

D/V TENACIOUS

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DIVERS DISCOVER BOW OF THE *M.S. STOCKHOLM*, SWEDISH SHIP THAT COLLIDED WITH THE *ANDREA DORIA* IN 1956

FOR IMMEDIATE RELEASE

September 14, 2020 – A team of divers from New Jersey-based Atlantic Wreck Salvage, owners and operators of *Dive Vessel Tenacious*, has discovered the bow wreckage of the *M.S. Stockholm*, the ship that collided with the *S.S. Andrea Doria* off the coast of Nantucket on July 26, 1956. During the collision, the *Stockholm* knifed into the *Andrea Doria*'s starboard side, severing a portion of the *Stockholm*'s icebreaker bow and leaving a gaping wound in the *Andrea Doria*. The *Andrea Doria* sank in less than twelve hours. The injured *Stockholm* made it back to shore under her own steam, without her bow, and carrying with her 500 survivors.

Steve Gatto and Tom Packer, who have been diving the *Andrea Doria* since the 1980s and share arrest rights to the wreck with diver John Moyer, were the first to see the *Stockholm*'s bow since it sank more than sixty years ago. "It was awesome!" said Gatto immediately following the dive. "It took three years of planning with John Moyer, Tom Packer, and *Tenacious* Captain Joe Mazraani to make this happen, and we are really lucky to be able to accomplish this goal. Finding the bow wreckage of the *Stockholm* bow puts the puzzle together with the *Doria* and completes another chapter in the history of this iconic shipwreck."

The team used side scan sonar to image both the *Andrea Doria* and wreckage believed to be of the *Stockholm*'s bow on August 8, 2020. A team of divers dived it on September 8, 2020 to visually confirm it was the *Stockholm*. The divers made the confirmation based on the presence and unique style of both anchors, internal bow reinforcements, accordion-style crumpling on the wreckage in the same pattern as seen in photos of the *Stockholm* after the collision, and the location of the wreckage near the *Andrea Doria*'s final resting place.

"No discovery happens in isolation. It takes a dive crew, research, and assistance from members of the larger maritime community," said Packer. "Locating the *Stockholm*'s bow would not have been possible without the collaboration of Montauk Fishermen Paul Forsberg from the Viking Fleet, and Ben Mahler, who worked with the team to determine the location of the wreck."

Andrea Doria was built in Genoa, Italy by Gio. Ansaldo & Company. The 700-foot long passenger was the flagship of the Italian Line, a line of luxury transportation between the United States and Europe. Although she was not the largest or fastest ship of her day, she was regarded by many as the most beautiful and referred to by many as a "floating art gallery" with paintings, murals, sculptures, and tapestries by some of Italy's most prominent artists. On July 26, 1956,

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the ship was steaming from the Mediterranean to New York. That same night, the 524-foot *Stockholm* departed New York for her home port of Gothenberg, Sweden. The ships collided in a dense fog. The *Andrea Doria* perished but the *Stockholm*'s bow was repaired, and she sailed as a cruise ship until this year, when she was retired from service for good.

The day after the *Andrea Doria* sank, investor and diver Peter Gimbel and diver Joseph Fox dove the ship to chronicle the sinking for *Life Magazine*. Gimbel and Fox's photographs appeared in *Life*'s August 8 and September 17, 1956 editions and made the *Andrea Doria* one of the world's most famous shipwrecks. Although handfuls of dive expeditions are made to the wreck each year, the *Andrea Doria*'s 250-foot depth and condition as well as shifting currents and low visibility in the waters surrounding the wreck make her an extremely challenging dive.

Tenacious has visited the *Andrea Doria* regularly since 2010. Moyer, Gatto and Packer own salvage rights to the wreck, and *D/V Tenacious*' expeditions are part of their ongoing efforts to recover and preserve artifacts from this historic luxury liner and to educate the public about her importance in maritime history. The side scan sonar images show the wreck is rapidly deteriorating, which make salvage expeditions more important than ever.

The 2020 discovery team includes: Steve Gatto, Tom Packer, John Moyer, Joe Mazraani, John Copeland, Michael Dudas, Andrew Donn, Jack Lawniczuk, Mark Nix, Jennifer Sellitti, and Joseph St. Amand.

Side scan sonar images and photos are attached:

Image 1 – *Stockholm* anchor

Image 2 – *Stockholm* bow

Image 3 – Diver swimming over the *Stockholm* anchor

Image 4 – *Stockholm* bow plating

Image 5 – *Stockholm* hull reinforcements

Image 6 – Side scan sonar image of the *Stockholm* bow

Image 7 – Side scan sonar image of the *Andrea Doria*

Video footage will not be immediately released but, rather, preserved for future presentations about the shipwrecks.

About Atlantic Wreck Salvage, and D/V Tenacious

D/V Tenacious is a dive vessel that locates, dives, and salvages shipwrecks in the North Atlantic. *Tenacious* and her crew have discovered numerous wrecks in the waters off the coast of New York, New Jersey, and Massachusetts, the most celebrated of which is U-550, the last German U-boat known to rest in diveable North Atlantic waters. *Tenacious* and her expeditions have been chronicled in the books "Where Divers Dare: The Hunt for the Last U-boat," "Dangerous Shallows, In Search of the Ghost Ships of Cape Cod" and in dive publications worldwide. The vessel is owned by Atlantic Wreck Salvage and operated by Joe Mazraani and Jennifer Sellitti. When they are not at sea, Joe and Jennifer work as criminal defense attorneys in New Jersey.