

Survey report

Edith Bosselmann
ex Rita Maersk

Position:

Baltic Sea - Lithuania, Klaipeda

Survey date:

Sept. 24th 2019

Author:

Holger Buss

Version:

Dec. 6th 2022



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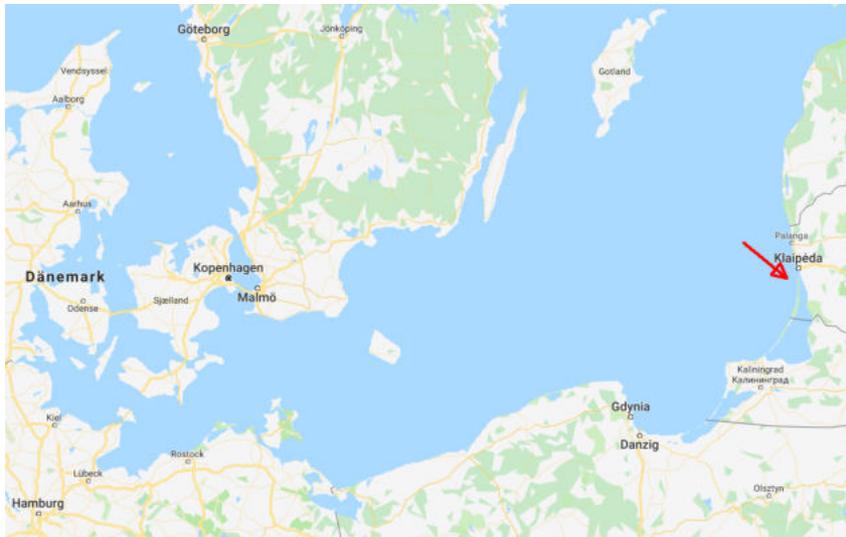
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Introduction

This survey report describes a until now unknown wreck, which was first dived in September 2016. It is about a 71m long steel ship with a central steam engine three holds and a shipping hole in the front bulwark. It lies in 42-52m water depth in the Baltic Sea near Klaipeda / Lithuania. The wreck was surveyed, documented and sketched by photo and video. All details in this report were compared with historical photos of a steamship that sank in the area in 1942 through torpedo or mine hits. In addition, reports from historical notes were compared with the position and location of the wreck. All details of the wreck, as well as its position indicate that it was the freighter "Edith Bosselmann" ex. "Rita Maersk" of the Danziger shipowner Eduard Bosselman. It sunk on 9th December 1942 during the second world war.

Position

55°28'N 020°35'E Lithuania- Klaipeda (Memel)
In approx. 30 km distance to the coast



Description of the wreck

It is a steel ship with a length of 71m above all. It lies with about 90 degrees capsized on the port side on sandy ground. The original shape of the hull can still be seen clearly. The bridge or the structure are partially broken off. The ship had three holds and a passenger deck. The stumps of two large masts stand on deck. Several large winches are located directly on the masts. In the stern there is a smaller winch and probably a mast foot, which is covered by a fishing net. In the bow area is an anchor winch, which is also covered by a net. In the rear of the ship we found a tiled floor with a black and white checkerboard pattern. On the sandy ground outside the wreck a bell was found. The wooden paneling of a compass including the compensation balls is well preserved on the sand. In the middle of the ship are rooms with high quality wooden ceilings. There are still shelves with dishes.

The Baltic Sea Heritage Rescue Project

The Baltic Sea Heritage Rescue Project is an organization in which people from many countries volunteer for protection of the Baltic Sea. They find and remove lost ghost nets, search, identify and document wrecks to protect them and keep their stories alive. It finances itself through donations and public funds. As a registered and recognized non-profit organization, donation receipts may be issued. The Baltic Sea Heritage Rescue Project works closely with the University of Klaipėda and relevant ministries and archaeologists as well as the museum.



Due to the depth of the wrecks, only so-called technical divers are used who dive with helium mixtures at depth and increased levels of oxygen in the decompression phase.

The Baltic Sea Heritage Rescue Project is a non-profit organization founded in July 2018 in Klaipėda, Lithuania by Rolandas Schön, Sabine Kerkau and Linas Duoblys. In 2019 six project weeks took place.

<https://www.bshrp.org>

In addition, the following aspects are examined:

- Is the wreck looted or damaged by third parties?
- How is the wreck changing over the years?
- How can the wreck be protected in terms of robbery and damage

Gezeitentaucher (tide divers)

The Gezeitentaucher examine wrecks in the North Sea near the East Frisian Islands. They support the Baltic Sea Team in the investigation and documentation of the wrecks.

Gezeitentaucher (from the left): Ulrich Hofmann, Dirk Terbeek, Dirk Heinemann, Wilfried de Jonge, Thorsten Bakker, Oliver Hirsch und Holger Buss (missing: Thorsten Lex)



Diving protocols:

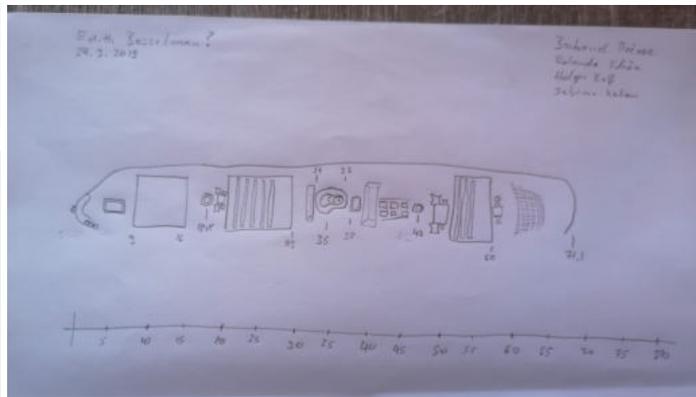
24.09.2019

Divers: Holger Buss, Bertrand Moenne, Rolandas Schön, Sabine Kerkau

Ship: NZ55 Kpt: Linas Duoblys

First survey of the ship lengthwise.

Localization of holds and distinctive objects.



Bertrand Moenne, Rolandas Schön, Holger Buss

Drawing: H.Buss



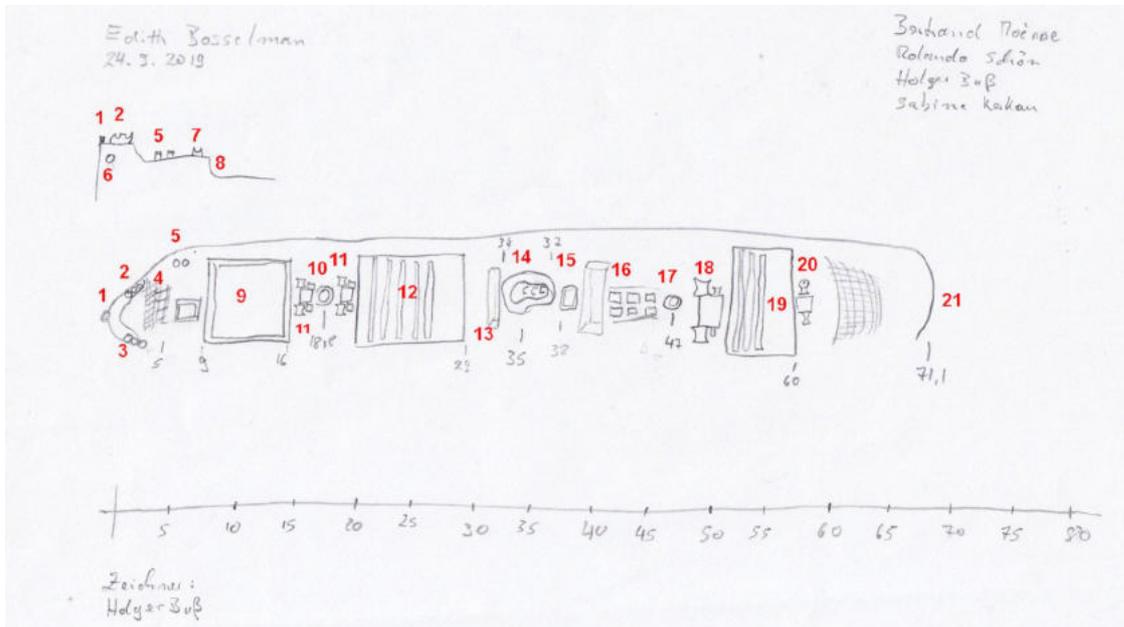
Divers of the 6th project week 2019 on the ship NZ55

Video documentation of the measurement: <https://youtu.be/FDIOolAhUGw>

Measuring method

A reference line is attached to the front stem. The distance from the bow to the interesting objects is measured (X value). Furthermore, important objects are still measured individually. The Y value from the orthogonal method is not measured. Since the wreck is capsized anyway, the Y-value for identification is not really necessary. The measurement error is estimated about 1m.

Sketch of the site



- | | |
|-----------------------------------|----------------------------------|
| 1. Bow | 12. Second cargo space |
| 2. Triple mooring starboard | 13. Hole, possibly coal bunker |
| 3. Triple mooring port | 14. chimney |
| 4. Windlass under nets | 15. decline |
| 5. double bollard | 16. Skylights of the engine room |
| 6. Hole in the bulwark of the bug | 17. mast |
| 7. Little mooring | 18. winch |
| 8. Rounding the bulwark | 19. Third loading space |
| 9. First cargo space | 20. small winds |
| 10. mast | 21. Stern |
| 11. winch | |

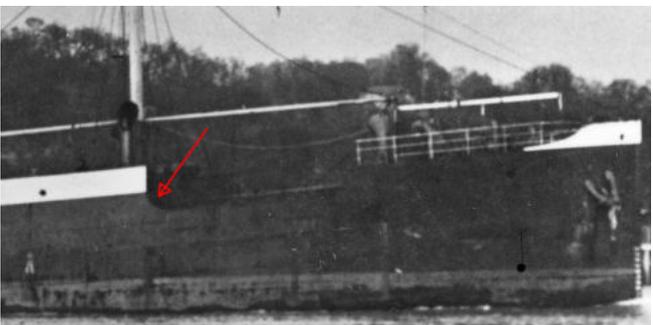
Objects of the wreck

Here are some prominent points of the wreck, which could be used for identification. With the help of the link in the Youtube video of the dive every detail can be verified. The link leads to the corresponding time code of the video.

Port hole: rounding of the bulwark



<https://youtu.be/FDIOolAhUGw?t=205>

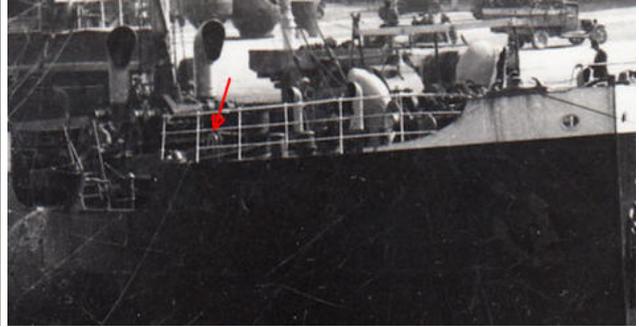


Little mooring



<https://youtu.be/FDIOolAhUGw?t=217>

Clamp



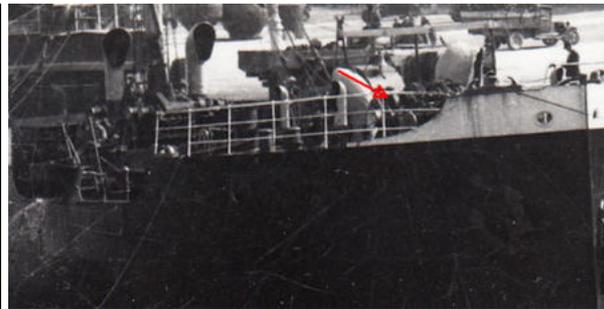
<https://youtu.be/FDIOolAhUGw?t=217>

Bollard



<https://youtu.be/FDIOolAhUGw?t=229>

Winch



<https://youtu.be/FDIOolAhUGw?t=238>

Mooring at the bow starboard side



<https://youtu.be/FDIOolAhUGw?t=275>

Mooring on the bow port side



<https://youtu.be/FDIOolAhUGw?t=306>

Front point



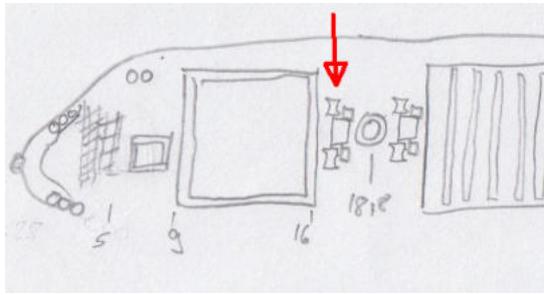
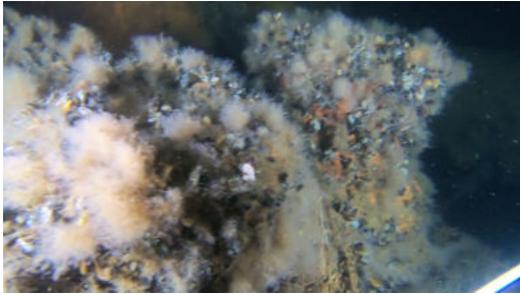
<https://youtu.be/FDIOolAhUGw?t=281>

Hole in the bulwark of the bug



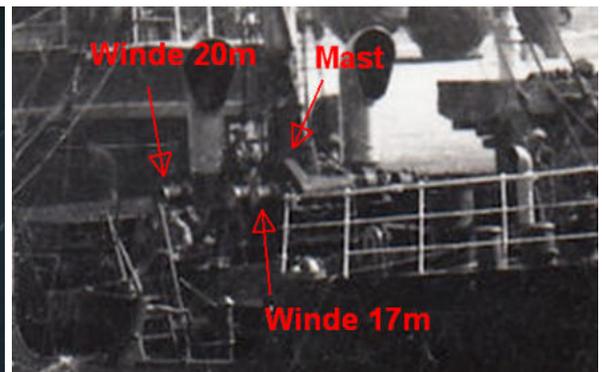
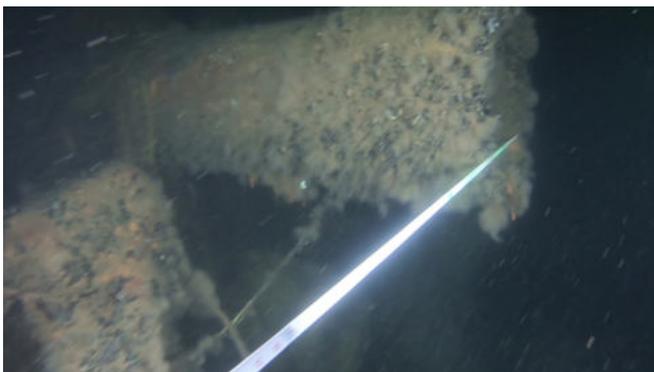
<https://youtu.be/FDIOolAhUGw?t=284>

Winch at 17m



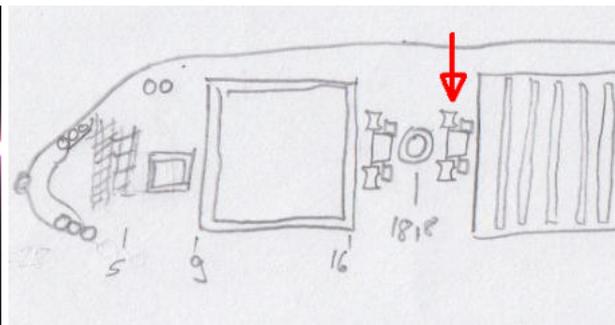
<https://youtu.be/FDIOolAhUGw?t=405>

Mast at 18,8m



<https://youtu.be/FDIOolAhUGw?t=432>

Winch at 20m



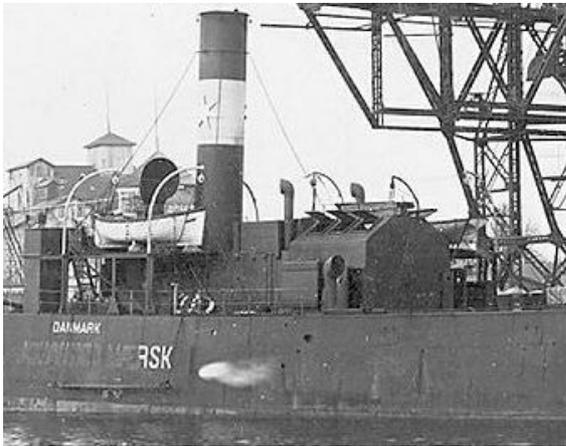
<https://youtu.be/FDIOolAhUGw?t=435>

Chimney at 36m



<https://youtu.be/FDIOolAhUGw?t=490>

Skylights of the engine room



Between 40 and 44m

<https://youtu.be/FDIOolAhUGw?t=535>

Photo: <http://billedarkiv.mfs.dk>

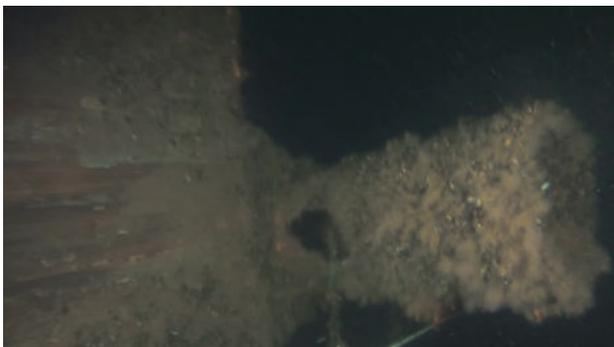
Photo: Sabine Kerkau

Floor tiles



<https://youtu.be/FDIOolAhUGw?t=840>

Mast at 47m



<https://youtu.be/FDIOolAhUGw?t=559>

Winch at 50m



<https://youtu.be/FDIOolAhUGw?t=575>

Small winch at 60m



<https://youtu.be/FDIOolAhUGw?t=614>

Stern at 71m

The length coincides exactly with the vessel data (specification = 71.2m in length over all)



<https://youtu.be/FDIOolAhUGw?t=647>

Propeller



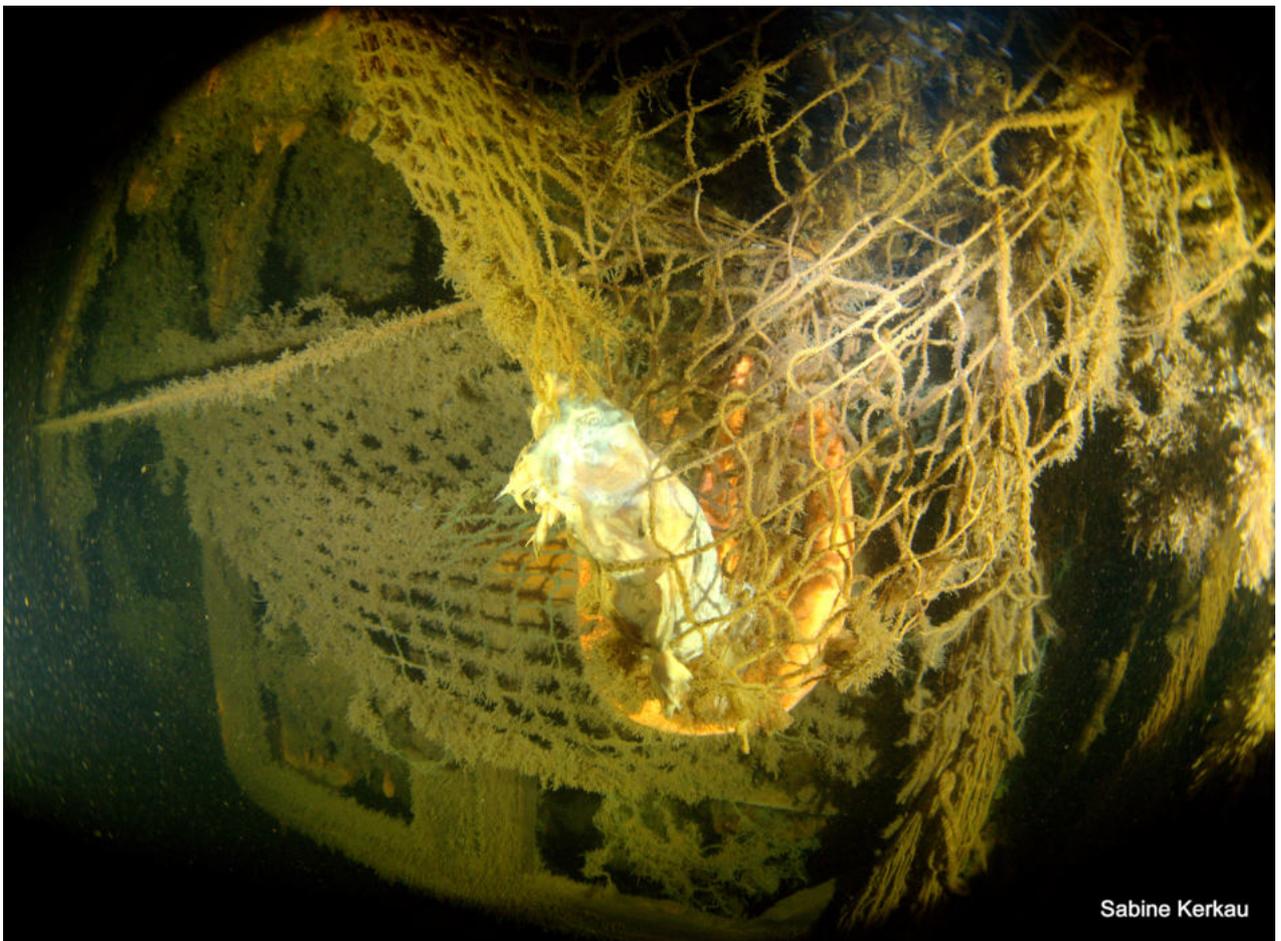
Photo: Sabine Kerkau

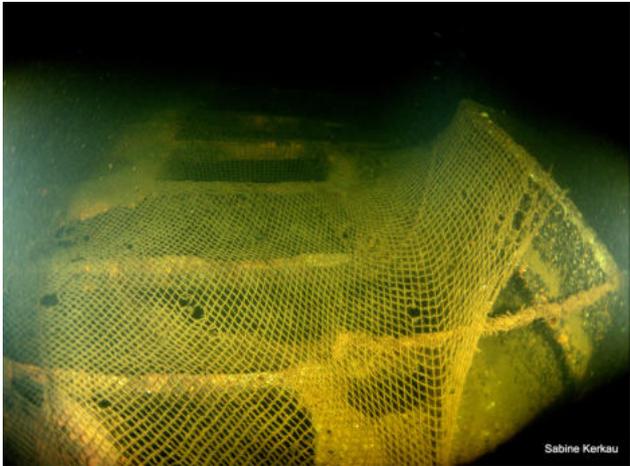
Compass



Ghost nets

The wreck is covered with fishing nets over large areas. For the marine life this is a huge problem, because these nets continue to fish and kill. They do this over many years. It is also a big problem for the pollution of the seas with plastic. During the years the nets we become poisonous micro plastic.





Photos: Sabine Kerkau



In 2019, teams from the Baltic Sea Heritage Rescue project were able to recover and dispose huge nets on the wreckage of ELBING IX. This also revealed interesting details that were hidden under the nets.

We also plan this for the Rita Maersk/Bosselmann, if the financial situation has been clarified.

The Bell from 'MARSDIEP'

On the wreckage in May 2017 a ship's bell with the inscription "MARSDIEP 1920" was found. It was salvaged for the museum in Klaipeda after permission of the Lithuanian archaeologists.

The MARSDIEP was built in 1920 and renamed "JESSIE MAERSK" in 1922.

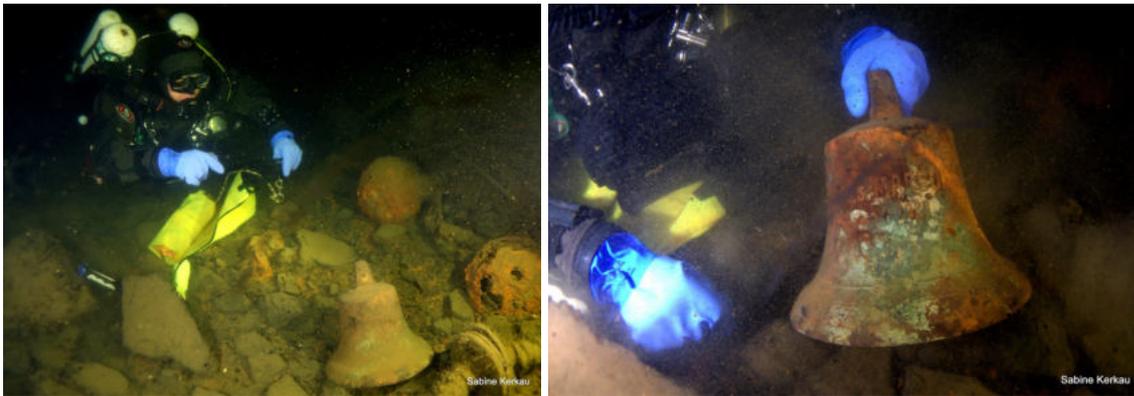
We investigated whether the wreck could actually be the MARSDIEP.

Unfortunately, the following reasons speak against MARSDIEP / JESSIE MAERSK:

1. This ship sank on 7.10.1942 east of England.
(There were about 16 dead and 10 survivors)
2. MARSDIEP had 4 holds - our wreck only 3
3. The length of the wreck has been determined very accurately and is too short
(71m against 85m)

We suspect that the bell was removed from the ship when the ship was renamed from MARSDIEP to JESSIE MAERSK in 1922 and the bell was the property of the Maersk Group.

When the RITA MAERSK 1925 was built, it was used there or served as a spare bell.



Bell in the museum in Klaipeda

(More data on the MARSDIEP can be found in the appendix)

Ship's data "Edith Bosselmann"

Nationality:	German
Purpose:	transportation
Type:	Cargo cargo ship
Engine:	steam
Engine:	1 x 3-cyl. triple expansion engine, single shaft, 1 screw
Date of construction:	1925
tonnage:	953 grt
Dimensions:	67.8 x 9.9m (waterline)
Overall length:	71.23 x 10.43 x 4.58 x 4.45 m
Material:	steel
Speed:	8.5 knots
yard no .:	1158
Date lost:	09 Dec. 1942
Shipbuilders:	Schichau F. Werft (Ferdinand Schichau) in Elblag

History of the ship:

- 1925: Built as "SS Rita Maersk" for Moller A. P. - Odense Staalskibsvaerft - Maersk Line - Svendborg "D / S Af 1912s A / S), Copenhagen (København)
- 1939: Sold 8/8 to VA Tholander, Copenhagen. Renamed "Edith".
- 1940: Transfer 25/4 to Poseidon Shipping Co., Copenhagen. (Corr. Owner: Tholander)
- 1941: Sold 1/9 to Eduard Bosselmann, Danzig. Renamed "Edith Bosselmann".
- 1942: sunk 9th December at Nidden (Memel)

Source

<https://www.wrecksite.eu/wreck.aspx?58020>

http://www.faergejournalen.dk/handelsskibe/maersk/rita_maersk_1925.html

ich habe den Dampfer "Edith Bosselmann", wie ich schon oben erwähnte, erst am 1. September 1941 in Dänemark übernommen, bis dahin fuhr der Dampfer unter dänischer Flagge. Gekauft hatte ich den Dampfer allerdings schon vor Ausbruch des jetzigen Krieges, aber auf Wunsch der damaligen Regierung der Freien Stadt Danzig hatte ich den Dampfer unter dänische Flagge ge-
bracht

gebracht und zu dem Zweck in Kopenhagen eine Firma durch dänische Freunde errichten lassen. Erst im Jahre 1941 unter Mitwirkung des Reichswirtschaftsministeriums und des Auswärtigen Amtes habe ich dann den Dampfer aus Dänemark freigebracht und konnte denselben hier in Danzig beheimaten.

Excerpt of a letter from Ed. Bosselmann to the Kriegsschädenamt on 17.03.1943

EDITH BOSSELMANN

1939 Purchased for 15,300 pounds sterling from Eduard Bosselmann. At the request of the Gdansk Bank and the Senate of the Free State of Danzig under the Danish flag because of the growing threat of war. Previously, the seamen's office in Gdansk denied the provision of sailors, the Danish crew did not want to go under Danziger flag.

10.8.39 Thereupon registered by a Danish friend (V.A.Tholander, Copenhagen) as EDITH in the ship register Copenhagen.

25.4.40 Poseidon Shipping Co. A / S, Copenhagen (Mgr. V.A.Tholander, Copenhagen), founded by three other Danish friends, at least to consolidate his ownership.

30.8.41 Formal sale with the consent of dan. Government for 347,000 DKK to E. Bosselmann.

1.9.41 German flag set.

18.10.41 Inscribed in the danziger SSR

18.11.41 stranded at Pröbbernau, later dismantled + travel Gotenhafen Libau

Quelle: <http://warsailors.com/forum/archive/forum/read.php-1,20824,20826.html#msg-20826>

RITA MÆRSK (1)

Freighter

1925 - 1939

A/S D/S Svendborg - Odense; later Århus

Delivered 10-05-1925 by F.Schichau G.m.b.H. - Elbing (1158)

71,23 x x 10,43 x 4,58 x 4,45 m

953 grt; 1.325 dwt

3 cylinder Triple Expansion from the yard

540 ihp

2 holds; 4x 4 tons Derricks

Newbuilding for the price of 472.999 Dkr.

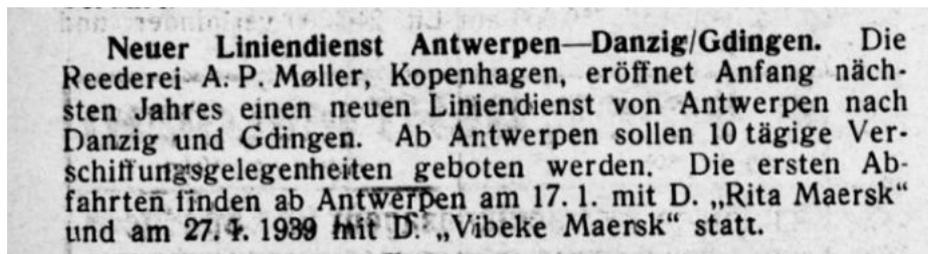
Sold 08-08-1939 renamed EDITH by Poseidon Shipping Co.A/S (V.A.Tholander A/S) - Kopenhagen for the price of 342.936 Dkr.

25-04-1940 ownership to Poseidon Shipping Co.A/S - Copenhagen.

In 1941 renamed EDITH BOSSELMANN by Edward Bosselmann - Danzig.

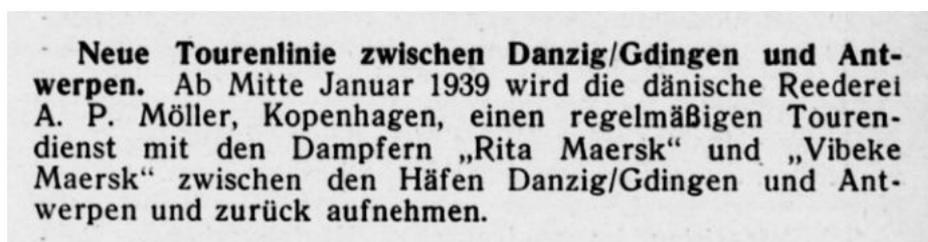
09-12-1942 hit a mine laid by the Russian sub L-3 and sunk near Memel (Klaipeda) in position 56°05'N-20°05'E.

Quelle: <http://clydeserver.com/shipping/viewtopic.php?f=52&t=14066&p=28391>



Neuer Liniendienst Antwerpen—Danzig/Gdingen. Die Reederei A. P. Møller, Kopenhagen, eröffnet Anfang nächsten Jahres einen neuen Liniendienst von Antwerpen nach Danzig und Gdingen. Ab Antwerpen sollen 10 tägige Verschiffungsgelegenheiten geboten werden. Die ersten Abfahrten finden ab Antwerpen am 17. 1. mit D. „Rita Maersk“ und am 27. 4. 1939 mit D. „Vibeke Maersk“ statt.

Quelle: Hansa 1939 <http://www.digishelf.de/objekt/72223831275/2295/>



Neue Tourenlinie zwischen Danzig/Gdingen und Antwerpen. Ab Mitte Januar 1939 wird die dänische Reederei A. P. Møller, Kopenhagen, einen regelmäßigen Tourendienst mit den Dampfern „Rita Maersk“ und „Vibeke Maersk“ zwischen den Häfen Danzig/Gdingen und Antwerpen und zurück aufnehmen.

Source: Hansa 1939 <http://www.digishelf.de/objekt/72223831276/203/>

Maersk Line

The steamer Rita Maersk was built in 1925 for the Maersk Line. It was one of the first (20-30) ships of the company.

- 1886: Captain Peter Mærsk-Møller buys his first steamship, the British-built SS Laura.
- 1904: The Steamship Company Svendborg is founded by Captain Peter Mærsk-Møller and Arnold Peter Møller. The company's first ship was the British-built 2,200 tdw cargo steamer Svendborg.
- 1912: Steamship Company of 1912 is founded by A.P. Møller.
- 1918-1919: A.P. Møller builds his own shipyard, the Odense Staalskibsværft near the Odense Canal in the city of Odense. Keels are laid for the first two ships.
- May 1920: The newly erected Odense Yard delivers its first ship, the Robert Mærsk.
- 1921: Odense Yard delivers its first diesel powered vessel Leise Mærsk to A.P. Møller.
- 1926: A.P. Møller enters into the tanker business and orders 5 motor tankers with 8,100 and 11,200 tdw.
- 1928: A.P. Møller begins the first liner service under the Name Mærsk Line with 6 motor ships, each 6000-7000 tdw on the Trans Pacific Route Far East - US West coast and via the Panama Canal to Baltimore.
- Feb. 1928: A.P. Møller gets its first tanker, the 11.200 tdw motor tanker Emma Mærsk, built by Burmeister & Wain, Copenhagen.
- March 1928: Odense Yard builds its first tanker, the 8,000 tdw M.T. Anna Mærsk.
- 1930: A.P. Møller becomes the co-owner of the weapons factory Riffelsyndikatet. In the following years he increases his share from 15 to 31.6%, to become the largest shareholder.[4]
- 1934: Mærsk Line gets the 9,000 tdw cargo motorship Nora Mærsk from Odense Yard, but after 2 years of service it sinks due to a fire in Indonesia.
- Dec. 1936: The 16,500 tdw motortanker Eleonora Mærsk is delivered from the Deutsche Werft, Hamburg-Finkenwerder and is the biggest ship of the Mærsk fleet and also the largest single-crew motorship in the world.
- 1936: With the M.S. Francine, A.P. Møller gets from Odense yard its first reefer vessel. It is chartered to J. Lauritzen A/S, Denmark.
- 1937: Mærsk Line receives two 9,000 tdw motor cargo ships from Bremer Vulkan. The vessels are named Marchen Mærsk and Grete Mærsk.
- 1937: Odense Yard delivers two 7,000 tdw white-painted hull cargoships Gudrun Mærsk and Robert Mærsk with reefer capacity.
- Feb. 1939: Odense Yard delivers the 9,200 tdw M.S. Laura Mærsk the largest cargo ship to the Mærsk fleet.
- Sept. 1939: At the beginning of World War II, A.P. Møller is the second largest shipping company in Denmark with a **total of 46 ships**.

A. P. Møller-Mærsk A/S	
	MAERSK
Rechtsform	A/S
ISIN	DK0010244508
Gründung	1904
Sitz	Kopenhagen,  Dänemark
Mitarbeiterzahl	89.207 (2014) ^[1]
Umsatz	47,6 Mrd. USD (2014)
Branche	Logistik, Einzelhandel, Schiffbau, Luftfahrt
Website	www.maersk.com 

Source: Wikipedia

Museum of the company

The company has a small museum for internal purposes.

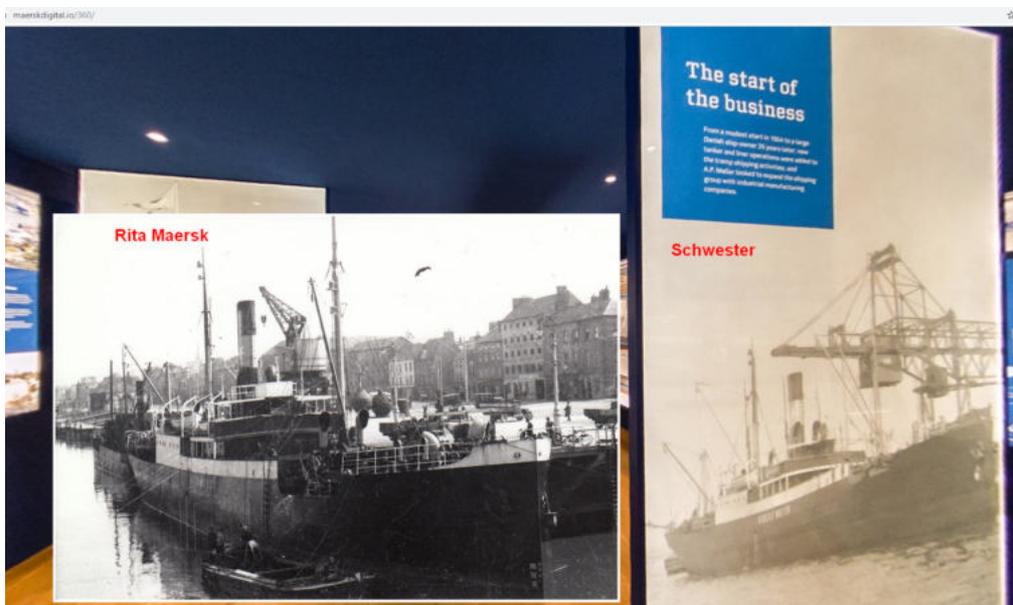
A small digital tour is realized here:

<https://maerskdigital.io/360/>



There you can find under "The start of our business" the image of a steamer, which seems to be a sister ship of the "Rita Maersk".

Comparison:



Historical photos of the ship

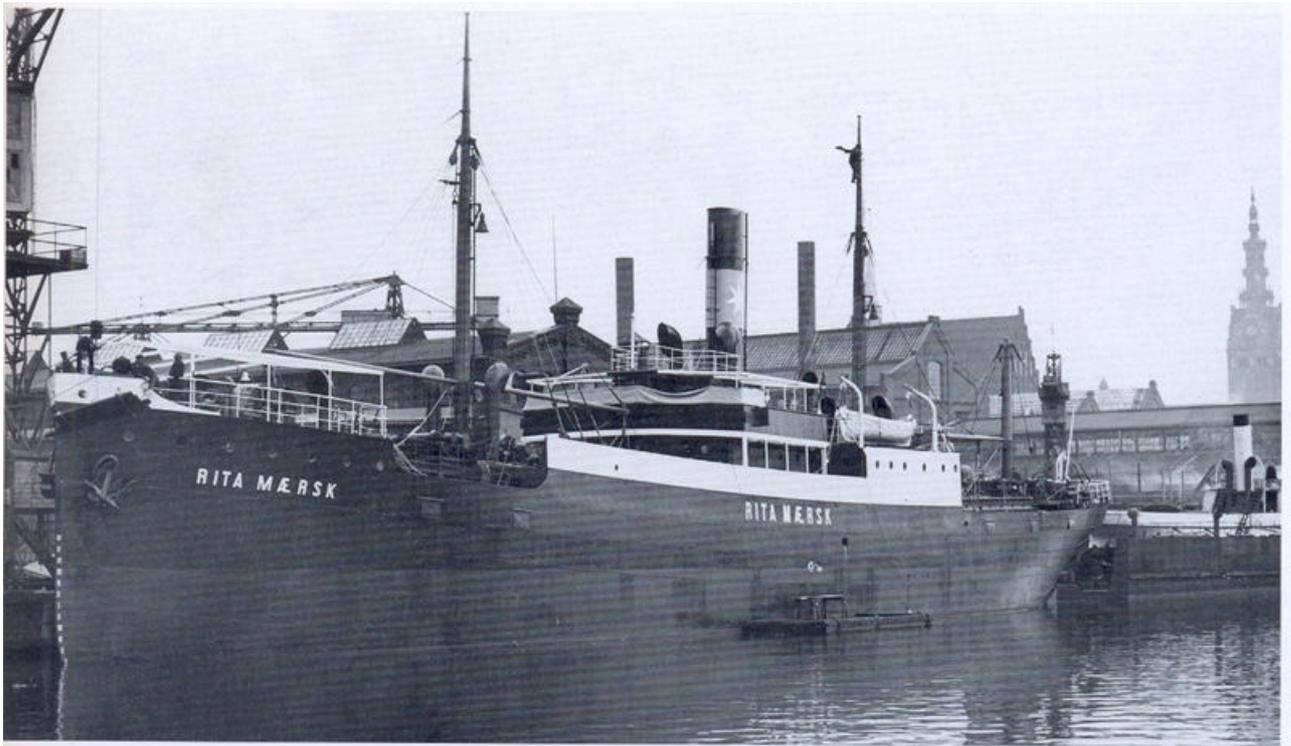


Quelle:

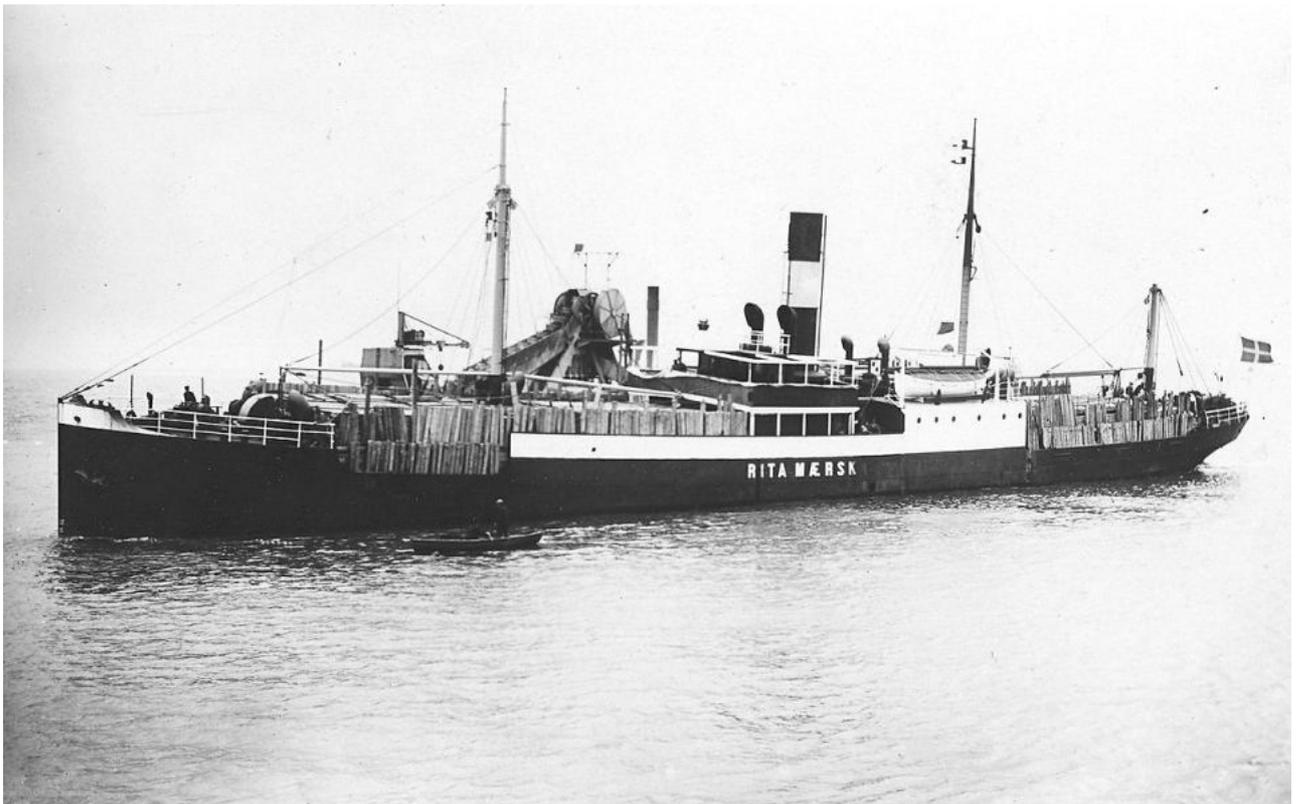
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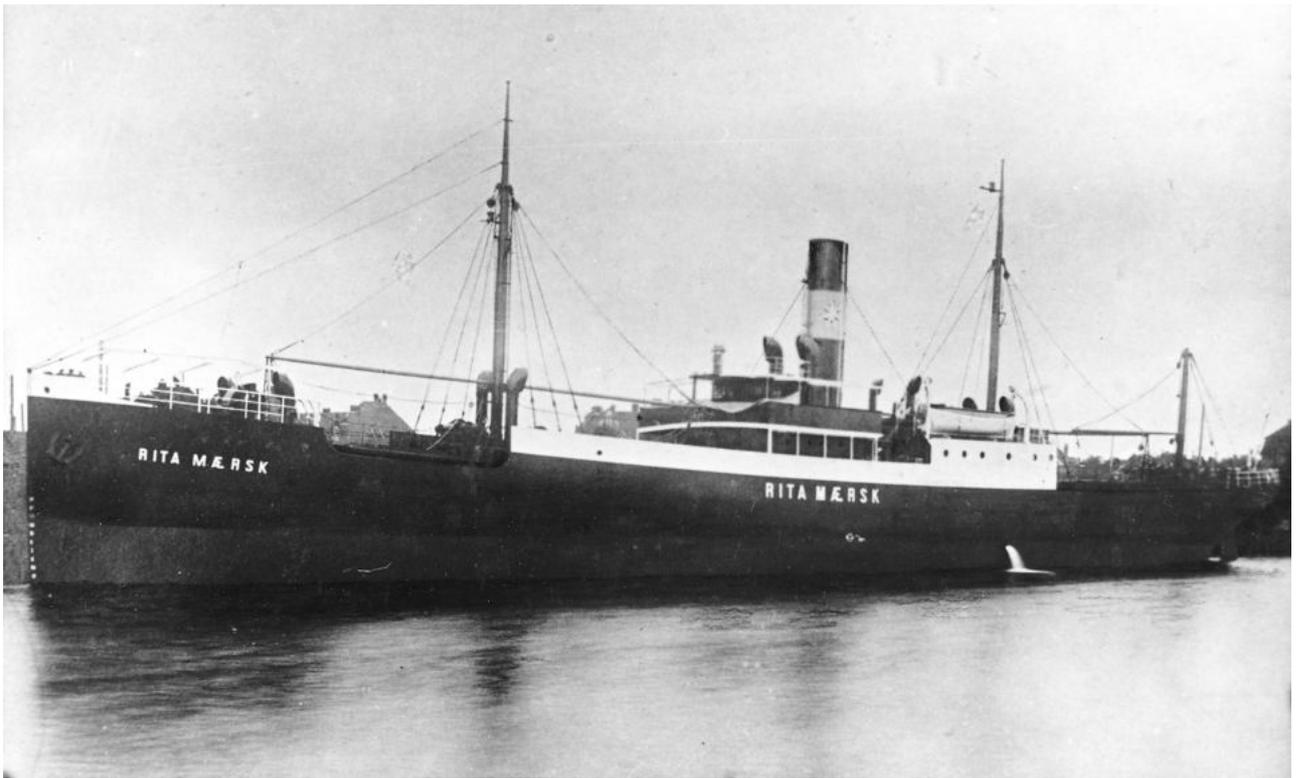
http://www.faergejournalen.dk/handelsskibe/maersk/rita_maersk_1925.html



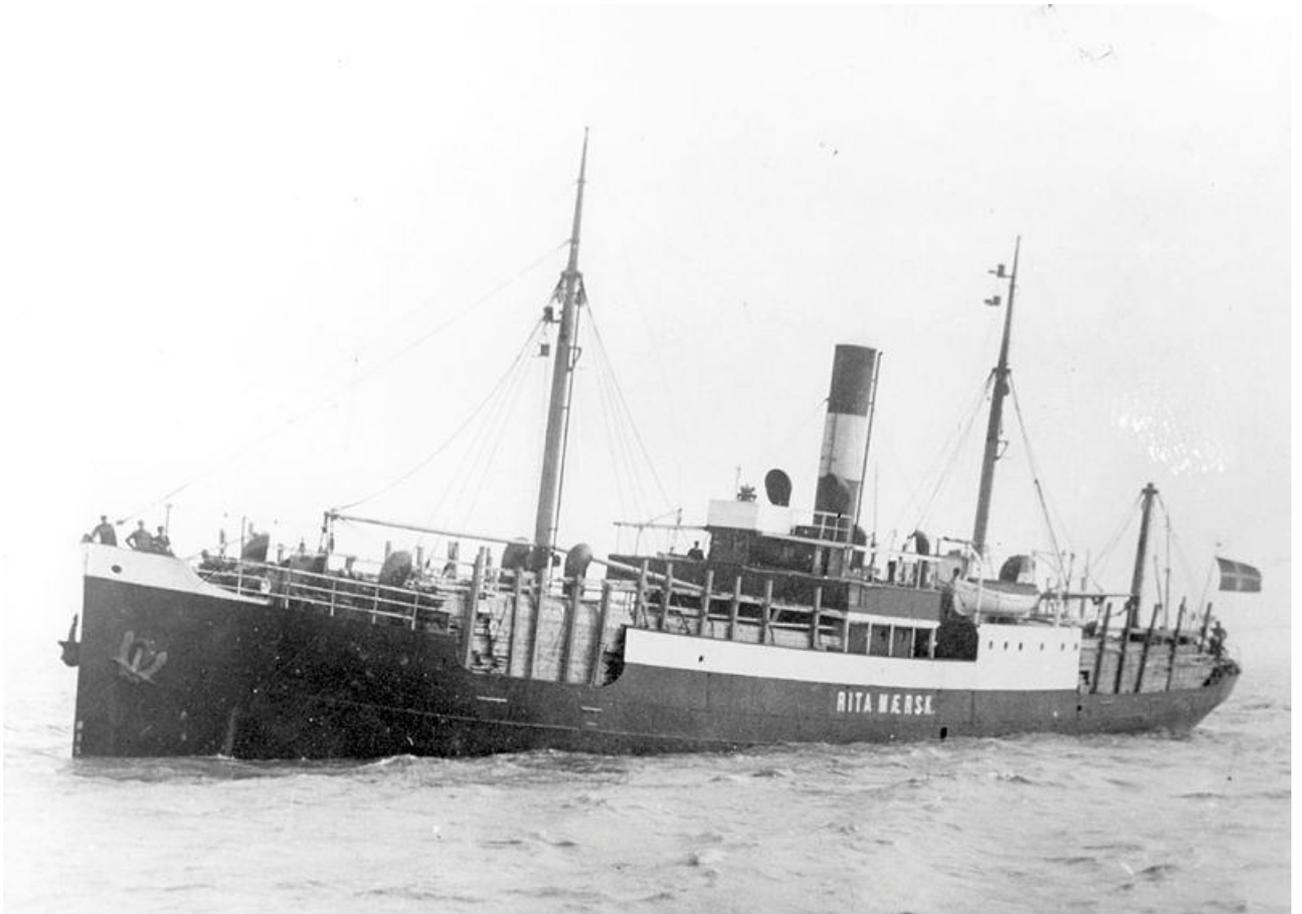
<http://clydeserver.com/shipping/viewtopic.php?f=52&t=14066&p=28391>



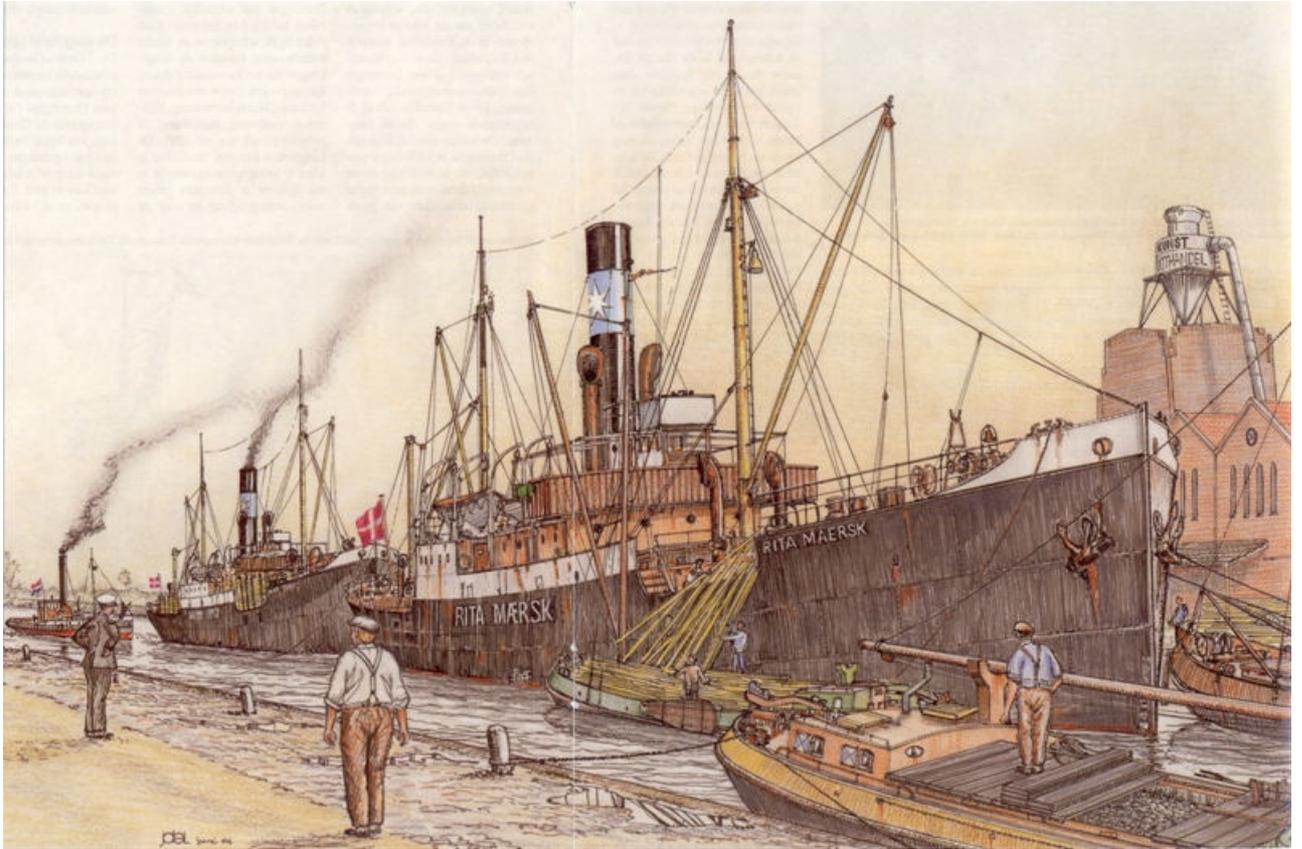
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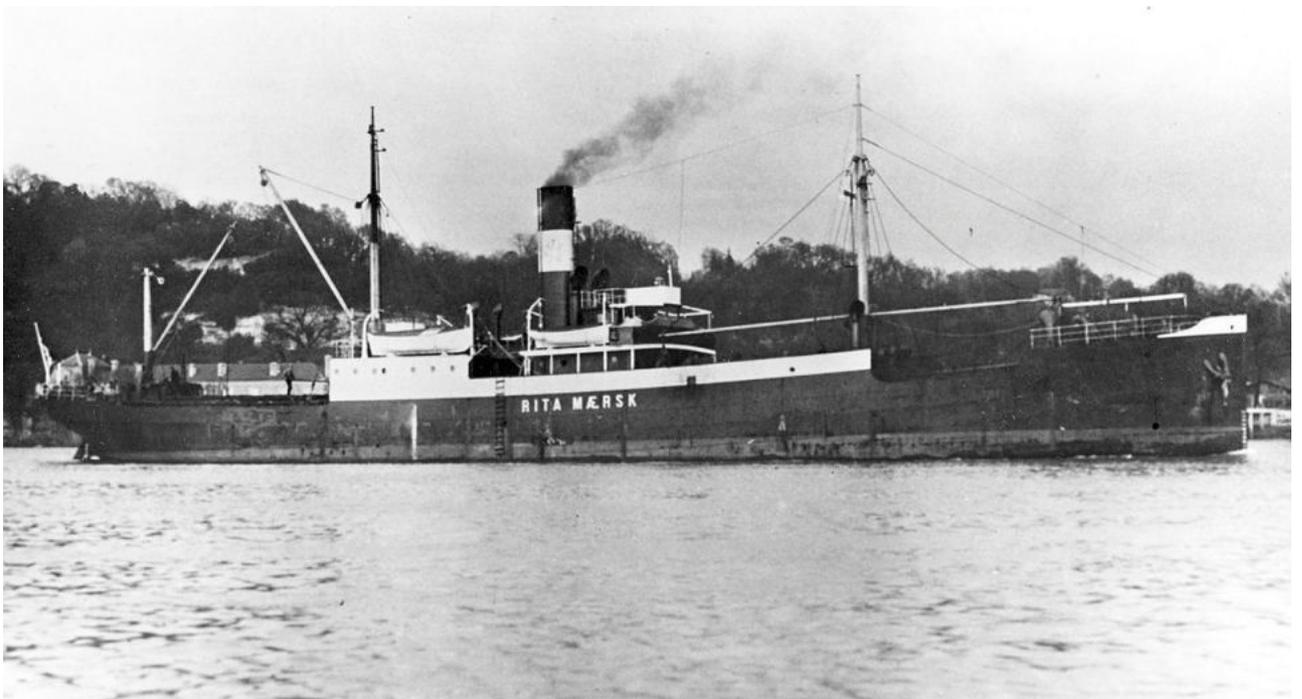
<http://billedarkiv.mfs.dk/fotoweb/archives/5001-Museet-for-s%C3%B8farts-billedarkiv/archive/Arkiv-45/000015598.jpg.info>



<http://billedarkiv.mfs.dk/fotoweb/archives/5001-Museet-for-s%C3%B8farts-billedarkiv/archive/Arkiv-45/000015597.jpg.info>



<http://clydeserver.com/shipping/viewtopic.php?f=52&t=14066&p=28391>



<http://billedarkiv.mfs.dk/fotoweb/archives/5001-Museet-for-s%C3%B8farts-billedarkiv/archive/Arkiv-45/000015599.jpg.info>

The shipowner Eduard Bosselmann



(April 8, 1885 Lübeck - November 27, 1966 Germany), merchant, shipowner.

He learned the trade of a shipbroker in Lübeck. From 1910 he worked in a brokerage firm in Hamburg. In the years 1914-1918 he served in the army on the fronts of the First World War.

From 1 January 1920, according to the will of the family of Uncle Desidarius Siedler jr. (II) he became co-owner and head of the Gdansk brokerage and shipping company FG Reinhold. After 1920, he was also the husband of his uncle's daughter, Edithy Siedler (January 20, 1896 Danzig - April 23, 1975 Germany).

The company founded by him and its sister company, the shipping company Danzig AG, had several large steamships that operated cruises with the Baltic ports, Western Europe and America. In 1939, the management of FG Reinhold handed over his brother-in-law Hans Günther Siedler (1904-2001). However, he remained a shareholder with his wife.

On January 9, 1930, he became chairman of the board of directors of the Chamber of Commerce in the Free City of Gdańsk (WMG) and exercised this function until its dissolution by the National Socialist authorities in July 1933. In the years 1924-1925 ex officio Senator II WMG (Senator in the Nebenamt) and in the term 1928-1930 member of the people's day on behalf of the German national party.

After 1925 he lived in a villa in Sopot on Schulstraße 58 (after 1935 in Mackensenallee, today ul. Kościuszki). In 1945, after moving to Germany, he reactivated the company with his brother-in-law in Lübeck and Hamburg.

Source: https://www.gedanopedia.pl/index.php?title=BOSELMANN_EDUARD

Ed. Bosselmann was a politician of the DNVP and a member of the 3rd Danziger Volkstag 1927-1930

https://de.wikipedia.org/wiki/Liste_der_Mitglieder_des_3._Danziger_Volkstages

Signature "Eduard Boßelmann"

On September 8, 1943, Eduard Bosselmann suffered a severe accident with transection of the left-sided neck muscles.

The specialist Dr. med.rich Joisten attested:

"Bei Herrn Bosselmann besteht, als Unfallfolge; eine linksseitige Recurrenslähmung, die z.Zt. erhebliche Störung der Stimmbildung verursacht, sodass lautes Sprechen (auch Telefonieren, unmöglich ist. Mit einer völligen Wiederherstellung der normalen Stimme ist nicht zu rechnen."#"

Other sources mentioning Ed. Bosselmann



Source: HANSA 1941 <http://www.digishelf.de/objekt/72223831278/55/>

Unter dem Namen „Nordland“ Versicherungs-A.-G. in Danzig wurde in Danzig eine Transport-Versicherungs-Gesellschaft mit einem Aktienkapital von 50 Mill. Mk. gegründet. Der Aufsichtsrat besteht aus folgenden Herren: Emil R. Retzlaff (Stettin), Kommerzienrat Rudolf Patschke (Danzig), Dr. Ernst Unger (Danzig), Hermann Malitzke (Danzig), Leopold Less i. Fa. H. L. Perlbach (Königsberg i. Pr.), Leo Anker (Danzig), Generaldirektor Siemers (Stettin) und Eduard Bosselmann, Mitinhaber der Firma F. G. Reinhold (Danzig). Der Vorstand besteht aus den Herren Heinz Ziemer in Danzig und Walter Middelhoff in Königsberg i. Pr.

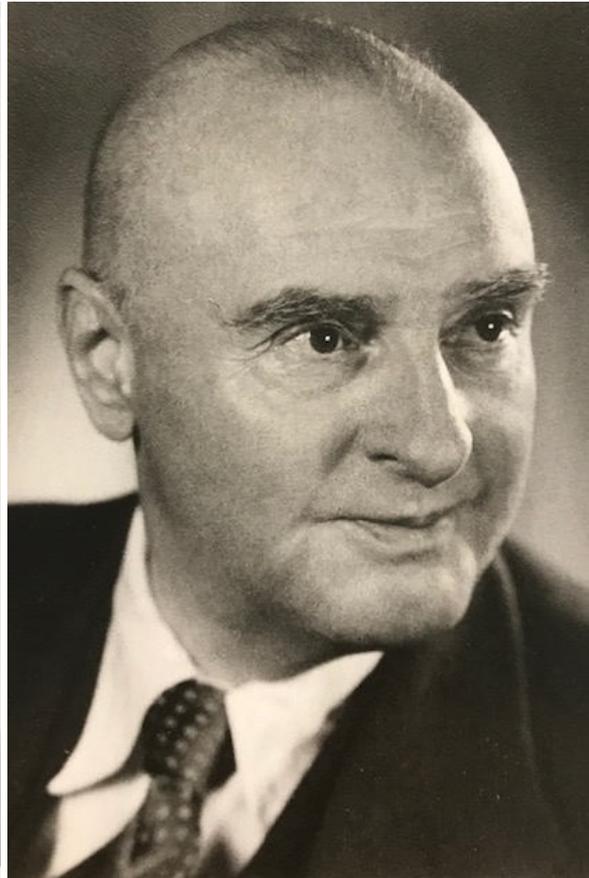
Source: Hansa 1921 <http://www.digishelf.de/objekt/72223831260/757/>

Edith & Eduard Bosselmann

We managed to contact family members of the Bosselmanns, who sent us photos.



Edith Bosselmann um 1945



Eduard Bosselmann um 1950

The ship was named after this woman.

Source: Astrid Bosselmann & Hans-Jobst Siedler

F.G. Reinhold Danzig



Flag Siedler

Hans Günter Siedler (ca.1930)

Wolf-Jobst Siedler, 25 Jan 2009:

“My grandfather, Hans-Günther Siedler, was the last owner of the company. The letter S stands for the initial of our family name Siedler. F. G. Reinhold has been in possession of the Siedler family for many decades and was indeed located in Danzig (now Gdansk, Poland). Its main home market was the Baltic Sea. Due to the approaching Soviet army, my grandfather moved his family and what was left of the company first to Lübeck and then to Hamburg, Germany. The company was finally dissolved in the 1960s, as many of the established commercial relations had been severed due to WW2 and the Cold Wars.”

<https://www.fahnenversand.de/fotw/flags/de~hfr1.html>

F. G. Reinhold - Danzig / Lübeck / Hamburg

Founded: 1858 by grain merchant consul Friedrich Gottlieb Reinhold

Neither Consul Reinhold nor his son at this time have direct experience in the maritime and port industries, but these are indispensable for an activity in this field. Consul Friedrich Gottlieb Reinhold succeeds very soon to win the shipbroker and shipbuilder Adolf Johannes Wilhelm Desiderius Siedler, who comes from Szczecin and comes from Antwerp, as operator of the ship billing company. Appointed in 1863 Consul Friedrich Gottlieb Reinhold his many years, proven Employee Desiderius Siedler sen. (I) Procurator. Two years later, in 1865, he becomes a partner of F.G. Reinhold. In 1866 the company was expanded by a shipping company and henceforth renamed "F. G. Reinhold - Gdansk - Shipbroker and Schiffabrechner / steamship Rhederei. "

In 1967 the last steamer "ST. JACOB "sold. Thus the shipping company F. G. Reinhold gives up its active activity and the Hamburg office.

2001: The company F. G. Reinhold at dormant business owned by Hans-Günther Siedler and Desiderius Hans-Jobst Siedler, the son of Hans-Günther Siedler. The company will be deleted from the commercial register this year. The last CEO of F.G. Reinhold - Hans-Günther Siedler dies in Lübeck.

The detailed company history "F. G. Reinhold "is attached.

The last trip of the ship



The steamer started on December 8, 1942 at noon 12 o'clock with a load of 1280 tons of coal from Danzig (Gdansk) to Libau. There was a strong storm and captain Otto Ahrens could not cross the open sea, so he first sought shelter under the Hela peninsula and lay at anchor. At night, the wind turned west and the journey continued.

sen, denn als der Dampfer am 8. Dezember 1942 mittags von Danzig ausgegangen war, war ein sehr starker Sturm und es ist deshalb mit Bestimmtheit damit zu rechnen, dass der Kapitän nicht in die offene See hineindampfen konnte und dampfte, sondern sich mit seinem Dampfer unter Hela schutzsuchend hinlegte. Am anderen Morgen, also am 9. Dezember 1942 war der Sturm abgeflaut, es war allerdings noch starker Wind, aber westlich und somit für die beabsichtigte Reise nach Libau passend. Der Kapitän wird zweifelsohne früh von seinem Ankerplatz weitergedampft sein und konnte somit um

Extract of a letter from Ed. Bosselmann to the War Damage Office on 8.01.1943

Die Load

Coal

Mein obiger Dampfer, eingetragen im Seeschiffahrts-Register
 Danzig unter Nr. 538, vermessen

Netto Reg.tons 487,42	Netto cbm 1380,8
Brutto Reg.tons 952,36	Brutto cbm 2697,9

Unterscheidungssignal: D.B.I.P.
 Gebaut auf der Schichau Werft in Elbing im Jahre 1925
 ging am 8. Dezember 1942 mittags 12 Uhr mit 1280 tons Kohlen
 von Danzig nach Libau in See.

1280 tons of coal. It is not clear what kind of coal it was.
 Certainty can bring an investigation through further dives.

Bunker coal (to drive the steam engine)

№ 225 ³

GIESCHE
 HANDELSGESELLSCHAFT M. B. H.
 DANZIG, LANGER MARKT 10
 DRAMANSCHRIFT: GIESCHE
 FERNSPRECHER: 21551

^{M 69}
GIESCHE KOHLE
 AUS DEN GRUBEN
 „CLEOPHAS“, „GIESCHE“ UND „HEINITZ“
ERSTKLASSIGE BUNKERKOHLE

Hiermit wird bescheinigt, von der Firma GIESCHE Handelsgesellschaft m. b. H., Danzig
 70 ts Bunkerkohlen, frei Bunker und getrimmt,
 an Bord Dampfer „Edith Bosselmann“ erhalten zu haben
 Danzig, den 3. Dec 1942

E. Grantz Maschinist *O. Ahrens* Kapitän

Giesche No. T.0020

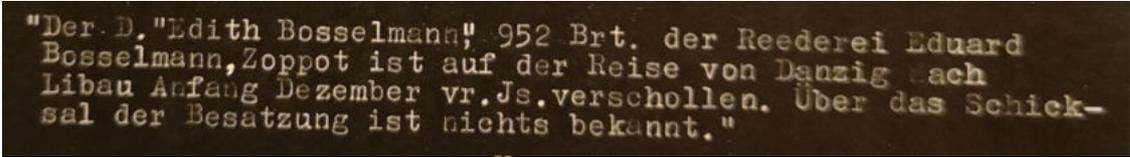
Delivery note over bunker coal. Signed by I.Engineer Erich Grantz and Kpt. Otto Ahrens

Sinking

The ship was considered lost

When the ship did not reach its destination, it was unclear what had happened. Then the lifeboat of the steamer Edith Bosselmann was driven in Memel.

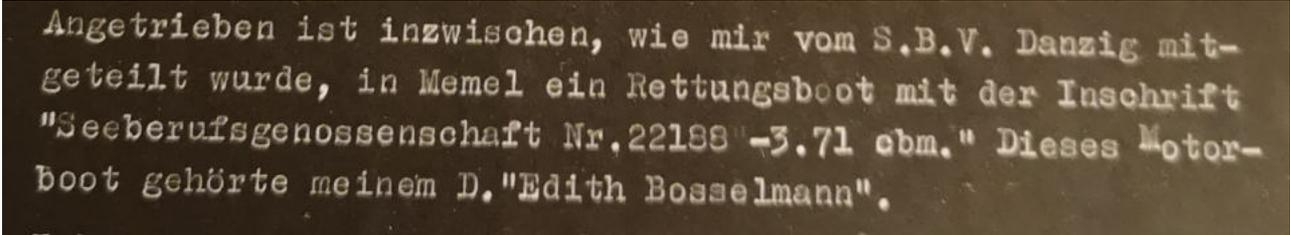
On 4 January, Eduard Bosselmann reported the steamer as missing:



"Der D. "Edith Bosselmann", 952 Brt. der Reederei Eduard Bosselmann, Zoppot ist auf der Reise von Danzig nach Libau Anfang Dezember vr. Js. verschollen. Über das Schicksal der Besatzung ist nichts bekannt."

Lifeboat

In Memel a lifeboat of the steamer was found.



Angetrieben ist inzwischen, wie mir vom S.B.V. Danzig mitgeteilt wurde, in Memel ein Rettungsboot mit der Inschrift "Seeberufsgenossenschaft Nr. 22188 - 3.71 cbm." Dieses Motorboot gehörte meinem D. "Edith Bosselmann".

Extract of a letter from Ed. Bosselmann and the War Damage Office on 8.01.1943

Eyewitnesses of the sinking ship



Steamer "Kommerzienrat Sieg" [Quelle](#)

Captain Eggert from the Danziger steamer "Kommerzienrat Sieg" said to the KMD in Gdansk that on the morning of 9.12.1942 on the way from Lindau to Bremen, he saw a submarine which was between his and another ship. The name of the other ship he could not read, but the description (three hatches, two loading masts, gray chimney and pole mast behind) fitted to the "Edith Bosselmann". At 8:20 there was a huge explosion on the other ship and a water column midship, which reached the height of the ship's masts. The ship then sunk quickly. The eyewitnesses considered a torpedo hit and didn't believe of a mine hit.

Due to the heavy seas and the threat of the submarine, they could not look for the people of the sunk ship. The crew of the steamer "Kommerzienrat Sieg" put on lifejackets because of the danger of sinking themselves, made the lifeboats clear and the ship fled towards the coast.

Der I. Offizier Heinrich Wahl vom "Kommerzienrat Sieg" hat bei seiner damaligen Vernehmung in Kiel am 15. Dezember 1942 erklärt, er habe in jener Nacht von 3 Uhr ab, als er von Freiwache geweckt sei, alle Vorgänge mitbeobachtet; er habe auch die Wassersäule an dem torpedierten unbekanntem Schiff gesehen, sie habe etwa die Höhe der Schiffsmasten erreicht; einen Minentreffer halte er nicht für möglich; augenscheinlich habe das U-Boot von seiner Stelle zwischen den beiden Schiffen aus den Torpedo abgeschossen;

The log of the eye witness report for the War Damage Office reads as follows:

Captain Eggert was with the steamer "Kommerzienrat Sieg" on the morning of December 9, 1942 on the drive from Lindau to Bremen. Conditions: wind NW 9-10, rough sea, cloudy sky. At 3 o'clock a large part of the deck cargo had gone overboard, [...] so that inclination of about 25 ° was created. During this time, around 4 o'clock, his ship was suddenly ordered by an unrecognized vehicle. Apparently it was a submarine. Sharp outlines of the tower could not have been recognized because of the darkness. The vehicle had repeatedly signaled the letter "A" with a headlight. He did not answer the signal because it was forbidden to him. Then the vehicle has illuminated his ship. That vehicle had been standing for a fairly long time between his and a ship not far from them and then suddenly disappeared. Its position was currently 55 ° 28'N 020°41'E rw. The other, nearby ship was about 3-4 meters north. He had already observed this other ship near him at night. He had been on the bridge all night. He could not state the name of the other ship. It had been a steamer with 3 hatches, 1 shipping hole in the front, 2 masts, one postpillar aft. The chimney seemed to be painted gray. He estimated the size to be 900BRT.

At dusk at 8:20 they have heard a strong detonation on the other ship. The steamer became visible in the rough sea a few times and quickly sunk. The crew of the "Kommerzienrat Sieg" have observed a water column midships on the other ship.

In the heavy weather, as his ship was not seaworthy, he could not steam against the sea to aid the sinking ship. A short time later, a submarine had appeared at about 2-3 miles away. Nothing else was to be seen than a dark gray, clumsy tower, a little stockier and bulkier than the towers of German submarines. Yellow paint or special features were not recognized. No gun. The boat apparently tried to turn on him. He had then turned hard with a full-running machine port to get more under land, as he suspected an enemy submarine. Immediately he had instructed his radio operator to send "submarine danger". [...] He had his entire crew go on submarine lookouts, make the lifeboats clear and let them wear life jackets. He determined his position in the house of cards and steered the ship in the worst angle of attack for the opponent towards coast. The crew had observed the submarine for some times, then it suddenly disappeared. During this time a bubble path of a starting torpedo was not observed and no signs of a torpedo shot noticed. He believes in the sunken ship not to a mine hit, but to torpedo by the submarine, which had stood between the two ships.

The I.Offizier Heinrich choice of the "commercial advice victory" explained in its then interrogation in Kiel on 15 December 1942:

On that night from 3 o'clock on, when he was awakened by the guard, he observed everything. He also saw the water column on the unknown ship when it was hit by the torpedo. It had reached the height of the masts. He does not consider a mine hit possible. Apparently, a submarine fired the torpedo from its place between the two ships.

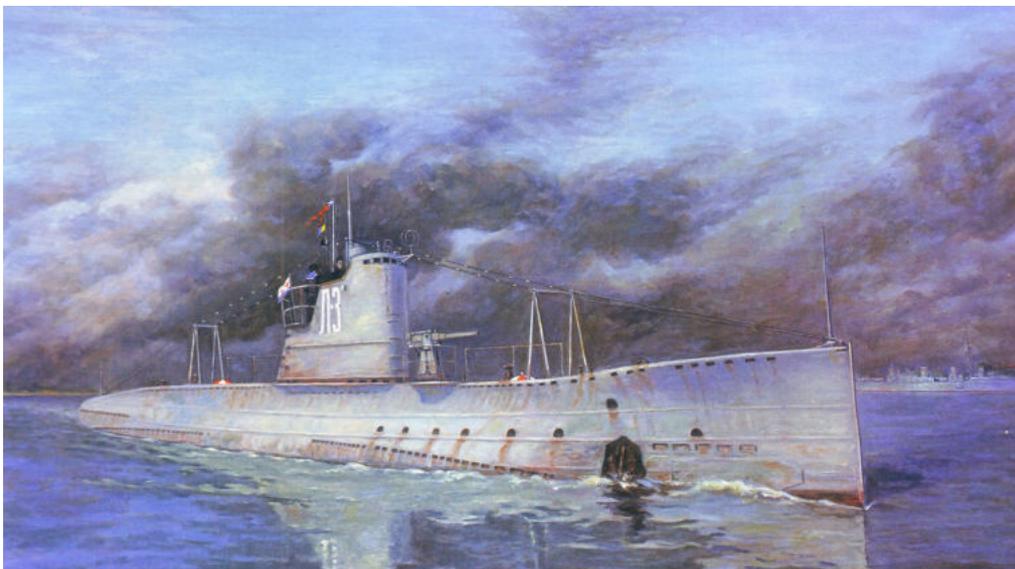
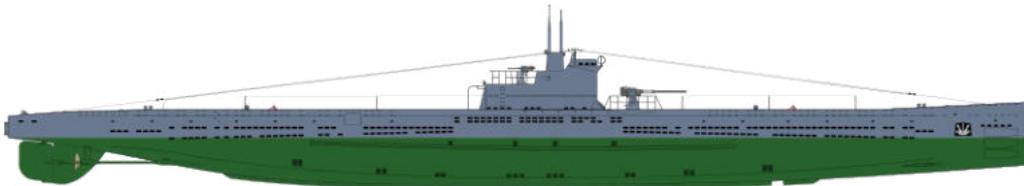
Submarine L-3

In various sources, the sinking by mines is credited to the Soviet submarine L-3. It could not be clarified why not the torpedoing is given as the cause, but a mine hit.

"On November 5, the submarine L-3 in Memel placed a field with 7 mines.

On December 9, 1942, the German merchant ship Edith Bosselmann (952 GRT) sinks on these mines, which sunk with the entire crew."

Navy:	The Soviet Navy
Type:	Submarine
Class:	L (Leninec)
Built by:	Baltiyskiy Zavod (Leningrad, U.S.S.R.) / Yard 189.
Laid down:	6 Sep 1929
Launched:	8 Jul 1931
Commissioned:	5 Nov 1933
End of service:	17 Aug 1953
History	



Source:

<http://www.xmasgrupsom.com/public/Forum3/viewtopic.php?t=33>

Compensation by the War Damage Office

Eduard Bosselmann had claims for compensation. It needed to be clarified whether warfare was the cause of the sinking. For this reason, there are reports, statements, correspondence and the original purchase of equipment in the State Archives Hamburg. Photographs of the approximately 60 documents can be found in a separate document of the appendix.

Ed. Bosselmann requested a replacement ship:

Mir ist an einer Barauszahlung der Entschädigung für das obige verlorene gegangene Schiff nicht gelegen, denn ich möchte auf alle Fälle ein Schiff dafür wieder haben, um so viel mehr, da es sich um mein einzigstes Handelsschiff handelte.

Bitte teilen Sie mir mit, ob ich einen Ersatzbeschaffungsantrag bei Ihnen stellen muß und zutreffendenfalls, ob dafür besondere Formulare auszustellen sind oder ob es genügt, wenn ich Ihnen einen gewöhnlichen schriftlichen Antrag zusende.

Letter from Bosselmann to the office on 15.Feb.1943

Betrifft: D. "Edith Bosselmann";
Ihr Schreiben vom 29.11.1943.

Eing: *H/M* m/1 Ank.
An Ref. *IV*

Vom Kriegsschädenamt Hamburg ist mir Ihr obiges Schreiben weitergereicht worden. Leider bin ich nicht in der Lage, Ihnen heute bereits ein bestimmtes Prisen Schiff versprechen zu können. Wie Sie sich denken können, stehen dem Deutschen Reich nicht viele Schiffe zur Verteilung an kriegsgeschädigte Reedereien zur Verfügung.

Ich habe Sie jedoch als "dringend" vorgemerkt und hoffe, gelegentlich, falls wiederum einige Schiffe zur Verteilung anfallen, Ihnen entgegen kommen zu können.

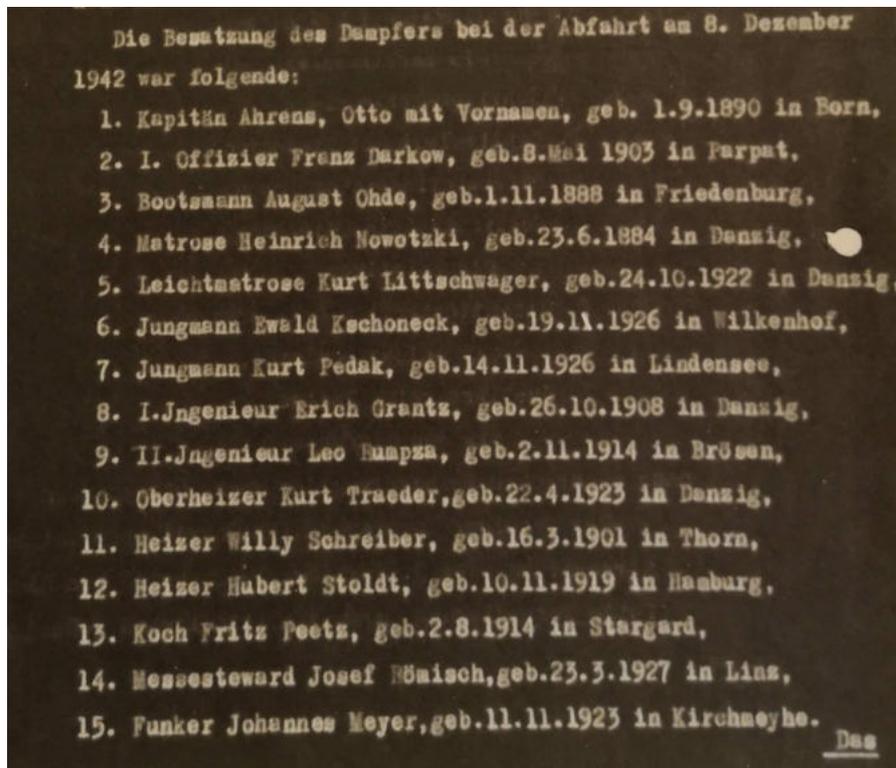
Answer from the office Dezember 1943

Compensation for equipment and provisions was granted:

Der D. "Edith Bosselmann" ist durch ein Kriegsereignis verlorengegangen. Der entstandene Schaden ist somit als Kriegssachschaden im Sinne des § 2 KSSchVO anzusehen.

Die Antragstellerin beziffert ihren Verlust an Bunkerkohlen mit RM 1.282,50 und an Proviant mit RM 910,56 insgesamt also mit RM 2.193,06. Die eingesandten Unterlagen haben die Berechtigung dieser Forderung ergeben.

Crew



- | | |
|-----------------------------------|---------------------------|
| 1. Captain Otto Ahrens | *1.09.1890 in Born |
| 2. I. Officer Franz Darkow | *8.05.1903 in Parpat |
| 3. Boatswain August Ohde | *1.11.1888 in Friedenburg |
| 4. Sailor Heinrich Nowotzki | *23.6.1884 in Danzig |
| 5. Sailor Kurt Littschwager | *24.10.1922 in Danzig |
| 6. Young man Ewald Kschoneck | *19.11.1926 in Wilkenhof |
| 7. Young man Kurt Pedack | *14.11.1926 in Lindensee |
| 8. I. Engineer Erich Grantz | *26.10.1908 in Danzig |
| 9. II. Engineer Leo Rumpza | *2.11.1914 in Brösen |
| 10. Stoker Kurt Traeder | *22.04.1923 in Danzig |
| 11. Stoker Willy Schreiber | *16.03.1901 in Thorn |
| 12. Stoker Hubert Stoldt | *10.11.1919 in Hamburg |
| 13. Cook Fritz Peetz | *2.8.1914 in Stargard |
| 14. Steward Josef Römisch | *23.3.1927 in Linz |
| 15. Radio operator Johannes Meyer | *11.11.1923 in Kirchmeyhe |

Sailor Heinrich Nowotzki



Matrose Heinrich Nowotzki *23.6.1884 in Danzig
Left photo is from 1914 (age 30 years)



There are still two granddaughters of Heinrich Nowotzki in Gladbeck, whom we could contact. We met them jan.2020 in our booth on the 'Boot' in Düsseldorf.

Ingenieur Erich Wilhelm Grantz

*26.10.1908 in Danzig



The picture shows Erich with Wife and Children

Bruno
Den Bericht habe ich mit Interesse gelesen. Ich muss Ihnen dazu sagen, dass ich zu dem in dem Bericht erwähnten Onkel Erich Grantz oder dessen Familie keinerlei Bezug habe. Mein Vater, der Bruder von Erich, war 1910 geboren und ist leider bereits im Jahre 1967 verstorben. Von meinen Eltern hatte ich nur bei Gelegenheit gehört, dass der Bruder Erich während des Krieges „auf See geblieben sei“.

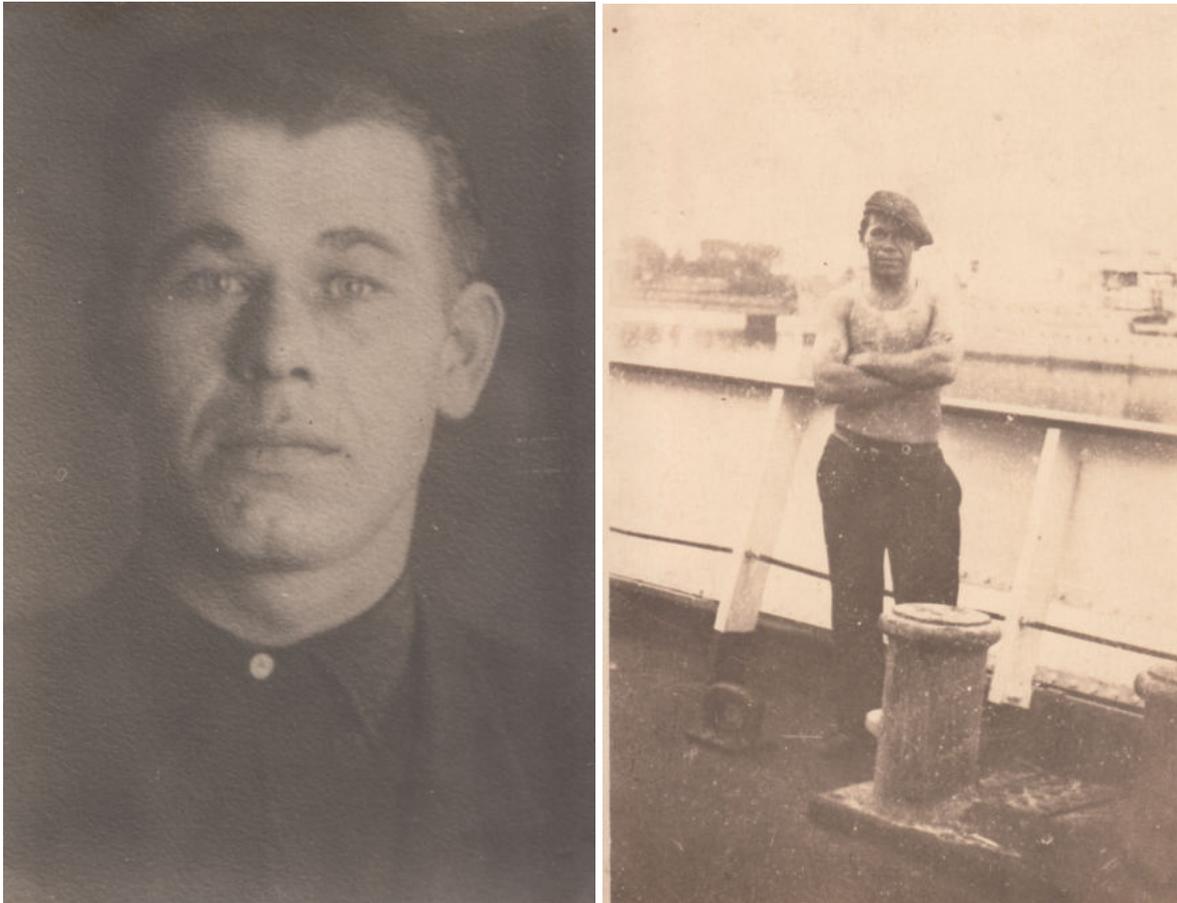
Im Nachlass meiner zwischenzeitlich ebenfalls verstorbenen Mutter habe ich ein Foto gefunden. Ich weiß, dass dieses Bild Erich Grantz, seine Ehefrau und seine 2 Kinder zeigt. Über das Schicksal der Familie von Erich Grantz ist zu keiner Zeit etwas bekannt geworden.

Source: Wolfgang Grantz, nephew of Erich Grantz

II. Engineer (machinist) Leo Rumpza

We managed to contact a living relative of Leo Rumpza:

Günter Rumpza from Osnabrück. He had photos of his uncle Leo which he sent us.



II. Ingenieur Leo Rumpza *2.11.1914 in Brösen

The corpse of Leo Rumpza

Reise von Pillau nach Libau am 11. oder 12. Dezember 1942
eine männliche Leiche, etwa 35 Jahre alt, aufgefischt habe;
die Leiche habe einen Rettungsgürtel mit der Bezeichnung
"Edith Kopenhagen" umgehakt - "Edith Kopenhagen" ist, wie

The body of the 2nd engineer Leo Rumpza was fished on December 11 or 12 by the ship "Jrmgard" (on the way from Pillau to Libau). She wore a life belt with the inscription "Edith Copenhagen." He was the only one of the crew found.

-4-
daß die Leiche durch M/S "Jragard" aufgebracht sei, und
hätten ausserdem ziemlich deutliche photographische Auf-
nahme der Leiche gebracht, die der Polizeiphotograph in
Libau gemacht habe; er -Bosselmann- selbst habe ⁱⁿ dem Photo-
graphien sogleich den II. Maschinisten Leo Rumpza vom
Dampfer "Edith Bosselmann" erkannt; er habe aber vorsichts-
halber die Mutter des Rumpza aus Neufahrwasser zu sich
kommen lassen, die bei zusammen mit der Braut des Rumpza
erschiene, später auch der Bruder des Rumpza; alle diese
Familienangehörigen des Rumpza hätten bestätigt, daß es
sich bei der photographierten Leiche um Leo Rumpza handle.

The body was clearly identified by family members from this photo:

(picture removed)

Dead body of Leo Rumpza. Source: Nephew of Leo Rumpza

Summary

The wreck was first dived in 2016 by the team of the "Baltic Sea Heritage Rescue Project". It lies in approx. 50m depth close to Memel (Lithuania, Kalipeda). A found ship's bell originally came from another ship. This initially led to confusion. It turned out to be the wreck of the "Edith Bosselmann", which was missing in this area. In 2019 the ship was surveyed and documented by divers of the "Baltic Sea Heritage Rescue Project" and by a "Gezeitentaucher".

The length determination coincides exactly with the specification of the length of the "Edith Bosselmann". Historical photos of the ship were found and compared in detail with the wreck. The Hamburg State Archive has documents of the War Damage Office. We found letters and reports from the last ship owner Eduard Bosselmann and correspondence, expert reports, purchase receipts, crew list, etc. . This gives a good picture of the circumstances at that time.

Eyewitnesses of the sinking ship saw a submarine between their ship and the "Edith Bosselmann" in the early morning of December 9, 1942. They saw a huge explosion and the sinking of the steamer. They concluded on a torpedo attack and considered a mine hit impossible. There were no survivors of the 15 men crew. Only one person was recovered dead.

The steamer was on the way from Gdansk (now Poland) to Libau (now Latvia) with a load of coal .

Conclusion

The wreck can clearly be identified as steamer "Edith Bosselmann" ex. "Rita Maersk" in this survey report. All the details of the wreck, as well as the description of the eyewitnesses of the sinking are conclusive.

It turns out that a good survey by divers along with video documentation leads to good results in the identification of shipwrecks. Extensive searches and searches in archives are worthwhile, because (with a bit of luck) many documents of the last 100 years still exists. Unfortunately, very few documents are digitized, so that access to files in the archives must still be done 'by hand'. In addition, we managed to contact family members of some crew members, the family of the shipping company (Siedler) and a daughter-in-law of Edith and Eduard Bosselmann and got photos.

Outlook

In 2020 further expeditions to the wreck are planned. We plan to remove the lost fishing nets (ghost nets). On the one hand, this serves to protect the environment and animal welfare, and on the other hand, after the nets have been removed, the wreck can be examined and documented even better. It is also planned to create 3D shots and models.

Attachment

Documents of the War Damage Office in the State Archives Hamburg

Here are very revealing documents with reports and correspondence between the Office and Eduard Bosselmann.

Datengeber

→ Staatsarchiv der Freien und Hansestadt Hamburg

www.hamburg.de/staatsarchiv/

Link auf diese Seite

Eduard Bosselmann, Danzig-Zoppot

Archivsignatur: Staatsarchiv Hamburg, 372-10/6_D 32

Kontext: Kriegsschädenamt für die Seeschifffahrt >> Kriegs- und Besatzungsschäden - Einzelne Schiffe-

Digitalisat im Angebot des Archivs: kein Digitalisat verfügbar

Archiv:

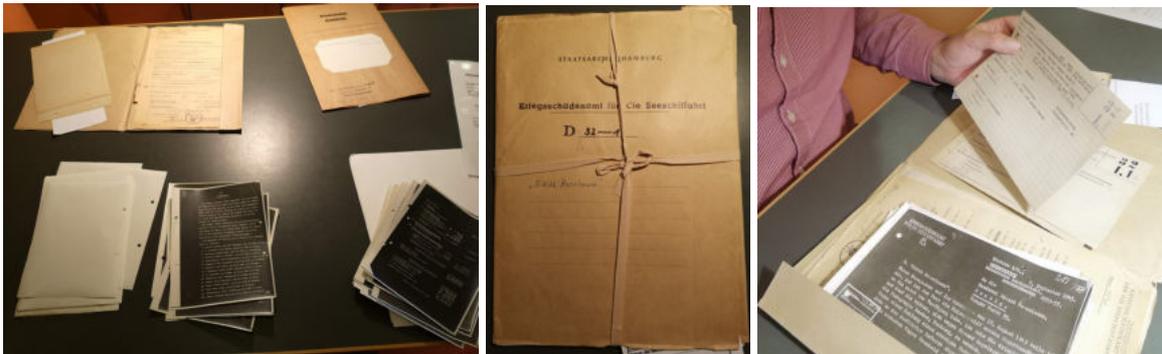
Bestand: 372-10/6 Kriegsschädenamt für die Seeschifffahrt

Rechteinformation: Rechteinformation beim Datenlieferanten zu klären.

Link zum Objekt beim Datengeber nicht verfügbar

Letzte Aktualisierung: 18.04.2018, 08:22 Uhr

<https://www.deutsche-digitale-bibliothek.de/item/HRNTV3ID7BOSTGOM3XTIGUP3FAU7BSLD>

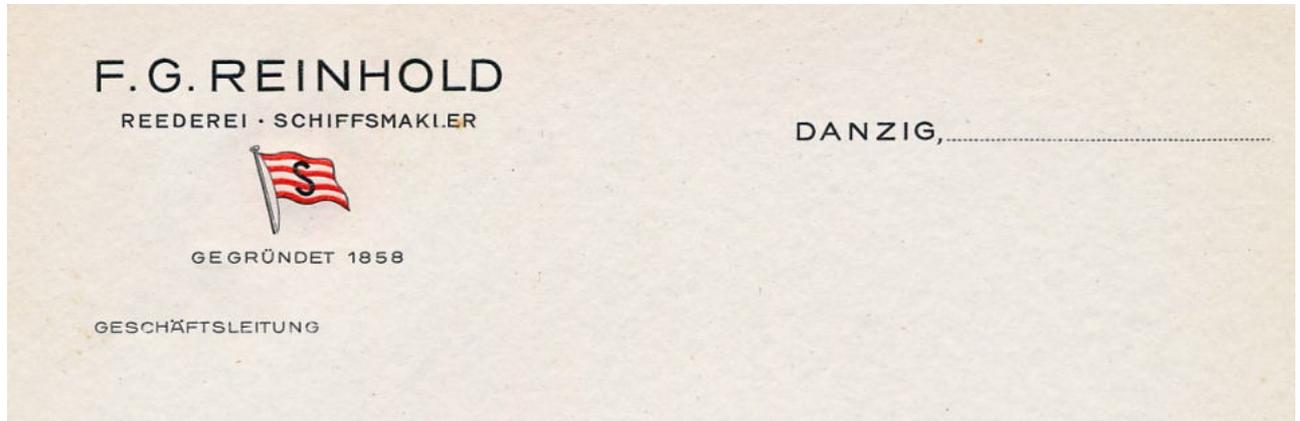


Scan of documents

Due to the size, the copy of the files was outsourced here:

http://mikrocontroller.com/files/Gezeitentaucher/RitaMaersk_Bosselmann_Anhang1.pdf

Firma F.G. Reinhold



Hans-Jobst Siedler, the descendant of the last managing director and nephew of Eduard Bosselmann, summarized the history of F.G.Reinhold:

http://mikrocontroller.com/files/Gezeitentaucher/RitaMaersk_EdithBosselmann_Anhang_FG_Reinhold.pdf

List of ships

http://mikrocontroller.com/files/Gezeitentaucher/RitaMaersk_Bosselmann_Anhang_FG_Reinhold_Schiffe.pdf



Hans-Günther Siedler at office F. G. Reinhold

F.G. Reinhold - Danzig Brotbänkengasse 26

Source: Archiv H.J. Siedler

Lloyds London

1930-31 LLOYD'S REGISTER. STEAMERS & MOTORSHIPS. RIT-RIV

No. in Book.	Steamer's Name. Material, Rig, &c.	Particulars of Classification.	Built.		Owners.	Regist'd Dimensions, Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Freeboard.
			When	By Whom		Length.	Breadth.	Depth.				
82637	Rita Mærsk <i>Steel</i>	953 681 516	1925	F. Schichau Elbing	A/S D/S Svandborg (A.P. Müller, Copenhagen, Mgr.)	222'6"	32'5"	11'7"	Odense Danish	T. 3Cy. 15", 24" & 38" - 251' 75 NHP		V

<https://plimsoll.southampton.gov.uk/shipdata/pdfs/30/30b1001.pdf>

1939-40 LLOYD'S REGISTER. STEAMERS & MOTORSHIPS. E

No. in Book.	Steamer's Name. Material, Rig, &c.	Particulars of Classification.	Built.		Owners.	Regist'd Dimensions, Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Freeboard.
			When	By Whom		Length.	Breadth.	Depth.				
68912	Edith (ex Rita Mærsk-39) <i>Steel</i>	953 681 516	1925	F. Schichau Elbing	Poseidon Shipping Co. A/S (V. Tholander, Mgr.)	222'6"	32'5"	11'7"	Copenhagen Danish	T. 3Cy. 15", 24" & 38" - 251' 75 NHP		V

<https://plimsoll.southampton.gov.uk/shipdata/pdfs/39/39b1023.pdf>

EDG-EDO LLOYD'S REGISTER. NAVIRES A VAPEUR ET A MOTEURS. 1940-41

No. in Book.	Nom du Navire. Matériau, Gréement, etc.	Détails de la Classification.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Moulded depth.	Freeboard.
			Quand	Par qui.		Longueur.	Largeur.	Cvms.				
73570	Edith (ex Rita Mærsk-39) <i>Steel</i>	953 681 516	1925	F. Schichau Elbing	Poseidon Shipping Co. A/S (V. Tholander, Mgr.)	222'6"	32'5"	11'7"	Copenhagen Danish	T. 3Cy. 15", 24" & 38" - 251' 75 NHP		V

<https://plimsoll.southampton.gov.uk/shipdata/pdfs/40/40a0305.pdf>

1944-45 LLOYD'S REGISTER. STEAMERS & MOTORSHIPS. EDI-EDO

No. in Book.	Steamer's Name. Material, Rig, &c.	Particulars of Classification.	Built.		Owners.	Regist'd Dimensions, Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Freeboard.
			When	By Whom		Length.	Breadth.	Depth.				
73387	Edith (ex Rita Mærsk-39) <i>Steel</i>	953 681 516	1925	F. Schichau Elbing	Poseidon Shipping Co. A/S (V. Tholander, Mgr.)	222'6"	32'5"	11'7"	Copenhagen Danish	T. 3Cy. 15", 24" & 38" - 251' 75 NHP		V

<https://plimsoll.southampton.gov.uk/shipdata/pdfs/44/44b0287.pdf>

Denmark's Ship list 1941

Kendings- signal KontrolNr.	Navn	Art, Takling, Materiale m. m.	Maskines HK og Type	Byggested Bygmester Byggeaar	Klassifikations- Selskab og Klasse			Tons DW.		Kendingsmaal i »feet«			Reg.-Tons		Frdrag efter »fr. Rules«		Reg.- Tons Netto	Rederi Hjemsted
					Selsk. Skibs- bond	Klasse Motor	Kode Hjælp Kedel	Aksel	Vand- ballast	Kul Ladning	Længde	Bredde	Dybde	Under Maalings- dækket	Brutto	Maskin- rum m. m.		
1	2	3	4	5	6			7	8	9	10	11	12	13	14	15	16	17
OUKL (C 497)	Edith (ex Rita Maersk)	S — 2 M — Sil 4 BH — Well D	— 1 340	Elbing F. Schichau 25	Hansen Vortras 4½/L. 1.1 PR. (2—38) 3—40 (8—40) 3—40 (3—40)			FFT 30 DBT 282 APT 33 Pwp 33	75 1725	226	32,5	11,7 (14,9)	681	953	305	133	515	Poseidon Shipping Company A/S (V. A. Tholander) Kbhvn.

<http://www.sbib.dk/files/bibliotek/skibslister/1941.pdf>

LOSS OF GERMAN TRADE SHIPS 1939-1945

09.12.42	Edith Bosselmann ex Rita Maersk	da	952 D	25	bei Nidden (Ostsee)	+	M	sj SS L-3 Minensperre 05.11.42	(ASA, 88)
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<https://www.wlb-stuttgart.de/seekrieg/verluste/ausl+dtsch-4212.htm>

Document in the Maritime Museum Denmark

S/S "Rita Mærsk" - NGBQ/OUKL - C/497.

953 brt - 515 net - 1325+75 dw.

222,6 x 32,5 x 11,7/14,9

540 ihk trp.exp. vrft -

Fragtskib - 1+welldæk - 2 master - 4BH -
3 luger - 2 lastrum - G. 85054 - B.79514 cbf
353+97 standards -

F.Schichau, Elbing.

Bg. 1158 - S. 1925 - L. 5.1925.

Bg.t. A/S Dampskibsselskabet Svendborg, Svend-
borg - hjst. Odense - A+R 6.5.1925.

" Aarhus kr. 472.998.

10.8.1939 A - . 1939 R. s.t.

V.A. Tholander, Kbh: S/S "Edith" -

25.4.1940 A - . 1940 R. overgået til
Poseidon Shipping Co.A/S, Kbh.

KR: V.A. Tholander.

1.9.1941 A - . 1941 R. s.t.

Eduard Bosselmann, Zoppot/Danzig:

S/S "Edith Bosselmann" - kr.347.000.

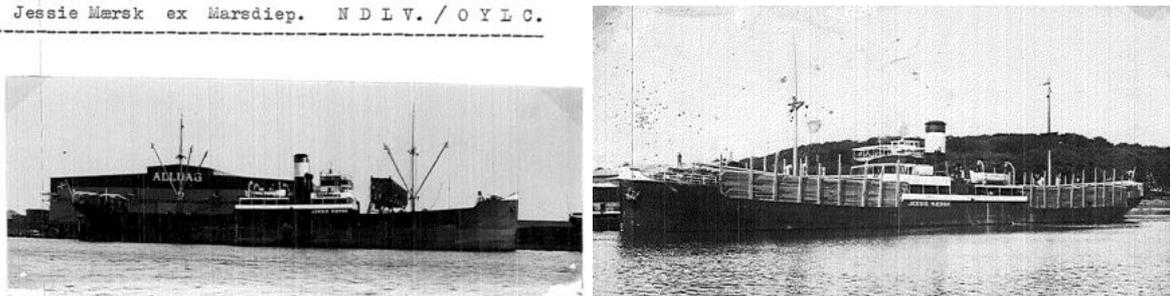
9.12.1942: Totalforlist - Minesprængt eller
torpederet af russisk u-båd ved Nidden (Memel).

<https://mfs.dk/wp-content/uploads/2016/05/R-R.pdf>

SS Marsdiep / SS Jessie Maersk

As already noted, the bell of the ship "MARSDIEP" was found on the wreck. It can be ruled out that our wreck is the MARSDIEP. Our wreck is much shorter and has a load space less.

ss Jessie Maersk ex Marsdiep. N D I V. / O Y L C.



Quelle: <https://mfs.dk/wp-content/uploads/2016/06/JakobJebsen-Juliane.pdf>

MARSDIEP - ID 4110

Year Built: 1920
 Length: 280.10 feet * 40.30 feet (85.3 meters * 12.2 meters)
 Category: Cargo ship general cargo
 Deck type: 1 flush deck
 Shipbuilders: A. Vuyk & Söhne, Capelle aan den IJssel, South Holland, The Netherlands
 Engine manufacturer: NV Verschure & Co Werft & Maschinenfabrik, Amsterdam
 Engine type: steam, triple expansion
 Performance: 1000 Eng. additional info: 20, 31 1/2 & 53-36
 Number of screws: 1

Name change: 1922-03-00 JESSIE MAERSK
 Manager: AP Møller, Svendborg, Denmark
 Owner: Dampsk. Selsk. from 1912, Svendborg, Denmark
 Date / Name 1940-04-13 JESSIE MAERSK
 Manager: WT Gould & Co., Sunderland, UK
 Owner: Department of Transportation, London, United Kingdom
 Home port / Flag: Sunderland / United Kingdom

07.10.1942: Final destiny:

The JESSIE MAERSK had driven with ballast from London to Blyth at the North Sea. On October 7, 1942 at the positions 53°06'N and 001°25'E, torpedoed by a German motor torpedo boat, sunk and lost. 16 people from the JESSIE MAERSK were killed. The attack took place near lightship Cromer.

Source: <https://www.marhisdata.nl/schip?id=4110>

3D-Modell

In 2021 we were able to create a complete 3D-model of the wreck by photogrammetry.

[Link bei Sketchfab](#)



Digitale model



3D-Printed model



The damaged area in the bow section is clearly visible



Holger Buss

Presentation in the Maritime Museum Klaipeda

The wreck is presented in the Maritime Museum in Klaipeda (Lithuania). Our photos and models as well as the ship's bell will be shown.



Painting by [Herbert Buss](#) - Oil on canvas

Author



Holger Buß is a graduate engineer in electrical engineering and develops control systems for unmanned aerial vehicles. He is diving since 1999, is certified with TEC1 (GUE) and is also a volunteer rescue diver at the DLRG. Together with the "Gezeitentaucher" (tide divers) and the team "Baltic Sea Heritage Rescue Project" he investigates shipwrecks off the East Frisian Islands and in the Baltic Sea.

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Translations and location of this report

Latest version German & English:
<https://dive3d.eu/docs/berichte/>

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