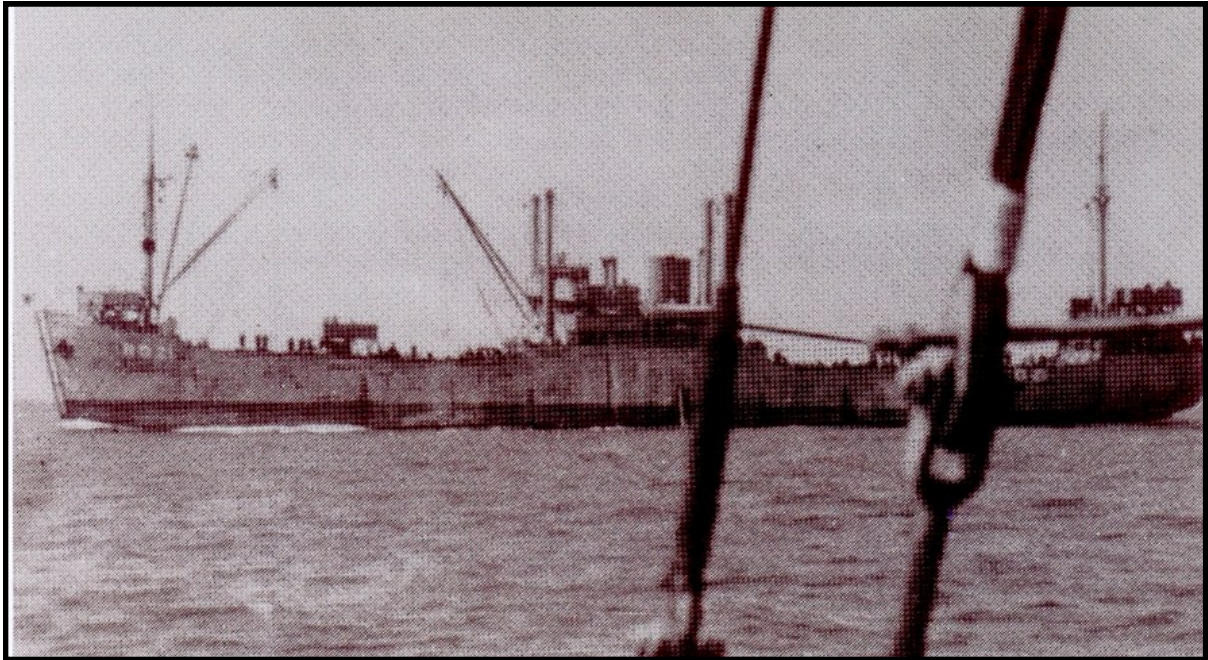


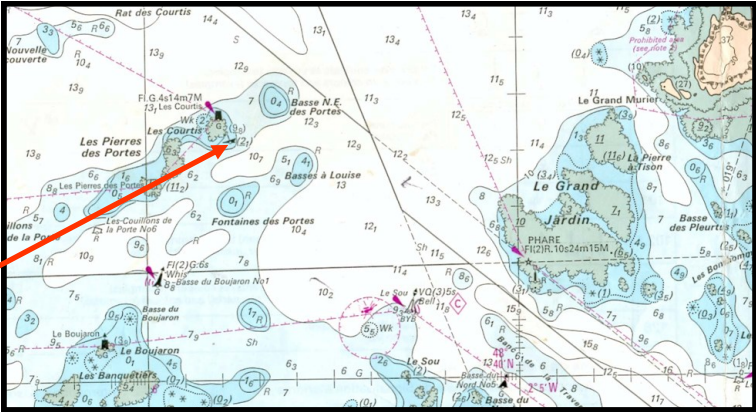
1943 The RO21

A Dutch vessel, **Ijessel**, requisitioned by the Germans in 1940 and renamed RO21 (RO for Rotterdam), she was used for the transport of materials between the continent and occupied Channel Islands. Leaving St. Malo in fog on the 20th February, 1943, she struck the rocks of Les Courtils and sank. The Dutch master had told the head of the convoy that his vessel couldn't follow the planned track, but was ordered to follow instructions . . . these led him straight onto the rocks ! The ship's deck cargo of timber was rapidly salvaged by the local inhabitants, who came out in small boats to pick-up any flotsam that could be of use to them in those difficult times. In the holds were quantities of tiles along with many sacks of cement for the construction of Hitler's Atlantic Wall.



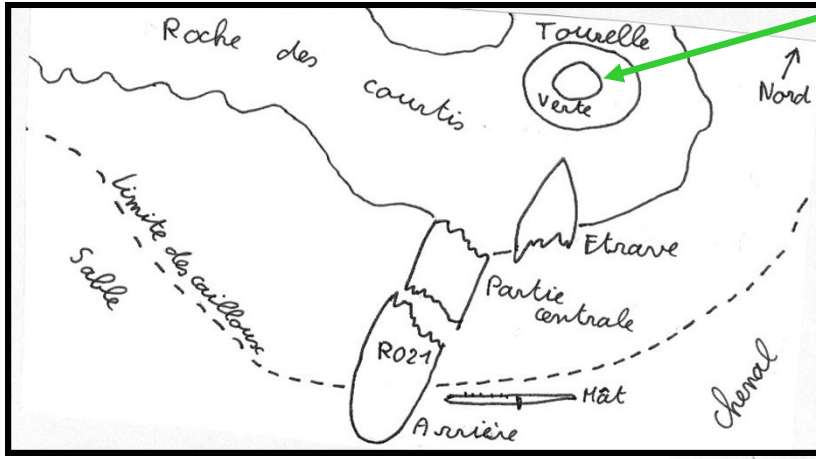
Dimensions: 93.4 x 13.3 x 5.6 metres, 1314 Gross Tons. Built in 1937 by A. Vuijk & Zohen, Capelle, Holland for N.V. Houtvaart. She was powered by a Gebr Stork & Co. Six cylinder diesel engine, which gave her a maximum speed of 11 knots.

48°40. 486N 02°05. 722W(EUR50)



Wreck-site at the foot of Les Courtils tower

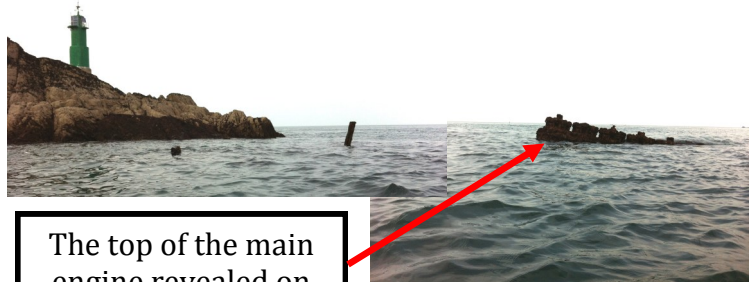
SAINT MALO PLONGÉE EMERAUDE



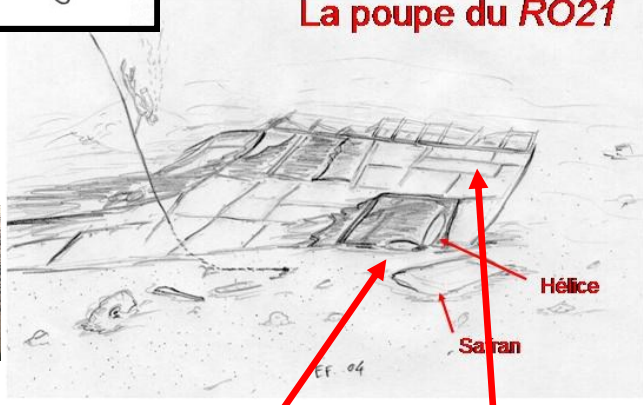
Les Courtils tower



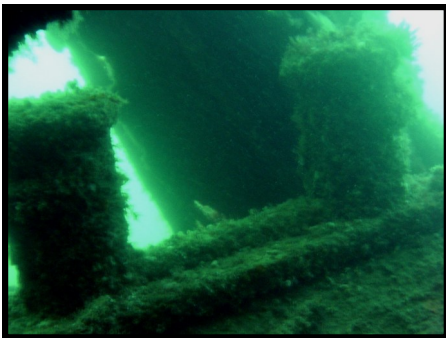
La poupe du RO21



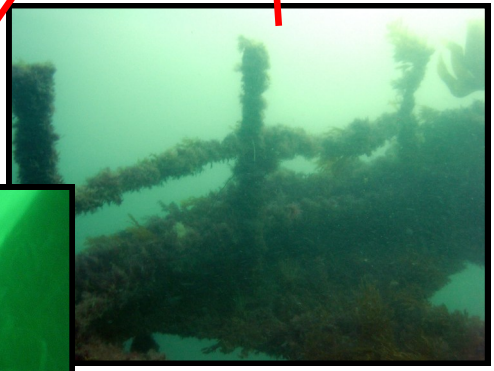
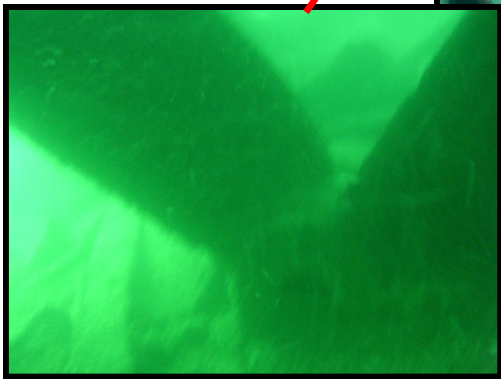
The top of the main engine revealed on low tides



The propeller tangled in the wreckage of the stern.



Bits



Stern Rails

The RO21 lies across the reef at a depth of 15 to 20 metres, the stern in the sand and bow – which uncovers at low water – high on the rocks, with a jumble of wreckage strewn between the two. Part of the upper deck is visible, as is the turn of the bilge and the shaft tunnel. The bronze propellor is to be found under the collapsed after superstructure, where one can also see elements of the steering gear. The mizzen mast, with part of a crow's nest, lies on the seabed to the port side near the stern. The visibility is generally good, especially on the high water, and one can safely visit the after holds. A dispensation is, however, required to dive the wreck due to the proximity of the fairway (arrete No.91/96 of 16/09/96)

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