

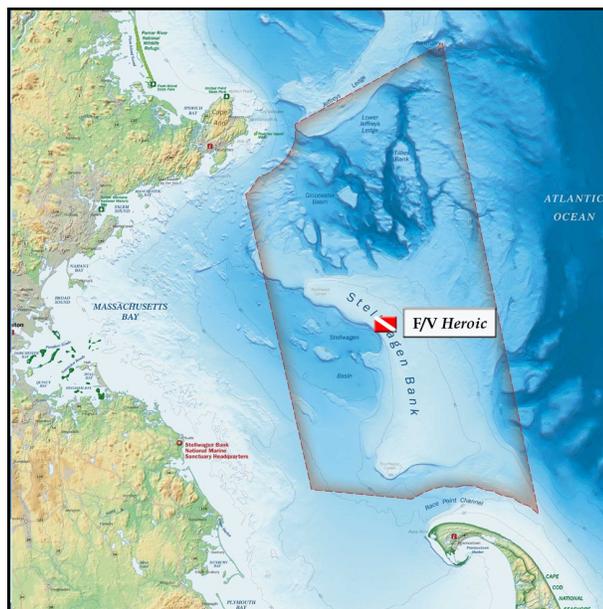
# DIVE THE FV HEROIC SHIPWRECK

The FV *Heroic* shipwreck lies on Stellwagen Bank within the Stellwagen Bank National Marine Sanctuary at a depth of 100 feet. Its massive diesel engine is surrounded by parts of the vessel's hull, trawl winch, anchor and anchor chain, and other fishing gear.

## Disturbing or Removing Artifacts is Prohibited



The *Heroic* is a sanctuary historical resource and as such moving, removing or injuring, or attempting to move, remove, or injure the shipwreck or its artifacts is prohibited by sanctuary regulations. Furthermore, dive boats may not grapple, anchor on, or tie an anchor line onto the wreck. A sub-sea mooring has been provided for this purpose



## The FV *Heroic* Mooring System:

The mooring system consists of 2 train wheels weighing 1400 lbs. with a 10-foot buoyed chain. Divers must use of an appropriate shot line of their own provision measuring at least 120 feet in length for sufficient scope. The shot line weight should be approximately 30 lbs.

## Locate the Wreck:

Wreck Location: 42-22.346' N x 70-22.229' W - Decimal Minutes Format  
Mooring Location: 42-22.351' N x 70-22.214' W - Decimal Minutes Format

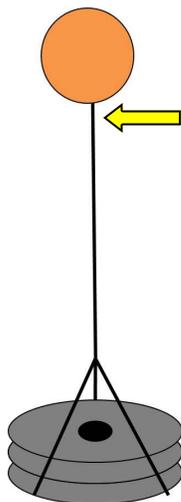
Using your GPS and echosounder, locate the wreck and plan your deployment location. In order to drop the shot line close to the mooring, it is important to consider wind, current, and the wreck's north-south orientation. Generally, it is best to approach slowly (2-3 kts) heading up-current, up-wind and from a direction that allows you to pass over the largest area of wreckage. The mooring lies just east of the *Heroic's* engine, its most high-profile structure, and adjacent to its anchor chain.

## Drop the Shot Line:

After determining the best approach, have someone ready to drop the shot line on your signal. Once you pass over the wreck on the echosounder, wait ~2 seconds and then give the signal to drop. This delay should prevent you from dropping the shot line weight on the wreck. Pay out the line quickly and cleanly—do not let it foul or get caught on anything. Check the accuracy of your drop by passing close to the shot line buoy from different angles. You should see the wreck on your echosounder in close proximity to your shot line buoy. If you are in doubt, pull it up and drop again!

## Attaching the Shot Line to the Mooring System:

Once the shot line is down, send in divers to attach it to the mooring system. The divers will need to descend to the bottom and swim the weight over to the mooring. The divers can then unclip the weight and shackle the shot line onto the mooring system at the large ring located just below the orange mooring buoy (marked by the yellow arrow to the left). Do not over-tighten your shackle pin with the wrench. Once the line is attached, the divers should send a signal to the surface so the dive boat knows it is okay to pick up the line. Divers can now visit the wreck using the shot line as a direct connection to the dive boat.



The last divers on the wreck are responsible for removing the line. This process begins with the removal divers signaling the dive boat to release the buoyed end of the shot line. If the divers attempt to remove the line with the boat attached, the line will have too much tension on it and be hard to control. The removal divers can then unshackle the line from the mooring and re-attach it to the drop weight on the bottom. The divers should then move the shot line about 20 feet down-current from the wreck so that it does not foul on the wreck when it is pulled up. Attach the lift bag to the weight and put some air in it before you leave the bottom to make pulling up the line easier. Ascend up the shot line. When all divers have surfaced, pull up the shot line.



Mooring Support Provided By:

**PADI FOUNDATION**



Diving is a dangerous sport, always dive within the limits of your training. The above information is offered as a recommendation, the entire risk of acting on this information is borne by those who do so.

# DIVE THE FV *HEROIC* SHIPWRECK

U. S. Navy History and Heritage Command



AMc-77 is an example of an *Accentor*-class minesweeper.

The FV *Heroic* began life as the USS *Heroic* launched by Rhode Island's Warren Boatyard in May 1941. The vessel was built for the U. S. Navy as a coastal mine-sweeper and designated AMc-84. Its 97-foot long wooden hull displaced 195 tons and a 400 horsepower Atlas 6-cylinder HM2124 diesel engine pushed the vessel at 10 knots. Armed with two .50 caliber M2 Browning machine guns, USS *Heroic* and 69 other *Accentor*-class vessels swept harbors, bays, and other coastal waters for mines laid by German U-boats during World War II.

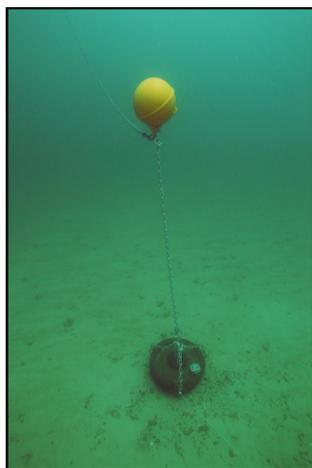
The minesweeper received its commission on 25 March 1942 under the command of Lieutenant (j.g.) A. M. White, who took USS *Heroic* to the U. S. Naval Mine Warfare School at Yorktown, Virginia and onto Bermuda for training that spring. By July, USS *Heroic* was back in

the Chesapeake assigned to the 5<sup>th</sup> Naval District for the remainder of the war. The U. S. Navy decommissioned USS *Heroic* in December 1945 and turned it over to the Maritime Commission for disposal in September 1946.

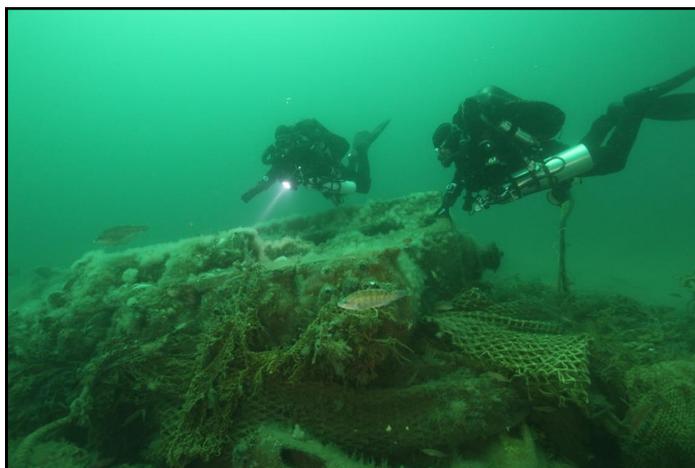
Many fishermen purchased *Accentor*-class minesweepers for conversion as fishing fleets recapitalized after the war. *Heroic* undoubtedly fell into this group, although records of the vessel's activities immediately after its sale have not been found. Enrollment records indicate that the *Heroic* was owned by Angelo Bacchi of Boston in 1948 under the name *Elizabeth B*. The vessel changed ownership to B and C Fishing Inc. of Boston the following year. In 1960, the vessel's name reverted to *Heroic* under ownership of *Heroic, Inc.* of Gloucester.

*Heroic* caught fire and sank 15 miles southeast of Gloucester on 21 August 1969. Reportedly a fire broke out in the dragger's engine room as it motored to the Georges Bank fishing grounds. U. S. Coast Guard assets responded to the blaze, pouring chemical foam on the fire to no avail after the captain and crew abandoned ship and were picked up by the West German fishing vessel *Tiko I*. *Heroic's* all Gloucester crew escaped unharmed as it settled to the bottom 25 miles northwest of Provincetown.

Sources: U. S. Navy, USS *Heroic*, Dictionary of American Naval Fighting Ships, [www.history.navy.mil/danfs](http://www.history.navy.mil/danfs); Paul Harrigan, "5 Saved as Dragger Burns," *Gloucester Daily Times*, 22 August 1969.



*Heroic's* mooring



Divers visiting the wreck



*Heroic's* engine



Diver photographing *Heroic's* wooden hull



Stalked tunicates on *Heroic's* trawl winch