



FIGURE 4. Soapstone carving of a person that was recovered from Old Hopedale.

century.

We had a great first field season in Hopedale and look forward to continuing our research over the next several years. Please check our Facebook page for regular research updates. We would like to thank the Hopedale community for their support. Funding for this project has been provided by the Social Sciences and Research Council of Canada, the Institute of Social and Economic Research, the J. R. Smallwood Foundation, Inuit Pathways, Young Canada Works in Heritage, the NL Provincial Archaeology Office, and the Northern Scientific Training Program. 🇨🇦

Continental Europe

Germany

Back to the Light—The Mysterious Sinking of the German U-Boat S.M. UC 71 off Heligoland in 1919 (submitted by Florian Huber): S.M. UC 71 was deployed during the First World War by the Imperial German Navy in the North Sea, the English Channel, and the Bay of Biscay. In February 1919 the submarine sank for unexplained reasons during a routine transit journey to England. For almost 100 years, it has been resting about 1 km south of Heligoland in about 22 m of water. After two years of preparation, underwater archaeologists salvaged the submarine's net cutter in the summer of 2016. It will be exhibited as evidence of the exciting history of the submarine in the newly constructed Heligoland Museum.

U-Boat S.M. UC 71

By the end of the war, S.M. UC 71 had carried out a total

of 19 enemy patrols under 5 commanders, while sinking 61 civilian ships, including the well-known English U-boat trap HMS *Dunraven*. After the German capitulation, the ship was to be delivered to the Allies. En route to England it sank on 20 February 1919, immediately adjacent to the southern approach to the North Sea island of Heligoland. In a telegram sent on 26 February the captain indicated bad weather and high waves were the causes of the sinking.

Due to its extraordinary fate and its special construction, the U-boat is of particular importance for military, naval, scientific, and technical reasons. At the request of this author, it was declared a protected monument by the Schleswig-Holstein Archaeological Office in 2012.

Investigation of the Wreck

The wreck of S.M. UC 71 was positively identified in 2001 due to a private initiative, in collaboration with the Alfred Wegener Institute (AWI). An initial inventory of the wreck was also performed at the time. In July 2014 extensive photo and video documentation was carried out by Submaris, a research diving company, to record the state of conservation. The current combined thickness of the outer and pressure hull was determined using an ultrasonic thickness gauge. The thickness in the bow area was, for example, only 4.3 mm at some points. Originally, this was 11 mm thick. Overall, however, the wreck is still extremely well-preserved. One reason for this is that it is located within a nature reserve, in which diving and fishing are prohibited.

The underwater archaeological investigations also revealed that the submarine was obviously scuttled. During the first dives in 2001, it was established that only the tower hatch was tightly locked, and that the remaining two hatches on the upper deck were open. In 2014, all the doors and bulkheads were found open during documentation of the ship's interior. The telegram of 26 February, on the other hand, says that all the hatches and bulkheads had been closed. This clearly shows that this was a deliberate scuttling, which was hushed up via the claim of bad weather. The diary of Georg Trinks, which was discovered just recently, confirms the scuttling. Trinks was the fourth engineer on board the ship and left an impressive and very personal record of information about daily life on board the UC 71.



FIGURE 1. The net cutter lay about five m from the bow area, probably having been torn off during the scuttling. (Photo courtesy of Uli Kunz.)



FIGURE 2. Historical postcards of UC 71: the 53 m long U-boat had a crew of 26 and could dive to 50 m. (Photo courtesy of Foto Drüppel Wilhelmshaven.)

The scuttling of UC 71 recalls the events of Scapa Flow. On 21 July 1919 German warships were also sunk by their own crews to prevent them being handed over to the Allies as reparations.

The Salvaging of the Net Cutter

A net cutter was supposed to cut submarine nets, which hung like curtains in the Strait of Dover, as well as in all the English river mouths and port entrances. The nets, often mined, were supposed to be directed or driven away from the sub by means of two steel cables attached to the end of the saw running in parallel from the bow over the tower to the end of the stern. Sometimes the net cutter would be supported by a second saw tooth welded directly to the hull below the bow.

The 4.10 m long and almost 200 kg heavy net cutter of the UC 71 was recovered in the summer of 2016 using lifting bags and an electric winch, and then it was brought to the State Museum at Schloss Gottorf in Schleswig, Germany. In the central archaeological workshop there the net cutter was



FIGURE 3. The net cutter is astonishingly well-preserved. After the initial rough cleaning, the original gray coat of paint began to show through the layer of corrosion. (Photo courtesy of Florian Huber.)

laid in a basin with demineralized water, in which it is to be desalinated and preserved for the next two years. It will then be displayed in Heligoland in the new museum. The fate of UC 71 and the naval war of 1914–1918 will be recounted in a virtual exhibition that will include the net cutter and the recently rediscovered diary of the fourth machinist of the UC 71, Georg Trinks, as well as footage and further explanation.

The Significance of First World War Wrecks

According to UNESCO, there are around 10,000 First World War shipwrecks. These—as well as those of the Second World War—are very complex archaeological sites. Some of these wrecks are well-preserved, but the majority have been severely damaged or destroyed by commercial salvaging, plundering, scrapping, or bottom trawling. Although the wrecks are witnesses to one of the greatest conflicts of recent history, they have not been sufficiently investigated. Wrecks of the First World War are a significant historical resource; many of them represent the state-of-the-art of the 20th century.

The protection of these underwater sites is also essential to the recalling of the horrors of the war and its history. Since 2014, the cultural heritage of the First World War has been under UNESCO's Convention on the Protection of the Underwater Cultural Heritage. Photos and articles on the U-boat and two TV documentaries (in German) can be found at: www.florian-huber.info and www.submaris.com.



Underwater - Worldwide

Advisory Council on Underwater Archaeology (ACUA)

Newly Elected Board Members

Three new board members will join the ACUA in January 2018 and will serve three-year terms through 2020. Dr. Jennifer McKinnon, Associate Professor, East Carolina University, Program in Maritime Studies was previously the institutional representative for the Australasian Institute for Maritime Archaeology. In that capacity, she served on the ACUA and the SHA UNESCO Committees, as well as on the ACUA Development Committee, and helped conduct the ACUA Job Market Survey. Dr. Maddy Fowler is Senior Curator Maritime Archaeology, Cultures and Histories Program, Queensland Museum Network and Associate Professor at Flinders University, and was a previous winner of the George Fischer International Student Travel Award. Dr. Sarah Holland, Principal Investigator Gray & Pape, has served as an elected member of the Nautical Archaeology Executive Committee and SHA Inter-Society Relations Committee. Please join us in welcoming all of them to the ACUA Board.