

Famous Ships Lost at Sea

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Entertainment

Midnight Facts for Insomniacs

Podcast Transcript

(Note: transcript consists of episode outline)

Just a quick acknowledgment, if you remember we did a two-part series very recently that I called Scamfluencers, because it was about influencers who scam. I thought that was a clever name but it turns out I'm not as original as I like to think I am, there is actually a podcast called Scamfluencers and I found this out after coming up with that title and publishing the first episode, so just to clarify we did not steal the name nor are we in any way connected to that podcast, however it is an excellent show, as soon as I discovered it I began bingeing. They don't need any help from us, this is a giant well produced Wondery podcast, but I'm doing the right thing and disavowing any connection so that they don't sue us, and also giving them a shoutout, so sorry if there was any confusion and that show is highly recommended.

On to our episode. This is a fun one, I like topics in which I can choose which examples to include. There are numerous nesting-doll topics within this topic, it's like a bonus. This

episode is about famous ships lost at sea. Not just ships that went down in the ocean, we're not covering any shipwrecks that have been discovered, these are all ships that disappeared under mysterious circumstances and have never been located.

USS CYCLOPS

So I can tell you with certainty that the greatest loss of life in non-combat American Navy history occurred just over 100 years ago...but the certainty portion of this story ends there, because the hows and the whys of this tragedy are still a mystery that divides experts and has spawned countless conspiracy theories.

Here are the facts: The USS cyclops was built in 1910 and was enlisted into the war effort after the Americans entered World War I in 1917. But it wasn't used as a warship; the cyclops was a cargo vessel. I'm going to give you some technical specifications because I feel like I should, but I have to admit that reading about nautical subjects makes me feel like an idiot, it's like another language. According to an article by the US Naval Institute, "The ship was a Proteus-class collier and could carry 12,500 tons...while making 15 knots with her twin screws." To me all of that sounds science-fiction-y and simultaneously kind of dirty and bdsm-y. It's pretty simple, though. "Twin screws" is nautical jargon for two propellers, a knot is 1.15 miles per hour, so 15 knots indicates that the ship was capable of cruising at

a blazing top speed of 17 miles an hour. A "Collier" is a cargo ship that was specifically built to carry coal. The class of the ship—in this case Proteus—refers to the design; every ship built around the same template is considered to be of the same class. There were apparently 4 Proteus class ships built, the first of which was the Proteus. Go figure. Aptly named. The first one is often the template that the others are named after, so that tracks. If you're not familiar with the etymology of the name, Proteus was a Greek mythological character who appeared in Homer's Odyssey, he was a sort of divine shape shifting sea prophet and herder of seals. Nothing special, just another seal-herding sea prophet, they're a dime a dozen in Greece I'm told. I've been to Greece, twice actually. Proteus was capable of telling people their future but didn't like to...he used his shapeshifting ability to avoid having to answer questions. Like, "I'd love to tell you your future, but unfortunately I am now a goat. Bad luck." So the cyclops was the second Proteus class ship built, and you're probably picking up on a theme here, the cyclops was also famously a character in the odyssey. It's all coming together.

The ship was 540 feet long and 65 feet wide and accommodated around 300 crewmembers, all of whom served under Captain Lieutenant Commander George W. Worley, a noted bastard and scoundrel. He was a real piece of work, and this may be relevant later, so let's

take a quick distasteful detour through the scandalous but thankfully short life of this horrible man. I don't like him. No sir, I don't like him. He was born in Germany and his real name was Johan Frederick witch-man (probably pronounced Wichmann, but I like my version). Witch-man snuck into America by jumping ship in San Francisco in 1878, and the fact that he was a sneaky Hun who changed his name to Whorley to hide his German heritage tells you all that you need to know about this deceitful Kraut.

Seriously though, Witch-man pursued the life of a seaman and eventually worked his way up to ship's master, he was believed to have engaged in opium smuggling via trips to the far East, and meanwhile gained a reputation for outright abusing his crew physically, mentally, verbally, and I can only assume sexually. I have no evidence for that last one but he's dead so I am free to sling baseless allegations. Witch-man—now calling himself George Whorley—threatened crew members with firearms, chased them around the ship, and often stalked the deck berating deck-hands while wearing nothing but long underwear and a derby hat. That might be the worst of his crimes, how humiliating to be yelled at by a guy in his underwear wearing a hat. Another of Witch-Man's quirks: he would "sometimes leave an inexperienced officer in charge of loading cargo on the ship while the experienced man was confined to quarters." Weird kink, but ok. And that is what seems to have happened in Rio

De Janeiro in February of 1918, when the Cyclops docked to take on a load of Manganese ore (an ingredient used in stainless steel). As was his wont or whim or fetish or whatever, Witch-man confined the normal supervisor to his quarters and assigned a thoroughly unqualified crewmember to oversee the loading process, and there is speculation that as a result the ship may have been severely overburdened with manganese.

The ship departed from Rio on February 16th, 1918, and after a brief stop at Salvador in Brazil, took off for Baltimore Maryland. However, it made an unscheduled stop in Barbados to address the fact that its Plimsoll line had been breached. Have you heard of this? So you might notice on the hull of a ship that there are various lines and markings, and these indicate the allowable load capacities. As the ship gets heavier with more and more cargo, it sinks deeper and deeper, and the water moves up the hull toward those lines. If the water breaches the line for that particular voyage and capacity, the ship is considered overburdened and in a dangerous situation. So in this case the Plimsoll line, aka international load line, had been breached, indicating that the ship was indeed excessively full. Later investigation by Brazilian authorities in Rio would determine that this was not the case, but hmm...Rio authorities investigated their own loading dock and determined everything had been handled properly. Seems legit. Nothing

to see here. Anyway, the Cyclops left Barbados on the 4th of March...and disappeared forever. There were subsequent reports that the ship was sighted near Virginia by the tanker Amolko on march 9 but the captain of that ship denied it ever happened and frankly the timeline doesn't make sense. The Cyclops wasn't scheduled to be in Baltimore until three days later, and the location of the supposed sighting was only a day away from Baltimore, so unless those twin screws were screwing especially vigorously, it's highly unlikely the ship was making that kind of time. The search was abandoned a month later, and a couple months after *that*, the American Navy under President FDR declared Cyclops officially lost. Little bit of a delay. "It's been 90 days since this ship vanished and I'll be honest, we're starting to lose hope." That is...an abundance of caution, or optimism.

So what happened? Well, let's look at some options. The first and—let's be honest—most likely scenario, is that the ship sank because it was overburdened. If we believe the Virginia sighting it all fits together: a strong storm had swept through the Virginia area immediately after the ship was supposedly spotted, so in the unlikely event that the Cyclops HAD been in that area, it would have been soaked and the manganese ore—covered only with canvas—would have basically become a slurry that could have sent the ship listing to one side.

Another highly credible theory: the Bermuda triangle. That is a popular theory online. Moving on.

Obviously some of the suspicion was going to fall on the captain, who was retconned into having German sympathies due to his national origins. Scanning the names of crewmembers, it was noted that "Many Germanic names appear," So perhaps he sank the ship to stick it to America...the ship that he was on. When you hate America more than you enjoy breathing. This is the terrorist suicide-bomber-style theory and seems even less likely than the Bermuda Triangle, I'll be honest. So maybe he didn't actually sacrifice the ship but instead surrendered it to the Germans, and was rewarded, while the non-conspiring crewmembers were disposed of or imprisoned? A more believable—to me—but still unlikely theory surrounds a potential fracas on board, or even a mutiny. Charles Ludlow Livingston, American Consul on Barbados, sent a telegram to the US State Dept. a month after the disappearance, throwing all kinds of shade and raising suspicions. It read:

...Confidential. Master [of] CYCLOPS stated that required six hundred tons coal having sufficient on board to reach Bermuda. Engines very poor condition. Not sufficient funds and therefore

*requested payment by me.
Unusually reticent. ...
Master alluded to by
others as damned
Dutchman, apparently
disliked by other officers.
Rumored disturbances en
route hither, men confined
and one executed; also
had some prisoners from
the fleet in Brazilian
waters, one life sentence.
...I have to suggest
scrutiny there. While not
having any definite
grounds I fear fate worse
than sinking though
possibly based on
instinctive dislike felt
towards master.
LIVINGSTON, CONSUL*

The most likely explanation takes into account circumstances that can be interpreted in two ways: as very weird and frankly creepy, even to a skeptic like me—or as a very reasonable explanation that solves the mystery despite its undeniable creep factor. I mentioned that there were 4 Proteus-class ships. What I didn't mention was that pretty much ALL of those ships met a similarly inexplicable fate. The original proteus—the proto-proteus if you will—disappeared without a trace in the Caribbean sometime after November 25 of 1941. At the time it was—like the Cyclops—loaded with metal ore (in this case bauxite ore, which is used for making aluminum). Around the same time and

in similar circumstances, the USS Nereus disappeared, carrying the same type of load. The USS Jupiter...was attacked by Japanese aircraft in 1942 and intentionally sunk after the surviving members of the crew were rescued. So not exactly the same, I oversold it a bit, but still bad luck, all of these ships met violent or unusual ends. And that is undeniably creepy... and is also evidence of a logical pattern. You might conclude that these ships were cursed, or you could examine the evidence and realize that these coal-ships were never actually designed nor equipped to carry large loads of metal ore and if you loaded them with that type of cargo, they would eventually achieve negative buoyancy. That's my favorite term for sinking. So, rather than adding creepiness to the mystery, the fact that three of these ships met a similar fate provides mounting evidence that all but proves the most obvious hypothesis: these tragedies occurred because physics. Combined with human error of course: these boats sank because of decisions that were quantifiable, predictable, and led to reproducible outcomes. Science! Or maybe it was the Bermuda Triangle. Whatever you want to believe. It's a free country. It probably shouldn't be, in Germany it's illegal to be a Nazi or express Nazi sympathies, and here I think it should be illegal to believe in Qanon or the Bermuda triangle. Not a popular opinion, I get that.

Flor de la Mar

Next we're going to jump to the holy grail of sunken vessels. When you were traveling through Indonesia and Malaysia I'm assuming you visited the maritime museum? I figured that was why you went. Well if you *had* visited the Maritime museum in Malaysia, you would have seen a replica of the Flor de mar, or Flower of the Sea, a Portuguese galleon built in 1501 for the spice trade. The melange. Specifically this ship was used for the so-called India run, which Portuguese explorer Vasco de Gama had pioneered in 1498 and famously accomplished in only 12 parsecs, tying the record set on the Kessel Run. Parsecs are a unit of distance but we won't get into that. Seriously, Vasco da Gama was the first European sailor to reach India by sea. At the time the established method for reaching India was a dangerous and harrowing adventure, it involved sailing through the Mediterranean which was clogged with hostile navies, and navigating on land across the contentious Arabian peninsula. De Gama avoided all of this by sailing south, reaching the southern tip of Africa and rounding the Cape of Good Hope, then jetting north through the Indian ocean to Calcutta. The Portuguese used this route to establish an exclusive spice trade, they cornered the market in particular on pepper and cinnamon. The most opulent of spices. It's so crazy to have a monopoly on pepper. All your spice belong to us. The Portuguese explored and pillared

and conquered along the way, using their cinnamon and pepper riches to fund and establish a colonial empire that extended across Africa and Asia, and their dominance of this particular sea route lasted for a century. It was a one-year round-trip voyage, six months each direction, and the ships that sailed it would return laden with spices and treasure. The flor de mar was at the time the largest ship of the Portuguese fleet, a 3-masted, 118-foot long, 400 ton so-called carrack, this was a beast of a galleon. But the voyage was treacherous and took a toll on the ships that regularly attempted it. The average lifespan of a ship on the India run circuit was around four years, so at nine years old the Flor De laMar was a veteran who had significantly outlasted its expected lifespan.

Despite being Described by 1511 as "dangerously unseaworthy when fully loaded," the Flor de la Mar was selected by famed conquistador Afonso de Albuquerque to transport the vast treasures of the sultan of Malacca back to Portugal in November of that year. The crew reportedly was unthrilled by the idea

Afonso de Albuquerque had first conquered Goa, and then turned his sights on Malacca and was on an unbeaten, practically unmatched streak of exploitation and awfulness, but his luck would run out on the voyage home. The ship was off the southwestern coast of Malaysia, near Sumatra, when a massive storm struck. The crew, presumably desperate to

find a place to land, approached the shore, struck a sandbank in shallow water and was split in half, sinking along with its entire cargo and dragging 400 men down to Davy Jones locker. But one of those men was not Alfonso de Albuquerque, because as we have established through the years of this podcast, karma is bullshit. Albuquerque was able to escape in a raft, and would live to be awful another day, many other days, but the treasure has never been recovered. That treasurer is supposedly included some 80 chests of gold plus more than 200 chests full of diamonds, rubies, and emeralds. I have trouble conceptualizing that, I don't if there's a standard size for a chest, is that an actual unit of measurement? How many pieces of gold in the chest? And how big is a piece of gold? I have questions regardless, Some estimates claim that the treasure would fetch north of \$2 billion in today's currency. "four full-sized sitting lions made of solid gold and filled with the finest perfumes and a jewel-encrusted table from which the Queen of Malacca took her meals. In addition, the haul was said to have contained the famed golden bracelet of the Rajah of Sabandar and rare, hand-drawn maps by Jawanese artists showing sea routes to China and other faraway lands." Sounds like nonsense, this is some goonies, one eyed Willy nonsense. Plus, we're talking about a massive ship that sunk in relatively shallow water so the fact that it was supposedly never located is strange. It could've been buried by sediment,

more likely it didn't go far down and was pillaged by locals. There are even conspiracy theories associated with the wreck, some people claim that Albuquerque absconded with the loot and only pretended to have sunk the ship, and the guy was pretty awful but Jesus, if he killed 400 of his men for some gold...That seems unlikely, considering he was a very wealthy man. but the mysterious, unresolved circumstances and rampant speculation that treasure no longer still exists hasn't stopped people from searching. But even if a treasure hunter were to locate the vessel, keeping the riches might be a challenge. Portugal, Malaysia, and India have all variously claimed the rights to any recovered riches.

Le Griffon

This next lost ship is unique not just for the circumstances surrounding its disappearance, but also for its location at the time. This ship wasn't lost in the wild and untamed open ocean, but rather in a lake. A great lake, to be more specific, not just one of those pretty-good-lakes we have in the Western US, but one of the big daddies from the north: Lake Michigan, which to be fair is the size of a small ocean. 22,000 square miles, equating to 58000 square kilometers of surface area. When combined with Lake Huron—they're technically the same body of water—lake Michigan-Huron is the largest body of freshwater in the world when measured by surface area. Not by volume, though. That title is owned

by Lake Baikal in Russia, the world's deepest lake, home to giant amphipods...freshwater shrimp that basically look like massive armored fleas the size of rats. That's totally off topic, but if I have to know it, you do too. So Lake Michigan is the freshwater equivalent of an ocean, and even has beaches, with soft off-white sand that squeaks underfoot due to the quartz content; as a result the sand is referred to as "singing sand." Who gets to name things? Squeaking is not singing. "Singing sand beaches"...no thank you. I would like to visit slight-crunching-noise beaches. Unobtrusive sand beaches. I want sand that knows its damn place and shuts the hell up.

So Le Griffon, named for a French phrase which translates roughly to "The Griffon," was built by French explorer René-Robert Cavelier, Sieur de La Salle, with the goal of finding a Northwest Passage to China and Japan to extend France's fur-trading empire. She was the first full-sized sailing ship ever launched on the Great Lakes; until then the lakes were mostly traversed by canoe, which sounds terrifying. As mentioned, they are very ocean like, can you imagine canoeing on the ocean? The Griffon was a large ship that looks to be almost Viking-style in paintings, it weighed between 40 and 60 tons, with seven cannons. It most likely had two giant masts but may have had only one, and it definitely had one large carved griffon at the jib boom, with a carved eagle in a flying posture mounted above. Pretty badass,

at least as avian themes go. Could have been a pigeon. The actual construction of the vessel is a harrowing story of its own; back then ships had to be built near their launch point, because no one had tractor-trailers and 4X4s, so the Griffon was constructed in hostile Native American territory over the course of four months, and survived various attempts at sabotage as well as threats by local merchants and traders who feared competition. The launch took place in May of 1679, in the Cayuga creek channel of the upper Niagara river. The Griffon launched in style, accompanied by a ceremonial firing of cannons that reportedly scared the crap out of the local indigenous people. And presumably some bobcats and fish and seagulls. River gulls? The maiden voyage would take place two months later; with a crew of 34 a cargo bay full of expensive furs, the Griffon made its way slowly West toward the Great Lakes while continually depth sounding—sending down a line with a weight at the end to ensure that the water remained deep enough. Over the next few months the ship meandered around Lake Erie and Lake Huron, finally docking at an island in Lake Michigan in September of the same year. The ship took off on September 18, headed for Fort Frontenac in Canada, and was never seen again.

La Salle himself always maintained that the ship fell victim to a mutiny, and that the pilot and crew absconded with the cargo of valuable pelts. I kind of hope

that's what happened, because otherwise a bunch of raccoons lost their fur for nothing. I can only imagine that the entire ship was full of those Davy Crockett coonskin caps with the tail attached.

Of course, the most likely scenario is that the ship sank. One of the passengers who had started on the maiden voyage and disembarked before the tragedy, Father Louis Hennepin, a famous explorer and Roman Catholic priest later wrote that the ship was lost in a violent storm. But how he would have known that is a mystery, maybe God told him.

Perhaps the most pressing unresolved question is whether the wreckage of the Griffon has actually been discovered. There are a few shipwrecks that could potentially fit the bill.

In December 2014, two divers, Kevin Dykstra and Frederick Monroe, claimed to have discovered the wreck of *Le Griffon*, based on the bowstem, which they felt resembled a carved griffin. But the claim didn't hold up to scrutiny. "Michigan state maritime archaeologist Wayne R. Lusardi presented evidence that the wreck was, in fact, a tugboat due to its 90-foot (27 m) length and presence of a steam boiler." That's a solid clue. Unless the Griffon was WAY ahead of its time. *The divers claimed to have discovered a medieval galleon, but the presence of a jet engine slightly undermined their claims.* More notably, Shipwreck hunters Steven and Kathie Libert spent 42

years searching for the wreck and in 2018 announced that they had found it near poverty island. BTW: Worst. Island. Ever. Voted least desirable honeymoon location 500 years running.

The claimed identity of the shipwreck was quickly disputed by the Michigan Department of Natural Resources, "Our archeologist's review of recently published media images reveals the remains of a shipwreck that features typical late 19th-century Great Lakes shipbuilding materials and methodologies, and scantlings [basically the planks and framework] that are entirely too large to be a French colonial vessel. The keelson structure with mast steps, paired floors and futtocks [that is the dirtiest-sounding not-dirty word ever. If you ask me if I want to see your futtocks the answer is no...it sounds like a mix between a fupa and a butt. I looked it up, of course: "Futtock shrouds are rope, wire or chain links in the rigging of a traditional square rigged ship" Have you ever read a definition and felt twice as stupid as before you read it?], and ceiling timbers all suggest a sailing craft, probably a schooner or schooner-barge, that was built and operated during the last half of the 1800s. Additionally, this particular shipwreck is well-known, can be clearly seen on aerial imagery internet sites, and has been visited by state authorities." That is a very conclusive and epic smackdown. "Additionally, this shipwreck features a jet engine you absolute moron." Delete your account."

Another skeptic is a guy named Corey Adkins, he is the communications content director for the Great Lakes Shipwreck Historical Society. So a giant nerd. He said, "...There have been numerous quote-unquote discoveries of the Griffon that were never proven," However, the Society's website, when viewed in 2022, included the assertion that, "In 2001, a famous Great Lakes shipwreck hunter, Steve Libert, claimed her wreck in northern Lake Michigan near Poverty Island." When a reporter mentioned that, Adkins said, "I think we'll be removing that today."

SS Waratah

This last one honestly creeps me out. Not because I suspect foul play or the paranormal, but just because all of the proposed explanations are the stuff of nightmares. *My* nightmares, in particular. I have very pedestrian nightmares, not of ghosts or beasties but of drowning in shipwrecks or being eaten by coyotes. That's the flavor of my anxiety, I'm only terrified of things that *could* happen but definitely won't. I should be terrified of getting in a car accident on highway 17 but instead I keep a wary eye out for tsunamis and wolves. Quicksand is a common nightmare of mine, despite the fact that it is literally impossible to fully sink into quicksand. I have researched quicksand in an effort to stop the nightmares, and it didn't work. My brain is convinced that I will be the first person to defy the physics of density

and viscosity, and so I to my sandy, gritty doom.

So for your consideration, the lost vessel we're going to end with is the SS Waratah. Known as Australia's Titanic, it was a massive (for the time) mixed passenger/cargo steamship that was built to shuttle people and products between Europe and Australia. The ship was constructed in 1908 and operated for less than a year before disappearing without a trace off the coast of South Africa.

The Waratah was built for the Blue Anchor Line shipping company—a company that no longer exists as a direct result of the financial fallout of the Waratah tragedy—and featured a promenade, a nursery (ouch) and accommodations for 432 standard passengers and around 600 more in so-called “dormitory housing” in the holds, plus quarters for 154 staff.

Lifeboats on board were equipped to accommodate about 900 people, which if you do the math, reveals a slight discrepancy. Not that it would have mattered in this case, as we will learn.

Building the ship cost approximately 140,000 in early 19th century pounds, the equivalent of about 12 million today...which still seems very cheap.

The Titanic cost around 37 million when converted to today's pounds, which is ALSO super cheap...ship-building was very economical back then. The Titanic was also way bigger and more luxurious; the Waratah was 465 feet long vs over 880 feet for the Titanic. You could call the Waratah the

Australian Titanic but that's like saying vegemite is Australian peanut butter. Like they have the same purpose but one is amazing and the other is a culinary travesty and a national embarrassment. I'm not saying the Waratah is as bad as Vegemite, the Waratah only killed about 200 people while Vegemite has tormented millions for over a century now.

Side note: do you know what the prefix SS stands for? Screw steamer. Sounds disgusting, and I don't know or want to consider why. A two-letter prefix typically refers to the method of propulsion, such as MV for motor vessel or PS for paddle steamer. SS could also be used for Steam Ship, which I prefer because it's less gross, it doesn't sound like a more filthy version of a Boston Steamer.

On July 25, 1908, the Waratah docked in the Port City of Durban, South Africa. British passenger Claude G. Sawyer, a veteran sea traveler, had booked passage to Cape town but decided to disembark in Durban due to his concerns with the ship's stability. He wrote the following cable to his wife, ""Thought Waratah top-heavy, landed Durban". Sawyer later testified to the London inquiry that he had been plagued by dreams of a man "dressed in a very peculiar dress, which I had never seen before, with a long sword in his right hand, which he seemed to be holding between us. In the other hand he had a rag covered with blood." He claims to have interpreted those dreams as a warning, and ok. We all

know how I feel about revisionist history a la Obie Wan Kenobe and the Little Bastard, but whatever. That was super confusing for anyone who hasn't listened to the "cursed objects" episode.

So the Waratah cast off from Durban on July 26th, headed for Cape Town with a total of 211 souls on board, including both passengers and crew. Just their souls, it was a very light burden.

There are a few different theories to account for the disappearance, and the leading one seems to be the idea of a rogue wave, or a freak wave (I prefer that terminology, kind of sounds rebellious and festive, that wave is a certified freak). Rogue isn't bad either but it sounds kind of grizzled. Rogue waves are common around that area of the South African coast, and are capable of rolling a craft and pulling it under "almost instantly," and side note, remind me to avoid South Africa altogether. See what I mean by nightmares?

Also, the Waratah was carrying a load of lead ore concentrate...does that sound familiar? Ore concentrate is considered hazardous cargo these days, and I think we know why, so once again the load could have shifted and caused the boat to tip. Pro tip: If you have a boat, do not fill it with ore.

You're welcome.

Another option is that the boat was sucked into a whirlpool, and I'm not going to sleep well for a week. The combination of a deep ocean trench

like the one off the coast of South Africa and strong winds, could form a spontaneous whirlpool that sucks boats to their doom. We're definitely getting to the end of the episode because things are becoming terrifying and dismal.

So we'll probably never know what actually happened, but in conclusion, the coast of South Africa can suck it. And also ore, metal ores of any variety.

We have a new maniac!

New \$10.00 member! 🎉 Meet M Dell



M Dell just became a \$10.00 member!



M Dell
mdellp@gmail.com

And a quick shout out to insomniac Hannah stearns, who has been spreading the word and was the one who recommended the show to M Dell, a.k.a. Roamin', so an awesome team effort here, someone spreading the word and someone joining the Patreon, we really appreciate everyone who is promoting the show and supporting the show. Cheers y'all.



M Dell · 16h

Right on! looking forward to figuring out what discord is.

Hannah "Hanners" Stearns out of Ninilchik Alaska recommended the show. Pretty sure she's not yet on patreon, but she does love the show! I work remotely a decent amount and you two have been "good company". Thanks again and happy holidays, merry happy christmas, kwanzaa, hanukkah, or even hail satan if thats your flavor. You guys are rad.

And we have a new menace!

Jocelyn Magee just became a A\$8.50 member!



Jocelyn Magee

jocelyn.magee@hotmail.com

Great way to pass the time when I can't sleep



Found this podcast in the summer when I had really bad jet lag after traveling and now regularly listen to episodes when I can't sleep because chronic insomnia!!

cheesemonger88 via Apple Podcasts · United States of America · 12/03/2023

Absolutely adore this podcast!



I love listening to this podcast whenever I'm doing something boring and it makes it so much better. I actually love doing the dishes now lol!

JJ whatsherface via Apple Podcasts · United States of America · 12/03/2023



Help

<https://www.discoveryuk.com/mysteries/what-happened-to-the-florde-la-mar-treasure-ship-and-was-it-ever-found/>

<https://www.grunge.com/730908/the-real-reason-we-cant-find-the-lost-treasure-of-shipwrecked-flor-de-la-mar/>

[Doubters abound as Charlevoix couple think they found Great Lakes' oldest shipwreck \(yahoo.com\)](#)

<https://washingtonisland.com/le-griffon-the-griffin/>

