

DIVING IN THE OCEAN.

DUNBAR WRECKAGE.

MORE RELICS RECOVERED.

Further relics were recovered yesterday from the wreck of the Dunbar.

Messrs. S. Toye, Harry Dunn, and George Jenkinson again directed operations. The steamer Federal, with Diver Charles Davinson and the three men named above on board, reached the scene about 11 a.m. When the diver got down in more than 20ft of water, the ground swell was so strong that he was carried off his feet, and was knocked about against the immense rocks that he tried to climb over. The result was that he had to hold on as well as he could, and view the surroundings from a position of safety between the rocks. However, the diver could see the wreckage plainly enough, and was satisfied that some wooden vessel, no doubt the Dunbar, had gone to pieces all round where he stood, many years ago. This was his report on reaching the deck of the Federal.

In one spot was lying one of the bow anchors. Some distance away, and closer in to the cliffs, was a sheet anchor. A large quantity of cable chain was lying in a tangled mass, and pieces of the iron stays of the vessel were to be seen here and there, while copper bolts and sheeting from the keel of the vessel were buried in the sand and the rocky bottom of the ocean; also a lot of pig-iron, which had once formed the ballast.

Eventually Messrs. Toye and Jenkinson got into the skiff, and taking hold of the air pipe and the lifeline, pulled the diver, while hanging on to the back of the boat, over to a marked spot, and dropped him gradually to the bottom of the sea. This was done on several occasions; sometimes he landed between rocks or on a rock, but always near a piece of the wreckage, which he made fast to a towline from the Federal. The lowering of the diver was accomplished safely, but not without difficulty.

The wreckage obtained included several feet of cable chain from one of the anchors. It was in parts well eaten through with rust, but some of the links, especially the studs, were in a wonderful state of preservation. A large iron breastplate, containing immense copper bolts, was secured. The iron, like the chain, was well eaten through, but the copper bolts were almost as good as the day they were driven into the vessel, and the washers on the bolts were nearly as sound. The action of the copper on the iron, however, had told its tale against the lastnamed metal. But a bar of pigiron, that was brought to the surface, and which was taken from a large heap of similar material, lying between two rocks, showed very little evidence of the wear and tear from the sea. A piece of brasswork, which has formed the framing of one of the deadlights on the deck, and some copper framing from one of the old-fashioned square port lights, were also secured.