



PANISH GALLEONS

Salvage of the Maravilla



Reprinted from SKINDIVER MAGAZINE

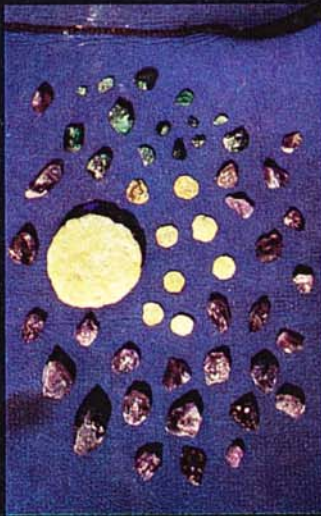


treasure of Nuestra

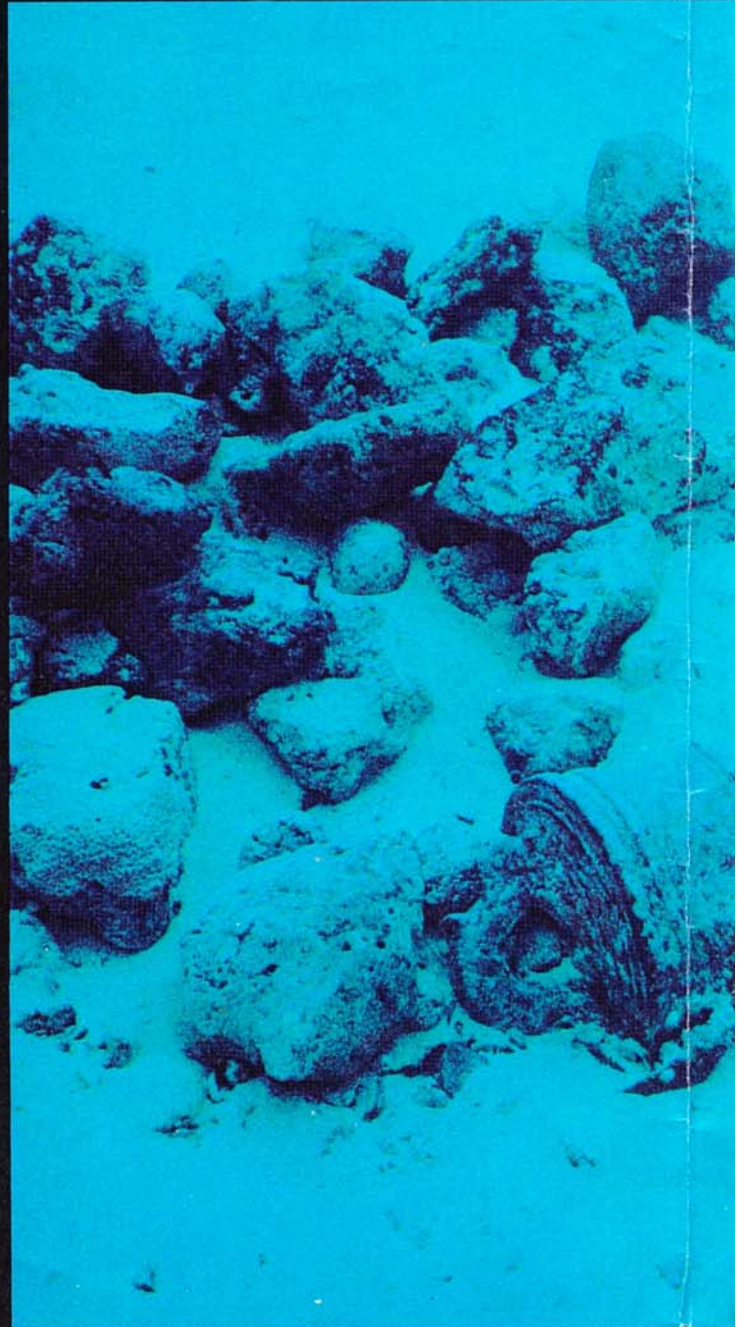
Millions Recovered Already - Attempt At
The Mother Lode To Be Made Next Month



photography by Author



The silver pieces of eight, the 10 inch high silver pitcher, and the five pound gold disk, gold coins, emeralds and amethysts shown represent just a fraction of the wealth recovered from the Maravilla treasure. Two identical 11 foot long cannons, bearing the date 1653 and the name of the man who cast them, Johannes von Horst, were also found.



Senora de la Maravilla

By Robert Marx

On the morning of February 13, 1654, the Consejo de las Indias held a special meeting in Madrid at the orders of Philip IV. The evening before, news had reached the royal court from England that Oliver Cromwell, the Lord Protector of England, had ordered a large fleet of ships readied for a voyage to the West Indies. Although England was then officially at peace with Spain, the members of the Consejo realized that such a fleet could only be sent out

to cause Spain serious harm — either to attack and capture one or more of the Spanish colonies, or to make an attempt on the returning treasure galleons later that year. To prevent the latter occurrence, the Consejo decided that an armada should be sent as quickly as possible to the Indies to bring the treasure back to Spain.

As soon as the president of the Casa de Contratacion in Seville received orders to dispatch the armada, prepar-





ations got underway and Cadiz and Sanlúcar de Barrameda became scenes of frenzied activity. Finally on May 16, 1654, the Real Armada de la Carrera de las Indias, consisting of eight large galleons, four merchant ships (naos) and two smaller vessels (patches) under the command of Capitan General, the Marques de Montealegre, set sail from Cadiz for the Indies with orders from the king to pick up the treasure from Tierra Firme and return to Spain before the English reached the West Indies.

After an uneventful voyage the Armada reached Cartagena de las Indias on August 22, 1654, and word was immediately sent overland to the Viceroy of Peru to have the treasure shipped up to Panama. On October 18, 1654, the *Armada de Mar del Sur*, consisting of two galleons—the *Capitana* and *Almiranta*—sailed from the port of Callao with more than ten million pesos in treasure filling their holds. During the night of October 26, the two ships unexpectedly found themselves in shallow water off the coast of Guayaquil, Ecuador. After striking some rocks a few times the *Almiranta* managed to escape the danger and reached Panama, but the *Capitana* wrecked on Chanduy Reef and was totally lost. Meanwhile the Armada of the Marques de Montealegre was anxiously awaiting in Cartagena for news of the arrival of the treasure.

The president of Panama quickly dispatched salvage vessels and divers to Chanduy. By the middle of March, 1655, the salvors had recovered more than 2,800,000 of the five million pesos in treasure from the sunken *Capitana*, including a solid gold statue of the Virgin Mary holding the Christ Child. Then, all of the treasure from both galleons was transported overland to Porto Bello, Panama, and after the arrival of the Armada of Montealegre, a grand fair was held in celebration.

On May 13, just as the Armada was preparing to sail for Havana and Spain from Cartagena, news reached that port that an English fleet of 56 large warships had lain siege to Santo Domingo, so Montealegre decided that it was too dangerous to sail. By this time, unknown to Montealegre, the English had been repelled from Santo Domingo and had gone on to attack and capture Jamaica.

On July 1, an advice boat reached Cartagena from Spain with orders from Philip IV that the treasure must reach Spain as quickly as possible regardless of what dangers were involved; so two days later the Armada set sail. As it approached Cabo San Antonio, the western tip of Cuba, a small boat advised them that 27 English warships had been sighted in the vicinity several days before, so Montealegre took his Armada to Veracruz, Mexico, to keep it out of English hands. On August 25, word reached Veracruz that the English fleet had abandoned their blockade of Havana and had sailed for England, so the Armada then sailed for Havana; after embarking more treasure and goods from Mexico and the Philippines.

The Armada reached Havana on October 10. Many of the ships were in dire need of repairs, so more time was lost while this was accomplished. Although Montealegre had eight galleons capable of carrying the treasure, he decided to carry the majority of it aboard his own *Capitana*, the *Nuestra Señora del Limpia Concepcion*; and the *Almiranta*, the *Nuestra Señora de la Maravilla*, commanded

by Admiral Mathias de Orellana. Each of these ships carried more than five million pesos in treasure—gold, silver, jewelry, precious stones and pearls plus some cochineal, indigo, sugar and dyewoods.

After all who were sailing had heard mass in Havana's great cathedral, the ships left port at noon on January 1, 1656. Around midnight on January 4, the lookout on the *Almiranta Nuestra Señora de la Maravilla*, which was the lead ship of the Armada, discovered that they were suddenly in shallow water on a sand bank and a cannon was fired to warn the other ships to head away from the danger. In the confusion that ensued, mainly because the ships' pilots thought they had already passed through the dreaded Bahama Channel and were in the open ocean and, in addition, were unsure why the *Maravilla* had fired a cannon, several of the ships continued on their original headings and one of them collided with the *Maravilla*. The *Maravilla* received a large hole in her bow below the waterline and began to fill rapidly, despite the fact that all four of the ship's pumps were manned and everyone aboard the stricken galleon was bailing with whatever was available. Seeing that there was no chance of saving the ship, Admiral Orellana decided to run the ship aground to prevent her from sinking in order to save as many lives and as much of the treasure as possible.

In less than 30 minutes after the collision, the galleon struck violently on a coral reef and then slid off, finally sinking in about 50 feet of water. No sooner had the ship settled to the bottom, when a strong northerly wind began to blow, creating enormous waves and the ship began to break into pieces. The majority of the 650 souls on the galleon grabbed hold of floating pieces of debris and drifted away, never to be seen again. About 150 others clung to pieces of the galleon which still stuck above the water, but many of them died from exposure during the night and were eaten by sharks as they fell into the water.

By sunrise there were only 45 survivors and many of these were in bad condition. Another galleon of the Armada had also struck a reef but miraculously lost only her rudder and had anchored about a league north of the lost *Maravilla*, while the rest of the Armada had escaped danger and continued on their way to Spain. Despite the storm which was still raging, the 45 survivors were rescued and carried to the other galleon which was commanded by Captain Juan de Hoyos. After a new rudder was built and buoys were placed on the site of the wreck, by which time no part of her was visible, Hoyo's galleon left for Spain.

However, very little of the treasure was destined to reach the coffers of Philip IV. An English squadron was waiting for the Armada off Cadiz and managed to capture or sink all of the ships except for two small vessels which were not carrying valuable cargo.

After suffering another great storm south of Bermuda, in which Hoyo's galleon was further damaged, he headed for Puerto Rico to make repairs but as he approached the island contrary winds stopped him from entering any port there and he continued on to Cartagena de las Indias, arriving on March 10, 1656. After learning of the loss of the *Almiranta*, the Governor General of Cartagena dispatched six frigates with 40 divers and a large number of soldiers, under the command of Capitan Juan de Somovilla Texada, a military engineer then in charge of building fortifications in Cartagena, to find and salvage her. The salvage vessels reached the site of the wreck, which was on the Little Bahama Bank, around the middle of June, 1656, and found that the *Maravilla* had been broken into

Robert F. Marx is 39 years old and a resident of Satellite Beach, Fla. He has been diving since age 11, and was one of the original members of the Los Angeles Neptunes. Marx is more of a marine archaeologist than a treasure hunter, and has worked in this capacity for the governments of Spain, Lebanon, Tunisia, Portugal, Panama, Colombia, Jamaica, and others. Locating and salvaging ancient shipwrecks and sunken cities has been a full time occupation with Marx ever since he left the U.S. Marine Corps in 1955 after serving three years as a diver. Among the many projects he has led, his excavation (1965-1968) of the sunken city of Port Royal, Jamaica—which sank in 1692—is probably his most important accomplishment.

Marx has had 15 books published covering such subjects as naval warfare, Spanish treasure fleets, marine archaeology, treasure hunting, and about his own adventures. His book *Shipwrecks of the Western Hemisphere* is well known to most wreck buffs. Currently he is writing two books: *Precolumbian Voyages to the New World* and *A Manual of Underwater Archaeology*. He has written more than 200 articles and scientific reports. Marx was the organizer and navigator of the authentic reproduction of the *Nina II*, a replica of Columbus' smallest ship, on the voyage from Spain to San Salvador, Bahamas in 1962. As a result of this voyage he was made Knight Commander in the Order of Isabel the Catholic by the Spanish government. In 1964 and 1969 Marx sailed as captain on two authentic tenth century Viking ships, both of which unfortunately sank before reaching America. Currently he is formulating plans to build a fifth century B.C. replica Phoenician ship, which he will sail round trip from Lebanon to Mexico in 1976.

Over a period of 20 years Marx has recovered somewhere between 10 and 15 million dollars of treasure and artifacts, both from sea and on land. This past spring Marx worked as a visiting lecturer in marine archaeology at the University of California at San Diego and Scripps Institution of Oceanography.



many small pieces and scattered over a large area. In 13 days they managed to recover 480,000 pesos in treasure; then a bad storm struck and they had to run for a safe port. Four of the ships carrying the salvaged treasure were lost — two on the coast of Santo Domingo and two on a reef off Cayo Gordo in the Bahamas. The two remaining vessels managed to reach San Juan de Puerto Rico and later were used to salvage most of the treasure off the other four which had been lost.

During the following three years other salvage vessels managed to recover about one quarter of the *Maravilla's* treasure, but when they returned for the fifth season of salvaging, they were unable to find any trace of the shipwreck which had been completely covered over by shifting sands. For more than 20 years repeated attempts were made to locate the wreck — which not only contained the greatest treasure ever lost on a single ship, but also the gold statue of the Virgin and Christ Child which had been sent from Lima. It appeared that the *Maravilla* was lost forever; but such was not the case. For I was to find her more than 300 years later.

I first became fascinated by the story of the *Maravilla* in 1960, while doing original research in the Archivo General de las Indias in Seville. After locating more than 12,000 pages of documents dealing with this ship — including a copy of her original cargo manifest, which listed and described every item she carried when lost — I came across a 144 page book published in Madrid in 1657 by one of the survivors of the wreck, Doctor Don Diego Portichuelo de Ribadeneyra, who had been the "Procurador General del Tribunal de la Inquisicion de Lima." This gentleman wrote an exciting and vivid account of everything he observed from the time he boarded the *Almiranta* of the *Armadilla de Mar del Sur* until he eventually reached Spain.

I also found three difficult nautical charts showing the precise location of the shipwrecked *Maravilla* and knew then that she could be located with proper equipment.

Early in 1972, with the help of Willard Bascom, the famous oceanographer, we raised a substantial amount of money and formed a corporation — Seafinders, Inc. — to search for and salvage the *Maravilla*. After obtaining a salvage lease from the Bahamian government and carefully putting together the best in equipment and personnel, we initiated a systematic search using a proton magnetometer which detects the presence of ferrous metals.

Unlike most shipwrecks which contain large masses of ferrous metal in the form of iron cannons, the *Maravilla* carried 58 bronze cannons making her a very difficult target to locate. In addition, we were searching in a sec-

tion of the notorious Bermuda Triangle where electronic equipment seems to function properly only in a very sporadic way. There were periods of days at a time when we were unable to use the marine radio and on two occasions we were almost hit by hurricanes before we heard of their approach by radio and could beat a retreat to port.

From the start I was convinced that we would eventually find the wreck, but as the long grueling days of searching dragged into months, the rest of my crew lost heart and began to wonder if they were not on a wild goose chase. By the middle of August we had covered more than 50 square miles of the bank, finding around 20 other shipwrecks in the search process; but not a sign of the elusive *Maravilla*. Bascom, who controlled the purse strings of the operation, repeatedly tried to convince me to give up the search and head for Colombia where we had several other good wreck locations, but I refused to admit defeat.

Although we were using the most advanced methods to search, we finally found the *Maravilla* not with the aid of science but through a piece of good luck. On August 20 we were about to head for port for supplies. As David Edgell, one of the divers, and I pulled up the anchor of our main vessel, the *Grifon*, we found two Spanish-type ballast stones stuck in its flukes. I quickly threw a buoy overboard to mark the spot and headed for port. We had been finding wrecks all summer with similar ballast stones on them, but this time for some strange but compelling reason, I knew we had found the *Maravilla*.

Three days later we were again over the spot where I had dropped the buoy. Diving down I found a small coral reef which was covered with ballast stones from the period of the *Maravilla*. The reef was surrounded by deep sand and I was positive the wreck was buried beneath it, so we positioned the *Grifon* and began excavating with the blaster — a tubular metal device that fits down over the ship's propeller and deflects a steady stream of water downward to blow away the sand. David and I were on the bottom when the blaster cut through approximately 25 feet of sand and laid bare the hard limestone bottom which was covered with more ballast stones, ceramic sherds and coral-encrusted iron objects. David found a clay smoking pipe and seconds later I found a piece of eight dated 1655 and my heart was jubilant for we had indeed found the *Maravilla*.

An hour or so later a rival group of treasure hunters which had been shadowing us all summer, appeared in their vessel. I went aboard and convinced them that we were excavating a U.S. Civil War shipwreck. The leader of the group ironically told me that I would never find

the *Maravilla*. He said she was ten miles north. At that moment we were right on top of the site and our divers were bringing up treasure. By sundown we had recovered a beautiful gold dish in the form of a large scallop shell with two silver spoons, one silver fork, a silver ink well, a silver snuff box with two pairs of brass navigational dividers attached to it by coral growth, and a number of other valuable artifacts.

The following day we located four of the ship's iron anchors, ranging in size from 5 feet to 22 feet in length. The smallest was probably used aboard one of the ship's longboats (chalupas) and the others for the *Maravilla* herself. Nearby we discovered two very ornately decorated



This 72 pound silver ingot found on the *Maravilla* is marked with the weight of the bar, the owner's initials, the tally number, fineness of silver, assayer's bite and duty paid.

bronze cannons of 18 pound shot. Both were identical — 11 feet long and weighing about two tons — and bore the coat of arms of Philip IV. They also bore the coat of arms of the Marques de Leganes, and an inscription stating the Marques de Leganes had donated the money for these cannon to be used on the ships of his most sovereign King, Philip IV.

Under one of the cannon, which was resting on some loose ballast stones, I spotted an intact ceramic jar about four feet high. Throughout the period of navigation between Spain and her New World colonies, these "olive jars," as they were called, were employed to carry everything from wine to gun powder and even at times to transport coins. It was a mystery how such a fragile container could have survived intact under the weight of that enormous cannon. Working as cautiously as a surgeon I managed to extract the jar and when I reached the surface with it, I discovered that it still was sealed with a cork and was filled with wine. When we sampled the wine, however, we were disappointed to find it had turned to a bitter vinegar.

In the small area of bottom where we found the anchors and cannons we also found 600 silver coins, several small silver bars, four silver plates, two silver cups, a silver pitcher, a brass apothecary mortar and pestle and hundreds of other artifacts. The silver coins we were recovering were mostly pieces of eight (reales de ocho) but there were also a small number of four and two real pieces minted at the three chief Spanish American mints: Lima, Potosi and Mexico City. The small silver bars were assayed and made into bars in the refinery at Potosi as revealed by the markings on them. One of the silver plates had "J.M.D." marked on it, probably the initials of the owner.

We continued to work on the wreck and were off to a fine start the morning of the fifth day as the first hour's diving yielded more than 2000 silver coins, five

large clumps of coins weighing over 150 pounds which were held together by coral growth, dozens of silver items and a complete sword. Then, as the blaster was gently blowing the pale sand away and enlarging the hole, David found the first of many gold coins we were to find and I suddenly spotted five silver bars being uncovered as I filmed the entire scene. After pointing to the bars, David stuck the gold coin he had found in his mouth and with great effort carried each of the five bars, which weighed about 70 pounds apiece, directly under the stem of the *Grifon* and put three of them in the "goodies basket," a wire basket we had rigged to haul up artifacts. Just as the basket almost reached the surface, the rope parted and the basket, with its precious load, came falling down through the water almost landing on top of us.

After all five bars were safely on the deck of the *Grifon*, I cleaned the coral-encrustation and a thin coating of silver sulphate off them and found that they all bore beautiful markings — the mint, assayer and tally marks, plus the mark indicating that the "Royal Fifth" (the king's duty) had been paid, the "bit" taken out by the assayer to show he had taken a small part of the bar to pay him for his labor. Even more interesting were the special markings on each bar in the form of initials denoting the bars' owners. From my copy of the *Maravilla's* original manifest I was able to determine that two of the bars belonged to a merchant named Juan Fernandez de Orozco, another to a man named Antonio Peralta and the last two to none other than Doctor Diego Portichuelo de Ribadeneyra — the survivor who wrote the account of the disaster. After having read his book so many times I had come to feel I knew the man and finding the two large silver bars which had once been his made me feel even closer to him.

By the time it became too dark to continue diving that day we had recovered more than an estimated \$200,000 worth of treasure and it broke my heart to have to head for home port in Florida. Bascom had gone to Nassau to meet with government authorities to establish our ownership of the wreck and I needed to hire more divers because David and I had been spending 10 to 12 hours each day on the bottom and couldn't continue at that exhausting pace any longer.

Treasure has an insidious way of warping men's minds and values and this time proved to be no exception. After reaching port our cook disappeared taking several sacks of silver coins and was never heard from again. And our captain, who I had thought a very nice fellow, suddenly decided that his share of the treasure wasn't enough and demanded about ten times the amount he had signed an agreement to accept before we began the search. When we couldn't meet his demands he quit and revengefully immediately contacted many treasure hunters attempting to sell the precise wreck location to the highest bidder. Fortunately for us the wreck lay in the area for which we already had a salvage lease with the Bahamian government so it didn't really matter who else knew the location. However, this didn't preclude future problems because once the secret was out every pirate diver around wanted a piece of the action and we had to drive more than a dozen salvage vessels away from the site.

With three new experienced divers — John Hollister, Michael Daniels and Neal Watson, and a rugged captain named Charles Sherman — we returned to the *Maravilla* and worked her for six weeks before we were forced to stop. Our first two days back on the site were like the

last day before we had returned to port and at times treasure was being uncovered so fast that we had to have all five divers on the bottom at the same time. Sherman almost broke his back pulling up the goodie baskets filled with treasure and artifacts.

Our finds included more than 2000 silver coins, two silver bars, and many other silver items such as plates, bowls, cups, pitchers, spoons, forks, knives, riding spurs, buttons, sword handles, and candle stick holders. We also found 12 more gold coins which were of great value as I later discovered, because they turned out to be minted in Bogota and are the oldest known gold coins minted in the New World. Not all our finds were gold and silver for we recovered thousands of items of copper, brass, pewter, lead, wood, ivory, bone, horn, ceramic, glass and stone. Among some of the most interesting were beautifully decorated sherds of Chinese porcelain, a Mayan Indian jade axehead, a large three-legged stone metate (used for grinding corn in Central America), a number of human bones, fragments of cotton and woolen clothing and part of a human hair wig.

During these same two fruitful days we also recovered more than three tons of coral encrusted iron objects, the majority of which were ship's fittings and spikes that were used to fasten the ship. We were also delighted to find among the many iron objects seventeenth century hammers, axes, chisels, keys, padlocks, swords, knives, cannon balls, kettles, pots, pans, serving ladles and a wheel off one of the cannon carriages. These objects attesting to the routine of life aboard ship brought home to us, more than did the items of gold and silver, a feeling for the *Maravilla*, her crew and passengers and their ill-starred voyage.

Although diving conditions in the Bahamas are quite good, we were all diving from 10 to 12 hours a day and in spite of the relatively warm water the strain began to show on each of us. We all lost weight, despite the bountiful meals prepared by Capt. Sherman, and then began to suffer bleeding gums, ear aches and other annoying minor pains. A major problem was badly lacerated fingers and hands caused by small fish and crabs which were attracted to us by the various types of minute marine life uncovered as the blaster removed the sand over the wreck. These fish and crabs constantly mistook our hands for food and gave us nasty bites.

As long as we were raising large amounts of treasure and artifacts I had the happiest crew in the world, but when we had an occasional off day, each of my divers took it personally and bore a gloomy face. After the first two incredibly exciting days back on the wreck, we had a three day slump in which we found only 79 silver coins and very few other artifacts. The problem was not that we had uncovered a non-productive area of the wreck, but that we had found an area where the ballast rocks were about five feet deep and all of them — probably about 10 to 15 tons — had to be moved by hand to another area before we could continue the excavation since I insisted on doing it in a logical and complete manner. Moving huge ballast stones underwater is perhaps the most exhausting work in the world and caused us all to suffer aching backs in addition to our other sores and injuries.

The slump was followed by another two day frenzy during which we salvaged more than half a ton of silver in bars and large clumps of coins (in the shape of the original canvas bags which once held them); plus several thousand loose silver coins, a five pound gold disk,

dozens of other silver items, many emeralds and amethysts, a large ivory elephant's tusk and scores of other valuable and interesting artifacts.

We were never without unwelcome visitors; barely a day went by that a plane didn't buzz low overhead or pirate vessels weren't on the horizon waiting for us to leave so that they could move in and steal some of the treasure. On several occasions we had problems with hungry sharks and barracudas. Usually we were able to chase them away by swimming toward them and shouting underwater but several times we had to resort to using powerful explosive spears to kill sharks.

We maintained our frantic pace and after a while became so accustomed to treasure that we didn't even consider a day especially good unless we had brought up more than \$100,000 worth of finds. All of this time we had been working on the bow section of the wreck and according to the documents, the main bulk of the ship's treasure was stored in the main hull which had broken away and was lying in another area.

On October 6, by which day we had recovered more than an estimated \$2,000,000 worth of treasure, I left the rest of my team hard at work on the bow and went in search of the rest of the wreck. In less than three hours I got a strong magnetometer reading and discovered the fluke of a large anchor protruding up through the sandy bottom. Then using a small metal detector I surveyed the area and discovered that I had miraculously found the rest of the *Maravilla*. Digging down only a few feet my hands clutched silver coins, all dated from the period of the wreck and my spirits soared: I had found the mother lode!

Returning to the *Grifon* with the intention of moving her to the new area, which was about two miles to the east, I found everyone waiting for me with very downcast countenances. Capt. Sherman had overheard a radio message from the commissioner of police in Nassau ordering a police launch to head for our area and bring us in. Realizing that we would have to leave at once or be arrested without explanation, I rushed back to where I had found the bulk of the wreck and cut loose the marking buoys I had tied over the site and dragged the anchor away with our small boat and dumped it in another area. I then went over the area once again with the magnetometer and got no readings: the ferrous anchor having given me the previous reading. Convinced I alone could find the site again, we left for port.

Bascom had stayed ashore after the first few days of working the wreck and had been dealing with the Bahamian government officials. All went well at first and he had received permission to have us keep all the treasure and artifacts in Florida banks until our division with the Bahamian government. However, the person he had been dealing directly with, Dr. Doris Johnson, was replaced as Minister of Transport and problems mounted as we were caught in an internecine government squabble.

The new Minister, Darrel Rolle, refused to honor most of the arrangements that Bascom had worked out with Dr. Johnson; the most serious one concerning our keeping the treasure and artifacts in Florida. On October 5, 1972, Bascom met with the Prime Minister of the Bahamas in what was a less than cordial meeting. The Prime Minister ordered Bascom to return all of the treasure to the Bahamas, which Bascom refused to do, and the Prime Minister then decided that the best means to get the treasure to Nassau, where it rightfully belonged, was to suspend the lease.

After seven weeks, during which time we could not return to the wreck for fear of being arrested, Bascom finally agreed and reluctantly took all of the treasure and artifacts to Nassau. Expecting to have a division, I was naturally furious to learn that our salvage lease had been suspended and the division date postponed. Foolishly I accused the Bahamian Government of illegally seizing the wreck and treasure in the press, a move I was soon to regret.

Unbeknown to me at the time, a number of other treasure hunters had gone to Nassau claiming to have discovered the wreck and there were also rumors around that we may not have returned all of the treasure. Consequently the Bahamians had to investigate these facts before permitting us to continue working the site or giving us our 75 percent share of the finds.

In February, 1973, Jack Kelley, a diving buddy from Tulsa, Oklahoma, replaced Bascom as president of Seafinders and immediately began trying to improve relations between our firm and the Bahamian government. Although it took a full year, Kelley was successful and our salvage lease has finally been reinstated and we expect to be back working the wreck by June of this year, weather permitting. All of the treasure and artifacts are currently undergoing preservation treatment, and when this is completed we will have our long awaited division.

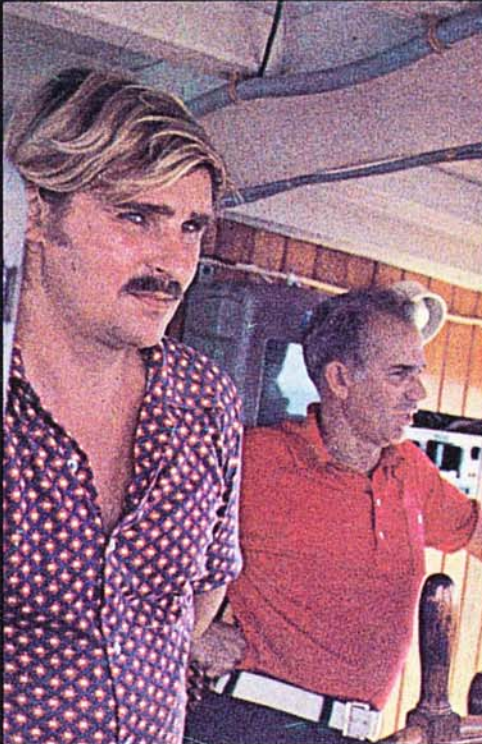
Before the summer is over we hope to raise the rest of the *Maravilla's* treasure — including that solid gold statue of the Virgin — which has lain in a watery tomb for 325 years. >»»»

Original Seafinders Shareholders

William M. Weaver, Jr.
 John C. West
 H. Irgens Larsen
 Richard E. McConnell
 A. Lee Loomis, Jr.
 John E. Kilgore, Jr.
 C. Arnold Kalman
 Duncan Miller
 Paul W. Adams

Additional reprints and coins from the *Maravilla* can be ordered by writing:

Grifon Corp.
 3200 4th National Bank Building
 Tulsa, Oklahoma 74119



Bob Marx (left) and Willard Bascom, Discoverers of the *Maravilla*



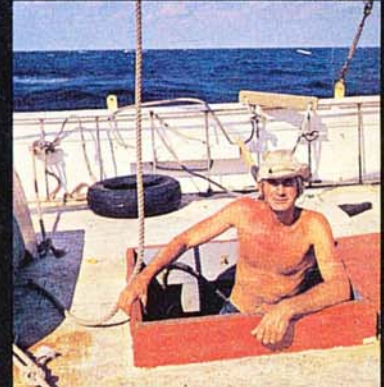
Glen Schuck (left) and Richard Sites, Divers



George Sites, Diver



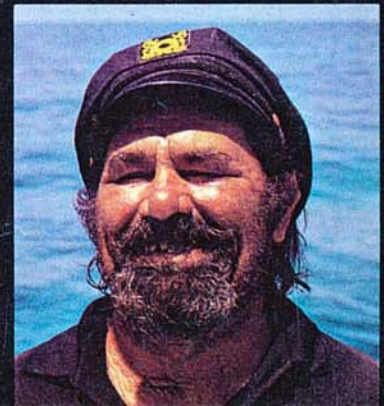
Mike Daniel, Diver and Grifon Engineer



Dick Anderson, Operations Chief



Jack Kelley, President of Seafinders



Charles Sherman, Captain of the Grifon