

1972
The *Frémur*

The dredger *Frémur* was returning from working the banks of maerl (a coral-like seaweed) off of Erquy in the Cotes d'Armor, which her owners, the Timac company, would use for the production of fertilizer. Her holds were full and she sat low in the water. After passing Cap Frehel as she headed for St. Malo, the wind increased and with it the seas, which began to sweep the dredger's decks.

By the time she was off St-Cast, the *Frémur* was taking on more and more water and began to list dangerously; until, at about 04:00, she capsized to the south of the Banchenou buoy, near the Hebihens Isles. The crew of three were picked-up by another dredger, the *Fort Lalatte*.

In May 1940, under the name of *Doggersbank*, the *Frémur* took part in Operation Dynamo, the evacuation of Allied troops from the beaches of Dunkirk. Making three trips, she succeeded in rescuing some 800 servicemen.

Later, as the *Goelo*, she carried cement and other materials for the Garnier company of Paimpol until, in 1960, she passed to the Timac.



Formerly a coaster built at Groningen in 1939, the *Frémur*, of 250 Gross Tons, was 39 metres long with a beam of 6 metres.

The *Frémur* as *Doggerbank*

The *Frémur* as a dredger



SAINT MALO
PLONGÉE EMERAUDE



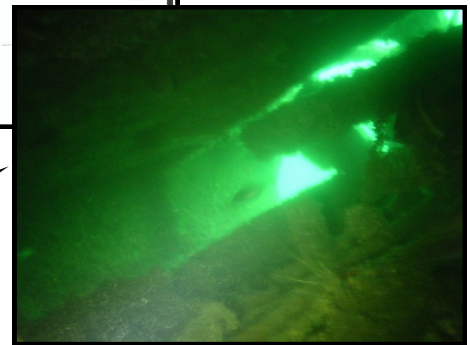
Pollack at the stern



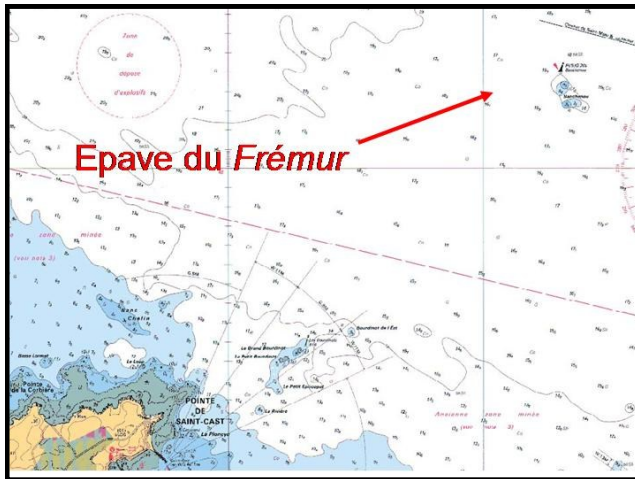
The windlass



The inverted bow section



In the forward section



Position of the wreck off of st Cast

The Fremur was dynamited as she was considered a hazard to navigation and is, therefore, heavily broken – especially the centre section. She lies on light, clean sand at between 20 and 25 metres and is difficult to localise by echo sounder as the bow - the most intact section – only rises 2 or 3 metres above the seabed, the stern just 1 or 2.

It is essential to dive at slack water as the currents in this area can be extremely violent, another reason why this wreck is dived infrequently and, perhaps, why it is so rich in marine life, especially Pollack and lobsters. The inverted forward section lies North/South and the stem, pointing southward, is still standing: one can see the port haws-pipe and the starboard anchor still in place. Scratch away the weed and other marine growths and some of the vessel's blue paint is still visible.

It's possible to pass under the stem into the bow section, the exit from which is illuminated by daylight in the generally clear conditions; by doing so, you will have the happy experience of finding yourself amongst the shoals of pouts and Pollack that have colonised the wreck.

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