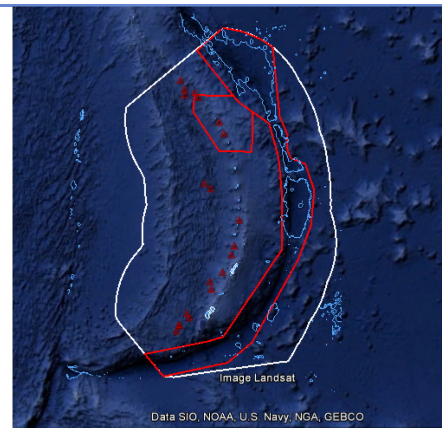
OKEANOS EXPLORER ROV DIVE SUMMARY



Site Name	Romeo and Juliet
ROV Lead/Expedition Coordinators	Jim Newman/ Kasey Cantwell
Science Team Leads	Shirley Pomponi (HBOI) Patty Fryer (UH)
General Area Descriptor	Areas in and around the Marianas Trench Marine National Monument

ROV Dive Name	Cruise	Leg	Dive Number
	EX1603	3	DIVE22
Equipment Deployed	ROV:	Deep Discoverer	
	Camera Platform:	Seirios	
ROV Measurements	☒ CTD	☒ Depth	☒ Altitude
	☒ Scanning Sonar	☒ USBL Position	☒ Heading
	☒ Pitch	☒ Roll	☒ HD Camera 1
	☒ HD Camera 2	☒ Low Res Cam 1	☒ Low Res Cam 2
	☒ Low Res Cam 3	☒ Low Res Cam 4	☒ Low Res Cam 2
Equipment Malfunctions			

ROV Dive Summary (From processed ROV data)	Dive Summary: EX1605L3_DIVE22 ^^^ In Water: 2016-07-08T21:55:04.641000 Out Water: 2016-07-09T04:46:02.788000 Dive duration: 6:50:58 Bottom Time: 6:10:19 **Data restricted for UCH**
Special Notes	Some data on this form is restricted for UCH. A non-restricted copy can be obtained upon request.

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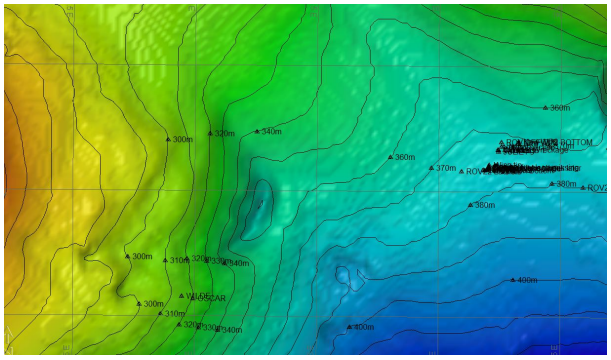
Purpose of the Dive

The purpose of this dive was to investigate a series of sonar anomalies mapped by the *Okeanos Explorer* during EX1605L1. These anomalies were believed to be potential wreckage sites of a one or more of the dozen aircraft that were lost between Tinian and Saipan during WWII. Tinian and Saipan served as major air bases during the final year of WWII with B-29 bombers flying long-range missions to Japan. Many aircraft were lost on take-off and landing due to mechanical problems and pilot error. The lost aircraft have great significance to American history yet none of the B-29s that crashed in the Saipan Channel have ever been discovered. The primary targets that we investigated are ROMEO and JULIET, located approximately 150m apart.

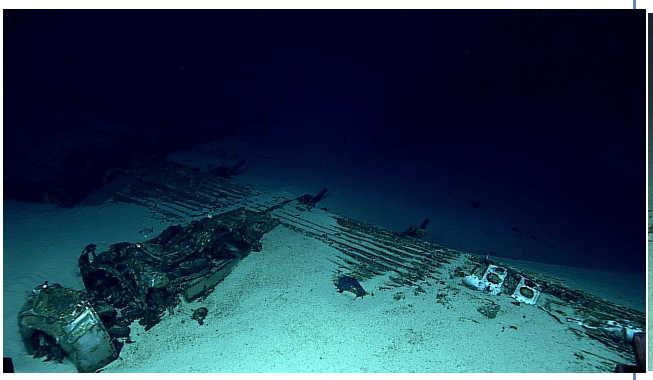
Description of the Dive:

The ROV D2 landed near the intact wing of a B-29 Superfortress. The wing is upside down with landing gear and three of the four engines still attached. The ROV did a perimeter survey during which we saw apparent fire damage to the exhaust manifold and the nacelle on the one remaining engine on the right side of the wing (starboard). The starboard and port landing gear wings was retracted into the wings with the rubber tires intact. Ditching the aircraft damaged the lower parts of the two engine nacelles of the left wing (port) more so than was observed on the right wing. Some distance from the wing we encountered wreckage from the forward section of the B-29 that contained the lower part of the forward gun turret, a cylindrical tube with the gun barrels buried in the sediment, and the flight engineer's control panel with many gauges. While searching the for possible multibeam sonar targets D2 came across a lot of debris from the crash and discovered the nearly intact horizontal stabilizer from the B-29's tail. All of the wreckage and debris seems to represent one aircraft although portions of the forward and aft sections of the fuselage were not found.

The science team observed a great deal of modern metal cans, bottles and plastic trash entangled and trapped in the wreckage. One member of the science team commented that for many years and into the 1970's Saipan dumped its municipal solid waste collections directly into Tinian Channel.

Overall Map of ROV Dive Area	**Close-up Map of Main Dive Site**
	Restricted for UCH

Representative Photos of the Dive



Shortly after the ROVs descended, a wing of a B29 Superfortress was discovered. The B-29 Superfortress, one of the largest aircraft flown by the United States in

The forward gun turret, located some distance from the wing, is evidence that the aircraft broke apart. A panel of dials found in the wreckage is part of the flight

World War II, had a wingspan measuring just over 141 feet. The wing came to rest on the sea floor upside down with the landing gear and three of the radial engines still attached.	engineer's station, indicating this section of wreckage is a part of the B-29s forward section.
Samples Collected	
This was a non-disturbance archaeology dive. No samples were collected.	
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