

SEARCH TEAM NEWS

J.W. FISHERS MANUFACTURING INC

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UNDERWATER SEARCH

ISSUE 2-1

THE TREASURE CORNER

STUDENT FINDS PIECES OF EIGHT



The Fishers Pulse 8X helped to turn the first underwater detector class in Florida into a huge success.

Coordinated by Lady Cyana divers in Islamorada, Florida, the class was directed by Captain Carl Fismer, a veteran treasure hunter and owner of the Spanish Main Treasure Company in the Florida Keys.

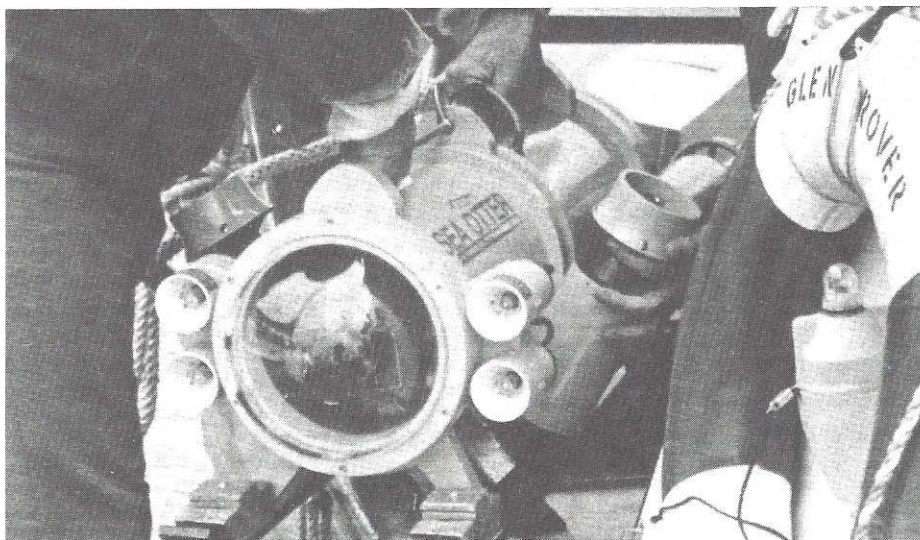
Mr. Fismer has been diving since the early 1970's. He has worked numerous shipwreck sites and has millions in Spanish treasure to his credit.

Students in his first class used the J.W. Fishers Pulse 8X to work the site of the wreck of the Infante, a Spanish galleon that was forced onto the reef in a 1733 hurricane. The area where it went down had been extensively searched by numerous professional treasure hunters, so the chances were very slim that any additional treasures would be discovered.

To Mr. Fismer's surprise, a student in his class found several chunks of blackened metal which turned out to be silver pieces of eight, old coins of pirate lore. Mr. Fismer said that the coins were an "impressive find that was an unexpected bonus." Obviously the earlier divers didn't have the advantage of a Pulse 8X!

Lady Cyana Divers owners, Ken and Joanie Wright, said that the response to the class was great, and depending on Mr. Fismer's availability, they are planning more sessions in the future. We will keep you informed as to what the next class finds. *JWF*

NEW INDUSTRIAL USES FOUND FOR J.W.FISHERS ROV



A SEAOTTER ROV FOUGHT FLOW CURRENTS TO INSPECT SUPPLY PIPES OF A LARGE HYDROELECTRIC PLANT !

Ocean Scan Systems in Belleville, Ontario, Canada, recently performed a video inspection of a hydroelectric plant with a J.W. Fishers SeaOtter ROV.

All power generating plants routinely inspect the large water supply and discharge pipes, but this particular inspection was something of a breakthrough.

Ed Burt, owner of Ocean Scan Systems, said that it was unique that the inspection was done without completely shutting down the power station and with the water still running. Under normal circumstances, the plant would have to shut down and the flow of water completely stopped. Then divers would be sent down to inspect the water supply tunnels, a job which is considered to be quite dangerous and is also very expensive.

The inspection was successfully completed using the SeaOtter without shutting down the system. A VCR was used to record the inspection so that management of the hydroelectric plant could review the tape at meetings. The video tape allowed more people to get a diver's view of the inspection without the risk and expense of actually using divers with video cameras.

Three weeks earlier, a similar inspection was attempted with a competitor's ROV. The water current proved to be too much for the under-powered ROV to handle, and the lightweight umbilical cable broke. The ROV went through the sluice gates and was sucked into the turbine. Ed said "the people were embarrassed, but they knew when they were beaten. They simply walked out the door carrying the cable and control box."

The power company had to completely shut down and drain the system in order to enter the turbine chamber and retrieve what was left of the competitor's ROV.

According to Ed "the SeaOtter with its heavy duty cable had more than enough thrust to handle the water current." The power company was very pleased with the video tapes and Ed expects repeat business with this company. In addition, he is checking with other local power companies.

Ed Burt's innovative use of the SeaOtter ROV is just one example of how Fishers' complete line of underwater detection equipment can be employed in new and more efficient ways.

Ed is currently involved in a search on Lake Ontario. Will keep you informed. *JWF*

THETREASURECORNERcont.

MORE OF PIECES OF EIGHT



John Berrier, owner of Jebco Sales in Miami, Florida has been salvaging historic shipwrecks continuously since he retired from the Navy over 22 years ago. He has worked on projects in the United States as well as the Caribbean, the Bahamas, and Central and South America.

Mr. Berrier has constructed his own metal detectors, but prefers ready-made, commercial units because "they don't take valuable time away from recovery of artifacts." The greatest contribution in recent years to profitable treasure hunting, according to John, is the development and perfection of the pulse induction underwater detectors, such as the J.W. Fishers Pulse 8X.

Mr. Berrier is a strong supporter of the Pulse 8X and has used it to find a number of significant treasures. Above, he shows off a bucket of coins that he found recently while diving in Florida. *JWF*

SHIPWRECK MAGAZINE

You may have noticed in our recent mailings the inclusion of a flyer on Shipwrecks magazine. The magazine is published by a long time customer of ours, archeologist and shipwreck expert, Dr. E. Lee Spence.

With his J.W. Fishers Magnetometer he has successfully searched for shipwrecks on the outer shoal of Cape Romain, South Carolina. On one of the wrecks, Dr Spence recovered numerous gold and silver artifacts, as well as cannons, muskets and flintlock pistols. Some of the beautiful pieces of crystal and pewter plates could still be used today. Part of an old style navigational instrument called an octant was also recovered from this same wreck.

Dr Spence praises our equipment saying that "J.W. Fishers is the only detection equipment I have ever bought that actually performed better than the ads claimed. Many other companies make claims which are grossly misleading." *JWF*

PULSE 10 USED TO LOCATE CAR IN BLACKSTONE RIVER

A J.W. Fishers Pulse 10 boat towed metal detector was used to locate a car that was reported to have been accidentally driven off a bridge and into the Blackstone River in Rhode Island recently.

Rescue divers, responding to eyewitness reports, searched the rain swollen river for over seven hours, covering a large area downstream from the bridge. The extensive search by divers was then called off due to diver exhaustion caused by the very strong currents.

In fact, the search would have been delayed for several weeks, except for the fact that someone finally thought of using a Fishers Pulse 10 boat towed metal detector as a substitute for the weary divers.

The Pulse 10 was brought on the scene and quickly located the car in a deep hole, well downstream, where it had been carried by the surging currents.

The Pulse 10 was provided by the Red Cross who had purchased the unit earlier for another search project.

Also used in the search was a J.W. Fishers hand held Pulse 8 detector. *JWF*



PROTON MAGNETOMETER USED IN SEARCH FOR SAN AUGUSTIN

Bill Warren, President of Golden Quest Inc. in Carlsbad, California, has been using the J.W. Fishers Magnetometer to search for a lost treasure ship in the Nehalem, California area. The ship is believed to be the San Augustin, a ship that went down in that area around the year 1530 with gold and silver aboard.

Originally, the ship was thought to be the S.F. Xavier, but after examining carbon on canes made from planks from a ship structure on the spit, it was determined that the canes were in existence long before the disappearance of the S.F. Xavier in the early 1700's. That pointed to the San Augustin, by process of historic elimination.

It is believed that the San Augustin encountered a storm somewhere near the Neahkahnie Mountain. The captain sought safe haven but was caught in 20-25 swells and the ship sank offshore. A top section carrying chests of gold and silver broke away and sank to the bottom of the ocean. This is the treasure that Bill is seeking.

Warren is being assisted by Jim Sinclair, an archeologist who has extensive experience as the archeologist in charge of projects concerning lost galleons. Sinclair has worked as a consultant to Mel Fisher, the noted Florida treasure hunter, for over 10 years.

Sinclair has suggested to Warren that the search for the ship be conducted offshore, as Sinclair does not think much of the spectrographic photography that led to thinking that the ship is lying in the bay. *JWF*

If you have a story you would like to share, send us a photo and write up or call Chris or Jack at (800) 822-4744 or (508) 822-7330. FAX (508) 880-8949

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