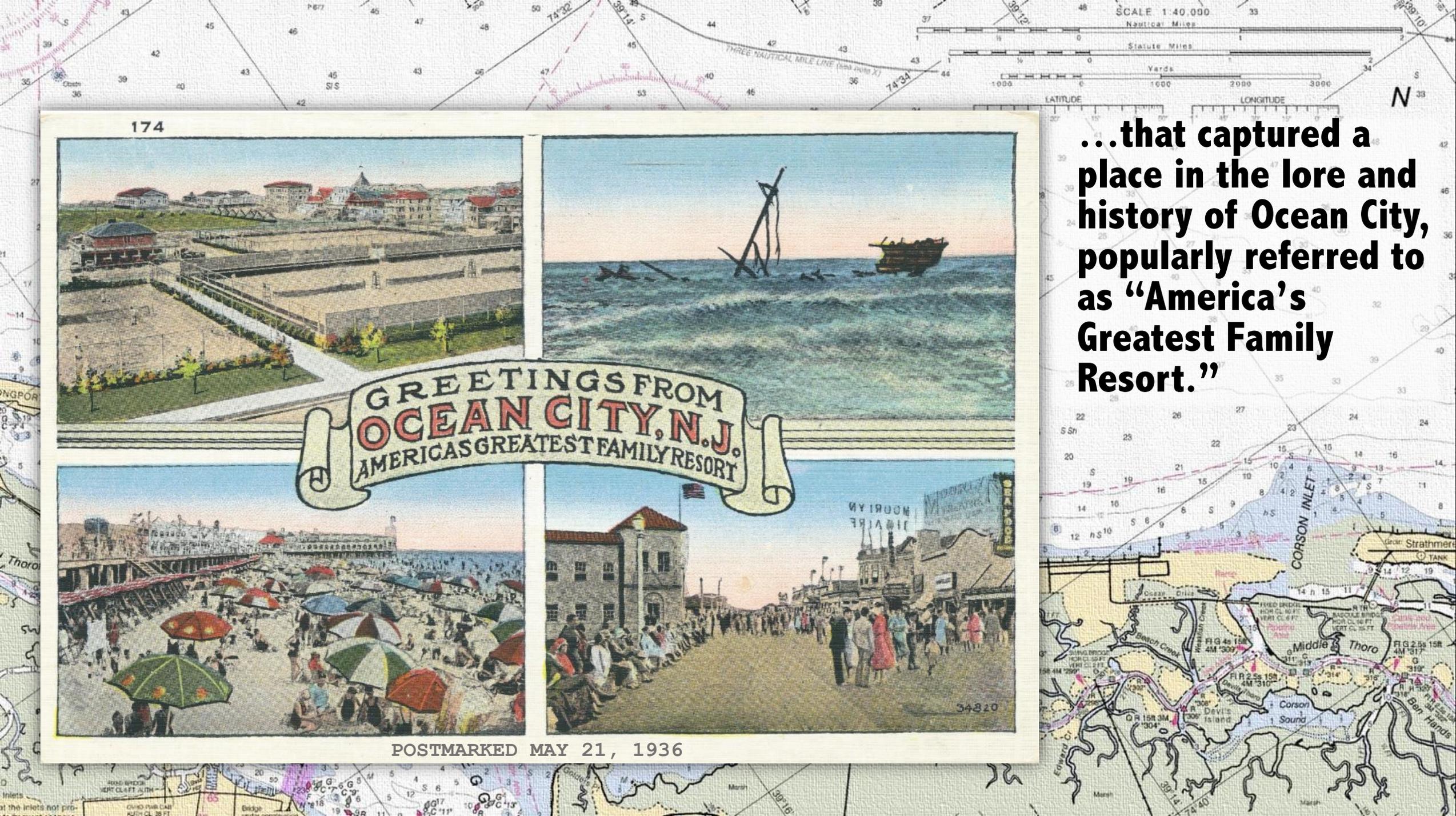


GREETINGS FROM
OCEAN CITY, N.J.
AMERICAS GREATEST FAMILY RESORT

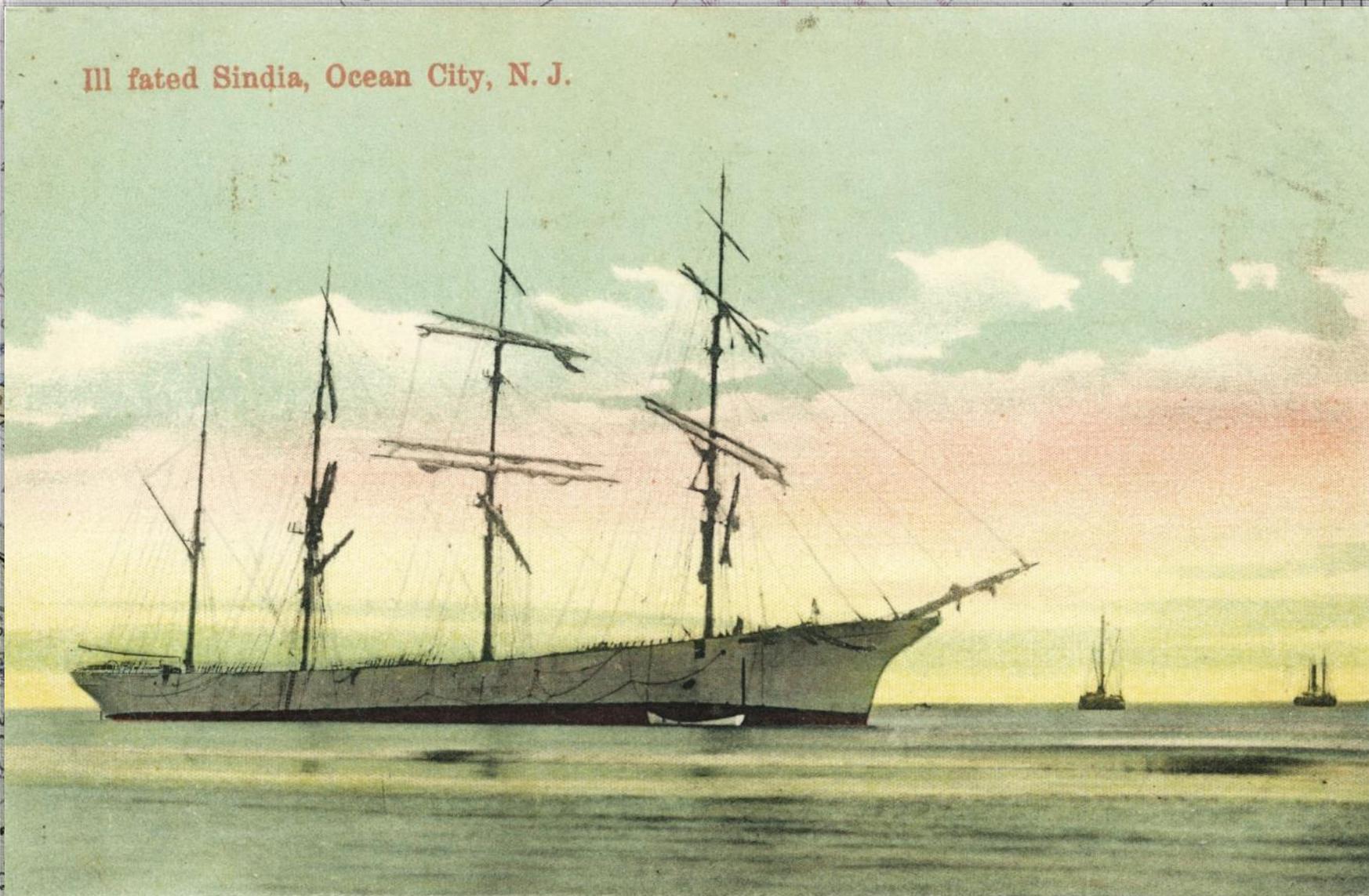


POSTMARKED MAY 21, 1936

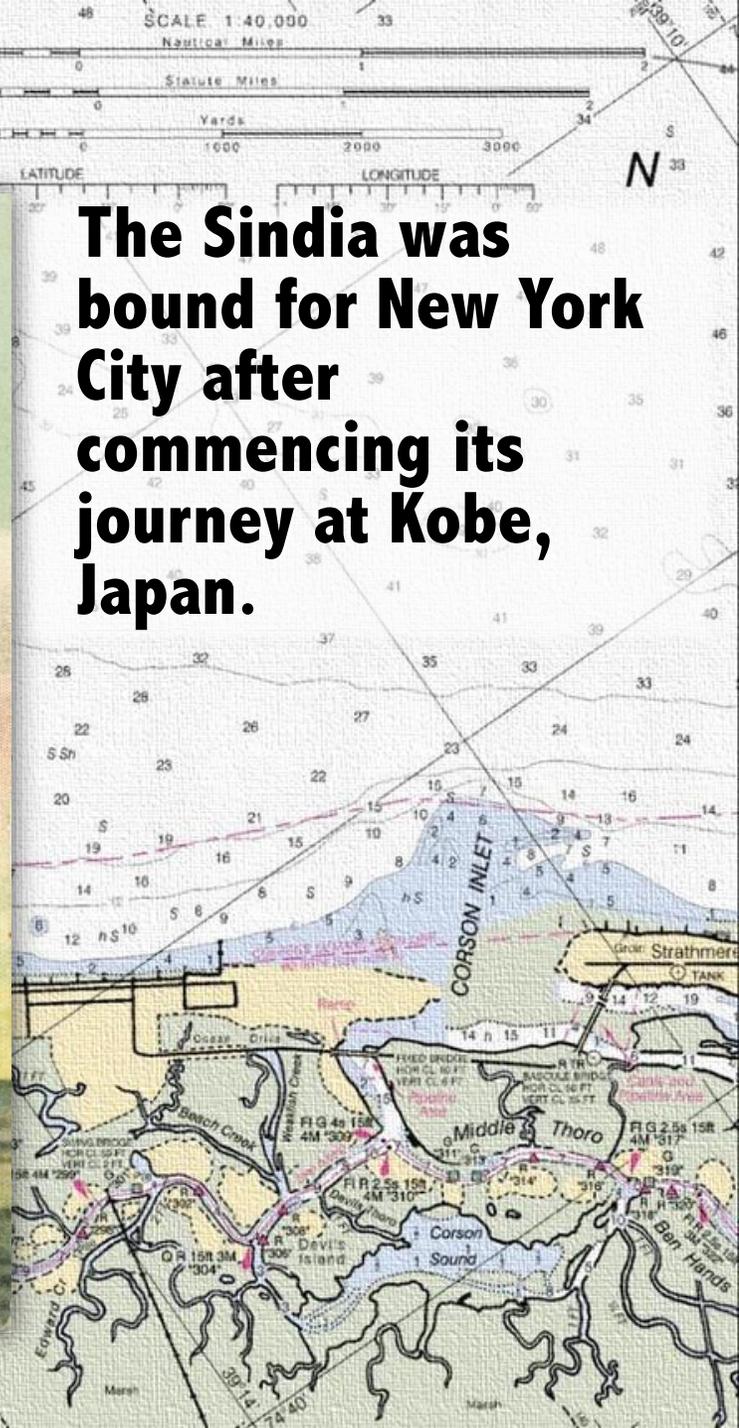
...that captured a place in the lore and history of Ocean City, popularly referred to as "America's Greatest Family Resort."



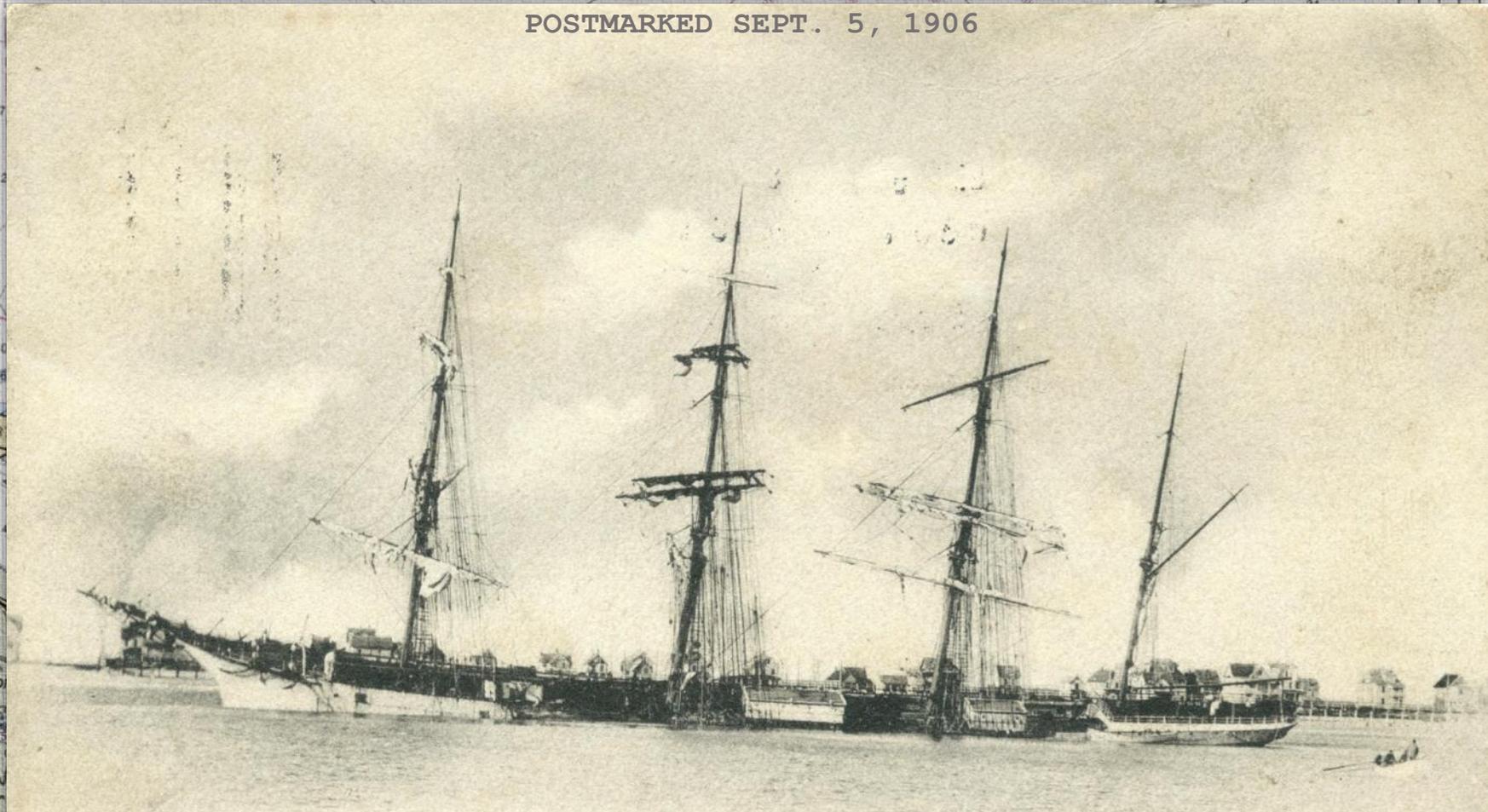
Ill fated Sindia, Ocean City, N. J.



The Sindia was bound for New York City after commencing its journey at Kobe, Japan.



POSTMARKED SEPT. 5, 1906



Wreckers removing cargo from Sindia

Ocean City, N. J.

Dear Teacher, will be to school Monday Anna

The cargo consisted of such things as fine china, silk, oil, matting, camphor, and linseed with an estimated value placed between \$400,000 and \$1.2 million.

May Yet Save the Sindia

Special to The Inquirer.

OCEAN CITY, N. J., Dec. 28—The wreckers who are at work on the stranded bark Sindia, ashore at Ocean City, now expect to save her, as she is in excellent condition, and has not broken in two. Several lighters have been filled with her cargo and sent to New York

Philadelphia Inquirer,

December 29, 1901, p.6.

POSTMARKED JULY 11, 1908



**The Sindia shipwreck
for many years had
become a popular
attraction.**

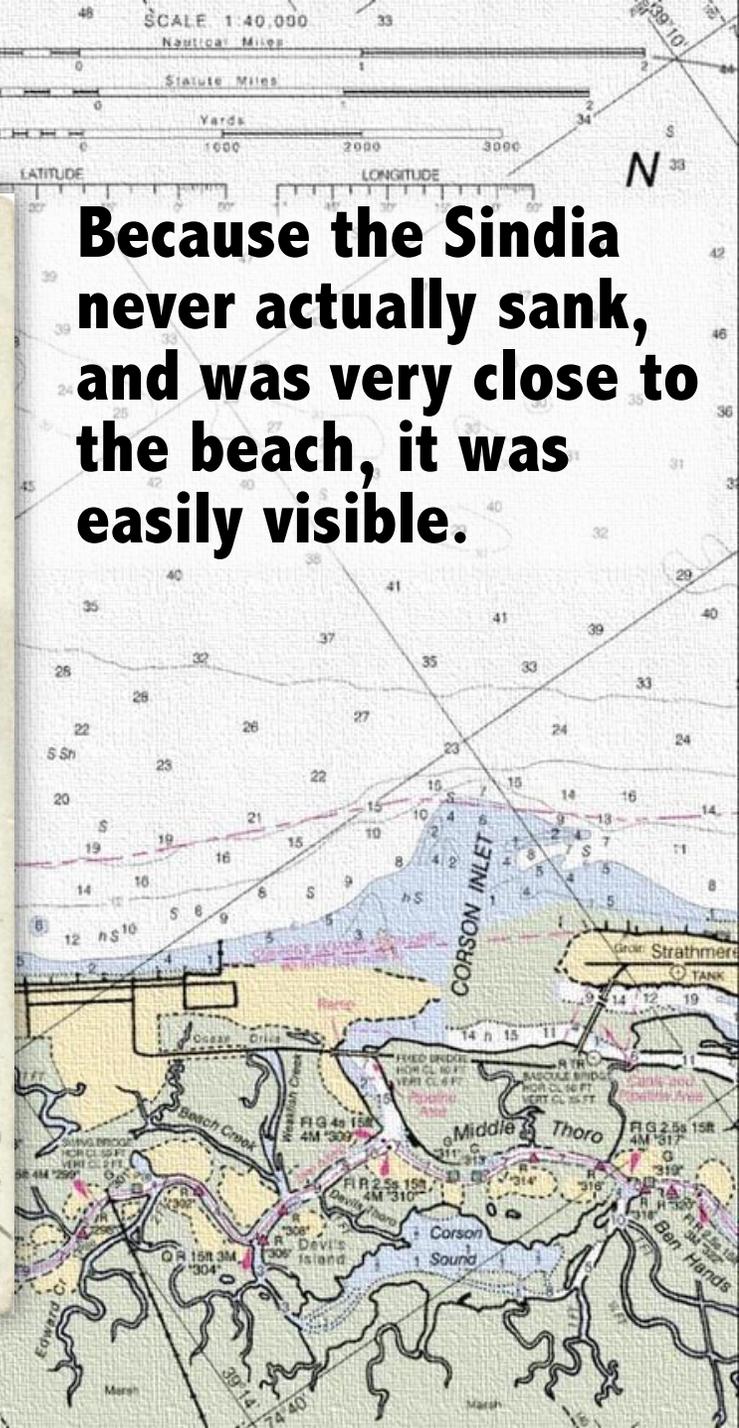


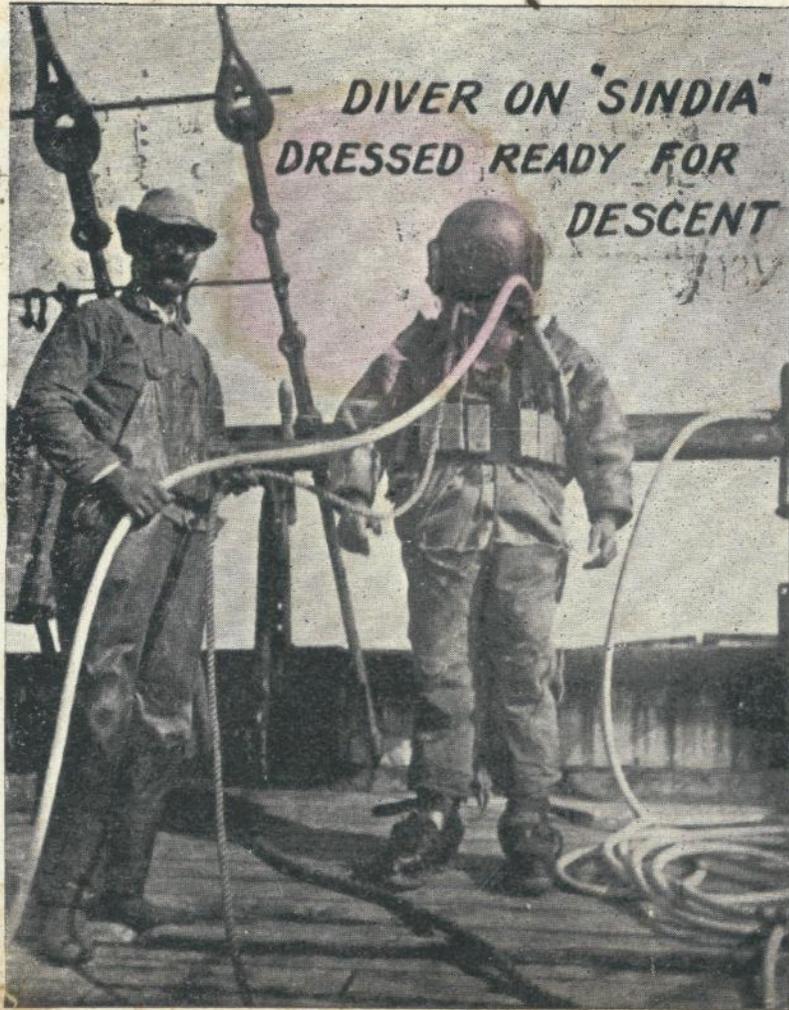


"SINDIA" WRECKED AT OCEAN-CITY. 1901

*Please bear nos 29 to
Milk Sub. 4. My Nov. 25 -
1703 Central Mio Carmen*

Because the Sindia never actually sank, and was very close to the beach, it was easily visible.

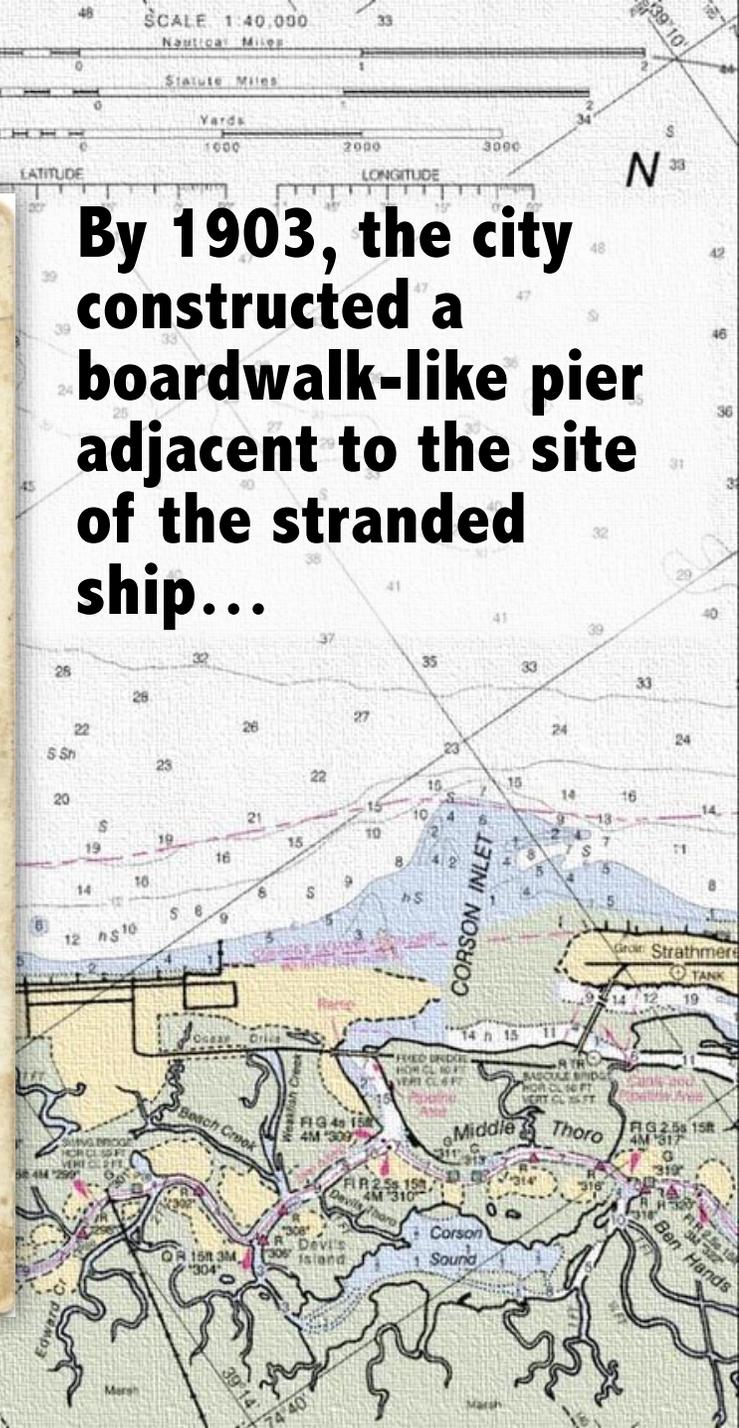




Ocean City N.J.
June 9 '75

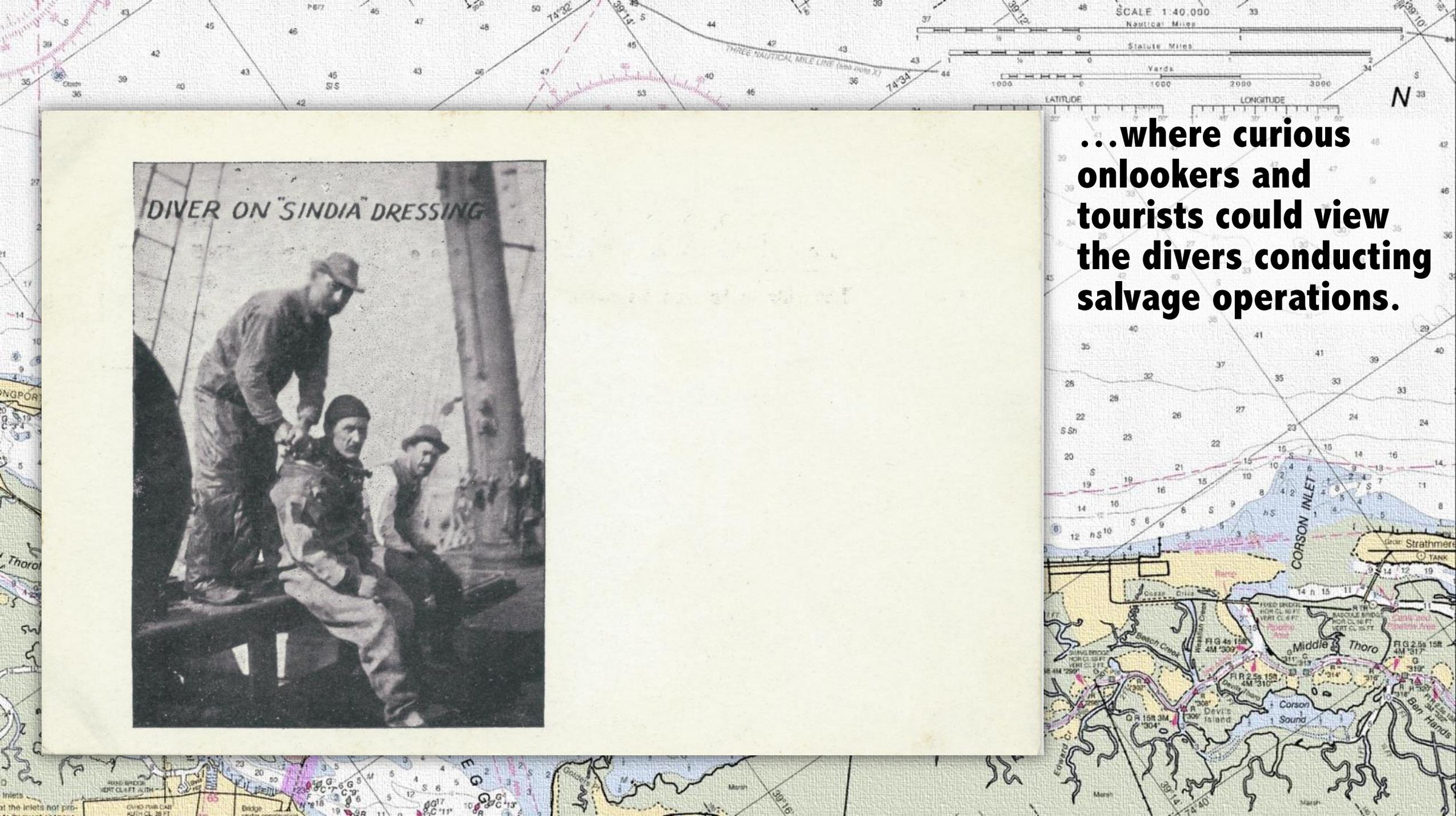
This is how the
diver looked
yesterday. Saw
him go down.
Wish you might
be here to enjoy
the sea-shore -
J.E.B.

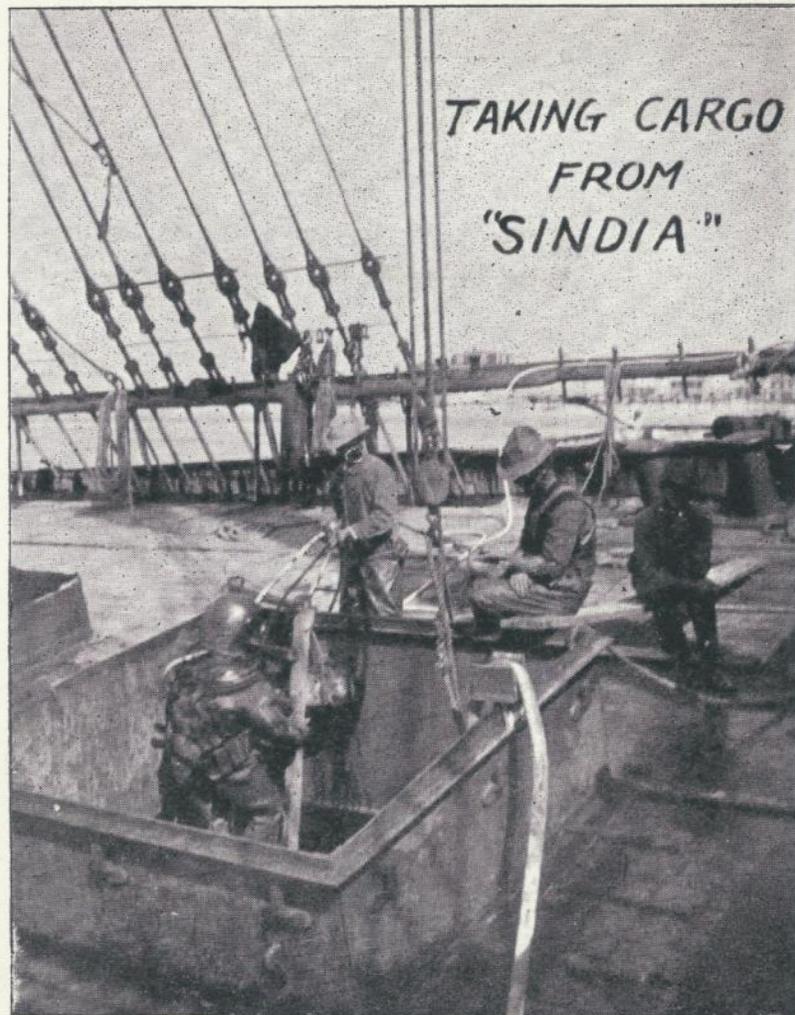
**By 1903, the city
constructed a
boardwalk-like pier
adjacent to the site
of the stranded
ship...**





...where curious onlookers and tourists could view the divers conducting salvage operations.





Shortly thereafter, a store built on the pier sold salvage items recovered from the ship.

SINDIA TO GIVE UP CARGO

Work Will Soon Be Resumed on the Ocean City Wreck

Special to The Inquirer.

OCEAN CITY, N. J., Jan. 14.—Work will begin again, within a few days, of unloading the wreck of the steel ship Sindia, belonging to the Standard Oil Company, which came ashore here on December 15, 1901. The vessel was valued at \$250,000. The cargo, consisting of oil, fine china, Japanese and India matting and novelty goods, was valued at \$1,000,000. Much of the cargo was removed in 1902 and 1903, but the work was practically abandoned in 1904.

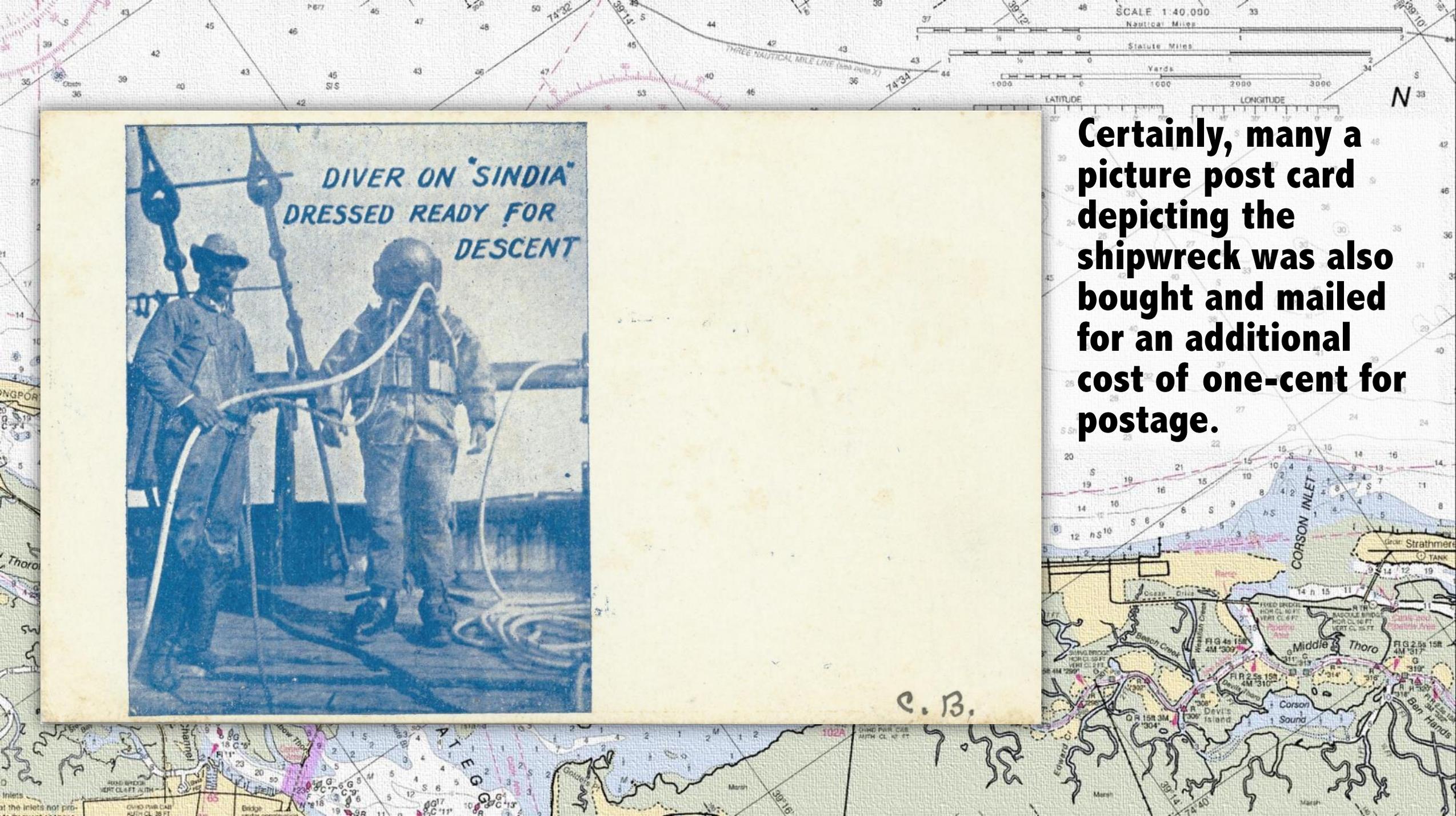
According to the manifest, 1500 cases of china, 200 tons of manganese ore and a large quantity of bamboo furniture still remain in the hold. L. L. Evanson, of Philadelphia, owner of the wreck, and A. D. Scull, of Ocean City, will prosecute the work. A walk will be built from the shore to the wreck.

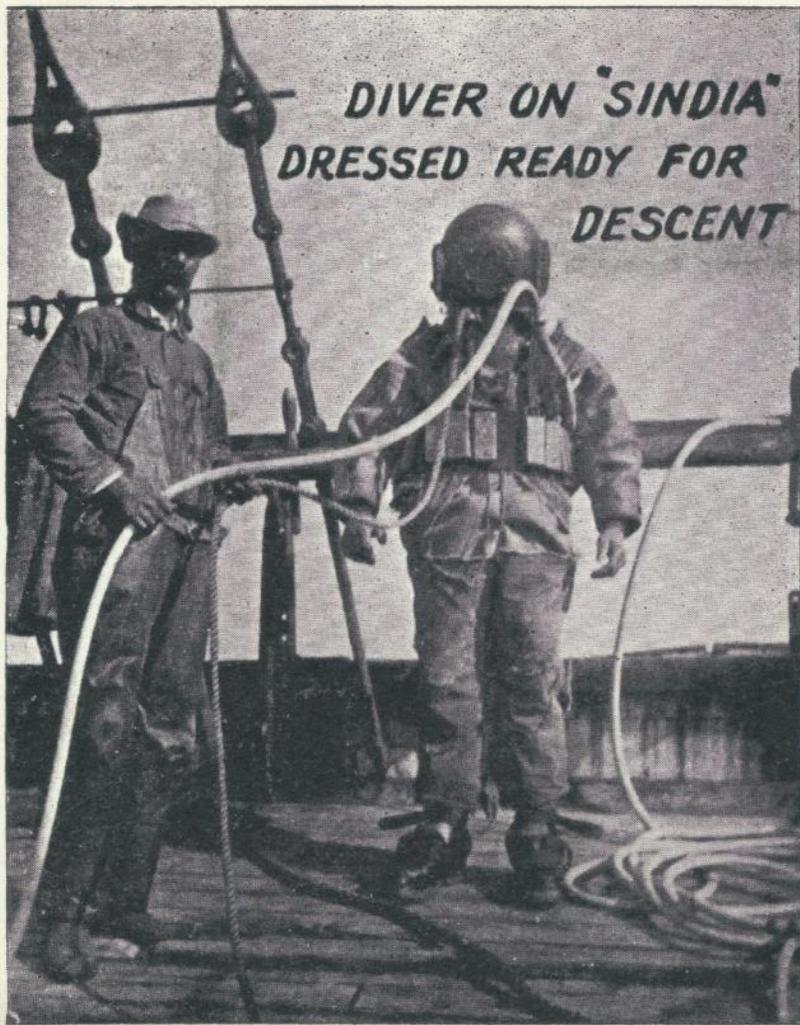


DIVER ON 'SINDIA'
DRESSED READY FOR
DESCENT

C. B.

Certainly, many a picture post card depicting the shipwreck was also bought and mailed for an additional cost of one-cent for postage.





Records indicate that the Sindia was just one of well over 4,000* known shipwrecks that have occurred off the coast of New Jersey.



*The [New Jersey Maritime Museum Shipwreck Data Base](#) has a filing system

for NJ shipwrecks with over 4800 folders, each folder describing the misfortune of a different ship along with a collection of facts about each incident.

[NJ Maritime Museum](#), 528 Dock Road, Beach Haven, NJ 08008



DIVER ON "SINDIA" DRESSING



DIVER ON "SINDIA" DRESSED READY FOR DESCENT



While salvage operations basically ceased in 1906, over the years numerous other attempts have been made for recovery but without any real success.

EFFORT TO BE MADE TO SALVAGE VESSEL SUNK 20 YEARS AGO

TO SALVAGE CARGO BY NOVEL SCHEME

Will Build Bulkhead Around Wrecked Sindia to Get Treasure in Hold

Last Chapter in Fe City Wreck a Bid \$500,000

Company Plans ng Sindia Lying cean City

Said to Contain Insured for \$500,-

Treasure found off Ocean City

80-year-old wreck carried Orient riches

OCEAN CITY (AP) — Two Maryland divers, working against shifting sands, say they have spotted treasure

Shipwreck's treasures may be found

OCEAN CITY — Salvagers may soon uncover the secrets and Oriental valuables buried for centuries to the Sindia and plunge a cylindrical object called a "cofferdam" and from the ship-

Divers to explore ship buried off Ocean City

OCEAN CITY (AP) — Two Maryland salvage divers hope to recover treasure that may be buried with the wreck of the four-masted bark Sindia

The wreck is now buried in the sand beneath 4 to 6 feet of water. Ocean City residents say the ship's tiller arm is visible at extremely low

underwater with small hole through out a few artifacts. then decide the excavation. The results will promises," Hess

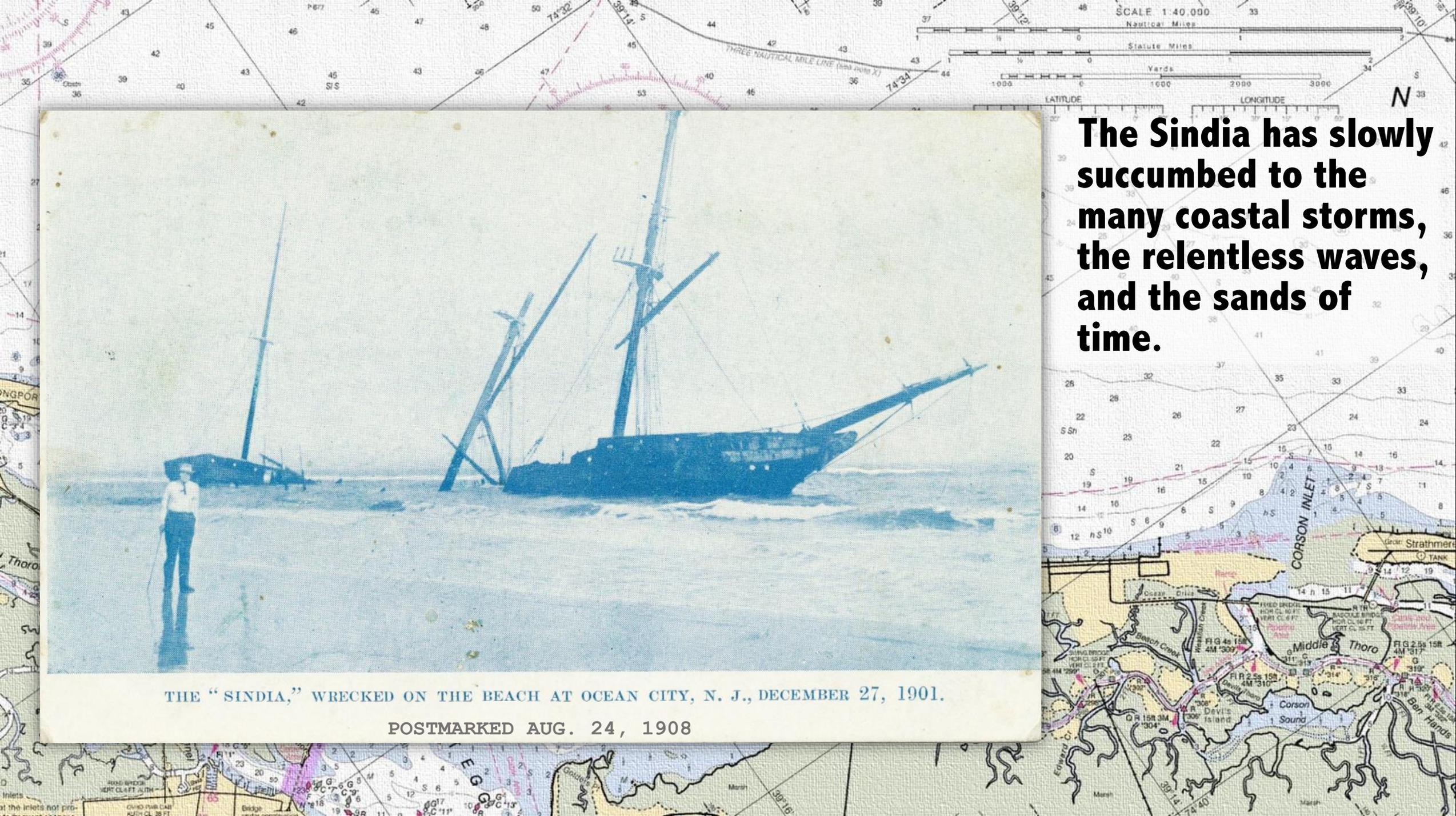
View larger images of each article in the appendix.

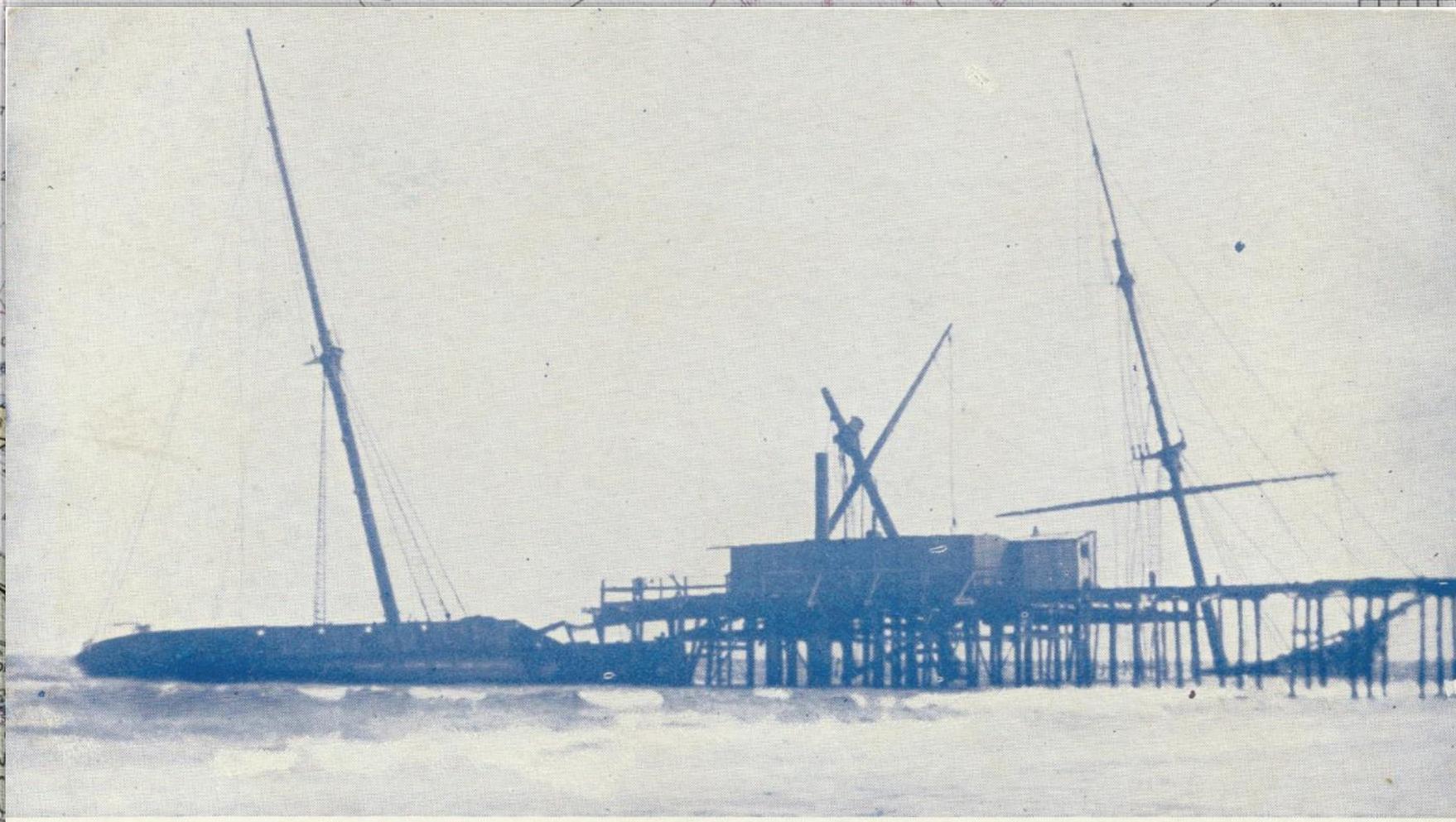


THE "SINDIA," WRECKED ON THE BEACH AT OCEAN CITY, N. J., DECEMBER 27, 1901.

POSTMARKED AUG. 24, 1908

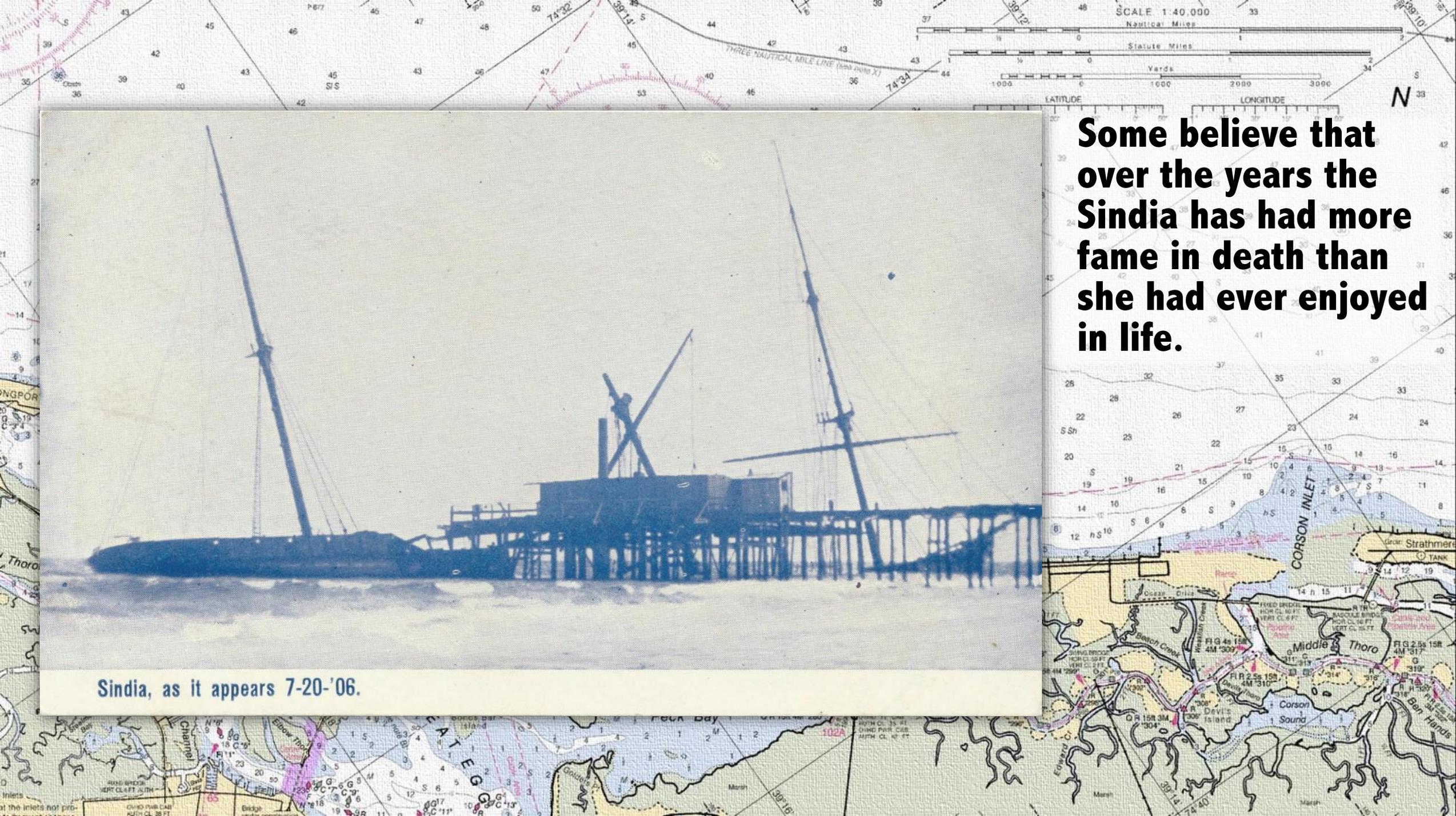
The Sindia has slowly succumbed to the many coastal storms, the relentless waves, and the sands of time.

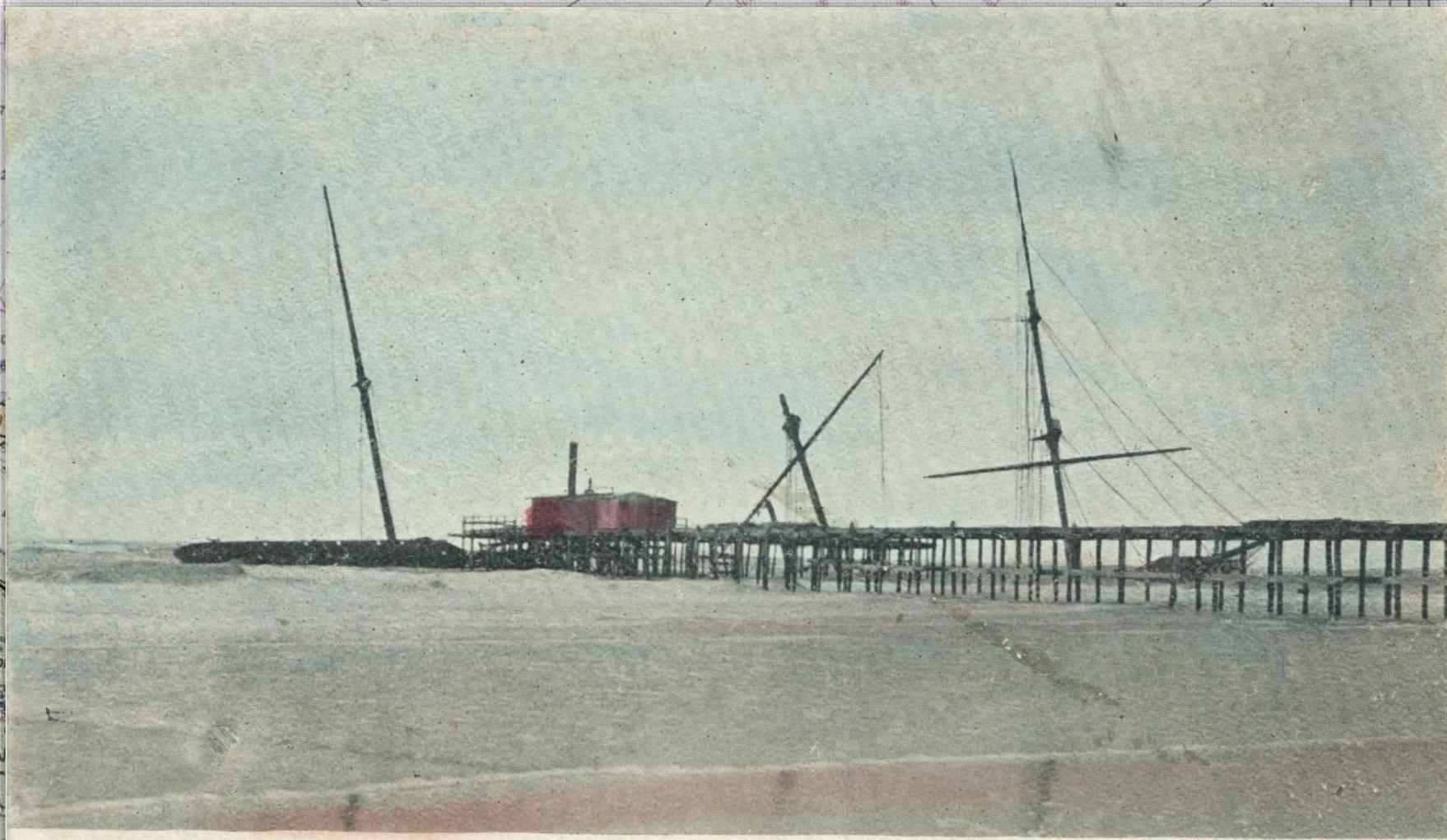




Sindia, as it appears 7-20-'06.

Some believe that over the years the Sindia has had more fame in death than she had ever enjoyed in life.



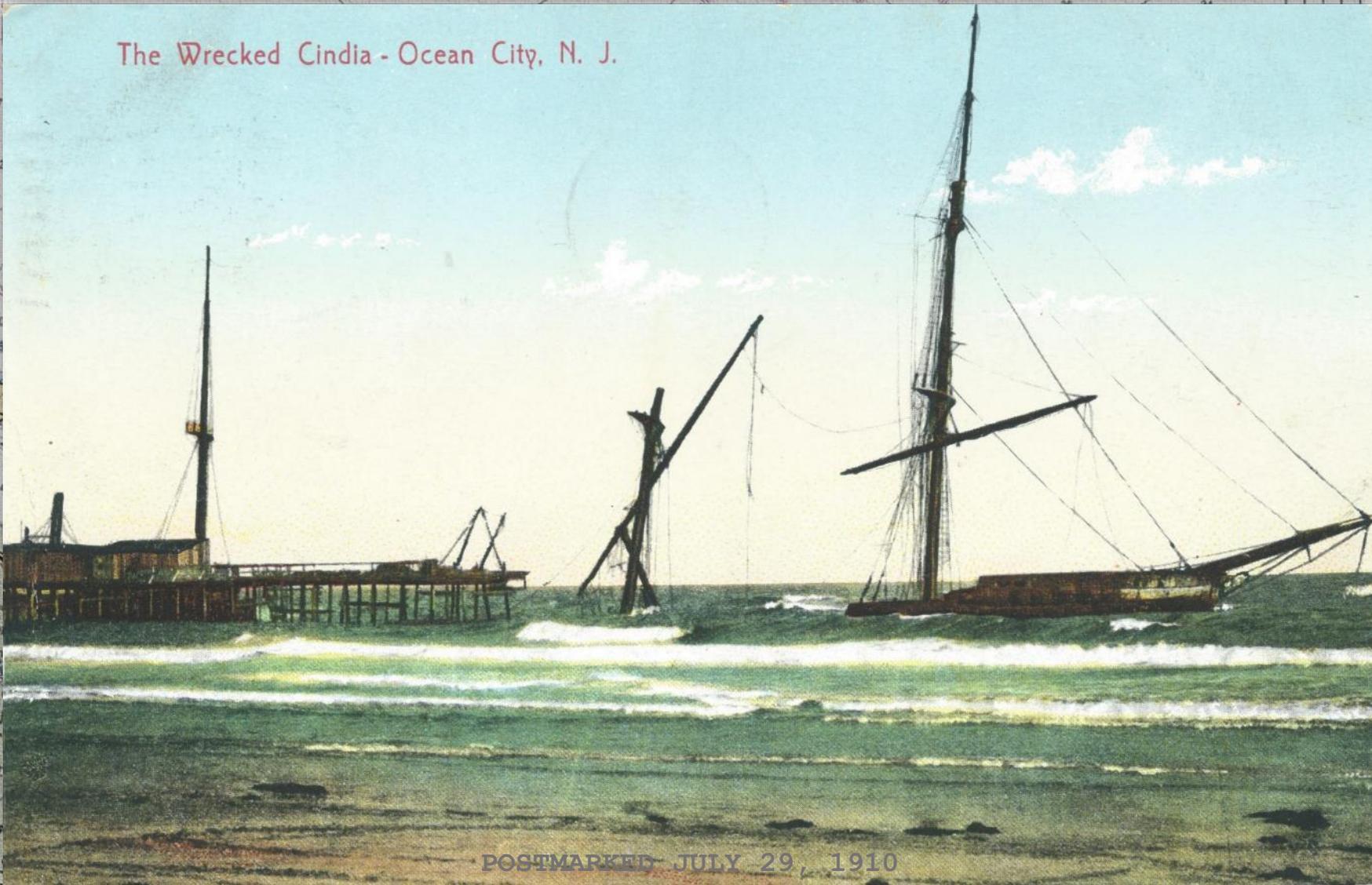


OCEAN CITY - WRECKED BARK SINDIA.

My first memories of the Sindia are as a youngster growing up in the 1940s and 50s, when my family spent a week each summer vacationing at Ocean City.

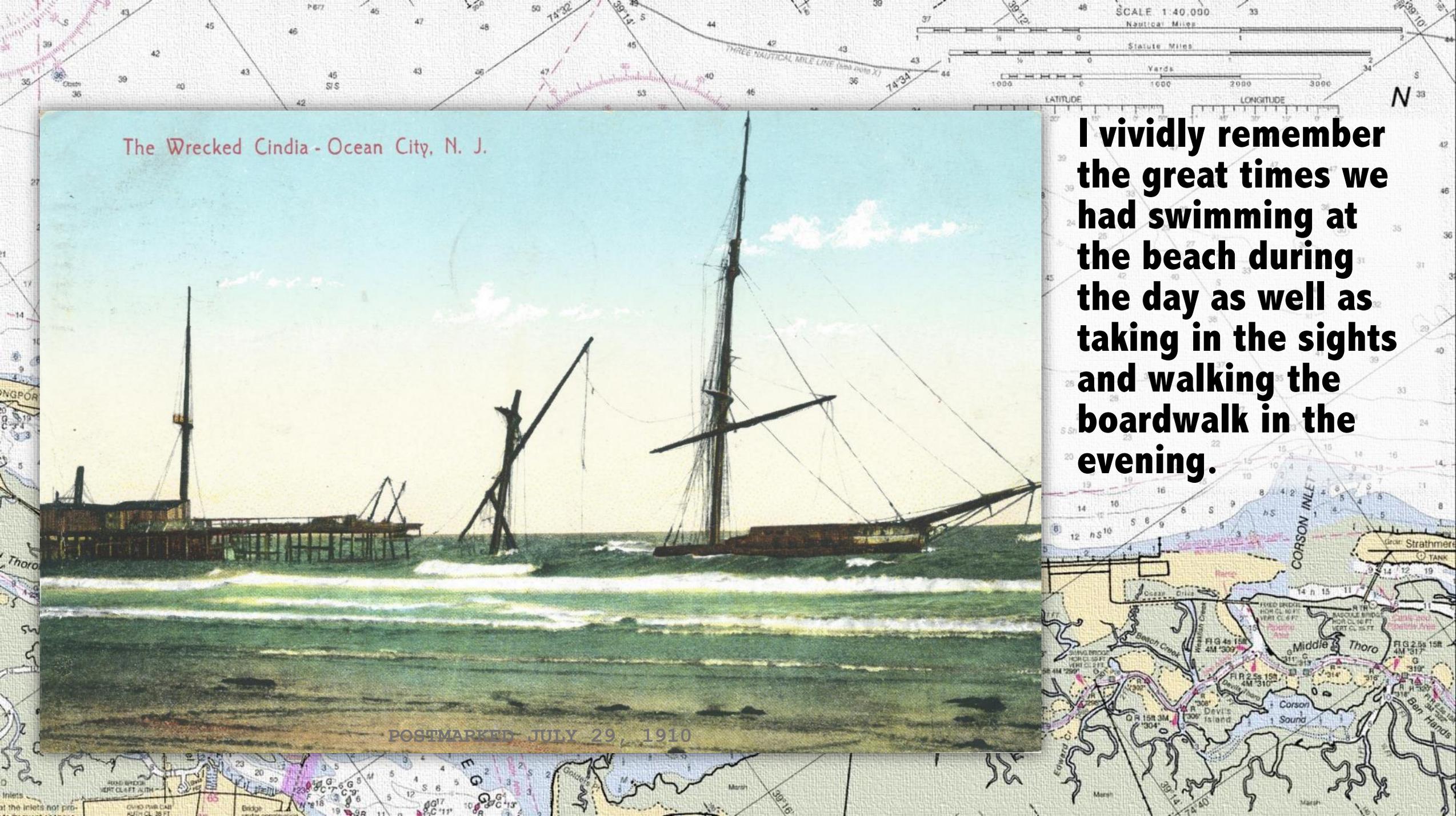


The Wrecked Cindia - Ocean City, N. J.

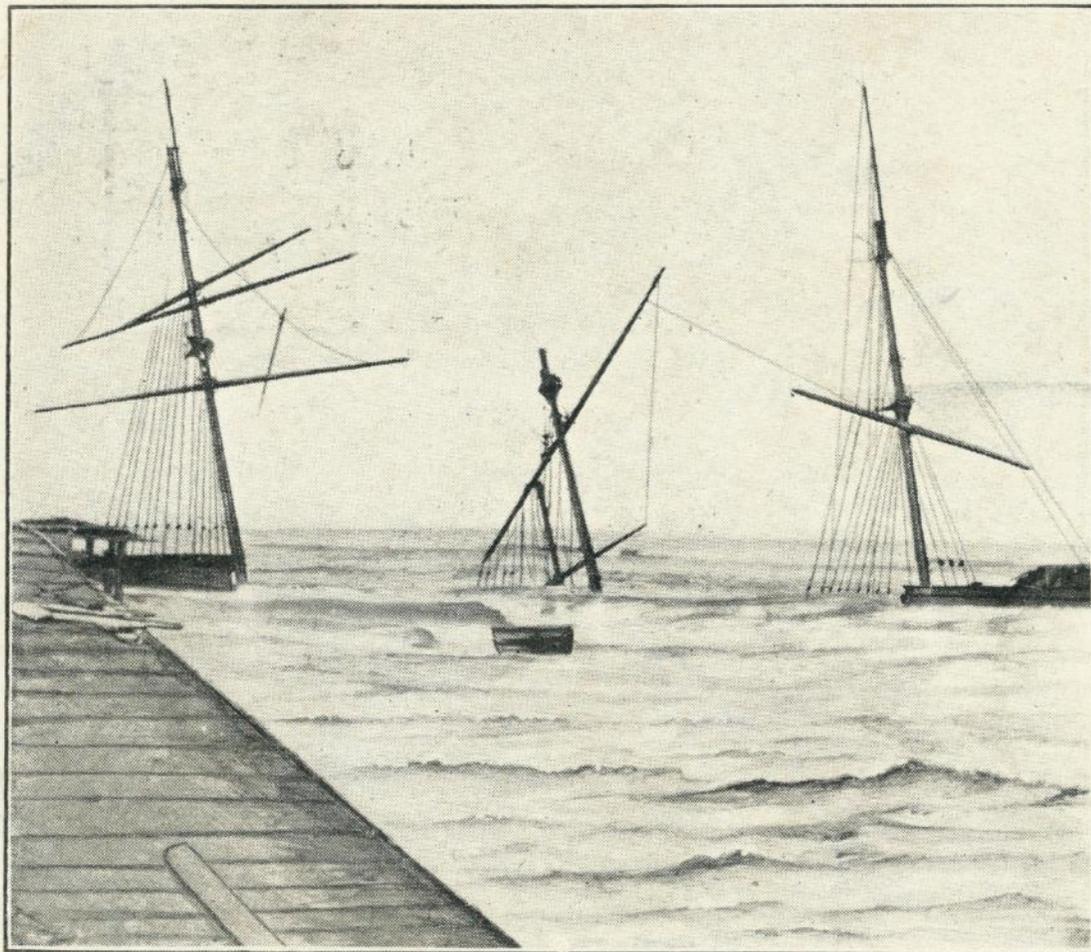


POSTMARKED JULY 29, 1910

I vividly remember the great times we had swimming at the beach during the day as well as taking in the sights and walking the boardwalk in the evening.



POSTMARKED AUG. 3, 1906

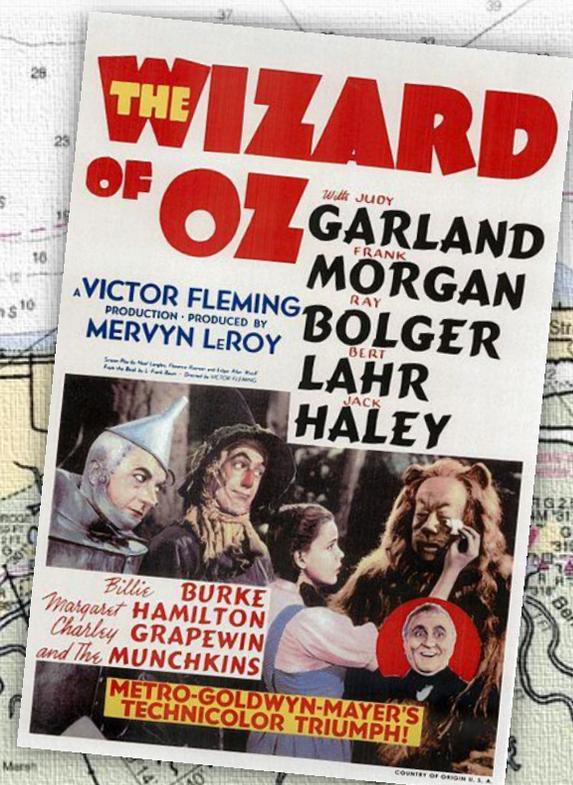


WRECK OF THE "SINDIA" OCEAN CITY, N. J.

*We get a very
good view of
this wreck in
the trolley. Am
having a mistma
and coming home
Sat. Lizzie.*

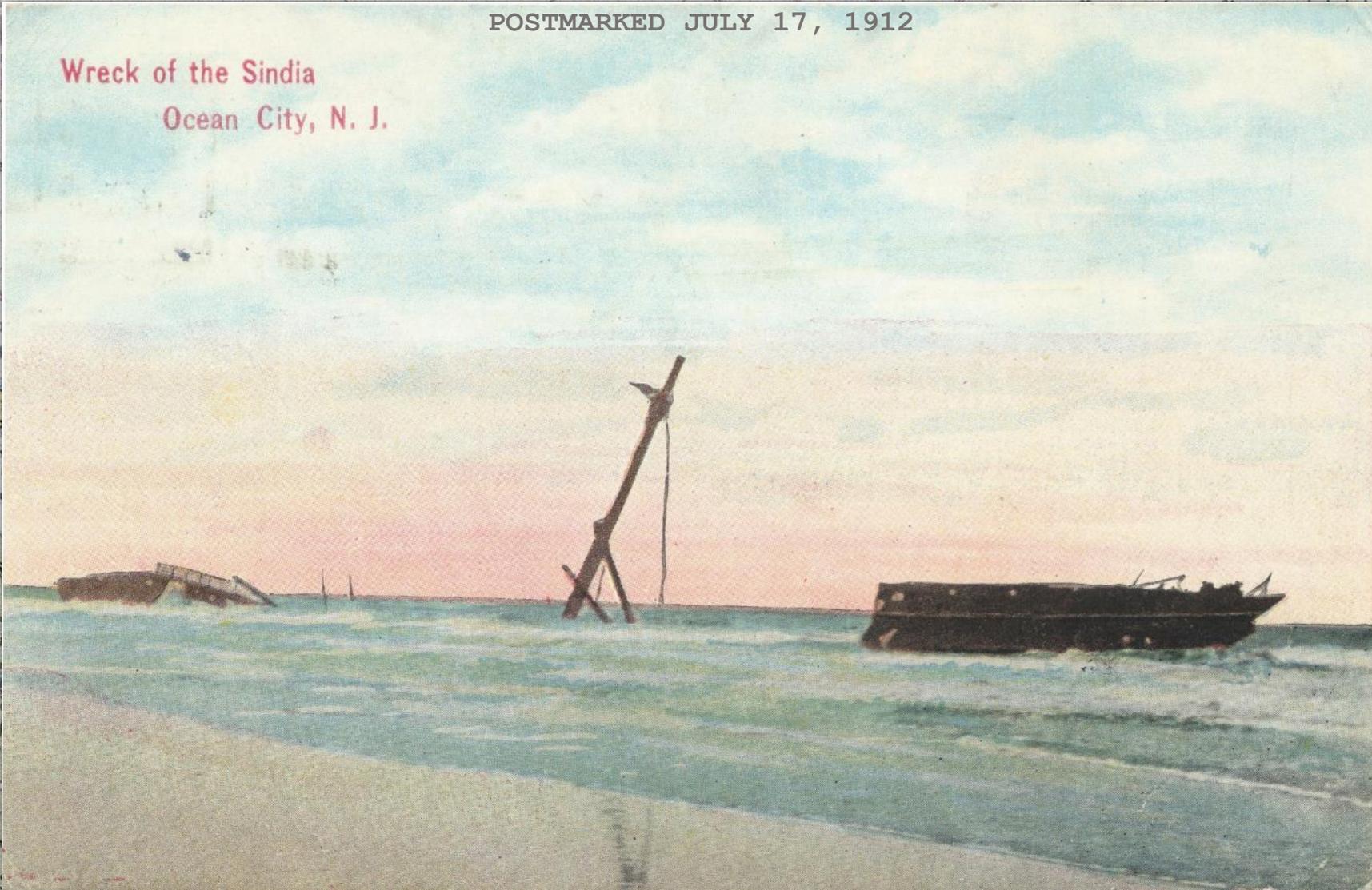
COPYRIGHTED BY OCEAN CITY DRUG & TOILET CO.

**In the boardwalk
movie theater, we
saw the MGM film
The Wizard of Oz
starring Judy
Garland...**



POSTMARKED JULY 17, 1912

Wreck of the Sindia
Ocean City, N. J.



...and I was simply
amazed to see a
sepia-toned Dorothy
open her door to the
Land of Oz in lush
Technicolor.



Dorothy entering Technicolor on [YouTube](#) 1 min, 58sec

Wreck of the "SINDIA" at 16th Street Ocean City, N. J.
Stranded Dec. 15, 1901. Length, 329 feet; Beam, 49 feet; Draft, 26 feet. Value of Cargo, \$1,200,000.



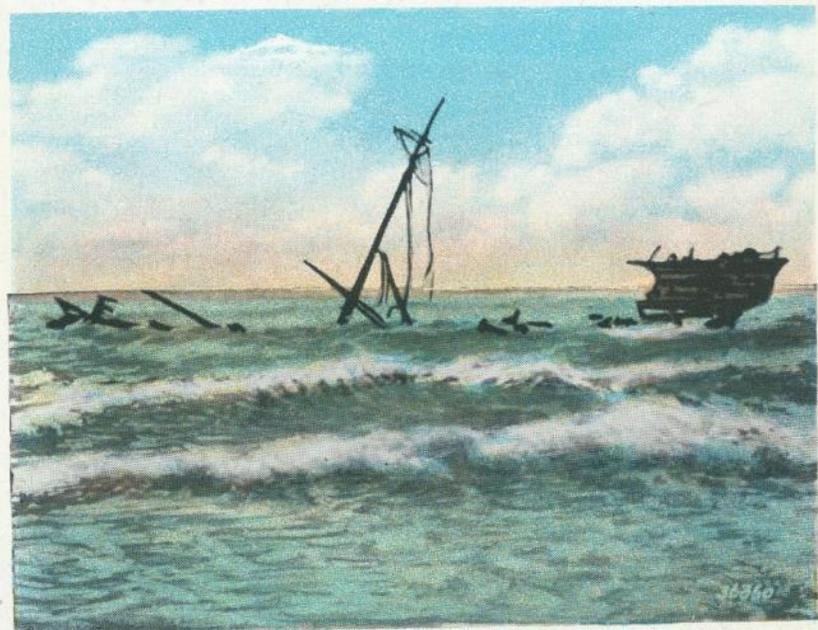
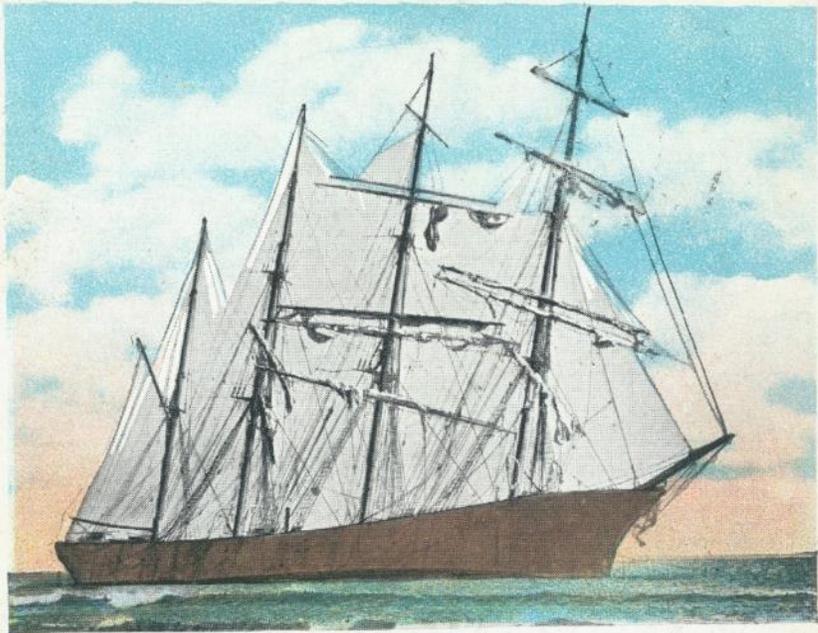
POSTMARKED JUNE 10, 1918

I remember our family photograph album filled with black and white snapshots carefully mounted with photo corners on black paper.



Mom and me 1946

The Wreck of the Sindia in 1901 and Now,



Ocean City, N. J.

POSTMARKED SEPT. 19, 1932



1949

My father took great pleasure in documenting these annual summer vacations with his 35mm Kodak camera.



1947



Dad and me 1946

WRECK OF THE SINDIA, BY MOONLIGHT, OCEAN CITY, N. J.

37



POSTMARKED AUG. 3, 1936

Do I dimly recall seeing as a toddler a lone surviving Sindia mast protruding from the sand at the water's edge at 17th Street?

I guess I'm not 100% sure.

I suppose that I *want* to believe I saw it.

The Old Wreck of the "Sindia," Ocean City, N. J.



POSTMARKED AUG. 26, 1938

Or am I just remembering the photos of the lone mast my father took?

Could be wishful thinking on my part.

After the Great Atlantic Hurricane of 1944 snapped off that mast, the vessel became less visible.

BATHING AT 16TH STREET, OCEAN CITY, N. J.



POSTMARKED AUG. 8, 1938

The wreck has since been seen sporadically through the 1960s and the 70s, but only during so-called “blowout” low tides*.

***blowout/blow-out/blow out low tides result after strong off-shore winds combine with particularly low tides that occur when the sun are in alignment on the same side of Earth to expose large parts of the beach normally covered by water. A delight for fossil hunters.**

WRECK OF THE "SINDIA" AND 14TH ST. FISHING PIER. OCEAN CITY, N. J.

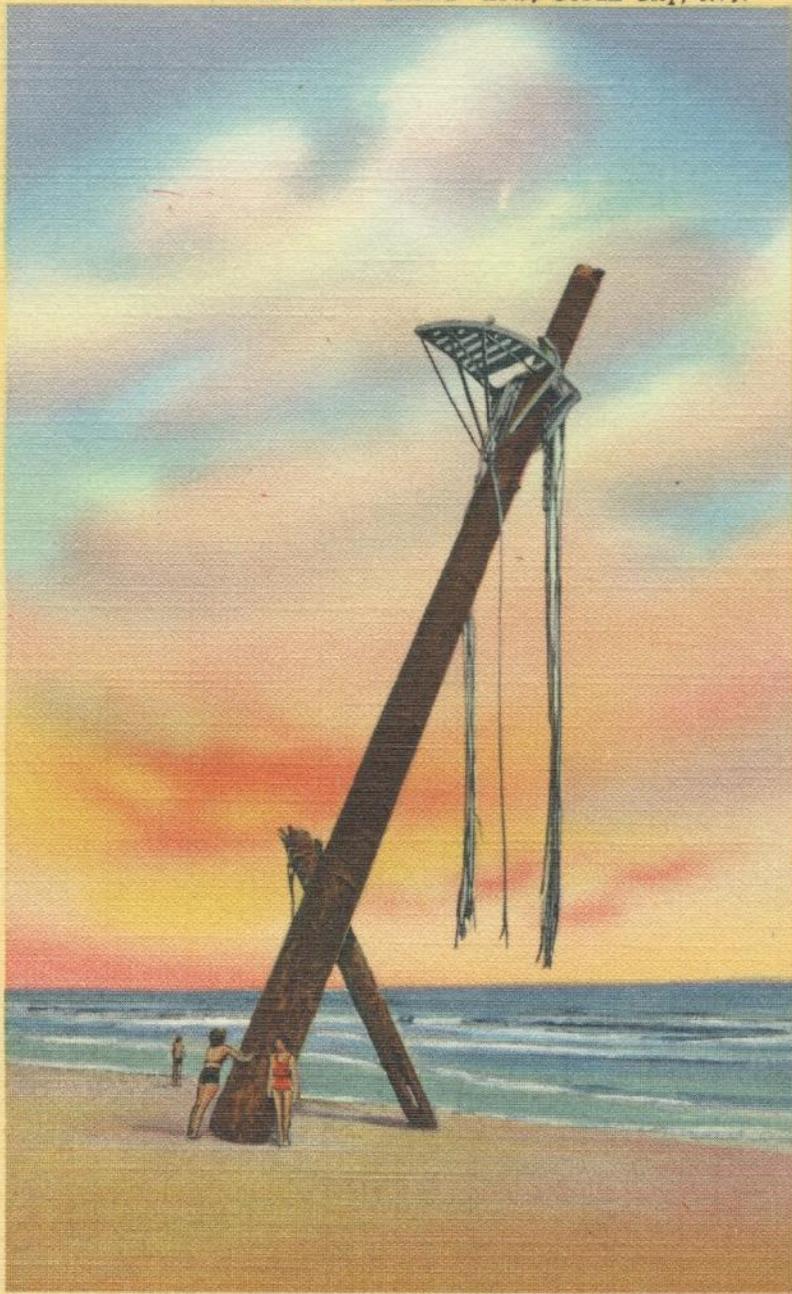


POSTMARKED SEPT. 2, 1943

E.5437

On those rare occasions the rusted hulk, perhaps the tiller, and capstan might briefly reappear only to disappear beneath the sand and water again!

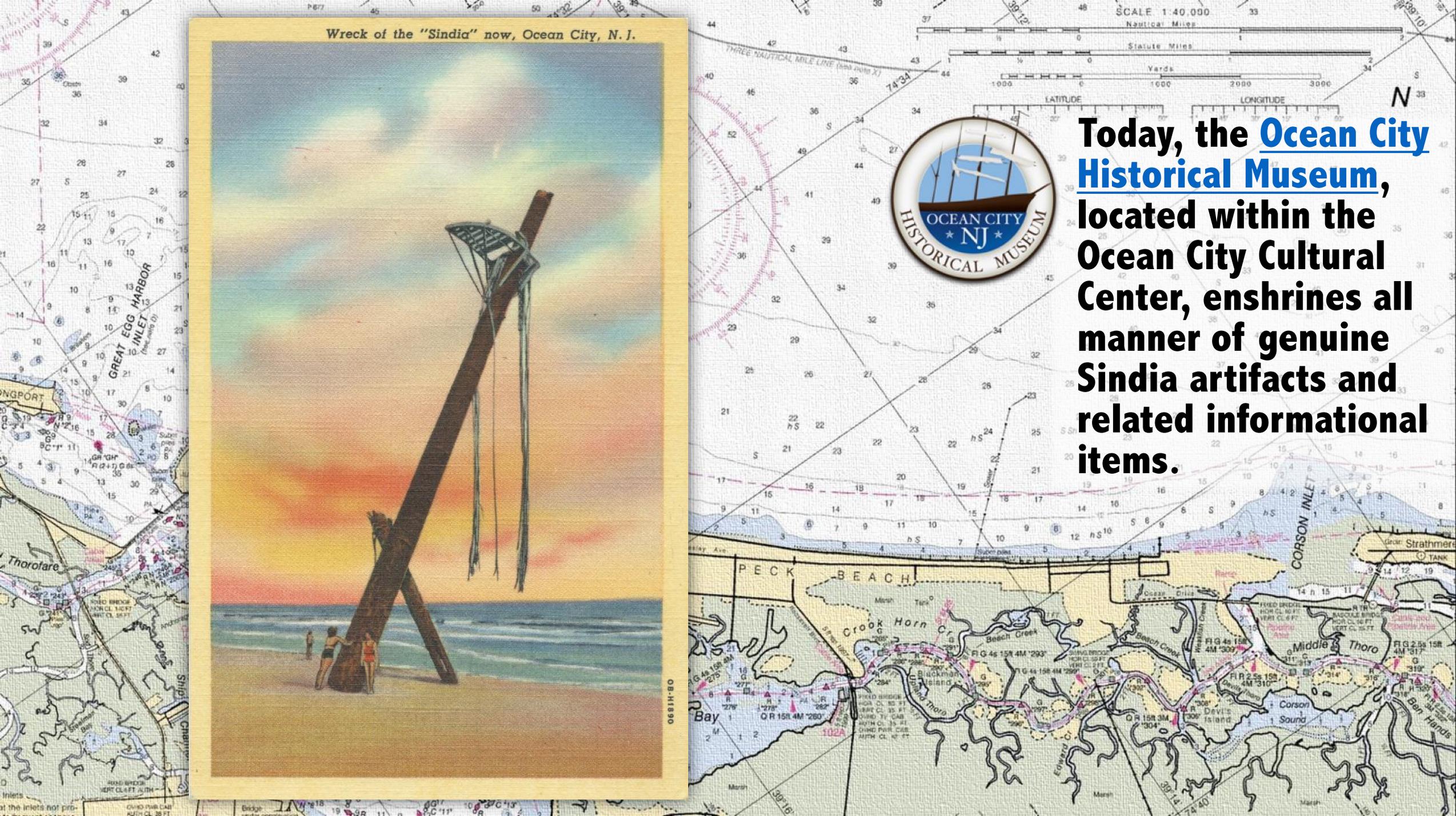
Wreck of the "Sindia" now, Ocean City, N. J.



OB-H1890



Today, the [Ocean City Historical Museum](#), located within the Ocean City Cultural Center, enshrines all manner of genuine Sindia artifacts and related informational items.



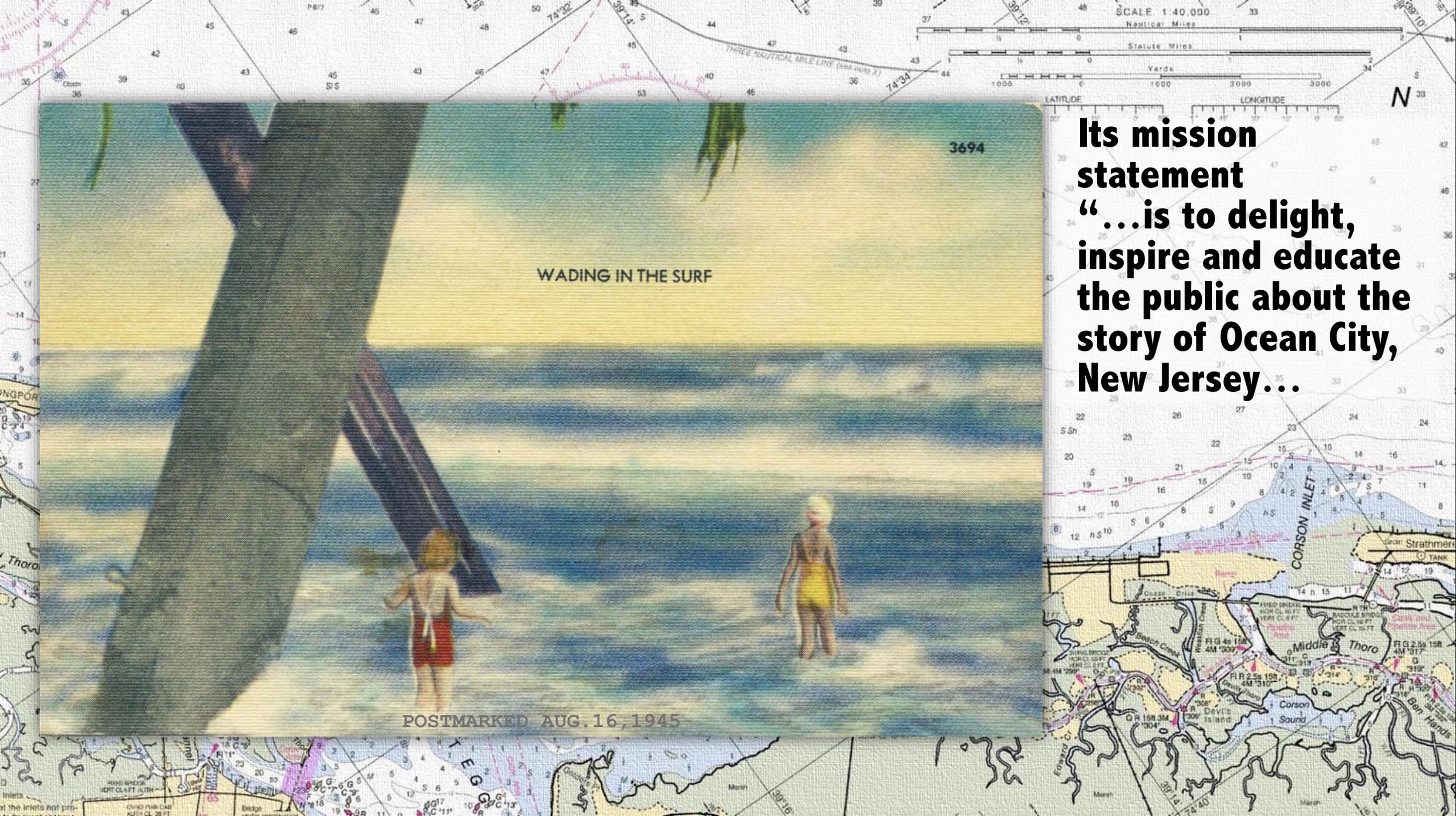


WADING IN THE SURF

3694

POSTMARKED AUG. 16, 1945

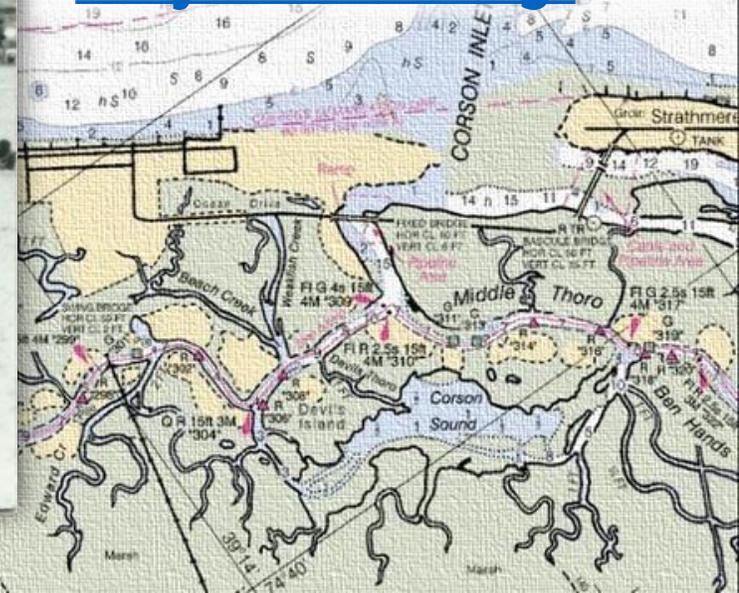
Its mission statement
“...is to delight, inspire and educate the public about the story of Ocean City, New Jersey...”

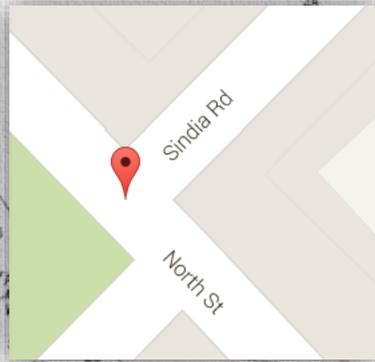




...and to collect, preserve and promote items relevant to its heritage, traditions and memories.”

Find out more at ocnjmuseum.org.





[Sindia Road](#) – Ocean City



[Sindia Replica at Seaport Village Golf](#)



SINDIA

OWNED BY ANGLO AMERICAN OIL
CAPTAIN ALLEN MCKENZIE
BUILT IN 1887 BY HARLAND & WOLF,
BELFAST, IRELAND
FOUR MASTED STEEL BARK
LENGTH 329 FT - DEPTH OF HOLD 26 FT
BREADTH 45 FT - NET TONNAGE 2929

THIS SITE
HAS BEEN LISTED ON THE
NATIONAL REGISTER
OF HISTORIC PLACES
BY THE UNITED STATES
DEPARTMENT OF THE INTERIOR

THE SINDIA EN ROUTE FROM KOBE, JAPAN TO NEW YORK CITY WAS STRANDED IN OCEAN CITY DURING A SOUTHEAST STORM ON DECEMBER 15, 1901, JUST NORTHEAST OF THIS SITE. SHE LIES BROADSIDE TO THE BOARDWALK, WITH HER BOW POINTING SOUTH. CARRYING A CARGO OF PORCELAIN, FINE CHINA, BAMBOO MATTING, CAMPHOR OIL, MANGANESE ORE AND WAX, THE SHIP BROKE IN HALF AND FLOODED ON THE THIRD DAY AND MUCH OF THE CARGO WAS LOST. THERE WAS NO LOSS OF LIFE DUE TO THE HEROIC EFFORTS OF THE OCEAN CITY LIFE SAVING STATION, UNDER THE COMMAND OF CAPTAIN J.M. CORSON, WHICH IS STILL LOCATED ON THE CORNER OF FOURTH STREET AND OCEAN AVENUE. ARTIFACTS AND A VIDEO STORY OF THE SINDIA CAN BE SEEN AT THE OCEAN CITY HISTORIC MUSEUM LOCATED IN THE CULTURAL ARTS CENTER, 17TH STREET AND SIMPSON AVENUE.



Today, over a century since the surf and sand claimed the Sindia's broken carcass, signs of its impact on local history persist...

literally!

The site is on NJ State and National Historic Registers.

"Sindia" Shipwreck Site (ID#1013)

DOE 12/12/1991

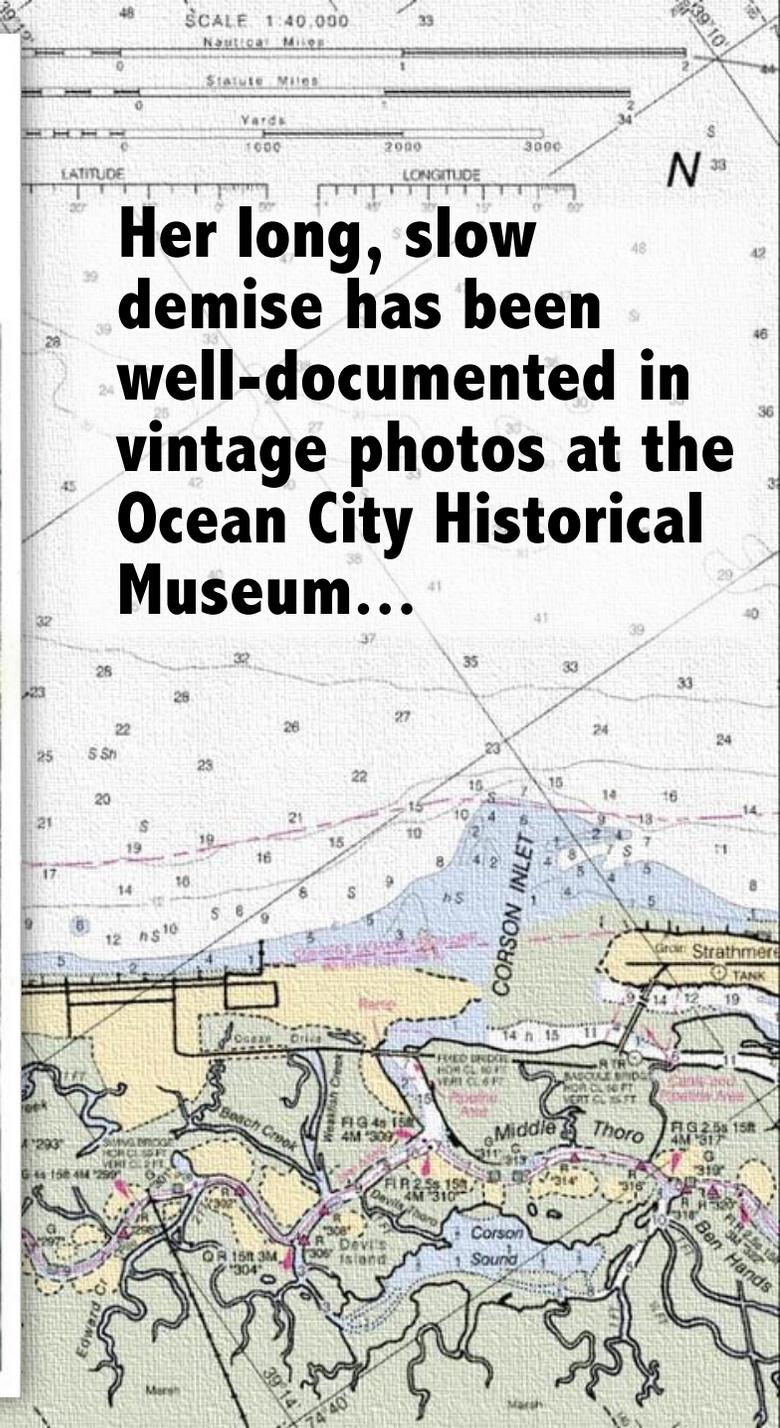
SHPO Opinion 4/12/1989

[CLICK FOR GOOGLE MAP LOCATION](#)

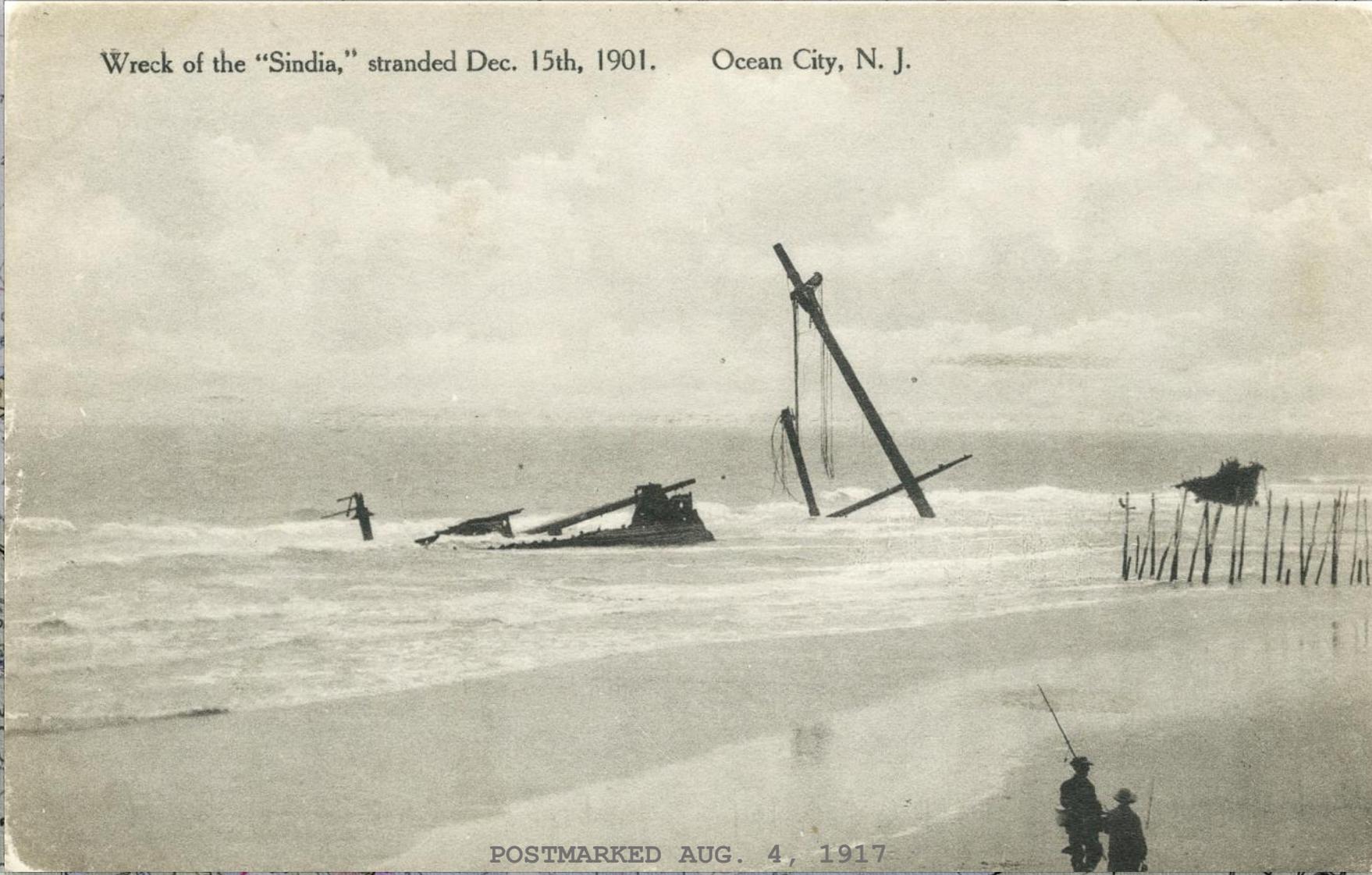




**Her long, slow
demise has been
well-documented in
vintage photos at the
Ocean City Historical
Museum...**

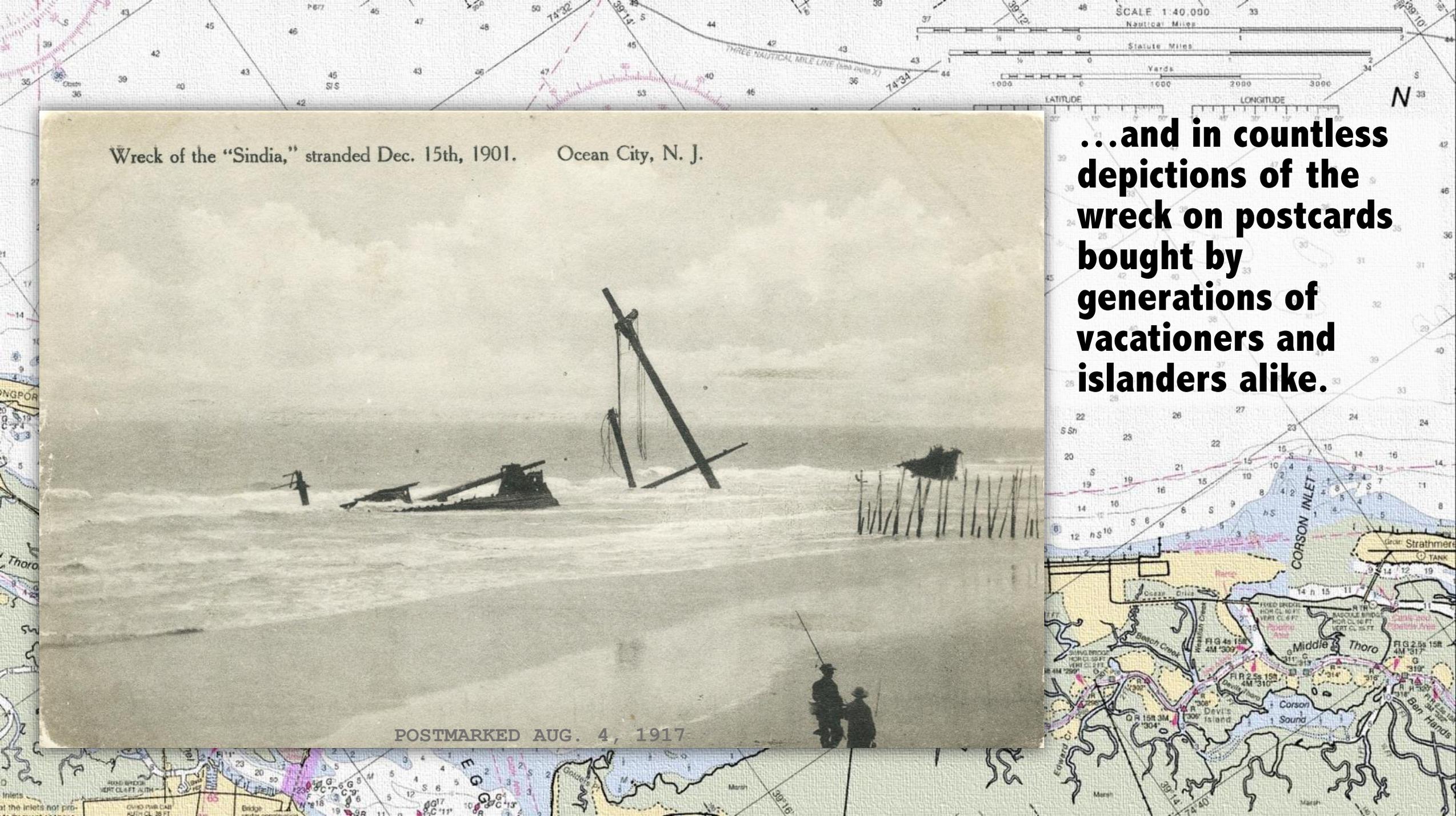


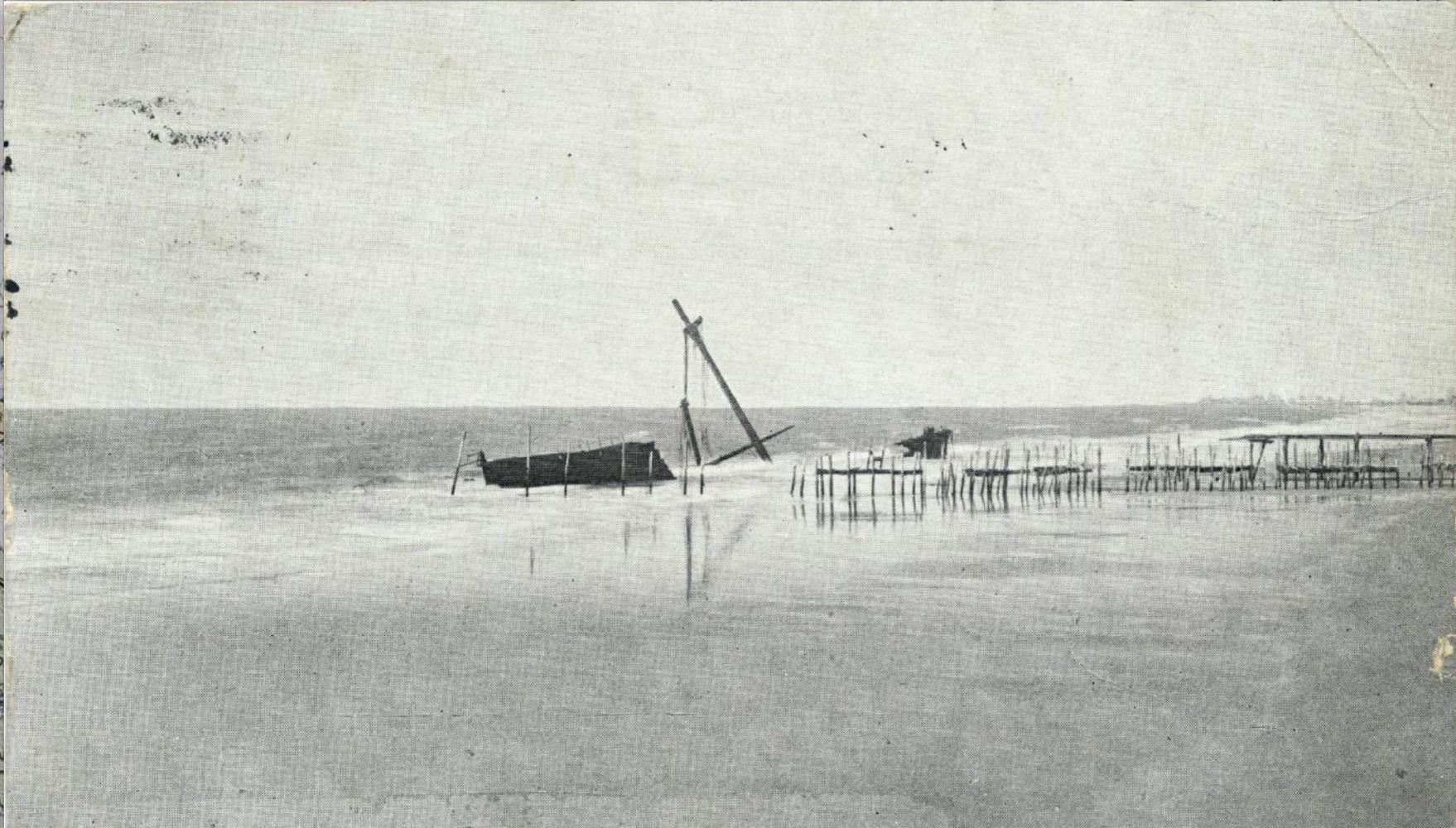
Wreck of the "Sindia," stranded Dec. 15th, 1901. Ocean City, N. J.



POSTMARKED AUG. 4, 1917

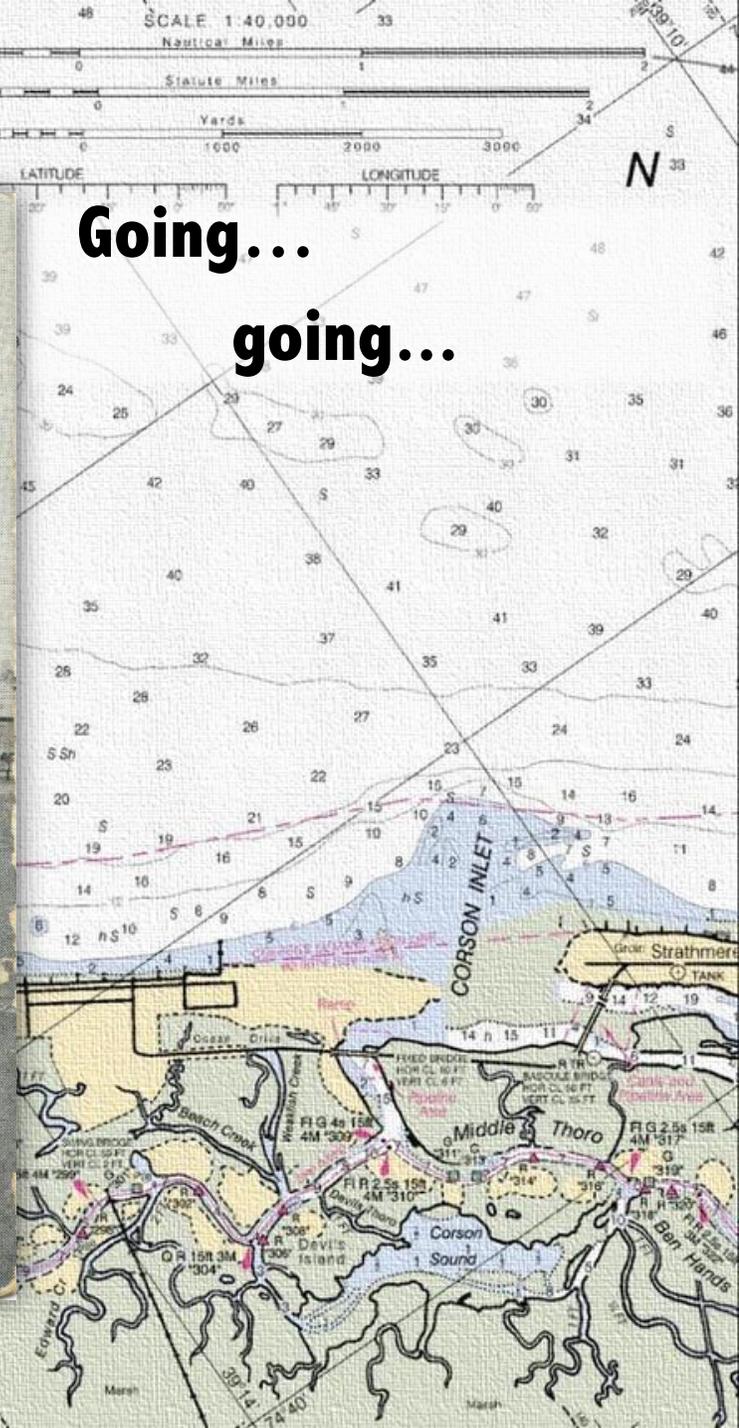
...and in countless depictions of the wreck on postcards bought by generations of vacationers and islanders alike.

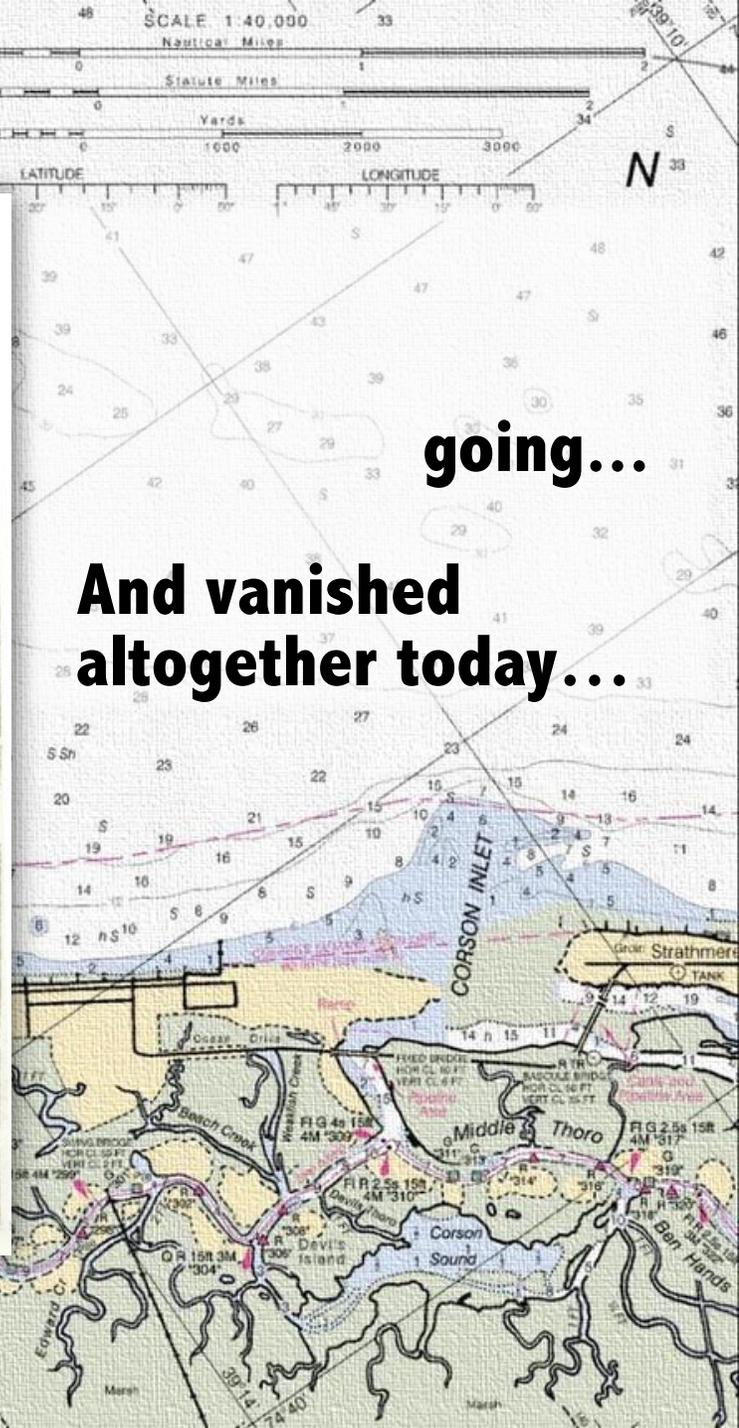
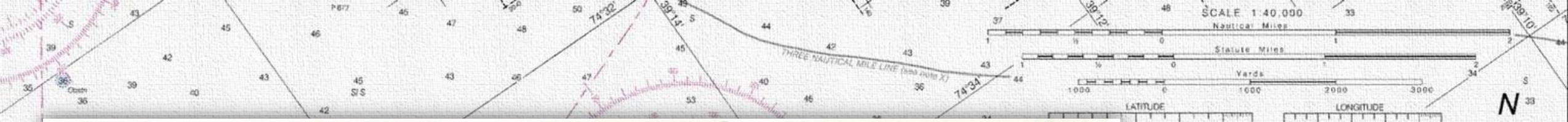




No. 8 Wreck of the Ship Sindia, Ocean City, N. J.
POSTMARKED AUG. 26, 1912

Going...
going...





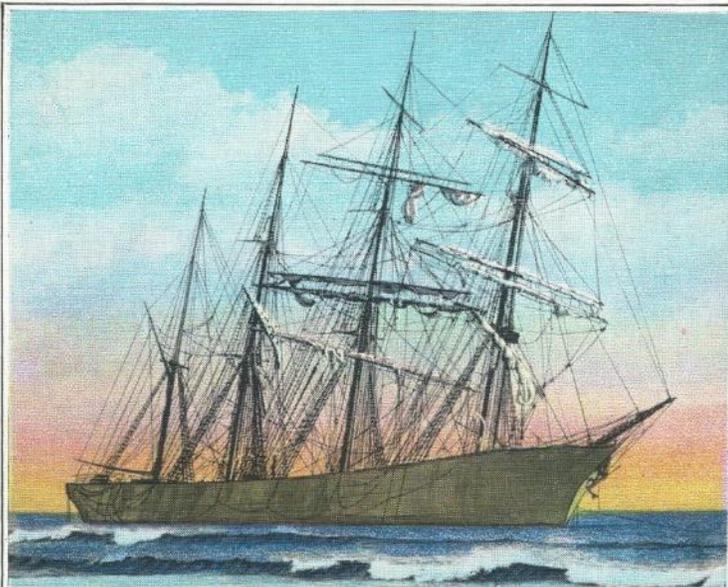
going...

And vanished altogether today...



THE "SINDIA"—1901

9

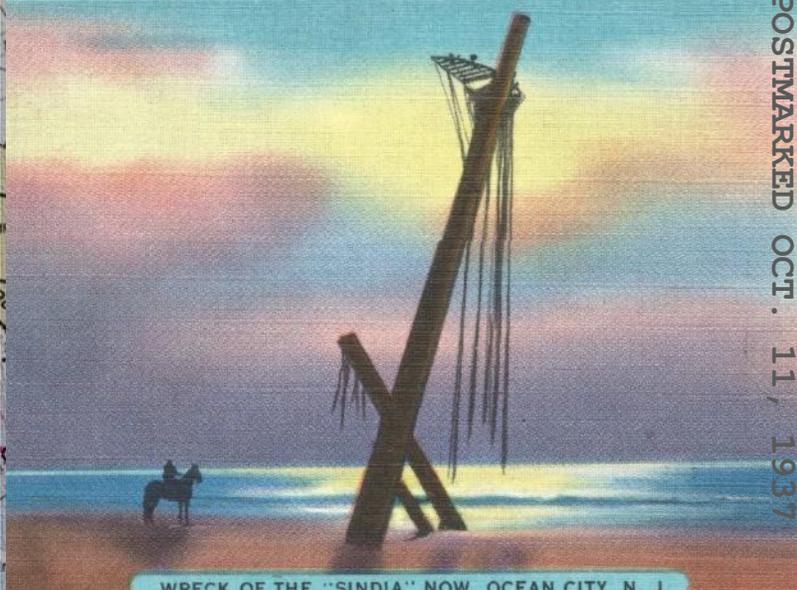
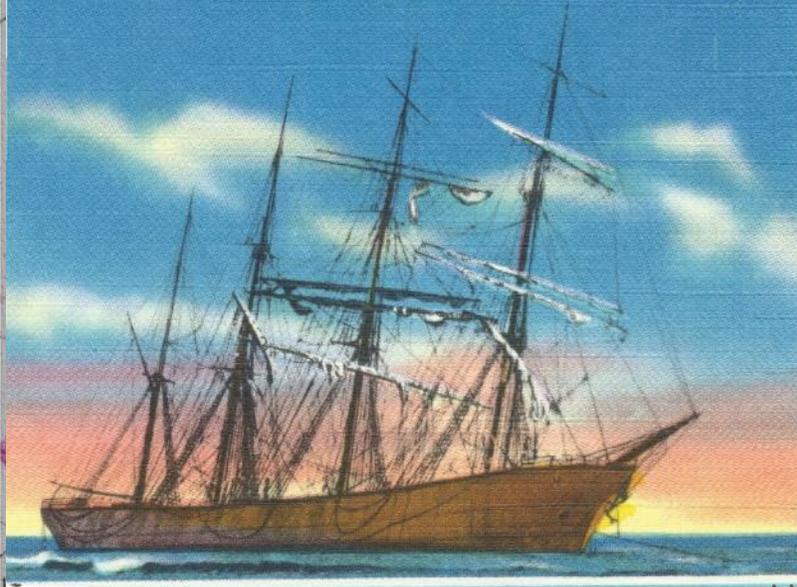


WRECK OF THE "SINDIA" NOW. OCEAN CITY, N. J.

POSTMARKED AUG. 11, 1937

THE "SINDIA"—1901

48



WRECK OF THE "SINDIA" NOW. OCEAN CITY, N. J.

POSTMARKED OCT. 11, 1937



"SINDIA" WRECKED ON THE BEACH AT 17TH ST., DEC. 15, 1901
OCEAN CITY, N. J.



"SINDIA" AS IT IS TO-DAY

...except for museum displays, vintage postcard collections, and...



POSTMARKED JULY, 15, 1944

...the recollections of a few fortunate "old-timers" who actually saw the Sindia so long ago.

Some Still Remember The Sindia

OCEAN CITY (UPI) — A dwindling number of those who remember the wreck of the four-masted bark Sindia paid their respects yesterday to the rusted hull.

This year they were joined by David Jackson, 83, of Philadelphia, the last survivor of one of the silliest sea sagas

In the middle of a raging northeaster, Dec. 15, 1901, the huge, steel hulled Sindia, on its way from Kobe, Japan, to New York ran aground off the 16th Street beach. A court of inquiry later said the vessel went aground because the first mate — then on watch — was drunk.

The 40 crew members of the bark, big as a city block, jumped over the side. Hundreds of residents rushed to their aid but it was not necessary. The men saved not only themselves but the ship's dog, cat and the captain's canary.

Yesterday, Jackson and those who remembered that night marched out onto the beach and looked out at what remains of the Sindia — the steel stern post.

Jersey Journal, December 16, 1964, p16.

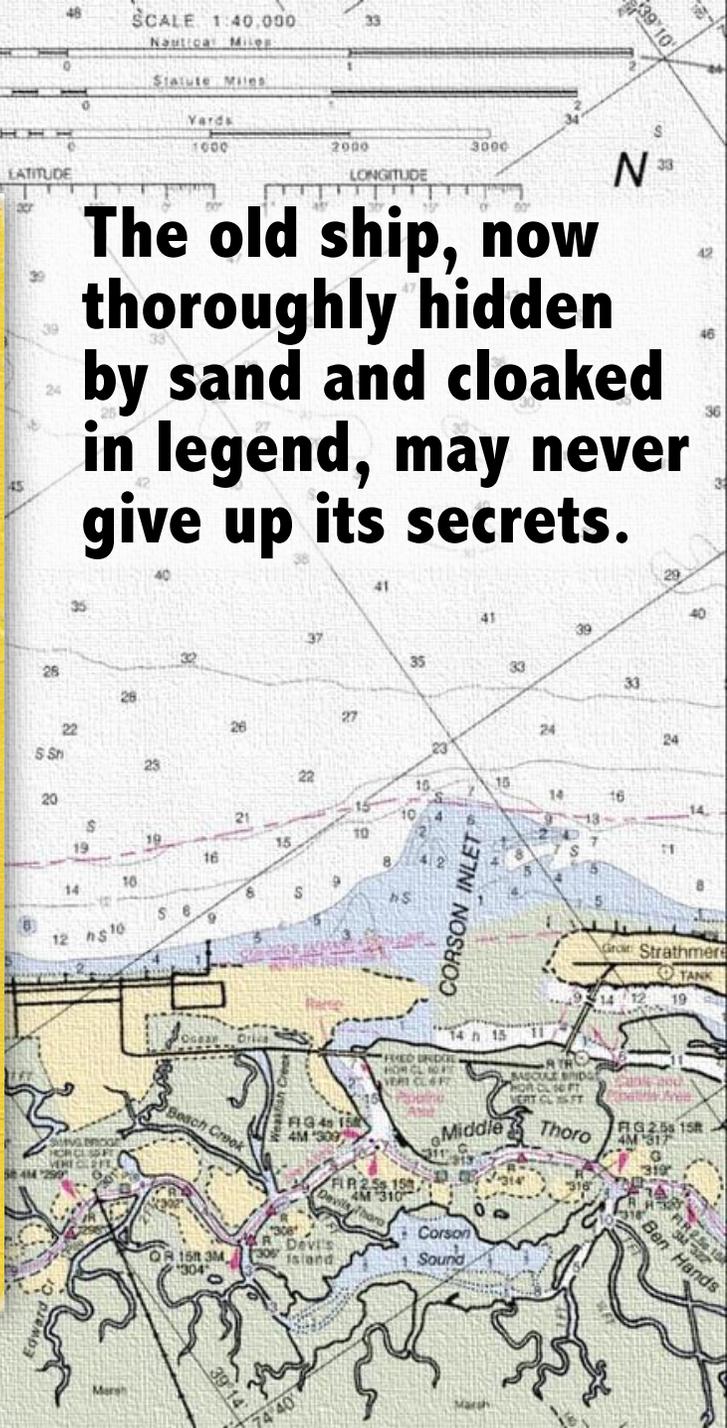


OC76

POSTMARKED JULY 17, 1951

12.896

The old ship, now thoroughly hidden by sand and cloaked in legend, may never give up its secrets.





© C. T. & CO.

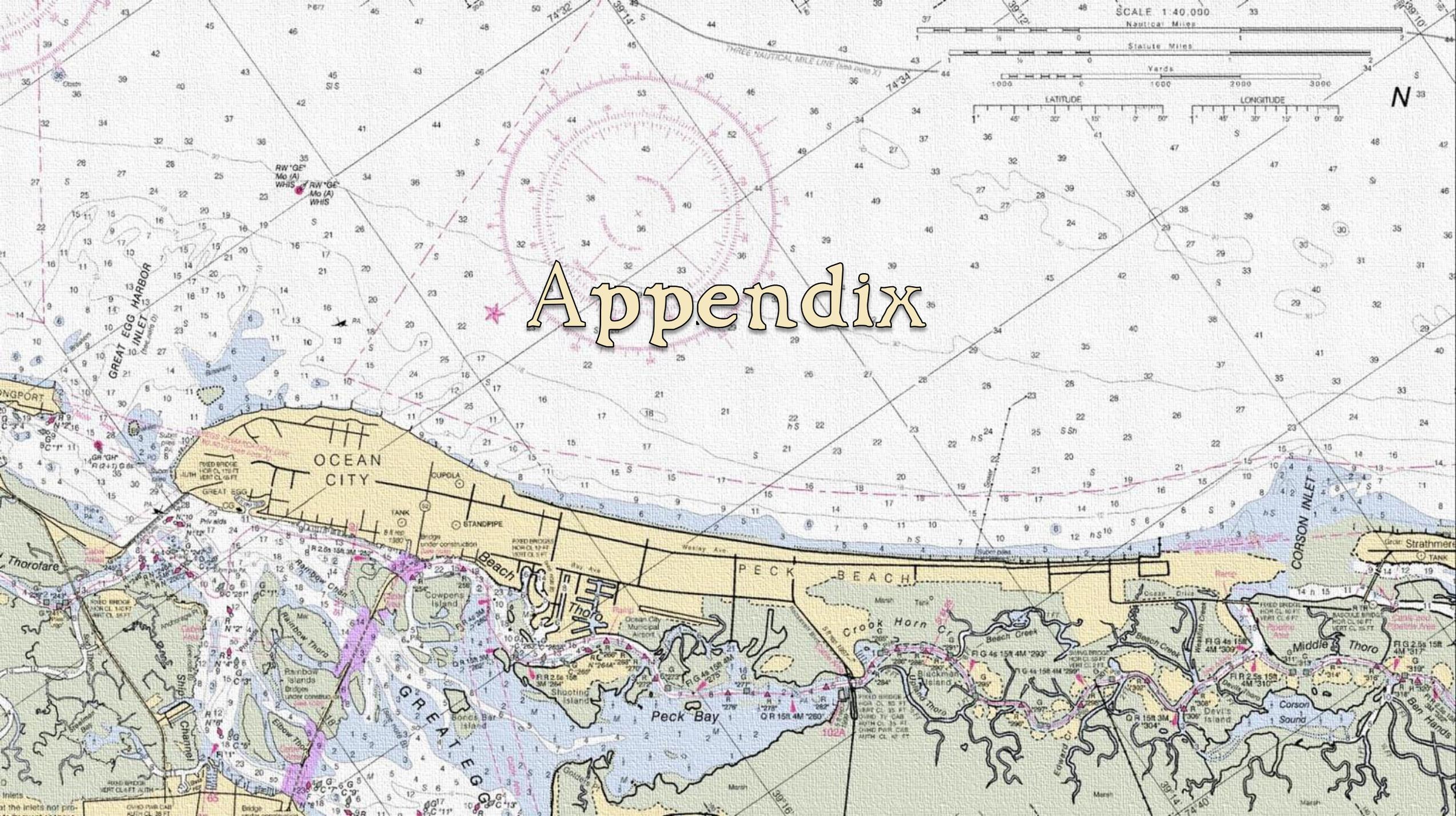
POSTMARKED SEPT. 4, 1955

8A-H2266

**Only time will tell
if the Sindia will
ever fade from our
collective memories.**



Appendix



Location

Find this NOAA nautical chart online at:

<http://www.charts.noaa.gov/OnLineViewer/12316.shtml>

<http://www.charts.noaa.gov/PDFs/12316.pdf>

LATITUDE LOST	39-16-00 N
LONGITUDE LOST	74-35-12 W

Coordinates from The NJ Marine Museum Shipwreck Database

In 1989, the US District Court, D. NJ, described the Sindia thus:

The WRECKED AND ABANDONED VESSEL, KNOWN AS "THE SINDIA," which ran aground off Ocean City, N.J., her tackle, armament, apparel, and cargo located within 3,000 yards of a point at coordinates 74° 35' 12" West Longitude and 39° 16' 00" North Latitude



GREAT SHIP PLOUGHS INTO BEACH SANDS

Sindia, All the Way From
Japan, Grounded Within
Few Hours of Destination

LIES NEAR OCEAN CITY

She Has a Valuable Cargo Aboard
and May Go to
Pieces

SAILORS SAFELY LANDED

Vessel Is Rocking in Her Sandy Bed
Straining Timbers With
Every Roll

Special to The Inquirer.

ATLANTIC CITY, N. J., Dec. 15.—The great ship Sindia, bark-rigged, 329 feet long, flying the British flag, was driven in on the beach a mile below Ocean City this morning about 3 o'clock and rapidly filled with water. She was within a few hours' sail of her destination, New York, after a stormy passage from Kobe, Japan, with a general cargo of Japanese goods, valued at several hundred thousand dollars, when she ran into the sandy bed in which she now lies and where she is likely to seal her fate.

There are fourteen feet of water in her hold, almost the level of the water in which she grounded. The pumps have failed to make the slightest impression, and it looks as if she will have to be lightened of her cargo and taken in tow by wrecking tugs.

Captain McKenzie, who was injured during the trip, is aboard with seven men. The life-saving crew, which sent a line over the bark from their breeches buoy gun at daybreak, brought ashore twenty-six seamen, whom Captain McKenzie permitted to land, as there was no use for them aboard. They are being cared for at the station.

The bark ran ashore during a down-pour of rain, which almost equalled a cloudburst, with a gale of wind blowing from the east. The wind had driven her out of her course, and from what is said by the crew she was running under dead reckoning when she brought up on the beach. Unable to determine her location signals were sent up for help, but they did not attract attention until darkness lifted. The bark lies 700 feet off the beach. She lays broadside with her head southwest.

The bark began to creak shortly after grounding, and, although pumps were started, the water gained so rapidly that it became apparent it was useless work. While the sea is running light, the wind is sweeping with terrific force over the Sindia, and she rocks in her bed of sand, straining her timbers with every roll. There is some chance of her being saved, but there is also an equal chance that she will seal her fate where she lies. The wrecking tug North America, from Delaware Breakwater, is standing off the beach ready to take hold of the bark as soon as she is joined by help, but up to sunset no move had been made to take hold of the stranded vessel.

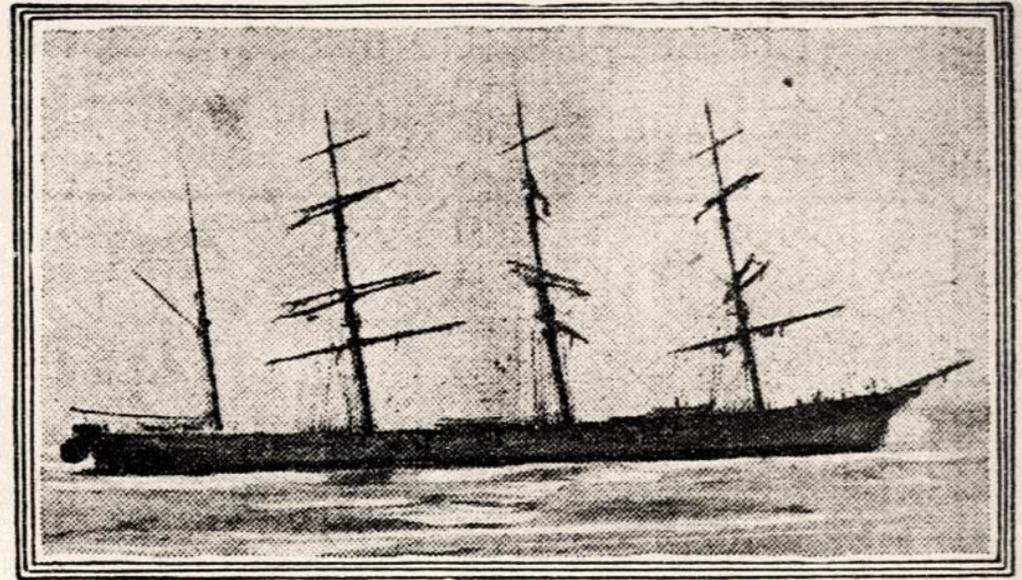
How Captain McKenzie met with the accident was not ascertained. It is probable that she may be lightened of her cargo before any attempt is made to drag her out of her sandy bed. The Sindia is 327 feet in length, forty-five feet beam and twenty-six feet in depth, and hails from Liverpool. She was built in 1887.

Another Vessel Ashore

A message from Toms River reports the beaching of the schooner Martin Grey, from Boston to Georgia, light, twelve miles above Barnegat. The crew of seven men were taken off by the life guards. Her condition is reported as serious. Further information was not obtained, as the gale had broken the coast telephone service.

Philadelphia Inquirer, December 16, 1901, p1.

SINDIA GIVING UP REST OF HER CARGO



THE STRANDED SINDIA AS SHE APPEARS TO-DAY

Special to The Inquirer.

OCEAN CITY, N. J., April 1.—After suspension for three months, work has begun again on the steel ship Sindia, which came ashore at the foot of Seventeenth street in 1901, within little more than a hundred miles of her home port, New York, after a journey of 27,000 miles to India and Japan. A recent storm washed away a small section of her bulwarks amidships. But for this the huge

hull and four towering steel masts remain in the same position as when the ship stranded.

The unloading of the Sindia's cargo of matting, oil, Japanese pottery and novelties, valued at one million dollars, went on uninterruptedly for ten months, when it was discontinued on account of cold weather. A large portion remains. Small charges of dynamite will be used to blow up sections of the vessel.

Philadelphia Inquirer, April 2, 1903, p3.

TO SALVAGE CARGO BY NOVEL SCHEME

Will Build Bulkhead Around Wrecked Sindia to Get Treasure in Hold

Last Chapter in Famous Ocean City Wreck a Bid to Recover \$500,000

As the last and most surprising chapter in the story of the famous wreck of the big four-master Sindia off Ocean City, N. J., some months ago, comes the news that a novel scheme has been planned to save the half million dollar cargo that lies in the hold.

Driven up on the bar beyond the possibility of removal by ordinary means, but also safe from the disintegrating effects of wind and wave, the wrecked ship has held fast in the sand and been viewed by thousands and even visited by many. An object of pathetic interest itself, it has been regarded with a greatly increased curiosity, as it is known that the hold of the wreck contains a fortune in valuable cargo.

Many attempts have been made to get the priceless cargo ashore. Several times some of it has been removed from the wreck, but so large is the quantity and so bulky the shape of it that the means usually resorted to, divers, has proved too slow to be profitable. A new and swifter way had to be found to make the effort worth while.

Bulkhead About Ship
This new way is about to be tried. A water-tight bulkhead is to be built around the wreck, and the water and sand are then to be pumped out, making the removal of the cargo a rapid operation. The cost of this work will be about \$20,000, and the time consumed will be only about three months.

What the treasure trove will be is told in the ship's manifest. Still in the hold are 1250 cases of curios, fine Cloisonnes, rich Japanese vases, rare carvings in stone, articles of rare workmanship and great price, sought for by connoisseurs. These curios alone are said to be worth \$250,000, and on these valuables sea water has no deteriorative effect. There are also thousands and thousands of rolls and cases of other goods of great intrinsic value.

EFFORT TO BE MADE TO SALVAGE VESSEL SUNK 20 YEARS AGO

Phila. Company Plans Raising Sindia Lying Off Ocean City

Wreck Said to Contain Cargo Insured for \$500,000

After lying nearly twenty years on the beach at Ocean City, N. J., with the waves beating over her sides and the sand gradually burying her, the ship Sindia, with her cargo of valuable Japanese goods, will be salvaged in the near future if the plans of a local company are carried out.

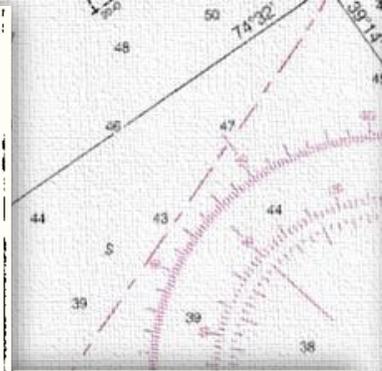
The Sindia is known to nearly every visitor to the shore resort, but only as a pile of wreckage barely visible above the drifted sand, and not as the sturdy ship which went aground long ago. Each day excursionists walk out to examine the ship lying off Sixteenth street, and many beliefs are expressed to how she came to be there.

While she has been the object of many salvagers, only one organized attempt was made to recover the treasure in her hold. A New York firm for two seasons took bric-a-brac from the more easily accessible portions of the ship and disposed of it to visitors on the boardwalk.

When the supply of the curios gave out, and it became necessary to employ machinery and other methods in order to obtain the remainder of the cargo, the company abandoned the venture on the grounds that it could not even pay expenses. Other firms have since considered salvaging the ship, but the estimated expense has always been considered too big. For this reason the ship is now lying on the beach with her cargo practically intact.

It remained for the Philadelphia Salvage Company to recognize the possibilities of the old wreck. Officials of the company feel confident the wreck can be salvaged at a profit. They declared yesterday their intention of making a thorough investigation of the prop-

Continued on 2d Page, 6th Column



Effort to Be Made to Salvage Vessel Sunk 20 Years Ago

Continued From First Page

osition, saying work would be started as soon as possible.

The Sindia was built in Belfast, Ireland, in 1887, and has carried cargoes to nearly every port in the world. In the summer of 1901 she was purchased by the Standard Oil Company and her first trip as the property of that company was to Kobe, Japan, with a cargo of oil.

The return voyage, which proved to be her last, was made with a cargo consisting of matting, manganese ore, curios, linseed oil in cans, screens, wax and camphor. This cargo was insured for \$500,000.

The Sindia was manned by an American crew of thirty-three men who had not seen home in two years and was in charge of a Scotsman, Captain Allen Mackenzie.

The trip across the Pacific was made under ideal weather conditions, and after passing safely through the treacherous Straits of Magellan the ship steamed up the Atlantic coast.

It has never been learned just how it occurred, but about 2:30 A. M. of December 15, 1901, the captain was awakened by the shout "Breakers ahead" and as he sprang to his feet the sound of the ship's bottom grating on the beach reached his ears. The shoal waters off Ocean City run out about nine miles and the ship was then about this distance from shore.

Rockets were sent up and the coast guard station answered by shooting out a line to which was attached a breeches buoy.

The buoy hung so low in the water that it was impossible to bring any of the men ashore. As the ship listed to port the crew took to the ice-coated masts and in this position stayed until daybreak. At that time a surf boat was launched and after four trips the entire crew was taken to shore.

The Sindia remained as she was, lying on her port side, and as a result of 20 years buffeting of the waves she is now nearly out of reach of the water.

Divers to explore ship buried off Ocean City

OCEAN CITY (AP) — Two Maryland salvage divers hope to recover treasure that may be buried with the wreck of the four-masted bark Sindia, which sank and broke up off Ocean City's beach in 1901.

Edward Michaud and Michael Kenny, both of Columbia, Md., say the Sindia's wreckage may contain enormous bronze sculptures weighing seven and 12 tons each and 1,900 cases of china. They said in recent interviews that they would begin explorations in the early spring.

"I don't want to make any prediction about the value of the cargo because I'll look like a fool if we come up with nothing," Michaud said. "But obviously, we have reason to think that it would be worth our while."

Local historians say the Sindia's treasure may be worth up to \$2 million. The 329-foot Sindia, sailing from Japan to New York, ran aground near 17th Street on Dec. 15, 1901, with its cargo of silks, satins, iron ore, novelties and china art pieces.

THE SINDIA'S 33 crewmen were rescued by Ocean City lifeguards, but most of the ship's cargo was lost to shifting sands, according to historical records.

The wreck is now buried in the sand beneath 4 to 6 feet of water. Ocean City residents say the ship's tiller arm is visible at extremely low tides.

Michaud said the divers chose the Sindia for salvage after studying scores of coastal shipwrecks.

"The Sindia is a lot more interesting than most partly because of what she was carrying and also because she has an iron hull that probably would have protected the cargo," he said.

He said the greatest obstacle to the salvage operation is keeping sand out of the wreck. A similar effort in 1906 failed because pumps and compressors could not handle the job.

City officials want the work to begin between Labor Day and May 15 to avoid disturbing summertime visitors.

Equipment salvaged from the ship itself will be donated to the Ocean City Historical Museum, the divers said. The wreck is a state historical site.

The divers say they are also negotiating with the state Department of Environmental Protection for rights to the Sindia's treasure. The state claims ownership of all shipwrecks in New Jersey waters.

Shipwreck's treasures may be found

OCEAN CITY — Salvagers may soon uncover the secrets and Oriental valuables buried for 89 years in a shipwreck submerged here a few yards from the beach.

City spokesman Mark Soifer said an investor group called the Sindia Expedition Inc. has a 30-day exploratory permit with the possibility of extending that permit if they find anything worth pursuing in the "Sindia."

The Sindia, headed for New York City from the Far East, ran aground during stormy weather on the night of Dec. 15, 1901. Soifer said only small parts of the boat can be seen today at low tide. Sand has gradually accumulated on the boat, which at one time could be seen fully.

Peter Hess, a Wilmington, Del. attorney representing the exploration group, said the group is waiting for approval from the federal government to begin excavation.

He said the last needed permit could come by the end of the week with excavation to follow soon after. Hess, a wreck diver for 13 years and an attorney who has handled other salvage rights litigation, said Wednesday that the group intends to move a barge next

to the Sindia and plunge a cylindrical object called a "cofferdam" to dredge out sand from the shipwreck.

A diver will go underwater with a torch to cut a small hole through the hull to pull out a few artifacts. The group will then decide the optimum site to continue the excavation, Hess said.

"We can see if the results will speak louder than promises," Hess said.

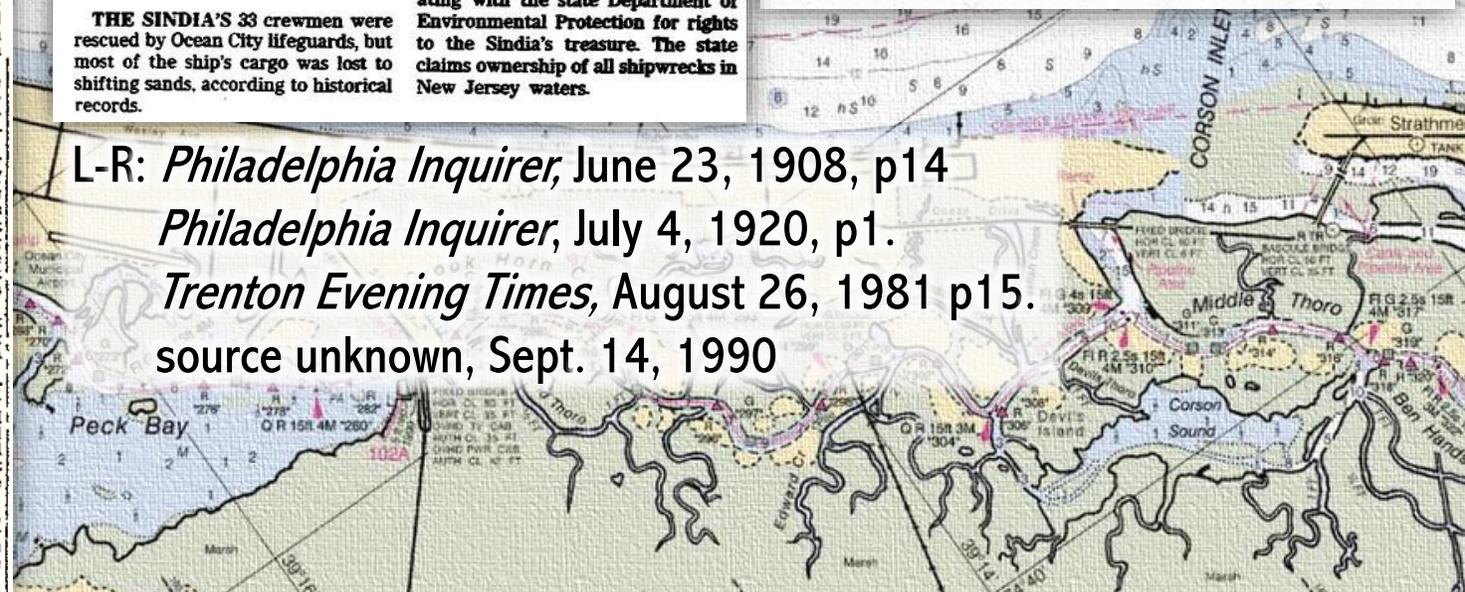
There are indications the ship may have been carrying Chinese artifacts loaded when the ship left China during the time of the xenophobic Boxer Rebellion, Hess said.

It also may contain a significant hold of Japanese porcelain, Hess said.

The last organized effort to salvage the boat came in 1906 as artifact-hunters paid salvagers good prices for whatever booty they could uncover, Hess said.

However, efforts slowed until the early 1980s with the onset of sand buildup, Hess said. Those efforts began anew in the early 1980s as other groups sought the proper permits from federal, state and local authorities.

L-R: Philadelphia Inquirer, June 23, 1908, p14
Philadelphia Inquirer, July 4, 1920, p1.
Trenton Evening Times, August 26, 1981 p15.
source unknown, Sept. 14, 1990





The Sindia's tiller juts up at left as the barge moves in, beyond Tom Lyons (right); his father, Tom Sr., and his son.

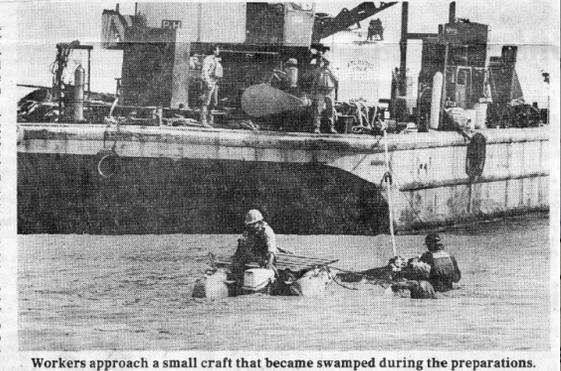
Salvage operation drops anchor

OCEAN CITY, N.J. — William Doering saw history unfold yesterday off the 17th Street beach. Under a sun-drenched sky, Doering, 72, observed salvage operations begin on the wreck of the Sindia, which sank in a storm Dec. 15, 1901.

From a vantage point on a pavilion overlooking the beach, Doering could see the Sindia's tiller jutting out of the surf less than 100 feet from the shore, the only visible reminder of the ship's grave. He watched as a rusted barge was towed into position close to the tiller to begin a test salvage.

"I wanted to see if they knew what they were doing," said Doering in Ocean City with his 70-year-old wife, Vera, for their annual three-week vacation from Akron, Ohio.

For Doering, the salvage has special meaning. His grandfather worked for the Insurance Co. of North America at the time the ship sank and came to Ocean City to help supervise the initial salvage operation. (See SALVAGE on 6B)



Workers approach a small craft that became swamped during the preparations.

Salvage crew drops anchor off Ocean City

SALVAGE, from 1-B — In which a third of the cargo was hauled to shore. The operation was halted because the remainder of the ship was buried too deep in the sand.

Salvage operators from Sindia Expeditions Inc eventually hope to bring up the remaining two-thirds, said Peter Hess, a diver and lawyer who specializes in shipwrecks. He represented the company in its four-year struggle to enter the sunken vessel. Hess also won access rights last summer to photograph and videotape the famed Civil War ironclad battleship, the Monitor, 16 miles off Hatteras, N.C. Divers yesterday made preparations for the construction of a steel offerdam. The dam, which will take about four days to build, is designed to prevent sand from caving in on the divers. Being so close to shore, winds and waves can play havoc with the search crew, Hess said.

Once the dam is in place, divers will excavate through the layers of sand under which the 392-foot vessel has silently remained for nearly 99 years, and cut into the buried hull to bring up cargo. The four-mast, steel-hull ship was en route from Kobe, Japan, to New York City when it ran aground. All crew members were rescued, but the ship sank. The mystery of the wreck remained close to Ocean City is one of the mysteries surrounding the Sindia, Hess said. Rumors persist that the captain was drunk that night. Another story attributed the shipwreck to a curse caused by a golden Buddha smuggled out of Shanghai, China, that was said to be on the boat. Built in the 19th century, the Sindia is one of about 3,000 known shipwrecks off the coast of New Jersey, Hess said. It's also one of the most potentially lucrative.

"How lucrative, we don't yet know," Hess said. The golden Buddha's presence is one of the unknowns about the ship's cargo. According to the manifest, the Sindia carried Chinese porcelain and other materials valued at \$1.5 million in 1901 dollars. But it was rumored to have gold on board as well. Hess hopes to provide some answers from the test salvage. "This will be a limited intrusion to see if recovery is viable," he said. The test will reveal how imbedded into the sand the Sindia is, how much cargo remains on board, and what condition the ship is in. "These questions require answers to determine the recovery methodology," Hess said. If successful, the company will apply for state and federal permits to allow a full-scale salvage. Hess said the company, headed by project manager Vincent Capone, will not attempt to bring up the Sindia's hull.

Legal entanglements have plagued salvage attempts since 1980. At least three groups have tried to win a right to enter the Sindia. Even beachfront property owners in Ocean City got into the fray, arguing that decedents from the turn of the century extend property lines 1,500 feet into the ocean, well past the resting place of the Sindia. While that assertion failed, Sindia Expeditions almost lost its chance at the ship, anyway. Last year, U.S. District Judge Stanley S. Brotman dismissed the company's admiralty argument, ruling that the State of New Jersey needed to be a party. But earlier this year, a three-judge panel of the Third U.S. Circuit Court of Appeals reversed the decision, clearing the way for the permits. The last of the test permits from the U.S. Army Corps of Engineers, was received last Friday, Hess said. The company has guaranteed the state a share of the treasure.

Philadelphia Inquirer, Sept. 21, 1990, p.1B.

Two links to *Philadelphia Inquirer* articles at philly.com: [Sept. 1990](#) and [October 1994](#).

This Ocean City boarding house advertisement appeared in the *Bridgeton Evening News*, June 5, 1903, p 4.

66 d 10 91

BOARDING TERMS REASONABLE. ROOMS FRONTING BOTH BAY AND OCEAN. ALL MODERN CONVENIENCES.

MRS. VIRGINIA CRICKLER, Proprietress.

One Square from Penna. and Reading, 14th St. Depots. **THE SINDIA**, 1447 West Avenue.

66 d 1117 15

Other businesses seeking a recognizable brand would also expropriate the name Sindia.

Given Free.

With every dollar's worth of Sindia Oil and Sindia Oil Soap a beautiful souvenir from the Sindia ship. Makes a nice Xmas present. A postal to Mrs. N. C. Lippincott, 58 Division St., will receive prompt attention. 13 21*

Bridgeton Evening News, December 14, 1904, p1

[CLICK HERE](#) for a larger resolution PDF file

POSTMARKED MAY 17, 1949



THE SINDIA, cor. Plymouth and Atlantic Ave. Ocean City, N. J.

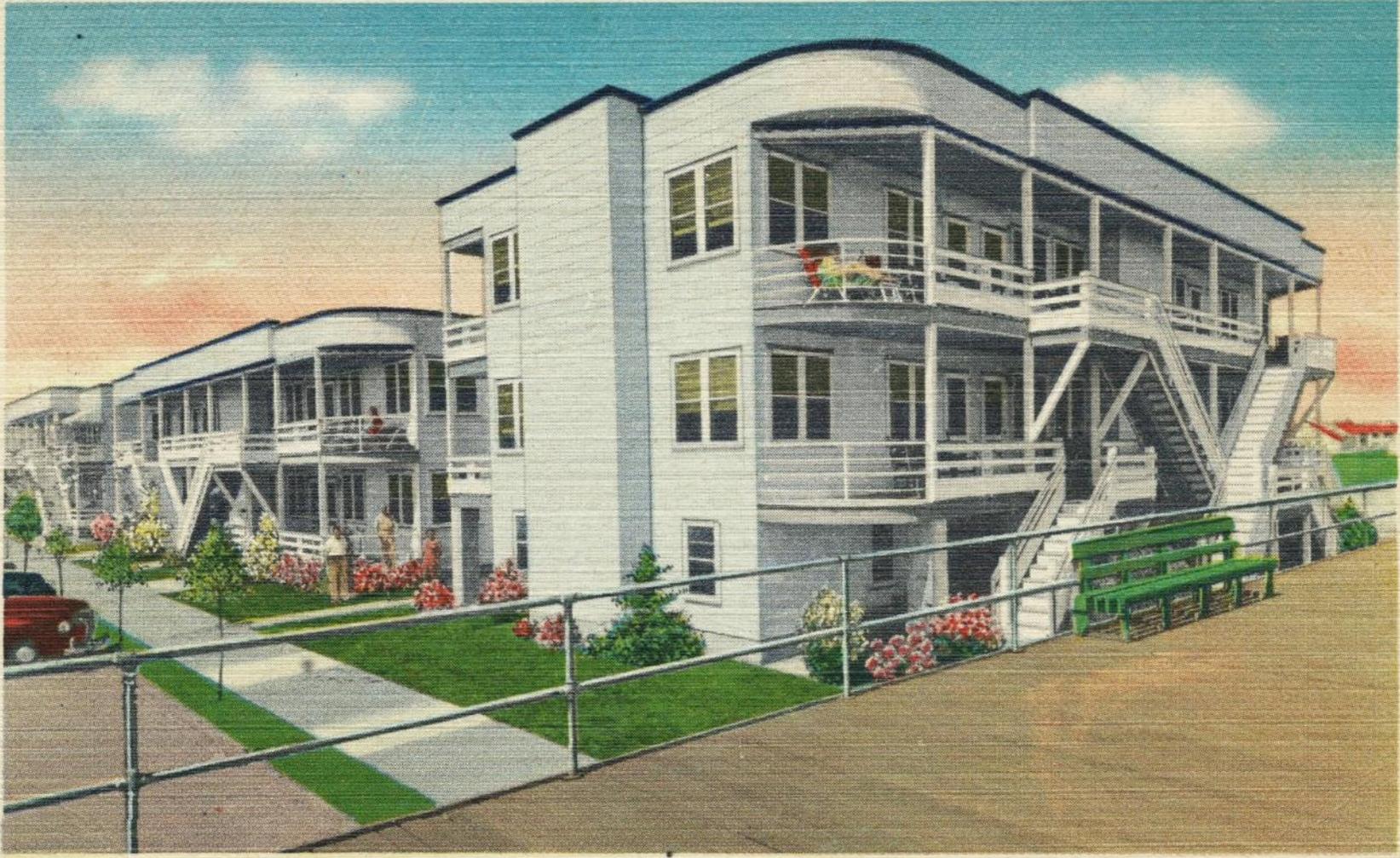
The Sindia Guest House opened in 1913.

Solely an eatery since 1928, it remains today as [The Sindia Restaurant](#).



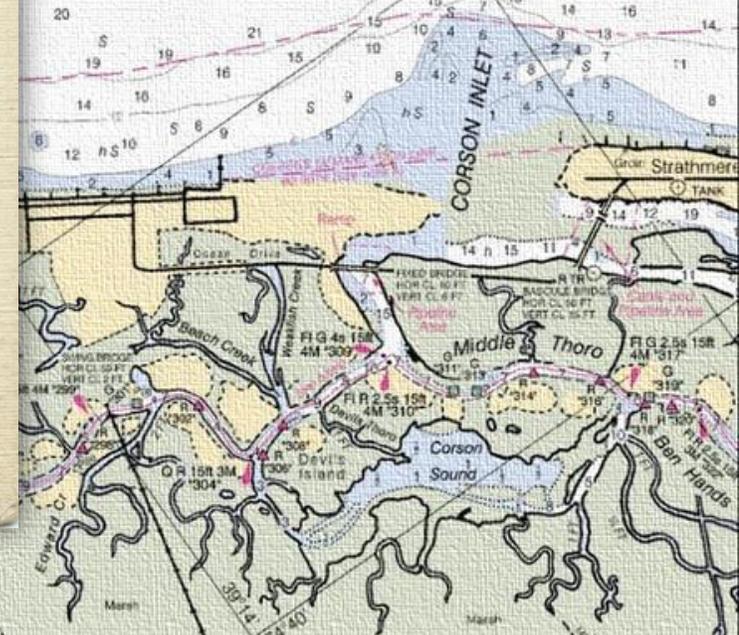
Sindia
RESTAURANT

SINDIA EFFICIENCY APTS. 18th AND BOARDWALK, OCEAN CITY, N. J.



E-7160

**Sindia Efficiency
Apartments opened
in 1940 at 18th
Street and Wesley
Avenue on the
Boardwalk.**

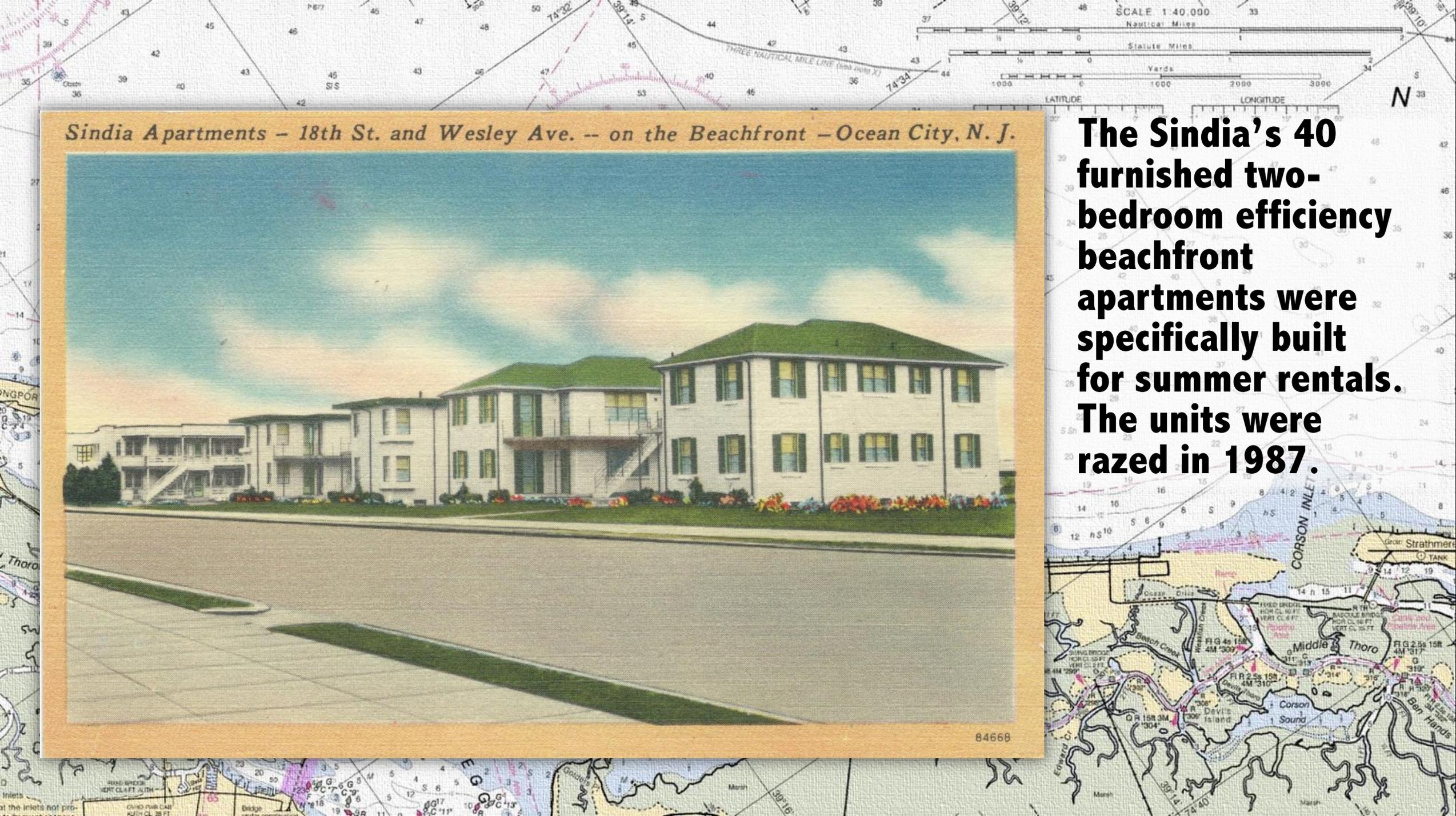


Sindia Apartments – 18th St. and Wesley Ave. -- on the Beachfront – Ocean City, N. J.



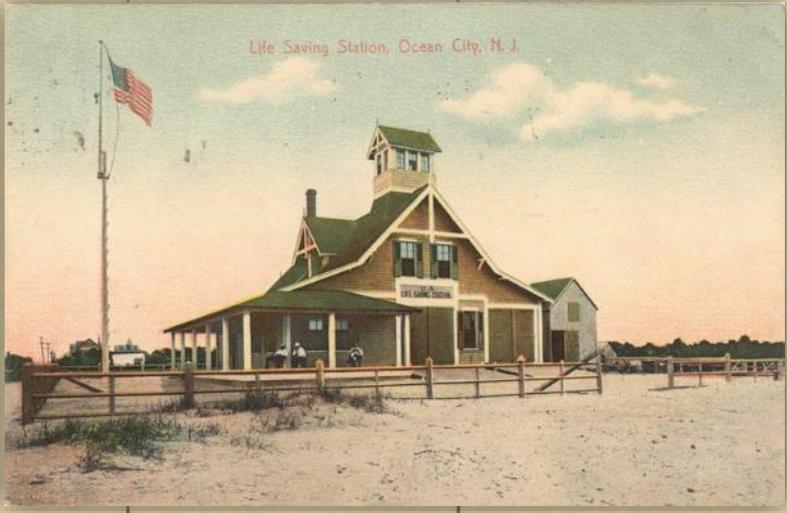
84668

The Sindia's 40 furnished two-bedroom efficiency beachfront apartments were specifically built for summer rentals. The units were razed in 1987.

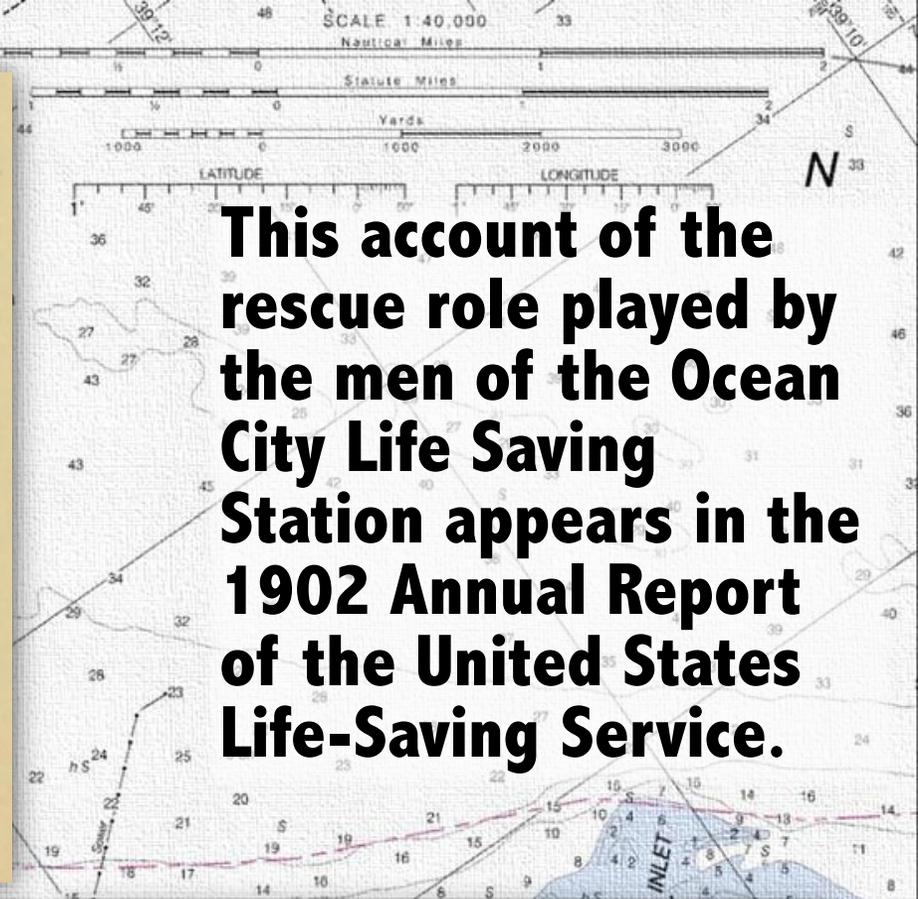


Dec. 15 Br. bk. Sindia..... Ocean City, New Jersey ..

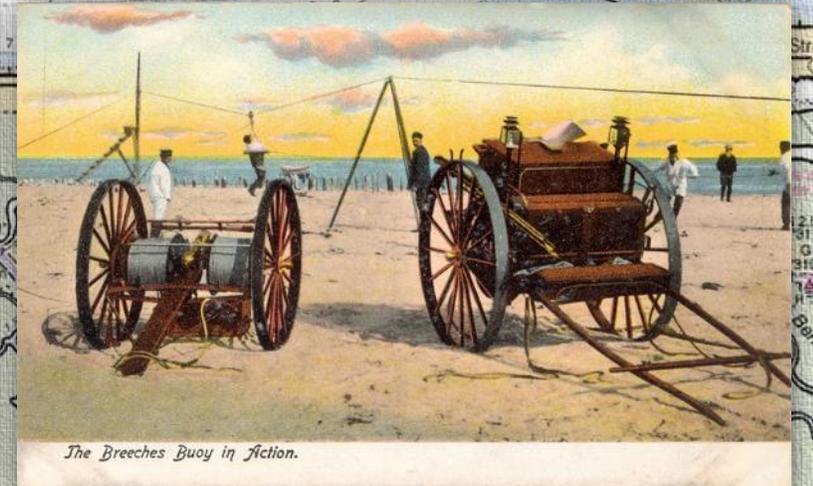
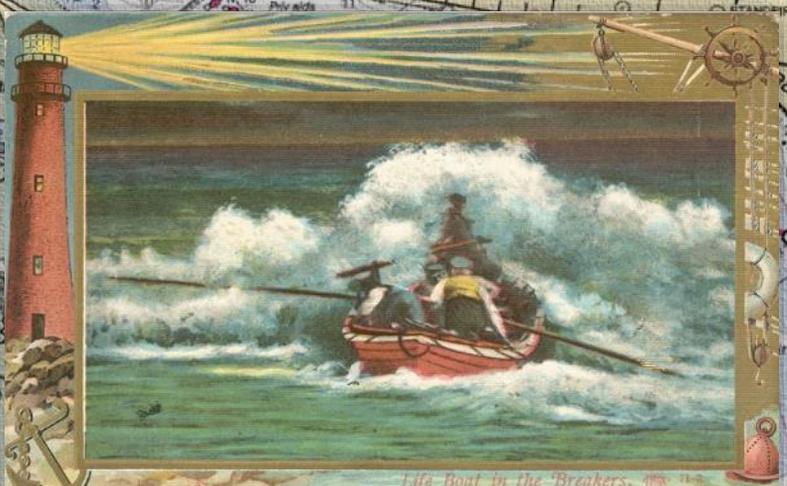
Stranded 1½ miles SW. from station at 2.30 a. m., during a strong SSE. wind and thick weather. Surfmen with their beach apparatus reached the wreck at 5 a. m., and soon afterwards the Pecks Beach life-saving crew arrived with their boat wagon. The third shot from the **Lyle gun** placed a line in the hands of the imperiled crew, but, as the wreck was then lying broadside to the beach and rolling heavily, the hawser could not be set up taut enough to make it practicable to land the crew in the breeches buoy. The keepers then decided to try to launch the surfboat. Succeeded in so doing and safely landed 26 sailors and their baggage, making 8 trips to and from the wreck. The officers of the bark remained on board until the 17th, when the wreck filled with water and they decided to abandon her. Surfmen landed them and their effects and succored the whole crew at the station for two days. A wrecking company took charge of the bark and lightered part of the cargo before she began to break up.



Ocean City Life Saving Station



This account of the rescue role played by the men of the Ocean City Life Saving Station appears in the 1902 Annual Report of the United States Life-Saving Service.



Great Atlantic Hurricane of 1944 NJ State Police photos



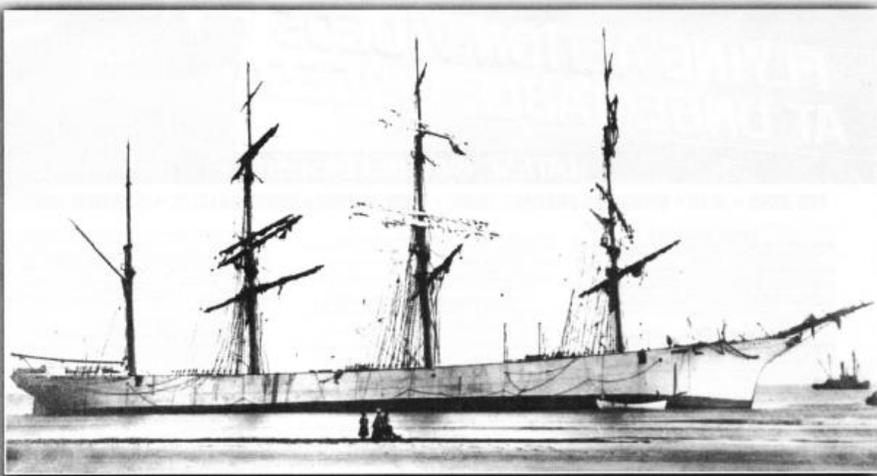
2nd St. & Boardwalk looking North



Beach front showing damage to
Boardwalk at North Street

Find over a dozen public domain images of Ocean City taken in the storm's aftermath in the [1944 Great Atlantic Hurricane Collection](#) in the digital collection of the NJ State Library.

— search for “Ocean City”



The four-masted barque *SINDIA* shortly after she ran aground at Ocean City, New Jersey, in December 1901. Homeward bound from the Orient, her captain turned into the beach in a fierce winter storm thinking they had reached the entrance to New York harbor.

Some ships gain notoriety for their exploits during their lifetime, and some...like the *SINDIA*...gain immortality by virtue of an unkind fate.

Some ships seem destined to gain notoriety without having attained any spectacular accomplishment at sea. Others become famous when fate steps in and takes a hand.

Who today would recall the *ANDREA DORIA* out of dozens of sleek postwar liners had she not been sunk off the New Jersey coast? And what strange fate could befall the virtually unknown four-masted barque *SINDIA* that would turn her into a major waterfront attraction for

were over. As a colorful grounded wreck that had the misfortune to burrow ashore on the beach at Ocean City, *SINDIA*, or what the ravages of sea, storm and time inflicted upon her, became one of the best known hulks on the East Coast.

In 1887, the keel of a steel vessel of 3,068 tons was laid in the yard of Harland & Wolff, Belfast, Ireland. One year later she sailed out of Victoria Channel into Belfast Lough under the command of Capt. MacKenzie. She was considered one of the finest ships ever produced in that harbor. Her rig was that of a four-masted barque built for cargo carrying rather than for speed. She engaged largely in East Indian and Chinese trade and bore a record of 200,000 miles. She was a graceful

SINDIA: THE WRECK THAT BECAME A FAMED ATTRACTION

BY MARVIN
HOECHER &
THOMAS E. ADAMS
(PHOTOS COURTESY OF THE OCEAN
CITY HISTORICAL MUSEUM)

more than 30 years? The *ANDREA DORIA* achieved instant immortality in a collision at sea that never should have occurred. The *SINDIA* became famous not as a beautiful sailing barque, but only after her sailing days

ship with steel hull and raked masts, and was built for and owned by the Brocklebank Shipping Company which was founded in 1770 by Daniel Brocklebank, an Englishman, who first began building ships at Sheepsquitt, Massachusetts. The *SINDIA* was Brocklebank's ship number 182 and normally sailed between Liverpool and Calcutta with

a crew of 36. She was registered in Liverpool and one year before she was wrecked, she was sold to the Anglo-American Oil Company.

The Anglo-American Oil Company purchased her for \$200,000 in 1900. She was considered the finest ship in service. With Capt. MacKenzie as master and a crew of 33, she left New York with a cargo of oil bound for Shanghai, China. Upon arrival at that port she discharged her cargo and sailed to Kobe, Japan, where she took on another of camphor, silk, matting, oil and novelties to be delivered in New York. She departed in July 1901, and sailed south around Cape Horn, thence northward along the coast, a journey of 10,000 miles without a single mishap.

The *SINDIA* was running west when she struck, the wind turned her to the south. The vessel lay broadside within 150 yards of the shore, her bow pointing slightly to the southwest. The strong westerly gale then prevailing whistled through the rigging and caught the ragged sails festooning the masts until they flapped with a report like the booming of a cannon as great pieces were torn out or they ripped to ribbons against the yard arms. Every blast careened the huge hull seaward, and as she righted, it caused her to burrow ever deeper into the already forming grave of sand.

At half past two in the morning signals of distress were seen by Mr. Harry Young and Mr. Edward Boyd of the life saving service of Ocean City and Middle stations. They

A.C. Townsend, of the Middle Stations, with their crews of 15 brave men. The wind blew almost a hurricane and the rain swept down in torrents as they started for the helpless ship. The surf boat could only creep slowly out over the angry sea, sometimes poised on the crest of a breaker, and then plunging forward into the trough of the sea that hid it from view, emerge again a few feet farther on, or, from a cloud of spray and foam as the brawny arms of the seamen gave the forward or reverse stroke at the command of Capt. Corson, standing in the stern and steering the craft.

The surf boat reached the big craft. The captain at first refused to allow anyone to leave the ship, but finally permitted 26 men to depart.

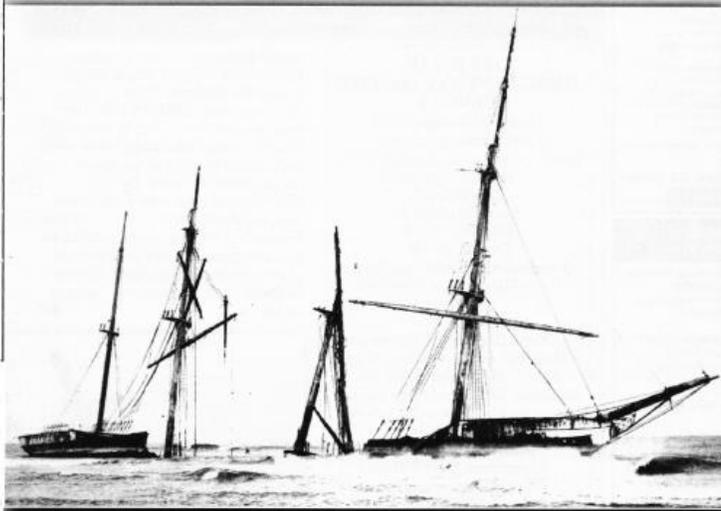
Seven men were taken on each trip. The sea continued to rage and the cold became so intense that rescue operations were abandoned.

The vessel and cargo were first taken charge of by representatives of New York underwriters, and a wrecking company was given the job of unloading the vessel. The cargo was insured for \$500,000. Several lighters laden with water-soaked matting were sent to New York and offered for sale at auction and brought but a small price.

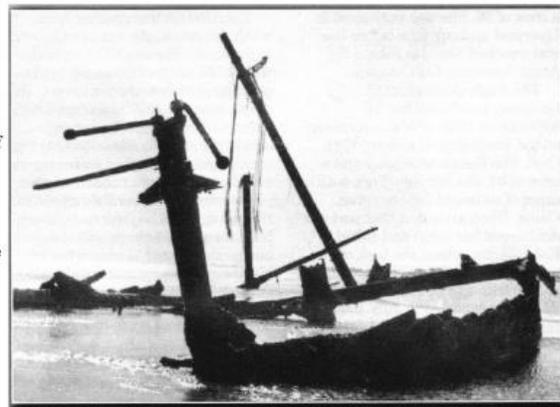
Later the ship and remaining cargo was bought by the "Sindia" Company, who paid but \$5,500, while the estimated value of the cargo had been placed at \$1,200,000. It was next purchased by Mr. Eavenson of the Eavenson Naptha Borax Soap Co. of Camden for \$10,000. Much of the cargo was taken out by divers and sold at the old Sindia store on the boardwalk, but the expense was too great and a large part of the ship's valuable freight remains undisturbed by the hand of man.

responded with costin lights and then reported immediately to their respective stations. The two crews hurried to the scene, Ocean City taking the breeches buoy and Middle the Surf Boat. The first buoy reached the vessel and made fast but chafed off at once. Two more attempts were made but it became apparent that this method of rescue could not be used.

At daybreak a surf boat was launched, manned by Capt. J. Mackey Corson, of Ocean City, and



SINDIA's slowly disintegrating wreckage as it was seen by millions of passersby in 1915.



By the 1920s drifting sand covered most of *SINDIA*'s remains.

OFFICIAL DESCRIPTION OF THE *SINDIA*

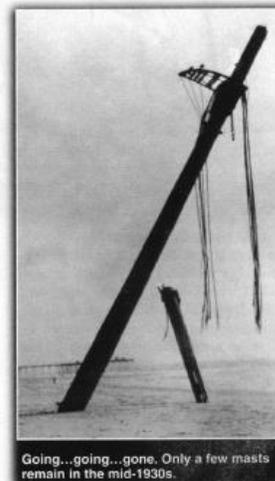
Gross Tonnage: 3,068
Net Tonnage: 2,929
Built in 1887 by Harland & Wolff,
Belfast, Ireland
Classed: A-1
Length: 329.3 ft.
Breadth: 45.2 ft.
Depth: 26.7 ft.
Freeboard Amidships: 6.6 ft.
Port of Registry — Liverpool,
England

From the ship's Registry and Manifest, which was loaned by Mrs. P. Nicholson Wood, the following list of goods was aboard the ship when she came ashore.

Matting: 24,747 rolls
Manganese Ore: 200 tons
Curios (Fine china, etc.):
3,315 boxes
Linseed: 14 boxes
Screens: 5 cases
Wax: 300 boxes
Camphor oil: 2,900 cans
Camphor: 1,656 tubs

And so the hapless *SINDIA* became far better known as a derelict wreck than during her glory days sailing under a cloud of canvas. As the elements took their inevitable toll of her once proud rigging and handsome steel hull, she withered and slowly vanished in the relentless sands of time. Each year thousands of tourists and travelers

would pause on the busy highway bordering *SINDIA*'s wreck site to watch the progress of her gradual disintegration. Little by little there was less and less of her to see until finally, in the late 1940s, there were only rotted stumps of her masts jutting from the sand. By then *SINDIA* had been seen by millions who regularly drove past her forlorn gravesite. Over the years, thanks to the prominence of her final resting place, she became far more famous in death than she had ever enjoyed in life.



Going...going...gone. Only a few masts remain in the mid-1930s.

Sindia's mystique on display in Ocean City

DATELINE: Ocean City



The Ocean City Historical Museum displays a replica of the Sindia, a four-masted, steel-hulled cargo ship that ran aground off the 17th Street beach in 1901.

By WILLIAM H. SOKOLIC
 Courier-Post Staff

OCEAN CITY
 This town may have christened itself America's Greatest Family Resort but, for almost a century, a sailing cargo ship has laid claim to a slice of its personality. The 315-foot Sindia, bound from Kobe, Japan, to New York City, ran aground off the 17th Street beach in the early morning on Dec. 15, 1901, sealing its place in local lore.

The city has launched a year-long 100th anniversary celebration of the doomed vessel, starting with a temporary exhibit of artifacts at the venerable Flanders Ho-

tel. While the city expects to take full advantage of the anniversary year, most of the Sindia activity will be spearheaded by the Ocean City Historical Museum, which has assembled a collection of trinkets, artifacts and artwork associated with the grounding.

Since the day it washed ashore and its crew of 35 rescued, the Sindia has been the subject of speculation and suspicion. Rumors have flown and grown since the shipwreck, said Paul Anselm, executive director of the historical museum and resident expert on the four-masted, steel-hulled barque. Was the crew incompetent or was foul weather to blame? Some reports indicated clear skies. Still others say those on board may have destroyed the sails to make it appear a storm pushed the Sindia onto the beach. Was the ship blown off course, or did it purposely evade its final destination?

One report said the Sindia was seen the day before, north of Atlantic City, heading south, Anselm said.

Did the ship carry a precious cargo of diamonds and gold? Or just pottery, dishes and similar household goods from the Orient? And what's left in the hull still buried 30 feet below the sand and surf? A company that holds the salvage rights claims as much as one-third of the ship's original cargo remains on board, Anselm said.

This much is known, he said: The local citizenry pilfered whatever it could get its hands on. Just recently, a woman donated a prayer-book her ancestors swiped from the damaged ship.

Within two years of the event, the city constructed a boardwalk to take bystanders to the deck, and even opened a store that sold salvage.

Storms, erosion and the rest of Mother Nature's arsenal chipped away much of the hull over the years, burying the rest.

By the time the U.S. Army Corps of Engineers began a beach replenishment project in the area in the early 1990s, only the rudder post remained above ground. It was removed, misplaced until



A replica of the Sindia figurehead Atubaneo is included in the collection of trinkets, artifacts and art associated with the doomed vessel. A company that holds the salvage rights says that as much as one-third of the ship's original cargo is still on board.



Capt. Allen MacKenzie was suspended for dereliction of duty. The museum will hold a mock trial for the captain on April 6.



A 1970 stained-glass depiction of the Sindia in full sail is the exhibition's centerpiece. A bust of the Maharaja of India (left) was an unusual choice for a figurehead, says the museum's director.

two years ago, then turned over to the museum.

The centerpiece of the museum's Sindia exhibition is a 1970 stained-glass creation showing the ship in full sail.

Among the recovered artifacts are pottery, dishes and vases, many of them with elaborate designs from Asia. Some of the items were worth little at the time but have risen in value today, Anselm said.

The manifest listed more than 3,000 cases of glassware and other items that, in bulk, would have carried a hefty price at the time.

Included in the exhibit is the figurehead from the mast, the bust of the Maharaja of India.

"I don't know why that was chosen. Most ships have a woman," Anselm said.

The museum also displays an auxiliary steering wheel, a report from the local life-saving station, which oversaw the rescue of the crew, a telegram to the ship's owners telling of the disaster and a report suspending the captain for dereliction of duty.

The museum will hold a mock trial April 6 at 12 p.m. to give Capt. Allen MacKenzie the opportunity to defend his actions.

An actor portraying MacKenzie will hold discussions with a handful of experts, each with differing opinions on what could have been done to avoid the incident.

The city plans to dedicate an anchor symbolic of the Sindia at 11th Street and the boardwalk sometime around

Memorial Day, said Mark Solfer, head of public relations for the resort. The site was chosen because the boardwalk is too narrow near 17th Street where the ship washed ashore.

This year's beach tag will feature the Sindia, courtesy of museum staffers who prepared the design.

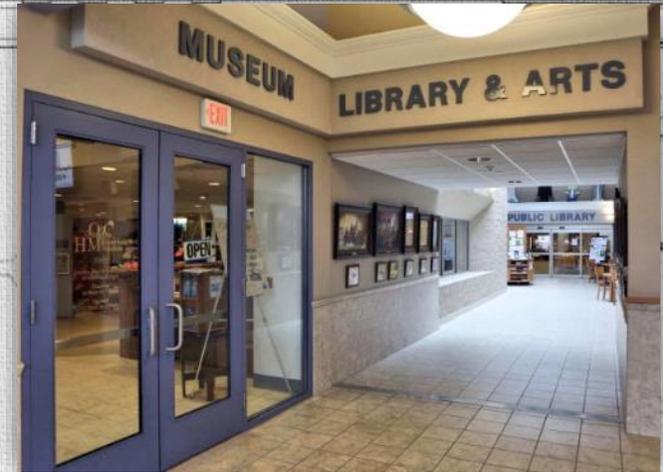
Another possible event revolves around the start of salvaging operations to retrieve what's left.

"We hope to do something to coincide with the grounding this year, but there's a long lead time for financing and for permits, and we're just at the beginning of the process," said William Serber, the Ocean City lawyer who represents Sindia Expedition Inc., which holds title to the boat's remains.

To learn more
 The Ocean City Historical Museum, founded in 1964 and in its current location at 17th Street and Simpson Avenue since 1991, is more than a treasure trove for the shipwrecked Sindia. It offers displays of Victorian furnishings, antique dolls and toys, photographs and postcards detailing Ocean City's illustrious past. This winter, the museum will add an exhibition of paraphernalia from World Wars I and II found on the Jersey coast.

Programs include a music performance and art auction. Information: (609) 399-1801. Admission is free; donations welcome.

Philadelphia Inquirer, Sept. 21, 1990, p.1B

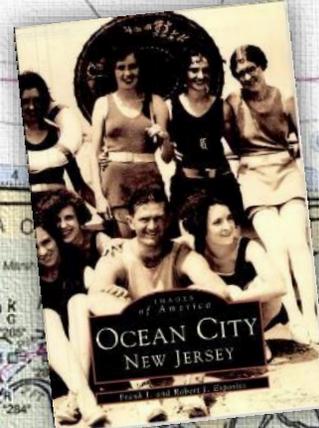


Ocean City Historical Museum

1735 Simpson Ave # 3, Ocean City, NJ 08226

(609) 399-1801

See a rare photo of the Sindia just after it went aground in this six-page [ebook preview](#).



Ocean City, New Jersey

Frank Esposito, Arcadia

Publishing, 1996

[CLICK HERE](#) for a larger resolution PDF file



Souian Studio

Doris Marts

Somers Point, NJ 08244-1223

8/20/12

The 8x10 you just purchased was taken by my husband at a really low tide (first time we saw a complete outline of the *Sindia* in many years. I believe you were also kidding on the 8x10 of the view on the enclosed postcard of boardwalk with stranded ship in distance).

As a bonus I am enclosing several cards that we had printed of other views. Thought you might enjoy them.

The old card 7/1906 shows the pier that was built c 16th St to aid in salvage operations that ended in the fall of 1906. The diver card was a combination of 2 old postcards. On the left the diver seated with the watch cap was

Letter from Mrs. Doris Marts August 20, 2012

my grandfather (a local O.C. builder, bulkheader, who was the last person to bring any cargo up from the wreck in 1906. On the right side view he was the diver in the helmet.

Much of the cargo is still buried (deep in the sand by this time.)

The print of the mast was a landmark at 17th St beach for many years - finally being lost in the hurricane of Sept 1944.

Hope you enjoy them.

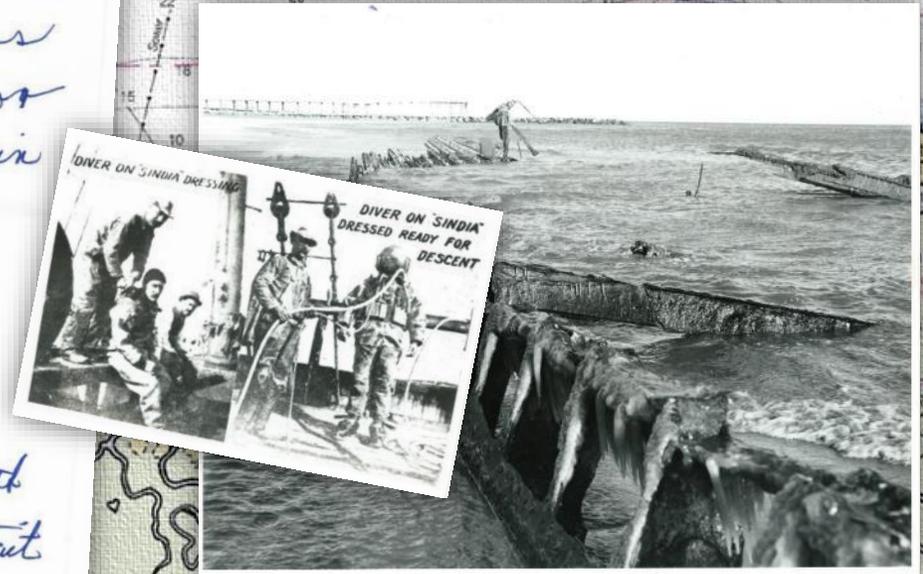
Doris E. Marts

Note: 2 Color postcards printed with permission - Copies of the builder's portrait in museum in England.

Mrs. Doris Marts included this note with an 8x10 photo I purchased.

The dual photo postcard image, taken by her husband, to which she refers is also shown below.

In it, her grandfather is the seated diver on the left with the watch cap. In the right-hand view, her grandfather is the diver "ready for descent."



The End

