

Travelling Man - Reesande Mannen

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Translation by Mikael Granqvist

In the far south of Stockholms archipelago lays Viksten, a final outpost before the open waters to the south. The northern part of Viksten reaches high over the sea. That a ship crashes against this rock is not surprising when you see it, but the fact that it has only happened once throughout the centuries seems strange. If you didn't know better, you would think that the sea floor around the rock is full of wrecks. But there is only one known wreck, and a legend of another that sunk there. The known wreck is *Riksnnyckeln* (The key to the kingdom) that sank on the eastern side of Viksten in 1627. In the 1920:s some coins and timber were salvaged. Maybe people haven't made the effort to look for other wrecks or maybe mother nature is playing tricks on us. I myself have been looking for wrecks for a few years now, I usually find what I'm looking for and hope to do so this time too.

There was not a lot of advanced planning being done, I first told the tale of the *Travelling Man*, or *Reesande Mannen* as the ship was called. My friends Thomas Ekstrand and Per-Erik Suhke, aka Pekka, are both captains. They thought it was a very interesting story. I did not know that much about it myself, other than that it was on its way to Poland with a treasure to bribe the Polish king with. My first contact with the *Travelling Man* was in a book about the James Bond of antique dealers. Apparently there is a whole series about this antique dealer who solves murders and sleeps with beautiful women time and time again. Since I was already interested in diving when I was young I thought the story about the plundered gold coins from the wreck was very fascinating and exciting. I had no idea that what the author was describing was partially true, I always thought it was a made up story. It wasn't until years later that I realised that the *Travelling Man* actually had existed and that she sank somewhere in the southern archipelago. It was Pekka that found bits of information on the internet at first. He e-mailed me the material and suddenly I was more interested than I first thought I would be. Naturally the information about the treasure seemed most exciting. Among the first things that popped up when I searched the web for *Travelling Man* was some general specifications. But also a quote regarding the treasure that I to this day don't know where it is from or if it is true. It sounded so exciting that I kept her in mind for a year while working on other wreckdiving projects. One week before me and Pekka left Nacka for a trip to the southern archipelago, I didn't know I was going to be diving after the *Travelling Man*, that's how short our planning was. We were aware of the fact that this was more of a reconnaissance mission than a real wreckdiving project. With my earlier projects, the preparations had always been massive and rigorous. However in my most recent project, only two months had passed from the day that Rauno Koivusaari, a finnish wreck hunter, gave me a tip regarding a wreck, until the day we started looking for it. But that was full speed ahead from day one, and when we left shore I had, on paper, bought a 42 meter long vessel and we were a crew of 17. This time around, it was just me and Pekka in his tiny motorboat with room for just the two of us. On June 12:th 2002 we left Nacka, Stockholm. An hour and a half later we had to turn back just south of the Dalarö Fortress because of the strong winds. Pekkas little watercraft didn't handle the high seas too well. At Dalarö we were picked up by a friendly soul with a car. The next day, the 13:th of June, the weather was much better. A slight breeze from the east made it possible for us to reach our top speed, 16 knots, towards our goal, Viksten.

Outside Nynäshamn we started to see something south of us in the sea, it looked pretty big and aweinspiring. We stopped for a moment and made use of som navigational programs on Pekkas laptop and a GPS, this made us realise that what we were seeing was in fact Viksten. After a while we started our approach. Me and Pekka had during our trip through the archipelago studied the miniature islands and cliffs to try and decide what you could call a major cliff, because the information regarding the *Travelling Man* had said that she had sunk at a major cliff. At a distance of three-four nautical miles we looked at each other and said that Viksten, now that's a major cliff! At first it looked like there were trees growing on the cliff but as we got closer we saw that it was

barren, apart from a few bushes. 12-13 meters it rose above the sea. The northern part of it, separated from the rest of it by a narrow strait, is probably the cliff mentioned in the story about the wreck of the *Travelling Man*. Back then, in the year of our lord 1660, they must have seen less of the islands because of the isostasy (during the ice age, the weight of the ice pressed the whole country down, and it is still rising to this day). I am not sure how fast the isostasy is in the southern archipelago, but back where I come from, just north of Dalälven, it's about 70 cm in 100 years. If the isostasy is the same here, that would mean that everything lay more than two meters deeper then compared with today. This fact is significant for our continued search for the *Travelling Man*. I don't think that many people thought of this while looking for her. The small cliffs around Viksten were most assume the wreck is located couldn't have been seen as major cliffs in the 17th century. Lots of the cliffs visible today were just below the surface then, and the ones who are a bit higher today would have barely been visible back then. For example, Gunnarstenarna located a few nautical miles east of Viksten would just barely have been visible above the sea level then.

We could get really close to the cliff with the boat since it gets three meters deep at once. A few meters out there's a ledge, and the next depth is six meters, after that ledge there's a steep decline down to 20 meters. The eastern wind had turned to southeast so we were protected from it at the northern part of Viksten where we tried to make our anchor stick to the slippery under water rocks. A gentle southern current was present, but it couldn't have been more than a knot, so it was nothing to worry about. We were surprised to see the small cliffs around Viksten so close to us, looking at the nautical charts before we left we really thought they should have been further away. We could see the lighthouse on Landsort clearly even though the weather was overcast and a bit misty. Strömskär and Långsudd didn't look further away than one could swim without too much trouble. At last the anchor seems to hold us in place.

I prepared my diving equipment that really is way too heavy for dives from small boats. I got it in 1997 to be able to make deep dives on the champagne wreck Jönköping. In all, the equipment weighed around 70 kilos. Getting in the water wasn't easy, my feet were slipping on the floor, the tubes hung half way over the edge of the boat, and I hung over the other half. Pekka pulled and lifted with all his might to help me get overboard, and with a final push I managed to roll over the edge. When I was in the water I noticed how tired I was from the struggle, and fighting the current didn't really seem like an option, so down I went.

The politics of the Great Power, that was what was behind count Karl Christoffer Von Schlippenbach's mission, to be an ambassador for Sweden. Poland was his destination and he was in a hurry, the ice was soon to cover the Baltic Sea and he didn't want to have to wait until spring before carrying out his mission, by then it might be too late. Since the king, Charles X Gustav of Sweden had died in February this year things were in a disarray, the firm rule of the king was missing. His son who was to be called Charles XI was only four years old when his father died, so a provisional government led by Magnus Gabriel de la Gardie had to rule Sweden. The countries neighbouring Sweden saw their chance to bring disorder to the Swedish political system. It was vital to be certain that previous allies still were on our side. That was why Von Schlippenbach had to hastily make it to Poland with considerable bribes for the Polish king, Johan Kasimir, so he would agree to a treaty aimed at Russia.

On the 18:th of November he arrived at Dalarö with his cargo which was said to contain "A jewelry box too heavy for a man to carry, containing Swedish riksdaler, ducats and more. One chest of Swedish riksdaler, silverware and jewels, a golden chariot and Von Schlippenbach's cash, 60 000 ducats". He was set to sail on the 22 cannon ship *Travelling Man*, a magnificent little warship built only a year before. She was berthed outside Dalarö. The count and his secretary, Andreas Bjugg, stayed at the inn and let their servants load the ship, while they tried the culinary adventures of both food and drink the inn could offer them. Three days later the count allowed himself to be rowed out to the

ship that was to carry him to Poland.

Behind his back people whispered "there goes the plague of the country". How he got that moniker is long forgotten, but that was what he was called. When he climbed aboard the captain met him and introduced himself as Månsson. In all there were 12 passengers and 55 crew on board. The captain was hesitant to set sail since his chief mate, who was the best navigator through the archipelago had suddenly fallen ill and had been brought ashore. Shouldn't they wait for a replacement from the Collegium of Admiralty? The count swiftly made it clear to captain Månsson that

his mission was of greatest importance and a quick departure was a top priority. "The Captain can presumably pilot a vessel, how else could he have been made a captain?" the count wondered.

There was no way to answer that, other than for captain Månsson to give the orders to set sail and bring her towards Älvsnabben, which they should reach before dark. Månsson then quickly snuck down to his cabin, because that was where she waited, the most beautiful woman he had seen! He had "rescued" her from a Danish privateer, and that privateer had taken her from a Stralsund ship, that much he had realised from her foreign language. She seemed rather pleased about being taken from the privateer by captain Månsson, because she kept his bed warm and were very keen to keep Månsson pleased, in more ways than one. In the morning, after leaving Älvsnabben behind, the count complained to the captain; "if the captain absolutely have to keep women aboard the ship, could she at least keep quiet at night and not moan with such passion. The captain could also need some sleep to be able to stay alert during the trip". They travelled south past Danziger Gatt midday on thursday the 22 November and set sail for open seas. After a few hours the breeze from northeast twisted towards south.

Warships of the time could not beat against the wind, so the *Travelling Man* started to drift to the west, back towards land. That night came quickly and Månsson ordered to drop anchor and wait for the morning light and hopefully better wind. During the night the wind picked up and reached storm strength, and when morning came they discovered that the ship had crept and ended up dangerously close to a major cliff. The skies were steely blue and dark, the wind came from east-southeast and they were on the east side of this cliff. Everyone understood that this was a very dangerous situation, if the anchors came loose they would drift into the cliff. The sea boiled and water was thrown tens of meters into the air as the waves crashed into the cliff. The mooring was still holding but they creaked and screeched terribly. Maybe, god willing, they could make it through the storm and continue their trip the next day. That afternoon it became clear that the storms strength was just increasing and the anchors kept creeping along the bottom of the sea. The captain ordered the crew to climb the rigging and try to set the jib, it was the last available option, try to get some wind in the sails and steer away from the crashing and breaking waves. The crew slowly climbed the rigging with the wind howling and tearing at their clothes, the ship lurched heavily and the rigging moved violently. When they reached their place, they noticed that they would need a knife to release the jib. But right then, at three in the afternoon on the 23 November 1660, the *Travelling Man* ran aground. There was a violent clash as she went stern first into the under water cliffs. The people on deck held on to whatever was close, some fell. Captain Månsson who still had hopes that they would make it without sinking sent up another crewmember with a knife. But when he got up he dropped the knife down to the deck. The crewmember was embarrassed and had to climb down, his mission unsuccessful.

The *Travelling Man* pounded hard into the under water cliffs and captain Månsson understood that the ship was lost and gave the order to set the dinghy in the water, so at least the count and Månssons mistress could be brought to safety. The counts servants worked hard, under the

inspection of secretary Bjugg, to bring the jewelry box and chest of valuables up on deck. The plan was to row the short distance to the cliff and set the count and Månssons mistress ashore and then row back for the valuables and more people, meanwhile they tried to rescue the pinnace. When the dinghy reached the cliff it suddenly capsized in a powerful surge. The count could still be seen above water, he was trying to climb the cliff but it was too steep and slippery so he was flushed out to sea by a wave. The captain looked for his mistress but he realised she wouldn't be seen again. He pulled his hat tight over his head and jumped overboard.

Andreas Bjugg, the counts secretary witnessed the whole thing, he knew that all hope was lost but kept working with the others to ready the pinnace. The count on the other hand, swam back to the *Travelling Man*. Exhausted and cold he clung to the bow, unable to call for help. After some time he was discovered by the third mate and was pulled on-board. The pinnace was already put in the water so the only way of rescue was to climb the mast, the count however was so exhausted that the third mate and a servant tied a rope between themselves and the count in an attempt to get him up the mast. They had just begun to climb when the *Travelling Man* slipped of the cliff and sank quickly. The count, the servant, the third mate and everyone who was still on deck disappeared into the boiling sea, only five crewmembers had made it up the mast. In the pinnace there was chaos, they didn't have any oars and they were taking on lots of water, drifting with the wind. They poured with their hats and hands and the wind pushed them towards the mainland in a few hours, but two of them still froze to death during the night. About 25 wet and hypothermic men made it to a farmhouse belonging to Herrhamra farm where they were taken care of. The crewmembers that climbed the mast were saved by people who lived nearby that saw them the next morning. The Counts secretary, Andreas Bjugg, travelled to Stockholm to give his account of the tragic accident. On Monday the 26 November 1660 he gave a full verbal account to the people at Stockholm Palace. He reported that the shipwreck occurred "near Herrhamra by Landsort". The count and many other victims were found near the beaches of Öja and the small islands nearby on the following days. The count was brought to Stockholm and were placed on "lit de parade" in the Torstenssonska House where the ministry for foreign affairs lies today. The loss of the *Travelling Man* at Viksten is noted in the protocols of the admiralty from December 1660.



Sketch by Lars Rabénius

On June 11, the day before Pekka and I started our trip to Viksten, I visited the library of the maritime museum hoping to find some information about the *Travelling Man*. As I entered the relatively small room that was the library, I was surprised at how much books that fitted in there. Bookshelves covered all wall space, from floor to ceiling. I went around browsing the shelves. They claimed to have about 12 000 volumes, and that should cover most of the happenings in the sea. True to habit, I started by looking for something along the lines of diving and salvaging. In a box with all sorts of loose sheets of paper and shorter reports, instructions and so on, I found a high school paper that covered marine salvages during the 17th century. I leafed through it and soon found the *Travelling Man* in a list of sunken warships. In all of 1660, only one ship belonging to the state had capsized, and that was it. The loss was 22 cannons during the year, and that was what the *Travelling Man* was armed with. A few pages further into the paper I found something very

interesting. In 1661, the Collegium of Admiralty tasked Hans Albrecht Von Treileben with salvaging what could be salvaged from the *Travelling Man*. 22 cannons, sails, timber, anchor and a jewelry box were salvaged from the wreck at 14 fathoms depth, about 25 meters! To me, this was a concrete fact pointing out that the wreck has to lie deeper than 20 meters, you know, the isostasy. I knew that for years people have claimed that the wreck lied inside Strömskär about 1 nautical mile northwest of Viksten at 14 meters depth. This could therefore not be true, that has to be another unidentified wreck. I kept on searching in the library and found in another box a report written by Bengt Grisell called *Travelling Man* 1660. I have met with him personally a few times about eventual collaborations on other dive projects, but he always jumped off the project in the eleventh hour. In his report he wrote that he himself, Anders Franzén (who found the *Wasa* ship) and others used a camerasled in the mid 1970:s to search around Gunnarstenarna, Viksten, Strömskär and on the eastern side of Långsudden. They found no unknown wrecks, or to be precise they didn't find any wrecks at all apart from a burnt out pilot cutter. At Långsudd they made several dives between 13 and 18 meters. They found some objects, among others a rusted cannon that might have belonged to a 17th century wreck but nothing that really said that it was the *Travelling Man*. Between Sängholmen, Strömskär and Långsuddens southern tip they found, according to Grisell, timber from another 17th century wreck at about 8 meters depth. Upon closer examination of the timber it proved to be from the end of the 1650:s. Grisell claims that he believes it is the *Travelling Man* they found scattered on the sea floor. At one point, dives were made at Viksten, and using a metal detector they searched the eastern side of Viksten, north of the known wreck of *Riksnnyckeln*, and to a depth of 13 meters. Grisell did not say exactly where they had used their camerasled. I assume they focused on searching the eastern parts of the named places. Later, in the early 1990:s Grisell resumed the search for the *Travelling Man* and this time he used a sidescan sonar. The area searched was between Långsudden, Lökviks southern part and Strömskär, but they found nothing of interest. Personally I don't think Grisell has read the information available about the capsizing very carefully. Of course that is not so easily achieved since the National Archives went up in flames back in 1697. There are still bits and pieces of information available here and there, and you have to go about this like pieces of a puzzle and look at what seems reasonable and what has been constructed at a later date.

Thomas, Pekka and me decided which facts we should use primarily. The cannons and other things were salvaged from about 25 meters depth, today about 22-23 meters. This depth data is now our strongest single piece of evidence of where the wreck might be. The Collegium of Admiralties protocols mentions Viksten, I find it difficult to assess if this piece of data is true or false, but we assume it is true since if it wasn't true, somebody should have pointed this out. At the time of the capsizing, the *Travelling Man* drifted off, or over a shallow and sank shortly after that. This capsizing occurred near a major cliff. This data is probably more based on speculation rather than hard facts but where there is smoke, there is flame. Why use the pinnacle as a piece of fact, this might require some explaining; had they been on the eastern side of Viksten, or any other small rock sticking out of the water, they should either have been able to climb the cliff, or the pinnacle would have been smashed against the cliff since the wind must have been between southeast and northeast. Instead it drifted ashore and the twenty-something survivors made it to a farm. You can say that the data concerning the pinnacle confirms some other facts, but like most other things in this story it's difficult to judge how true this is. So we believe that the wreck lies somewhere in the area west to north of the northern part of Viksten, we can't see any other explanations if we are right to assess these stories as true.

My dive didn't go quite as expected, exhausted just getting in the water, the zipper for the drysuit leaked in water and I messed up the compass settings. The plan was to swim west for 8 minutes, then turn and swim north for two minutes, then turn east and swim back towards Viksten. Pretty soon I reached an aggradation and when I was at 18 meters I realised that there was no point in trying to swim in that direction. I turned and swam north along the aggradations 19 meter of depth

for a few minutes. Then I reset the compass and tried to find my way back to the point where I started. After a while I noticed that the cliff rose from the bottom in front of me. I then realised that I must have gotten further north than planned, if I were back at the starting point I would have faced a cliff wall. I decided it was safest to follow the cliff back to the surface so I wouldn't get completely lost on the sea floor. In my opinion the visibility was very good, at least six-seven meters. The sea floor had a hard sand bottom and there were quite a few stones spread out, mainly the size of a handball. These stones must have been on the bottom of the sea for thousands of years, since the ice sheet of the last ice age moved them there. Sure, twisting ice could have moved these stones around, but I don't think that was the case here. I also found some tin plates and other bits of tin but these doesn't belong in the 17th century. Just beneath the rock at 21 meters depth I found some planks strewn about but unfortunately I could pretty fast see that this was pine wood and they looked way too young to belong in the 17th century. Of course the dinghy could have been built from pine wood, but I find it very unlikely that it was parts of the dinghy there on the sea floor, considering the age of the planks. After only 20 minutes I was back at the surface again, both Pekka and myself dissapointed that I didn't resurface with a big smile on my lips. I even went back home to Skutskär the day before, after we were forced to turn back at Dalarö, to fetch the champagne I had forgotten. But it couldn't be helped, the champagne had to wait.

A few days after Pekka and me had our expedition to Viksten I was lying in bed ready to fall asleep when I started going through my dive in my head. What captured my concentration and made me wide awake was a memory image of the aggradation where I turned north. I had started by thinking it would be weird if the wreck were to lie near the cliff on the northern Viksten. The place is a very good diving spot and hundreds of divers must have been there diving throughout the years. The wreck could lie a short distance from the rock but it's easy to swim a few hundred meters back and forth. Someone should have found something or at least gotten their fishing nets caught in the wreck, and if that happens divers are usually pretty quick to investigate the site. One possibility, albeit a small one, is that the wreck is hidden beneath a sand reef. The aggradation I speak of lies approximately 150 meters west of Viksten, on the top it's only 14 meters deep. What I remember from my dive was that the sea bottom between the cliff and the aggradation was dark from all the strewn about stones. But as I turned north along the aggradation I have a memory that it was made of sand, without any rocks on it. As I sit here writing, I curse myself for not remembering exactly what it looked like, and I just have this vague image in my mind. If the aggradation actually is a sand reef without any rocks or stones on top of it, it has to have been formed later than the surrounding sea floor. I mentioned previously that there was a slow current, about one knot. Near the bottom the current remained, even though it was slightly weaker. When water passes this location because of lower and higher pressure I presume lots of silt and sand joins the currents. An object on the bottom of the sea can give the impression of a "sand dune" over the years. What I'm trying to say is that if the *Travelling Man* can't be found anywhere around Viksten, maybe we should take a good look at this aggradation. The distance to the cliff is reasonable, also the length of the object that lies in a north-south direction with a slight curvature. How amazing wouldn't it be if she were under a protective layer of sand, imagine how well preserved she would be then.

Peter Feldin that I worked with a few times earlier, in among other places Lebanon and Singapore contacted me after coming back home to Sweden. He was wondering if I had any work or wreckdive projects going on. I had told him earlier about the *Travelling Man* and now that he was home he suggested that we could use his boat. My brother-in-law has a business called Raytec AB with doctors for hire. They sponsored us with the fuel. On June 26 we left Furusund with Feldin's dad's boat, a Coronet 26. We cruised through the archipelago in a comfortable 23 knots. At Dalarö we picked up Pekka, he had a feeling we would find something this time, and wanted to join us. A minor mechanical problem delayed our planned nightly stop at Utös guest harbor, but after removing air from the fuel system we got there at around nine in the evening. The next day we set our course for Viksten and arrived there around noon. Feldin had previously mentioned that he had

a very simple echolocation device onboard that never had been used, so before we left Utö we attached the transceiver to the boathook. When we arrived at Viksten one of us had to keep the transceiver under water while we went around in circles trying to find a characteristic wreck echo.

Anyway, we found the aggradation that I came there to examine. We had a few more interesting echoes, two of which lied in a row to the south of the aggradation. The third and most interesting was about 150 meters north of the aggradation. We decided I should dive on the aggradation and then swim by compass south to check out the two other echoes. We deployed a bouy, one of the fenders belonging to Feldin's dad on the aggradation. Then we went leeward, close to Viksten where I changed into my diving gear. This time everything felt much better than on our first dive when Pekka and I went out in his "tinyboat". I was standing on the swim platform in the stern and waited for Feldin to manouver the boat into place. When we were a few meters from the bouy I jumped in and immediately started my descent after giving the "ok" sign. Going down the descent line I discovered the visibility wasn't as good as I had hoped, but it was still okay. The excitement was huge and I hoped to see a bright sand dune beneath me, but at 10-11 meters depth the sea floor came towards me through the murky water and I was forced to accept that the aggradation was made of rocks. My disappointment was big, but wrecks as special as this one doesn't usually give up their hidden existances that easily. It would have been a bit too easy if my sand reef theory had been true. The weight at the end of the descent line were at 15 meters depth and I placed it on top of a rock so it wouldn't get stuck. I checked my equipment and everything felt unusually good. I started swimming south using the compass. Pretty soon I reached deeper waters where the bottom consisted mainly of sand. My dive computer showed a depth of 22 meters and I was happy with that. If I were to find her this time, this was the depth I needed to be at. Visibility was much better here than on the aggradation, out here on the sand bottom it was about 8-10 meters. A "branch" caught my attention, I slid down to the bottom and carefully grabbed it. It proved to be a rusty wire that went down in the sandy bottom. A few meters further away there was an old, rusted wire winch, not of interest to me since they didn't use wire in the 17th century but I still wondered if it couldn't be related to the *Travelling Man* somehow. Maybe someone else had found the wreck and salvaged its treasure, maybe the wire winch fell overboard while lifting the treasure chest. I decided to stop fantasizing and keep swimming. In some places along the sea bed the sand had disappeared and the underlying clay was showing. Some of the stones lie right on top of the clay without having sunken down into it at all. After some more swimming around without finding anything interesting I saw the contours of something dark up ahead. My heart started beating faster and I was soon about to see a wreck. The sand underneath me started getting a really weird shape, the "waves" in the sand are usually about the same size, quite small. Now these "waves" were about 50 centimeters high and had the same distance between them. This had to mean that the darkness ahead of me was somehow shaping the sandwaves this way.

As I got closer I saw that it was a cliff rising from the sea bed and beyond it, even taller cliffs. Had I been swimming the wrong way, even though I followed my compass? I was convinced that either I had returned to Viksten, which would mean I had been swimming 90 degrees wrong to the east, or 90 degrees in the other direction and had reached Kastbådan. I cursed every possible disturbance that affected the compass but still couldn't figure out how it was possible. The visibility had been great, so keeping a straight line had not been difficult. I decided that it was still best to follow the cliffs up to the surface. I kept rising to the surface, and when I got up, it became evident that I had been swimming much further than I had first thought. Had I continued to follow the cliff down, I would have gotten down to a depth of 40 meters pretty soon. There was nothing wrong with the course, I had basically been swimming in a straight line but just too far. Feldin and Pekka soon arrived with the boat to pick me up. We had a late lunch and discussed how to proceed with the day. I had enough air in my tubes to go down and check the echo we had found north of the place I went down before, on the aggradation. However it seemed we had troubles with the engine on the boat and we decided that it was better to go home while it was still running than being stuck on open

seas unable to start it again. So, the aggradation is no longer interesting. One possible wreck location is that echo we didn't have time to investigate, but I still think we should have a side scanner onboard the next time we return to Viksten. It's not very effective to keep on diving here and there and just find it by chance like we were doing. I must also try to find what has been documented about Treilebens salvage, perhaps something about where that location is. But if I hadn't forgotten the champagne back home in Skutskär, we might have had better luck this time.

I have been in contact with Lars Rabénus, an author who has written a youth literature book about the *Travelling Man*, to exchange data and have a discussion with him about where it may be. He is very well read on this subject and had lots of information I was missing. The latest material I got from him is a source critical report written by Franzén himself. In the report Franzén claims that the capsizing should have happened near Gunnarstenarna, east of Viksten. Here follows his report like it is written:

Source critical gathered data concerning von Schlippenbachs final journey in November 1660 (Julian calender)

Sunday 18: Karl Kristoffer von Schlippenbach travels from Stockholm to Dalarö where the warship Travelling Man with 22 cannons and von Schlippenbachs valuables awaits.

Monday 19: FC Travelling Man waits for the First Mate at Dalarö.

Tuesday 20: Sets sail from Dalarö without First Mate.

Wednesday 21: Anchored at Älvsnabben.

Thursday 22: Sails out through Danziger Gatt.

Emergency anchoring outside Gunnarsten due to increasing southwestern wind.

Friday 23: At dawn in leeshore with two anchors at Gunnarsten. Ship creeping.

At 1000 hours one of the moorings breaks and the ship approaches the cliffs.

The dinghy is set in the water at around 1200 hours.

The dinghy drifts into a cliff and keels over.

The ship runs aground with the stern close to a major mountainous island.

The ship gets loose from the shallow and sails sinking, at least 700 at most 1500 meters on open water.

The ships boat is launched with 24 men, sets off and clears a few cliffs; reaches more open water but it is thick with snow (probably southeastern wind).

The ship sinks at 1430 hours and 25 meters depth within visual and audible

range of the ships boat.

The ships boat arrives at about 1830 hours at Järflotta (?)

Saturday 24: Hiking a whole day partially over ice to Lars Franks mansion. At 0900

Sunday 25: Andreas Bjugg travels to Stockholm.

Monday 26: Verbal report by Andreas Bjugg to the privy council.

Friday 30: Privy councilman Krister Horn writes to his brother Bengt Horn about the

What concerns me is that Franzéns report doesn't correlate at all with the information that we were able to study. As I'm writing this I don't know where he got his information from, but if they are based on the letter from Krister Horn to his brother Bengt Horn on Friday 30 November 1660, there might be an explanation. The information mentioned in the Collegium of Admiralties protocols from December 1660, that the ship capsized at Viksten, I have yet to verify. But if that data checks out, I hold those as more credible than Horns letter written just a few days after the shipwreck. There were no captain, first mate, second mate or even count Von Schlippenbach who could give their account of where the ship went down. The information extracted from the verbal report by Andreas Bjugg is how he perceived what happened. the Collegium of Admiralty probably sent out people to examine the site as soon as possible but it must have taken a few days at least after Bjuggs report. Then it would have taken a few days before they were back to give their report. Horns letter is probably completely based on Bjuggs information that may well be false on several accounts.

One important item in Franzéns report that doesn't match Gunnarstenarna is the mountainous cliff. Gunnarstenarna is a very flat island, with no mountainous qualities to it. The alleged southwestern wind confuses me a lot. If it were southwestern, they should have been able to sail to southeast if they were close to Gunnarstenarna. However if they went from Danziger Gatt with a course set between Viksten and Gunnarstenarna I can understand if they anchored in fear of not being able to pass Gunnarstenarna with a southwestern wind. If they the next day crept up to a mountainous island at Gunnarstenarna the wind must have continued to be southwestern. But then the information that the ships boat drifted to the mainland can't be true. It should have drifted into one of Gunnarstenarnas skerries or just drifted on out to in the Baltic Sea. Perhaps Bjugg was informed by the captain that they emergency anchored at Gunnarsten, but at night when the wind changed to be southeastern, or more eastern which we think it must have been, then they must have crept towards Viksten. In the chaotic situation they were in, noone was thinking about asking or informing anyone that they were no longer at Gunnarsten but rather at Viksten. This is so far just a theory, but if the wreckage lies west of Viksten this could be an explanation.

But on the other hand, they may have gone east of Gunnarstenarna and emergency anchored there because the wind started changing to the south. That would put the wreck to the west of Gunnarstenarna as Franzén claims. Well, we won't find out what is true until the wreck is found. The time stamps in the report is something else that I can't make any sense of. Not many people had pocketwatches in the 17th century and the chronograph was not yet invented. The count, von Schlippenbach probably had a watch, captain Månsson possibly had one, Andreas Bjugg maybe had one. Did anyone else from the crew have one? Hardly! The count and the captain ended up in the water, so their watches can not have been used. If Andreas Bjugg had a watch, he certainly would have been able to keep the time, but if not? If the ship sank at 14:30 and they arrived at Järflotta four hours later, well then Gunnarstenarna sounds reasonable if the winds were moderate. But how far do you really drift? In a storm, which I presume it was, or at least a strong gale, pretty far I'd say. Four to five nautical miles per hour is not impossible and in four hours this would mean 16-20

nautical miles. The distance between Gunnarstenarna and Järflotta is nowhere near that distance. That's why I don't think the time stamps are true.

The day before yesterday I got access to Franzéns report, yesterday I wrote about it, and today I have new data. I visited the museum today to see if I could find Hafströms book which is used as a reference in the high school paper I talked about earlier. The museums library had it and it is called "En bok om skeppet Wasa" (A book about the ship Wasa), 1959. Here George Hafström writes that Treileben really salvaged rigging, ropes, sails, anchors and a few jewelry boxes filled with coins in the summer of 1661 and everything was brought back to Stockholm. More and more it seems like the legendary treasure already have been salvaged. The information I gave you earlier spoke of one jewelry box, one chest and Von Schlippenbachs personal cash, but that cash had to be stored in boxes too, so some of it might still remain, the silverware for example. In his text he mentions that Andreas Peckell and Treileben didn't come in contact with each other until three years after the salvage of the *Travelling Man*, 1663. What I wrote earlier that he was there, was wrong. One can easily understand how simple it is to loose details in the information over time. It is written and rewritten by several people and suddenly something is missing, or a misunderstanding adds something that doesn't belong. In this case, Peckell slipped in on a banana peel.

Back to Franzéns report, what I've been scratching my head thinking about lately are his data saying that they were staying at Gunnarstenarna, that to me means that they set emergency anchors east of the small group of islands. If they sailed out from Danziger Gatt, which actually is closer to the island Järflotta, west of Mellsten on a contemporary map, even to this day, and they held their course east past Gunnarstenarna they would eventually reach Gotland. Maybe that was the way they sailed at the time, to Gotland and then further on after that. But if they maintained a course out of Danziger Gatt, the way it looked back then, between Gunnarstenarna and Viksten, they could keep the same course, without changing it at all, all the way down to the Polish coast, and that's where they were heading. I guess that when they left Älvsnabben that morning they had winds between northwest and northeast, that wind would have given them maximum speed if they stayed true on course between Gunnarstenarna and Viksten, and changing course after they left the Gatt is not likely to me. The ship was not easy to sail, so if they had good winds and speed, and also the correct course, there was really no reason to to change anything.

However the wind must have changed to either southwest or southeast when they were close to Gunnarstenarna. It is highly likely to assume that the wind the day after the emergency anchoring was southeast to east. If the data that claims that they went outside Gunnarstenarna is true, it has to be the biggest of the islands that they call a major cliff, that is also the island furthest to the east. If they then drifted between 700 – 1500 meters that would mean that the wreck lies in the middle of the Gunnarstenarna archipelago. Today the depth there is actually 22 meters, so that might be a possibility. But if it were one of the western skerries of Gunnarstenarna that were the bane of the *Travelling Man* she could not have drifted as far as was claimed in the report, because then she would have sunk at a depth of 50 to 60 meters deep, and the depth is something we are fairly confident to be true. If it is on the western part of Gunnarstenarna she ran aground, she must have sunk no more than 150 meters after slipping of the shallow and that adds up with my calculations. Because I think the information that she drifted as far as 700 – 1500 meters before sinking is exaggerated. People who has been present at shipwrecks and later given their accounts of what happened tend to exaggerate their information, how far you swam and things like that. If you assume that the *Travelling Man* drifted with a speed of four knots after slipping of the shallow, she would have stayed afloat for 3 – 13 minutes. If she drifted faster, that time is decreases, if she drifted slower, that time increases, but I think four knots is a pretty accurate estimate. The information about her drifting does not make sense if you assume it's at Viksten. If she drifted so far from Viksten she would have ended up on Strömskär, Kastbådan or Långudd, but the depth doesn't add up on those places, they are too shallow.

Now it's been a few weeks since I last wrote here, mid August passed by a few days ago and autumn is coming ever closer. I wonder if we will have time to go out at least one more time before winter. I mentioned earlier that we had yet to find out what the Collegium of Admiralty protocol actually said before it's any use going on. My still unknown "friend" Lars Rabénius sent me what I was looking for, an extract from the protocol. I admire people who really can get into and make sense of old texts. I can't do it and I see it as a major flaw, but perhaps I can do something else instead, make some logical sense of them maybe? Anyway text under paragraph 6 in the Collegium of Admiralties protocol from December 1660 reads as follows:

"In December anno 1660

The bookkeeper is hereby commanded to deliver one and a half months pay to captain Hans Månssons funeral that upon the ship *Travellingman* have in the Swedish skerries at Viksten drowned, and that the money is left in the care of Matz Månsson that will order and announce Hans Månssons funeral together with his brother in law Jacob Grunander. The two above mentioned persons will receive an certificate from this protocol, and will find it with our oaths and formalia".

I see, there is the famous "at Viksten" that I mentioned earlier. My spontaneous reaction is that it feels very humane in a way, that they cared so much for the poor captain and doesn't even mention the loss of a warship. Because that's all it says, that the captain drowned at Wijksteen (old spelling of Viksten), sure it's "upon the ship *Travellingman*" (Reesandemannen in the old Swedish text). I had a feeling that human lives weren't worth very much in those days, but this might lead to a revision of that opinion. I have to admit I was quite nervous about what the protocol might say, but now I feel that our theories stand even stronger.

I have been studying Hans Albrecht Von Treilebens ventures closely since I have been thinking about what Hafström meant by the statement that Treileben salvaged "a few boxes". Treileben was a man of initiative. As early as 1658 he received his first letter of privilege written by His Majesty King Charles X Gustav. It was valid for 21 years, and with it he was entitled to salvage anything salvagable for the state. He received 2 400 dalers in silver every year for "decent pay, maintenance and subsistence". Treileben were also allowed to bring in, without paying a toll fee, every conceivable item possible to help him with these salvages. This naturally included Spanish, French and Hock wine, even snaps! He would probably be the first and only person in all of Swedish history who received a paycheck from the state for "smuggling" wine and liquors into the kingdom. The first known salvage he made for the king was the Dutch Vice Admirals ship *Brederode* which was sunk on October 29 1658 during the battle of Öresund. Charles X commanded Treileben to "seek to bring to light all pieces that he could". In 1659 Treileben salvaged "a batch of pieces from above said vessel using divers and instruments in His Majesty's service and for his pleasure". He was however forced to abort the salvage work before they were done due to enemy presence in the area. Treileben himself did not dive, he was just the entrepreneur. As chief of the divers he had hired the Scottish divemaster Jacob Maule, his official title was Treilebens "participant".

This man, Maule presented a suggestion before the Swedish privy council; he would, without Treilebens knowledge of this, himself lift the ships *Wasa* and *Travelling Man* from the depths. Maule engaged in a cooperation with Peckell who arrived at the scene in 1663. Maule did however not receive the support from the privy council he had hoped for after it became apparent that a certain Alexander Forbes had received salvage rights for *Wasa* that was valid for 12 years back in 1652. Peckell started cooperating with Treileben instead, thus out-manouevring Maule. Treileben acted quickly and presented his intentions to the privy council the same year in such a way that he

managed to get Forbes salvage rights cancelled a year ahead of its time. He also had his old letter of privilege renewed with certain added personal benefits "... the right to use personal funds to salvage anything not directly ordered by the king, and keep these things for himself and his close ones; without accounting for these items now, or in the future". The Royal Family also promised to support Treileben by protecting "him, his people and his instruments" from every form of outside disturbance for as long as his letter of privilege was valid, that is until 1679. This new letter of privilege was signed by Queen dowager Ulrika-Eleonora and five members of the privy council. You have to wonder what sort of man Treileben was. To speak for his cause was obviously something he did very well.

During October of 1663 the salvage from Wasa commenced, and these were to go on for some years. Treileben was rarely present at the time, instead Peckell and Treilebens chief divers did all of the work. Treileben was out on unknown adventures, perhaps travelling around to find other objects for salvaging. It is a well known fact that after salvaging Wasa, he did not accomplish much else. His dream was to salvage the treasure from "*Seneora de Conception*", a Spanish gallion that sunk on the Silver Banks outside Barbados. But he never got that far, he died broke before that, as so many other famous people.

Knowing the facts of Treilebens letter of privilege, it would be strange if there were any treasure left onboard the *Travelling Man*. He had already been there and salvaged, and using Peckells knowlegde concerning breaking into wrecks, they would have gone back there again to salvage whatever was left. Everything salvaged after 1663 would have gone straight down Treilebens pockets. That is probably why the *Travelling Man* was forgotten quite fast and it took years before the stories about how one of the states ships sank with a large treasure started going around. By then the salvage would have already been forgotten, and the only thing remaining was the treasure myth. The *Travelling Man* is still interesting since there probably are lots of the crews belongings still around. But Schlippenbachs fortune together with the bribes for Johan Kasimir of Poland are like I said, long gone.



Salvage work from an open diving bell on the Wasa ship in 1663 (sketch by unknown artist)

New year new try

Well, now it's already March 2003. It is soon time to get out and continue this project. Earlier this week I have been trying to get my new book about the champagne wreck published, but it is difficult. My economy after the years directing the champagne company The Baltic Wreck Jönköping AB is highly strained. The hope was that the book, *The Champagne Wreck Jönköping "the story of a insignificant little freighter"*, would give enough funds to at least continue the search for the *Travelling Man*. Even though I know it is a good book, I'm starting to realise that it will take a long while before the sales reach greater numbers.

Lars Rabénus seems to have gone up in smoke, I haven't heard from him in 6 months even though I've sent him numerous messages. Maybe he'll show up later this spring when it's time to head out. On the other hand, I've made contact through the internet with another wreckdiver that seems like a reasonable man. He has quite a lot of knowledge about the *Travelling Man* and he knows the treasure has already been salvaged, that to me means that he's both interested and intelligent. I don't know if this is the person to bring on this journey yet, but we will see what the future has in store.

Pekka texted me and said he had seen an old navigational chart from 1808, and it had a dotted shipping lane between Viksten and Järflotta, that means closer to the mainland. I don't know what this means for our future searches, but it is interesting. I think I will have to go back to the library of the maritime museum and make some more in-depth investigations.

I ended up at the national archives first. I was going there to read the sjöförklaring (a Swedish legal document drafted when a ship has been in a serious accident) of another wreck. While waiting for the archives information I strolled up to the bookshelf closest to the bench I was sitting on in the hall. "Typical" I thought to myself. The first books I layed eyes on were "Swedish naval history 1635 – 1680" a two-volume book written by an author named Axel Zettersten in 1888. The *Travelling Man* popped into my head at once, like a jack-in-the-box. I took one of the books, went to sit down, and started looking at random for information about the *Travelling Man*. A bunch of archived documents were brought to me and I put the history book to the side. But while reading the sjöförklaring I could not put the *Travelling Man* out of my mind. I ordered a copy of the sjöförklaring for the ship I was supposed to be interested in, and while that was being made I returned to Zetterstens books. In the first one I didn't find anything regarding the *Travelling Man*. My hopes sank and I assumed I wouldn't find anything in the other book either. The other book contained, among other things, a list of ships belonging to the navy in 1653, 1658, 1662 and so on. The *Travelling Man* was built in 1659 and sank in 1660 so she wasn't present in the regular ship lists. After a while I found a segment that more specifically listed all ships built and which weight class they had, and bingo! There she was, and it said:

"*Travelling Man* (3) built 1659, 31 seamen, capsized at Viksten between Elfsnabben and Landsort D. 11/27 1660"

Again Viksten! I don't know where he found these data, they could be based on the Collegium of Admiralties information that I mentioned earlier, or maybe he found something deep in the national archives. I continued leafing through the book, there had to be more. In the beginning of the segment there was an explanation about how the ships were classified:

"Small ships, noted with a (3), had less than thirty pieces (cannons) and less than seventyfive seamen".

I don't know if this is has any deeper meaning, but it is still interesting. Further on I found a register of naval personnel and I started looking for V. Schlippenbach but he was not there under his real name. Then I remembered the captain, Månsson. I backtracked to the letter M and found this:

"Månsson, Hans; Skipper of the Admiralty, sub-lieutenant March 11 1655, lieutenant commander 1656, captain July 9 1660, in command of the ship *Travelling Man* (3) in November 1660, had a mission to bring the ambassador of the privy council count K. Von Schlippenbach to Poland when the ship capsized on the 27:th of said month near Wiksten in the Stockholm archipelago; both Månsson and V. Schlippenbach perished"

I can see why captain Månsson wasn't too happy to set sail without his first mate. He was freshly promoted to captain and had perhaps not even commandeered a ship before, at least not the *Travelling Man* since he got that task as late as in November. Of course he could have had great knowledge about how to navigate the archipelago anyway, but the pieces of this story are beginning to fall into place.

Lately I have been following a rumour on a forum for divers. According to a forum member, a piece of a ships frame is sticking out of the sea bed at about 20 meters depth. This is located some way to the south of the wreck at Strömskär at 14 meters depth. The Royal Swedish Navy is apparently involved and there is a lot of secrecy surrounding this. The depth of this is acceptable and it also makes sense with regard to the direction of the wind that I previously mentioned. The distance from Viksten is about one nautical mile so that could also make sense. We'll see if it turns out to be the *Travelling Man*, but I have to keep searching in the area I believe in.

What's going on now? Time is running away from me, I haven't had time for anything this summer. Oh by the way, I was out on a trip with Sverker Hallström and his ship *Benjamin* to investigate the wreck of *Kyros*. But like always, it ended in failure. Everything got delayed because of Sverkens stubbornness and determination to use the *Benjamin* even though she was in terrible condition. Now the whole summer has gone, and with it the possibility to take other jobs and go out on other projects. The *Kyros* project is the worst, since I have inverstors behind me, and I feel that I don't want to let them down. There is an enormous psychological pressure on me to perform well in this project. I almost wish we could find some champagne bottles and realise they're broken, so we can end this project. But at the same time I hope the champagne is intact, mostly because of the inverstors, even though I know it would be a fantastic adventure too. But you can read about the *Kyros* story somewhere else. Today is September 1 2003. The book about the champagne wreck that I had so high hopes for earlier, I've more or less given up on now. The publisher is not making any real progress in getting the book out on the shelves and I have no energy left for it. My spark has disappeared and I feel I'm drifting aimlessly without knowing where to anchor. A certain amount of peace is found when I am writing, but it's hard to keep the motivation up for that too. I really need a motivational kick from somewhere, or else I'll probably sink into the sea of apathy.

Motivation

A motivational kick I said! Finally it is here, actually I found it back in the late autumn of 2007. I had borrowed Carl Douglas side scan sonar, yes I have been borrowing it now for two years to look for other wrecks too, so the *Travelling Man* kind of slipped out of my mind. The other wrecks, that's another chapter in another wall of text about wrecks. Here we will almost only focus on the *Travelling Man*!

I resumed my cooperation with a previous colleague, Claes Bergvall, during the spring of 2007. I was short on staff in my business and I ended up asking him if he wanted to work with me, and he accepted. Claes and me slipped away from each other years ago and we kept our contact to a minimum due to a court case that we are both involved in. Anyway, we both seemed to have forgotten what made us part ways before. We work well together and he is very interested in searching for wrecks. He was very interested when I told him about the *Travelling Man* and I showed him what I had written earlier in this text. He immediately suggested that we should go look for it. With the new information we have now, the search area is quite limited, if they are true.

Lars Rabénus has brought to light some very interesting data that contributed to my new excitement. Lars writes in his text about the *Travelling Man* that he carefully studied Anders Franzéns materials that he left behind when he passed away in 1993. I will quote Lars text here:

"Franzén receives information from two sources that the *Travelling Man* capsized at Gunnarstenarna, an isolated group of islands 9 kilometers outside of Landsort. One source is the fisherman Gustav Andersson, born 1875 on Järflotta, died 1950. Franzén writes (in 1982): 'I was told that "Svallvikarn" had information regarding the famous treasure ship. Unfortunately he passed away the very day we had decided to meet.' Franzén did receive Anderssons notes from his late wife. These notes stated, among other things:

'But there has also been terrible and misfortunate moments out there, for example when the messenger to Poland, von Schlippenbach perished in a November storm 1660, when the states ship "A Travelling Man" set sail from Älvsnabben. It was probably headed for Danzig (Gdansk) but they did not make it far. A terrible storm fell upon the ship just as it reached the sea. The sails were ripped off, the ship lost the ability to maneuver and drifted with the wind down towards Gunnarstenarna where it apparently ran into Altarskärshällen since the wind came from the northeast and was full of snow at this time of the year. The ship went down and lies there still. Thus the messenger von Schlippenbach and his servants and crew perished. - Von Schlippenbach lies buried at St Marias church in Stettin, but his servants and crew lies buried at the graveyard in Altarskär. Von Schlippenbachs belongings, including fine china still remains in the ship.'

Franzéns second source that led him to believe that the ship went down at Gunnarstenarna is one of the survivors of the capsizing, Andreas Bjugg. He was the secretary for count Schlippenbach during his embassy mission to Poland. This man Bjugg left a detailed, personal capsizing story written in Low German. The interpretation of these old writings causes some problems for Franzén.

"und stand damals das schiff auf einer blinden klippe so dicht vor einem grossen felsen so man GUMMARSTEN heiset, und ward jämmerlich auf solcher klippen voran an dem bug zu stossen."

In english:

And then the ship stood on a hidden shallow close to a major cliff called GUMMARSTEN, and grinded terribly against the shallow with her bow

In Franzéns paper "Gummarsten" received the following name in its translation:

The ship stood on a hidden shallow close to a major cliff called Gunnarsten and repeatedly struck her bow against it.

It stands to reason that Franzén considered Bjuggs text to be erroneous, and that he felt that he had corrected it."

About Gunnarstenarna, I have said this before, I simply don't believe this could be where the *Travelling Man* capsized, they are too far out in the archipelago. To begin with, it is impossible to see the mainland from a mast out there. But, it gets very interesting when Lars discovers that it actually says Gummarsten in Andreas Bjuggs text. There is a skerrie called Gumman southwest of Viksten, south of Långsudd.

Lars also mentions a painting located at Stora Ek in Filipstad, artist unknown. The painting shows the capsizing of the *Travelling Man* staged in three sequences. Along the bottom and right edges of the painting there is a text that Andreas Bjugg probably wrote. I once again will quote Lars text:

"The text in its entirety, my translation :

A. The ship *Travelling Man*, with 12 cannons, leaves Dalarö on Monday 23 November 1660.

B. The messenger anchors at Elfsnabben later that evening, and on Wednesday they set sail and heads out to sea, two miles outside Landes Ort they return, happen to get off their course and anchors just beside a number of cliffs.

C. Thursday 26 at 10 a.m both anchors are lost and the ship hits a cliff called Gumman.

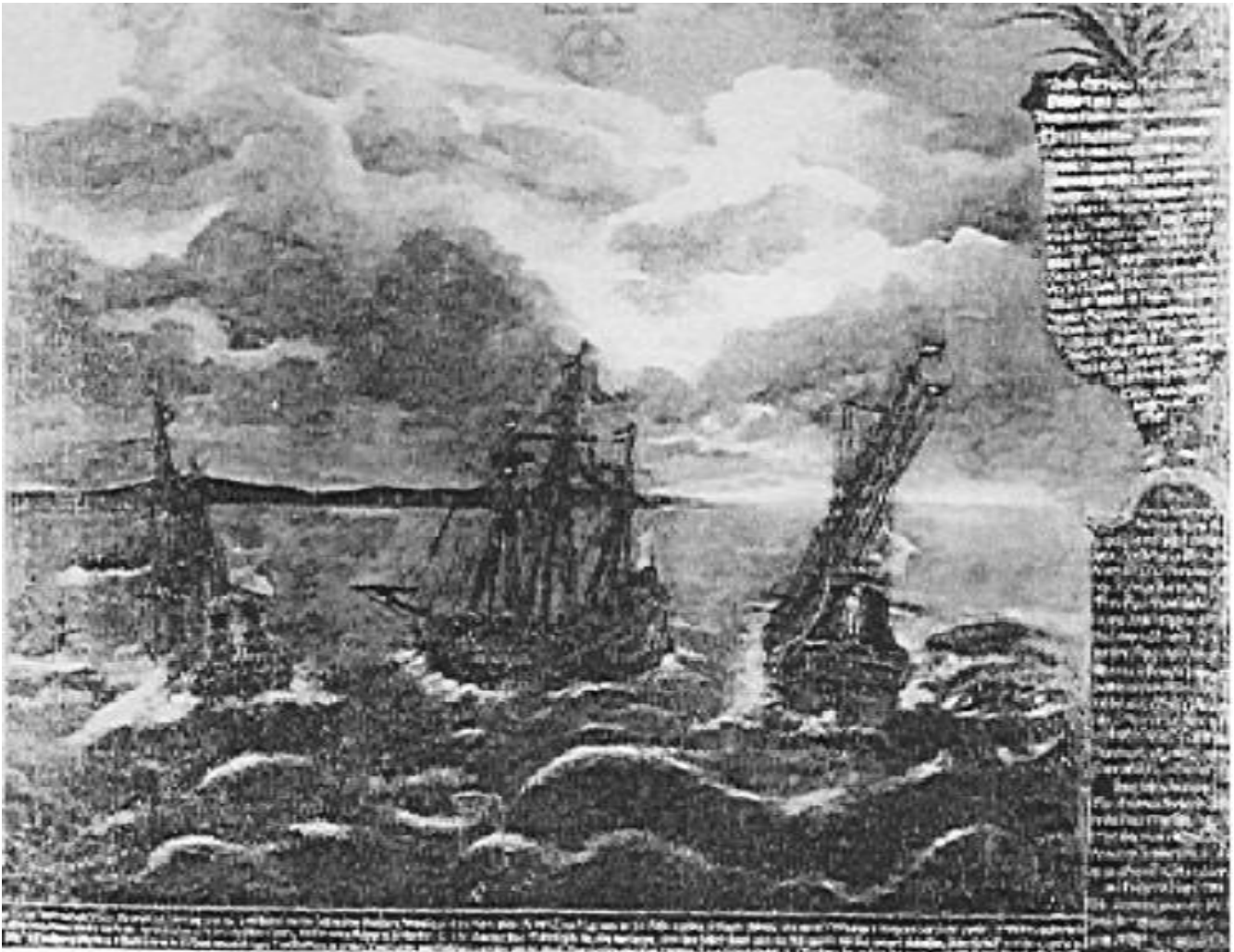
D. The count brings the captains mistress, 3 servants and 2 seamen with him in the small boat, the boat keels over.

E. 24 persons in the bigger boat leaves the ship under great peril and leaves for Torö, however they have no oars.

F. The ship sinks.

G. 5 persons are rescued from the crow's nest, they are very cold."

Lars does the right thing when he does this in-depth study of the conflicting information regarding the dates, but I won't bother with that since I aim to find the wreck itself, and in that case the dates are not interesting. I will probably find a reason to return to the dates at a later time. But for now, let's focus on the painting instead.



The sequences on the painting should be seen from right to left. At first she runs into a shallow near a cliff, then she slips off, and finally she sinks. First, notice the way the land is painted here, it comes in from the left and ends approximately in the middle of the painting. Second, notice the cliff to the right of the *Travelling Man* and finally the pinnacle ahead of the ship. What can you extract from all this then, if it is accurate? Well, the following:

- If the *Travelling Man* ran aground at Gunnarsten, all of the horizon would have been landmass. This is because we see the pinnacle ahead of the ship, and we know they drifted ashore.
- If it were Viksten that was the actual cliff, the landmass would, yet again, have covered the entire horizon and more importantly, seemed a lot closer.
- The skerry Gummans appearance matches this painting very well. If the wind came from the south, then the view from the painting is very similar to what can be seen to this day.

- In the painting, the skerrie can be seen to the right of the *Travelling Man*. At present day, a minor skerry sticks out of the water approximately 25 meters from the actual Gumman. That minor skerry would in 1660 have been about two meters below the surface, and could have been the shallow the *Travelling Man* ran into.

In other words, combined with the fact that Treileben salvaged from 14 fathoms depth, and the place for the capsizing is now quite likely known to us, we can begin to limit the area to search in. The west side of Gumman and up to Konabbsfjärden at a depth between 20 and 30 meters is our primary interest. But the painting also has a text covering the events that lead up to the capsizing of the *Travelling Man* which Lars Rabénius translated for us. In this text there is another strong piece of fact that, if it is true, can narrow the area of interest down even more. The text is as follows, from Lars Rabénius translation:

- "1.. On the 22 November in the year of our lord 1660, my master, the count left Dahlröön on the ship of the Crown the *Travelling Man*, but we got no further than Elfsnabben that day.
- 2.. On the 26 we left Elfsnabben, but as we had just passed Landsort, the wind twisted towards southwest and forced us to turn back.
- 3.. We dropped our anchors in place.
- 4.. During the night, a storm grew upon us.
- 5.. in the daylight of Friday, we noticed that we must have left our course outside Landsort, and were presently among shallows.
- 6.. The wind picked up, we lost an anchor, and that made it impossible for the other anchor to hold the ship in place since it just crept after the ship.
- 7.. the mooring was cut, bringing us ever closer to the cliffs.
- 8.. this frightened the count, and he therefore took the small boat.
- 9.. The ship now stood on a shallow, just beside a major cliff called Gummarsten, and the bow pounded terribly against the cliff.
- 10.. meanwhile the small boat keeled over and everyone in it perished, except the count who tried to climb onto the cliff.
- 11.. we sheeted the sail, which caused the ship to rise over the shallow, thus our destiny was to drift a short distance out on deeper waters.
- 12.. We started to ready the bigger boat, the pinnace, and under great confusion put it to sea.
- 13.. we left the 'ship', that still sailed but swayed from side to side, as if it were about to sink at any moment.
- 14.. the confusion was so great that we, just like the count, had forgotten to bring our oars, /notice: they found a few pieces of planks later/
- 15.. the sea tried to plunge us into some cliffs, and we were forced to summon all our combined efforts to avoid these.
- 16.. and with this, the ship sank towards the bottom of the sea, at first with the forward mast and later with the aft mast, and then the entire ship sank, leaving the forward crew's nest under water, but the middle just above the surface of the water.
- 17.. as night began, a seaman with local knowledge brought us ashore at Lanör, as we went closer to shore the boat hit a rock some of us fell into the water, but finally with happiness in our hearts we set foot on solid ground.
- 18.. We immediately noticed lights coming from a cottage and we followed the path in the snow towards it.
- 19.. I got up early the next day, made sure that the ship was searched for, to figure out if there still were people there to be rescued, I then walked across the ice, and by nightfall I arrived at a mansion used by Lars Frank.
- 20.. I arrived at the castle on Sunday to give my account of what had happened."

Where they landed with the pinnace is highly interesting here. Research done by both Grisell and us points to the fact that we can't find the island Lanör anywhere in the area or around Konabbsfjärden. But we can determine where there were settlements. On old maps of the area, farms and buildings are marked and they were quite few in numbers. The text on the painting tells us that: "17.. as night began, a seaman with local knowledge brought us ashore at Lanör..", and "18.. We immediately noticed lights coming from a cottage and we followed the path in the snow towards it.". So as they landed the pinnace they saw lights from a cottage. In these times there were no kerosene lanterns that could have produced quite a bright light, it is more likely to be the light of wax candles. This means that the cottage should have been rather close to where they landed, perhaps no more than 200 meters from the shore they mention. So, where in this area is there a "shore" with a cottage quite close. There were settlements where today's Klinta, Mjösund and on Råholmen. The settlements at Herrhamra and on Öja is not in these calculations. The area required to search is quite limited if one were to draw lines on a map from the northwestern tip of Gumman and towards the before mentioned areas. Lanör, one could possibly argue that this is Örudden or Ören that he meant. Both these places are today located on the western side of Järflotta. However, it seems that Örudden belonged to Torös western cape in 1806 and the change of name must have come after that. That means we're left with Ören, but the older maps doesn't show that name. I can deduce from all of this that this track leads to a dead end.

Another thing that has surfaced is the fact that Treileben mentions inside Landsort (Note to self: he doesn't mention that he has salvaged inside Landsort, but wedh, which should mean near! But since I have decided to write this from the top down this is just a personal reminder to remember to fix this mistake later in the text when I discover this in the future...). In 1660, the southern cape of Järflotta was called Landzort. In 1669 the lighthouse on Öja, that just was a beacon before 1663, changed name to Landsorts Lighthouse. This means that the name changes after Treileben salvaged from the *Travelling Man*. Inside Landsort should mean in the Konabbsfjärden. But this data conflicts with the data from the Collegium of Admiralty that says the capsizing happened at Viksten. But they are pretty close to each other so maybe it doesn't make any difference.

In other words, it was now time to start looking physically, on site. But first we had to try out Carl Douglas side scan sonar. I November 2007 me and Claes started exploring the waters around Djursholm and Lidingö. At first we found a wreck between Tranholmen and Lidingö, about 25 meters long, at a depth of 24 meters. Probably nothing really interesting as it looked like a barge of some sort. After that we made our way to Stora Värtan, perhaps we would get lucky and stumble upon Johan Banérs sunken silver treasure. His war trophies were on his way home which happened to be the castle at Djursholm. At Limpholmen, well in sight of the castle, the ship with his silver treasure ran aground and sank. In the 18:th century a salvage consortium was founded with the intention of finding the wreck and its treasure but nothing was heard about that later, so either they found it and managed to keep it a secret or they failed. My gut feeling says it's the latter. Anyway, we started searching and after two days we had found 11 objects in Stora Värtan. A truck that according to vague data went through the ice in the 1960:s, a pretty large barge with loads of sharp edges, a number of smaller boats, one newer motorboat, a two-masted sailboat about 12 – 14 meters long with the whole rigging intact. Outside the old area which used to house the naval aerospace we found a lot of junk, but nothing of interest apart from two open small boats. The aeroplanes we had heard rumors of were nowhere to be found, probably salvaged a long time ago. Banérs silver treasure then? Well something shaped like a hull that doesn't stand very high above the sea floor actually is down there in Stora Värtan, but that project will have to wait until another book.

Finally the time had come, had reach into December and were finally about to get down and use our

scanner. A boat was set up by Jimmie Broth, an employee of my diving business. His previous employer Magnus Erngren owns a shipyard at Muskö and he was kind enough to let us use a suitable boat, a Targa 27 to be precise. Anyway me, Claes, Jimmie, Magnus and our diving gear as well as Carls side scanner was loaded aboard the boat and we happily set out towards Konabbsfjärden. As we got out on Mysingen towards Nynäshamn we noticed a pretty fresh breeze from south or southeast, although we had expected winds from the west which would have gone over land and provided us with smooth seas. We took the inner way through Draget, a narrow channel probably built by the navy at some point in time. We were hoping for smooth seas in Konabbsfjärden so we could do our searches in that area. But when we passed Råholmen and looked out onto Konabbsfjärden our hopes sank when we realised that the wind was quite a lot harder than a "fresh breeze". Passing between Stora Arnholmen and Brännskär we were met with even higher seas. It wasn't just a few waves but great swells rolling into the fjard. The wind must have been something like 13 – 15 m/s. We staggered around on the boat and tried to keep all the equipment in order since they had started to roll around on deck. We could however see that on the other side of the fjard, the inside of Långsudden was protected from the wind, or at least the waves. We decided to search that part before breaking up and heading home. We went up the bay inside Långsudden and started preparing the side scanner. BUT! As we lowered the transceiver "the fish" into the water I immediately noticed something was wrong. The image on the computer monitor showed clear signs of disturbances that didn't look good for the equipment. The power source for the fish was turned off quickly to save as much of the electronics as possible, and back in the boat we could ascertain that a switch had broken down. The fish is fed with 700 volts, and it doesn't take a lot of water to overpower and burn out the electronics with that current. We had no way of troubleshooting or fixing the equipment on site, so we had to abort and head on home.

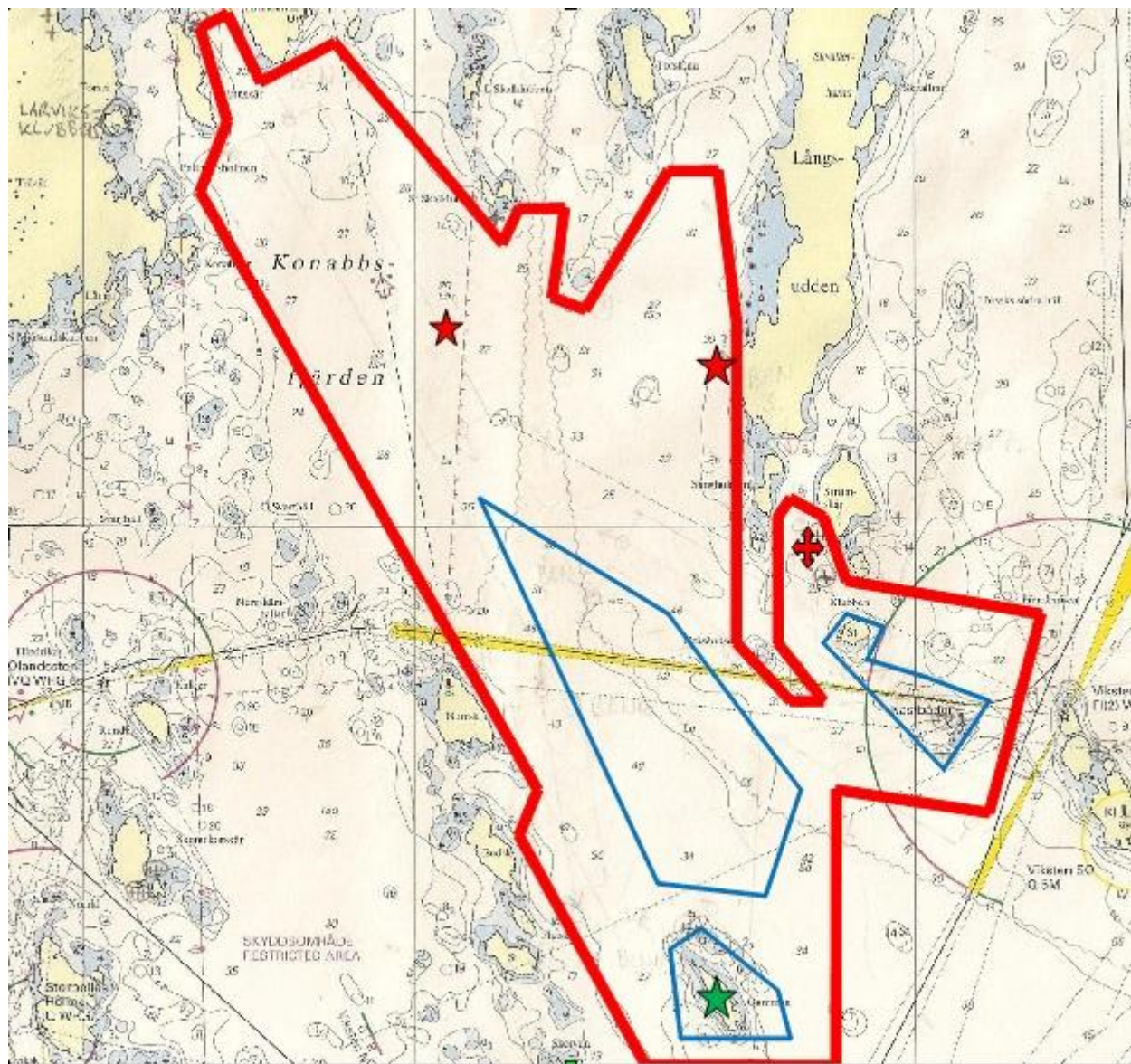
It took as long as until September until we could return to Konabbsfjärden again and continue our search. I had been in contact with Marcus Hårde, an acquaintance of Carl Douglas and a dedicated wreck hunter. He had a boat lying on Gålö, less than two hours from Konabbsfjärden. We decided that we should leave on a Sunday, and around 8:30 in the morning we cast off and set aim for Konabbsfjärden. The weather was calm and nice when we arrived there around 11. We threw in "the fish" and had a beautiful picture of the sea bed, everything was working the way it should. We begun some way up the bay between Korsudden and Långsudden. We did our first pass heading south with a 150 meter scale on the scanner, which means that we can see a 300 meters wide corridor of the sea bed. We could clearly see Långsuddens cliff formations as they disappeared down towards the bottom. Pretty soon we passed a point which was marked on a naval navigational chart from 1806. The mark is pretty close to land and on the old chart the words "14 fathoms" were written next to it. What if they knew where the *Travelling Man* were, and that was what they had marked with a tiny circle by a pencil? Amazing if true. We passed the marking with the boat and noticed that on land someone had placed a ring of concrete on top of a pile of rocks, a barbecue place maybe? When we got further on, to the point when the fish passed over the marking and the concrete ring, an oblong object enters the monitor. Its length and width seems about right for a 30 meter wreck. Imagine, barely 5 minutes after starting we already had something interesting. All three of us stared wide-eyed at the object as it slowly crept across the monitor. Could it really be a wreck? It didn't really make sense, finding the wreck after just five minutes, and with the marking on the old chart and the pile of rocks on land it just became too much for us. After a while we reach the conclusion that the shadow thrown by the object doesn't really match up to our experience of what a wreck should look like. The object seems to be an long, thin sharp cliff that stretches maybe 4 – 5 meters over the sea bed. Ah well, nothing left to do but keep going and maybe return to this object later if we can't find anything else. We passed Sängholmen and Gräsknösen but turned around when the depth started getting close to 35 meters, the first "leg" of our trip was done. So we headed north, on a parallell line to our previous pass. Marcus navigational software helped us to stay 200 meters from the last "leg". That way we achieved a 50 meter overlap with the side scanner,

thus minimizing the possibility of missing something. We kept searching and had a few "anomalies" that we examined by going over them several times to see the object from lots of angles, but we dismissed most of them. The day ended and we had scanned 8 square kilometers inside Långsudden and down past Gräsknösen, we called it a day and set our course back towards Gälö.

Two weeks later we made our second expedition. We kept searching inside Konabbsfjärden and an area between Stora Skalklubben-Norrskär and Stora Arnholmen-Konabben. Like before we narrowed our search down to a depth of between 17 – 35 meters. In this area there was not much to find. About 800 meters southwest of Stora Skalklubben there was something on the sea bed that didn't look like a cliff, or a large rock. The depth was 23 – 24 meters, so that was very acceptable. But after cruising over it back and forth a few times I had to agree with Marcus and Claes, reluctantly, that it probably wasn't anything but a natural formation, I will however remember this place if we don't find anything else. As it grew darker that day we had scanned another 8 square kilometers and started heading home. But since we were going to pass Strömskär anyway, I had the idea to keep the fish in the water so we could do a quick check between Strömskär and Sängholmen. This because of a rumor I heard that said the navy had found some rib-like wooden objects sticking out of the sea bed just south of Strömskär. We headed up the inlet between the rocky islands and the image on the monitor showed a hard sea bed with pronounced sand reefs here and there. At 22 meters depth, about 200 meters to the south of Strömskär we suddenly noticed a number of clear, white dots protruded from the sea bed, not very high, so if it weren't for the shadow we probably wouldn't have reacted very much at all. There were 8 – 10 dots and they were visible right along the edge of a shadow along the bottom of the sea, the shadow had the shape of a hull. Me and Marcus got really enthusiastic with our "check it out, check it out!"-comments. Claes was up on deck and had started pulling in the line for the fish since it got shallow pretty quickly, so he couldn't share our sudden joy. We were able to make a measurement of the shadow before it disappeared from view and we decided it was between 30 – 35 meters long. But we were so excited by what we had just seen that we, or rather I, forgot to save the image. We decided to keep going home anyway since the fish was nearly up on deck already, and it was dark, and the wind was picking up and... We eagerly discussed this on the way home and came to the conclusion that the hull shape wasn't something that stood up from the sea bed, but rather that the shape was more like a pit. The white dots couldn't have stood out more than 30 – 50 centimeters. Could it be a wreck lying there, were the rumors true?

Our third expedition had to wait a few more weeks before we could leave shore. Of course we started by examining the object that ended our previous expedition. But to our disappointment we could not see the hull shaped pit, and barely any white dots, there were tiny hints of white specks here and there but nothing distinct. We had troubles deciding what to do, I had my diving gear, but to waste air and time looking at an empty sea bed didn't seem like something I wanted to start my day with. No the air would be conserved until later in the day when the *Travelling Man* towered up like a "Donald Duck"-wreck. The area we were going to search this time was in the square between Norrskär-Gumman (and around Gumman) – Viksten-Strömskär. To our great disappointment no *Travelling Man* were found in the depthrange between 17 – 35 meters there either. We decided to check out the place south of Strömskär extra carefully before aborting but unfortunately we didn't see anything more than we did earlier in the day. In total we had scanned about 25 square kilometers on three expeditions without finding a single wreck. That we didn't find anything is just incredible. Of course we started doubting our ability to read the side scan images, but we could clearly count the sand reefs on the sea bed, and other formations also showed up very clearly. Well I don't know, like I said before, of course we may have missed something, hidden behind a cliff or something. But on the other hand we searched in such a way as to have seen both sides of all rocks, in many ways and from all directions. Going home we discussed the possibility that the sea bed might move around heavily between the skerries. I had seen with my own eyes diving on the

western side of Viksten how the sand reefs were 50 centimeters high at 22 meters depth. This should indicate that the sea bed is in constant motion, this was only 1 000 meters from the place where something might be. Right on this day the shadow we had seen earlier may have been full of sand and the ribs covered. Hmm, something to keep in mind...



1. The Side Scan Sonar search took place inside the area marked in red.
2. The Side Scan Sonar search did not take place inside the areas marked in blue.
3. The red stars marks objects that may be wrecks. The one on the left marks the object found about 800 meters south of Stora Skalklubben. The right star, very close to Långsudden may very well be a wreck.
4. The red cross marks where I personally find it most likely that the *Travelling Man* lies.
5. The green star marks the skerry Gumman that has been prevailing in my text.

It is now mid January 2009 and the latest news is that I have done it again, read facts wrong. I don't know, can't remember where I got the data that Treileben said in any text that he salvaged the *Travelling Man* inside Landsort. It seemed exciting considering Rabénius theories that the skerry

Gumman was the villain of the piece and the southern wind. If this was true it could mean that the *Travelling Man* sank far up in the Konabbsfjärden, protected from weather and wind by Långsudden. But we didn't find anything there, or we found something that probably is nothing. But as I am now scrutinizing Rabénius report, he is quoting a supplication made by Treileben to the concerned authorities when his previous partner Peckell accused him of having acquired salvaged goods without reporting it to the state:

"In the year of our lord 1661. I have on this summer salvaged from the count Schlippenbachs ship by Landzort in the great sea pieces, anchor and sails from a depth of 14 fathoms using the bell, and have thus delivered this to the royal admiralties"

It actually says "wedh Landzort" which in my eyes should be interpreted as BY LANDZORT. Not inside. I am probably mixing up some facts, because among all these fragments of text, there is this account from the privy council protocol written November 26, 1660:

"On the 26 of November (Monday)... Later the secretary Bjugg related his account of the shipwreck that happened in the skerries by Herrhambra inside Landzort where legatus Schlippenbach with 37 people were lost..."

That actually says "innanföre Landzort" (inside Landzort). BUT the protocol is written a mere three days after the ship capsized. No one could have made it down from Stockholm and back again, even if they had good local knowledge, to report the situation on the *Travelling Man*. This is all how Bjugg had perceived things. I have said it before, the credibility about the places mentioned in the protocol I don't hold as untrue. But I think that the privy councils protocols "inside Landzort" snuck into my brain and replaced Treilebens "by Landzort" in his supplication.

It is now September 2009. We haven't been out on any expeditions this summer. All our wreckage plans fell out of existence since I cancelled my business and started working for another diving company. The amount of work I have to put in is infinitely more than my earlier work situation, so the summer passed me by with a "woosh". Oh well, I haven't completely ignored the wreck situation. As late as the day before yesterday I found some new information that might prove interesting.

By chance I caught a glimpse of an ad in a magazine that said that it was now possible to visit Lantmäteriets (the Swedish mapping, cadastral and land registration authority) website and freely access their map archives. This includes historical maps, since they have also been scanned. I have been to Lantmäteriet before and looked at contemporary maps without finding anything of real value. I thought I might pop in and have a look anyway, there might be a map I had missed earlier, or maybe I had missed something on one of the maps I already had been looking at. But the website didn't work the way it should, you were supposed to be able to type in keywords and a list of maps would appear. Instead I tried zooming in on a modern map of Torö and through that finding other maps of the area, but that didn't work either. I zoomed in as much as possible and suddenly I can read the name "Larviksklubben" near an islet close to land. The name Andreas Bjugg gave, "Lanör" echoes in my head. The name "Larviksklubben" was unknown to me. I zoom out to see where this islet is in relation to the rest of Konabbsfjärden. The name disappears, but I now know where it is. The location is very interesting. I take out my navigational charts to see if the name appears on it, but no! The islet is not named on my navigational chart. This is where my brain starts working on

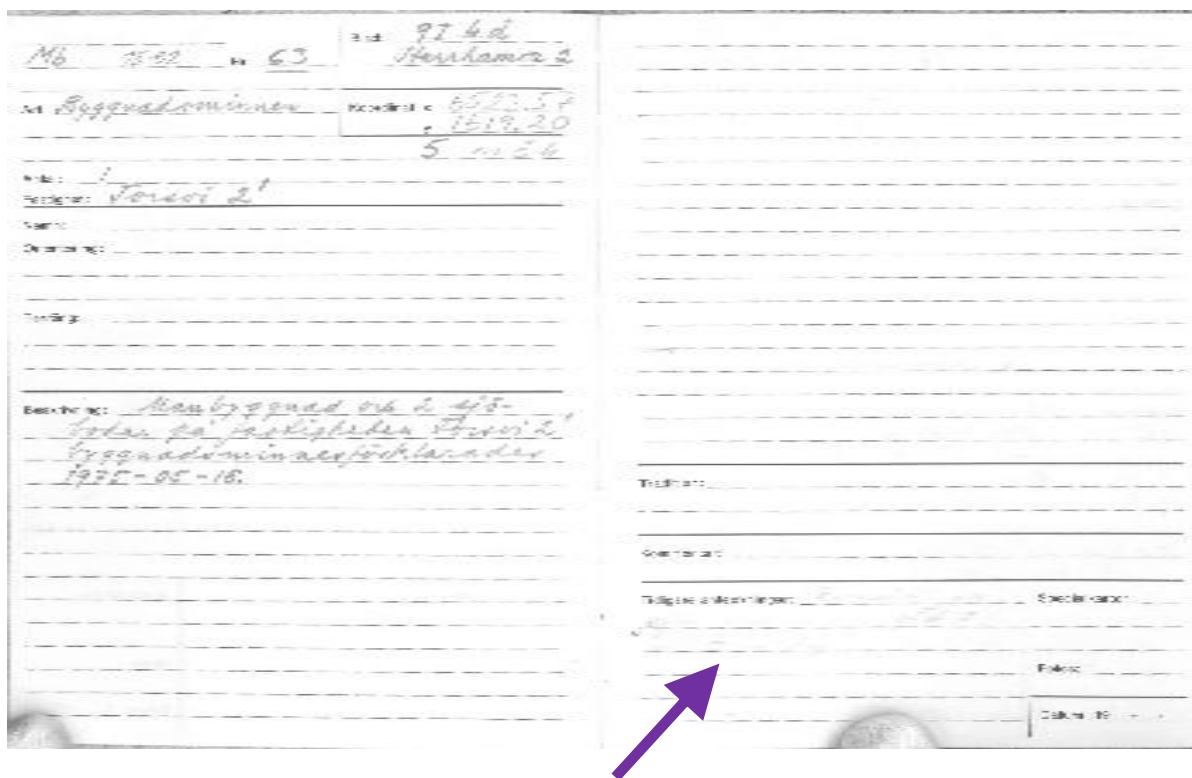
"my" discovery. "Larviksklubben"... If there is a Larviksklubb, there may have been a "Larvik", which might well be the bay that in the 17th century existed near Torsvi, but is on land right now, albeit wet land. If the name "Lar" is a local name for a settlement, then the names "Larör" or "Larören" can also have been present. The similarities to "Lanör" is striking, but that's not the only interesting thing about the name finding. The location of the islet is at least as interesting. It lies very close to land in an area called Torsvi, and straight east from there, about 200 meters from "Larviksklubben" is the southern tip of Brännskär. If you draw a straight line from Vikstens northern side, over the possible wreck site (south of Strömskär) and onward over Eldbrandskär just south of Sängholmen you end up pretty much dead on "Larviksklubben".



1. The red arrow starts at the northernmost tip of Viksten.
2. The red arrow points to Larviksklubben.
3. The red star marks the place where we, using the side scan sonar, saw clear "ribs" with a hull shaped shadow on the sea bed. This is probably the same place I heard rumors about divers seeing rib-like objects sticking out of the sea bed.
4. The blue, thick arrow shows the possible direction of the wind.

More interesting things appears if you just keep looking. In the Swedish National Heritage Boards search tool – Fornsök, I found something when using the keyword Larviksklubben, a declaration of a listed building. There is a document copied on the site that says that the listed building consists of two boathouses, but no word on how old these are. However, in the bottom right corner there is a box that says "Earlier notes". At first glance, the box appears to be empty, but if you look closely you can tell that something has been erased. Being slightly inventive, I can see that there is a date there, or at least a year, "1667" or perhaps "1567". This could be a confirmation of a cottage on Larviksklubben during the 17th century, which may well be the one that Bjugg and the others arrived at after they landed on an island. He also claims that he walked across the ice the following

day to reach Lars Franks mansion.



In this field the year 1667 or 1567 can be read

Summary so far

February 2011

The wind comes from east-southeast, the *Travelling Man* is anchored east of Viksten. She creeps and drifts to Vikstens northern side. She goes over the skerry and shortly thereafter they manage to launch the pinnacle. The pinnacle drifts towards rocks, Eldbrandskär (a skerry south of Sängholmen). The people in the pinnacle do whatever they can to avoid the rocks. The *Travelling Man* now sinks just south of Strömskär, the pinnacle manages to clear the rocks. The pinnacle then drifts with the wind heading west-northwest until they reach the area that in present day is called Torsvi. They manage to land at a small port that a seaman with local knowledge calls "Larör", which Andreas Bjugg perceives as "Lanör"... What can I say, "Case solved and closed"!

August 2012

Oh well, here I am again with some new thoughts and information to share. But first I have to tell you that a bunch of guys actually have found a wreck in this area, just north of *Gummarsten* that might be the *Travelling Man*, but there are a few things about that finding that doesn't add up to how I have perceived the whole story.

1. The depth! They found the wreck at between 13,5 – 15 meters. That doesn't add up at all when compared to the 14 fathoms that were in Treilebens information.
2. The length of the wreck found was approximately 25,9 meters. That feels like it is very short for a ship with 22 cannons, *pieces*, or maybe even 26 cannons. Since 22 cannons were

delivered to the admiralty, and if these cannons belonged to the newly found wreck, she must have had 11 or 13 cannons on each side. Can you really fit all of that if you consider that she couldn't have had cannons near the stern or the bow?

3. The information that *Travelling Man* had 22 cannons and that Treileben salvaged 22 cannons doesn't add up with the fact that this wreck still had cannons on it, four of them if I have got the information right.
4. Treileben died poor while dreaming about going to the Carribean and salvaging treasure from the sunken Spanish gallions. Considering what a cannon was worth, it is very strange that Treileben didn't return to the *Travelling Man* to recover what was left of the wreck since he was so poor. Even a small iron cannon should have given him quite a lot of funds, and I haven't even mentioned the fact that there still were coins left.

However, something that speaks in favour of this new find being the *Travelling Man* is its location near Bodskär/Norrskär. Now I don't know exactly where, near these skerries, they found her. But if one were to assume it was on the east side of them, then Gumman seems to be the skerry she ran aground on. My theory that Larviksklubben could have been the previously mentioned Lanör might still be true, and that would help to corroborate the whole story. If it is the *Travelling Man* they found, maybe the anchors can be found near Gumman. It would be quite easy to just draw a line on a chart from the wreck towards Gumman and some distance beyond it and start looking.

One thing that I have concluded from my research regarding the *Travelling Man* is that I can't find any information about her being built in any Swedish Naval Shipyard in the time period between 1650 and 1660. Other ships in her size are mentioned, but not the *Travelling Man*, why? I have a theory about that too, perhaps a bit far-fetched, but quite possible.

You might recall that in the stories about the *Travelling Man*, they tell how Månsson conquered "her" from a Danish privateer, who in turn had taken "her" from a Stralsund ship... Could it be that Månsson managed to conquer the ship the *Travelling Man* from a Danish privateer (who in turn had stolen it from Stralsund) and this is why he was made captain of his conquest? The story about his mistress might not be real at all, "she" was the ship itself, the *Travelling Man* (probably with a totally different name to start with)? When the dendrochronological investigations are complete for the newest wreck, it might show that her timber is from northern Germany and dated between 1655 – 1658. They would probably dismiss the finding as not being the *Travelling Man* when they are under the strict impression that she should have been built in Sweden, with Swedish timber. But in that case I will probably argue that this wreck actually is the *Travelling Man* even though there are lots of other inconsistencies.

One conclusion to make, if this is the wreckage of the *Travelling Man*, is that all this research from professionals and amateurs alike, shows that it is of no greater use to try and find the truth in the archives. Not much is consistent with reality, or indeed what information one might find otherwise. To be ripped off trying to find correct information is the only thing one can be really sure of.