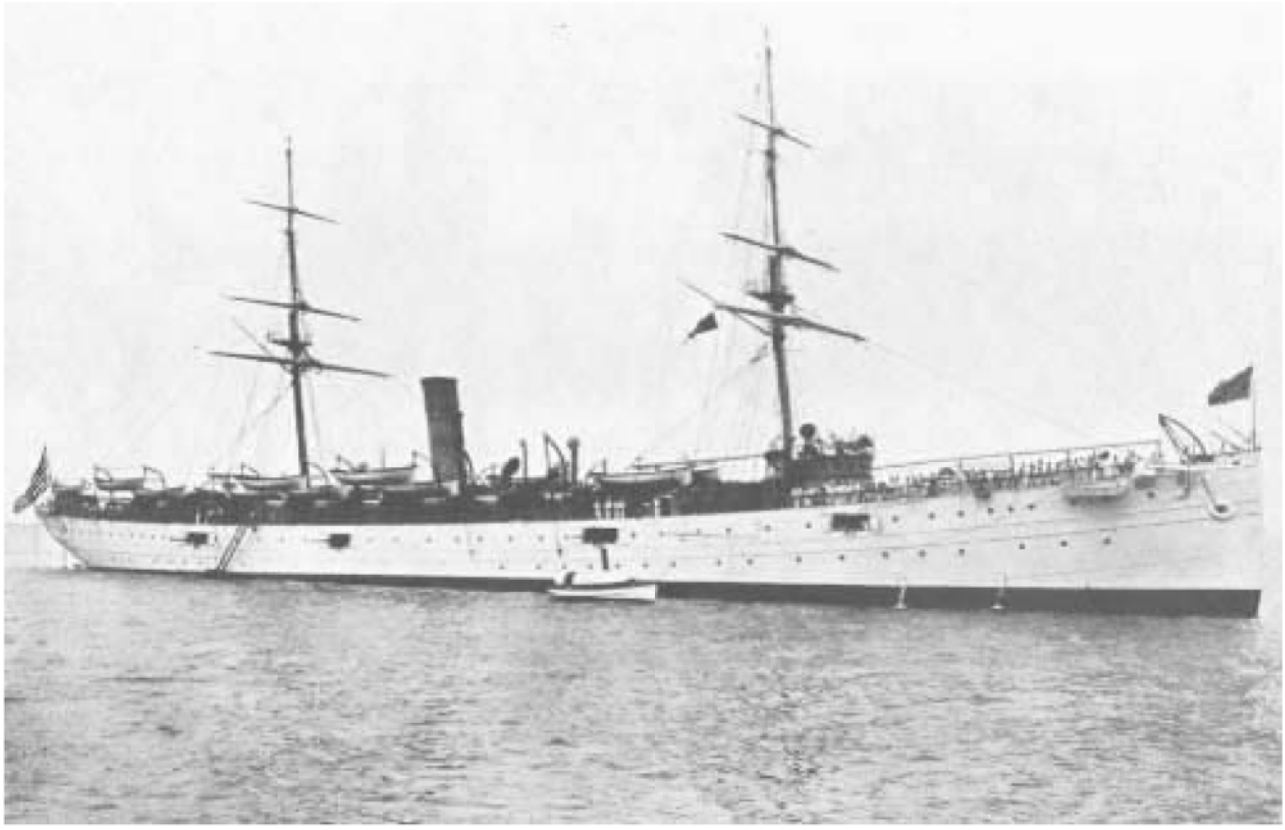
EdgeTech
An Affiliate Company of ORE Offshore

4 Little Brook Rd., West Wareham, MA 02576
Tel: (508) 291-0057 Fax: (508) 291-2491
Email: info@edgetech.com Web: www.edgetech.com

USS Yankee:

6,225 tons and 406 feet long, the Yankee was a U.S. Navy iron-hulled steam-powered auxiliary cruiser. It was originally constructed as a passenger steamer in 1892 named El Norte, but was later pressed into service as an auxiliary cruiser in the U.S. Navy at the start of the Spanish-American war. The Yankee was outfitted with ten 5-inch guns, six 6-pounders, and two Colt machine guns. The vessel was commissioned and decommissioned several times during her career in the Navy. Ultimately, the Yankee found purpose as a training ship cruising between Boston and the Chesapeake Bay – until her demise on one such voyage.

On September 23, 1908, while underway in dense fog the Yankee struck Spindle Rock off the coast of Massachusetts, grounding out. The hull was severely damaged and despite numerous attempts to refloat the vessel, the Navy eventually was forced to begin a salvage operation to lighten the crippled hull, removing the guns and other heavy items. On December 4th the hull was floated, but subsequently sank on December 5th while under tow en route to New Bedford, Massachusetts. Today the Yankee rests in 55 feet of water as a jagged, twisted, low lying wreck 3 miles east of Round Hill Point, Massachusetts.



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Recently EdgeTech had the opportunity to image the wreck with the new 4125 Side Scan Sonar System. Using the dual simultaneous frequency set of 600kHz / 1600kHz some remarkable acoustic images were generated. One can clearly see the intricate details of some of the remaining structures and features that still lie preserved 16 meters underwater.

EdgeTech 4125 Side Scan Sonar System

Utilizing EdgeTech's Full Spectrum® CHIRP technology the system can generate images with centimeter level resolution in real-time. Easy to operate software makes the turnkey package a useful tool for anyone doing underwater exploration and research, from underwater archaeologist to emergency dive teams.

The pictures below are some samples of the amazing imagery captured with the ultra high resolution 1600 kHz frequency side scan. In the last image below, even the complete detail of the small circular holes, 1 foot (.3m) in diameter, left after the actual portholes were removed for preservation, can be easily identified near the seafloor.

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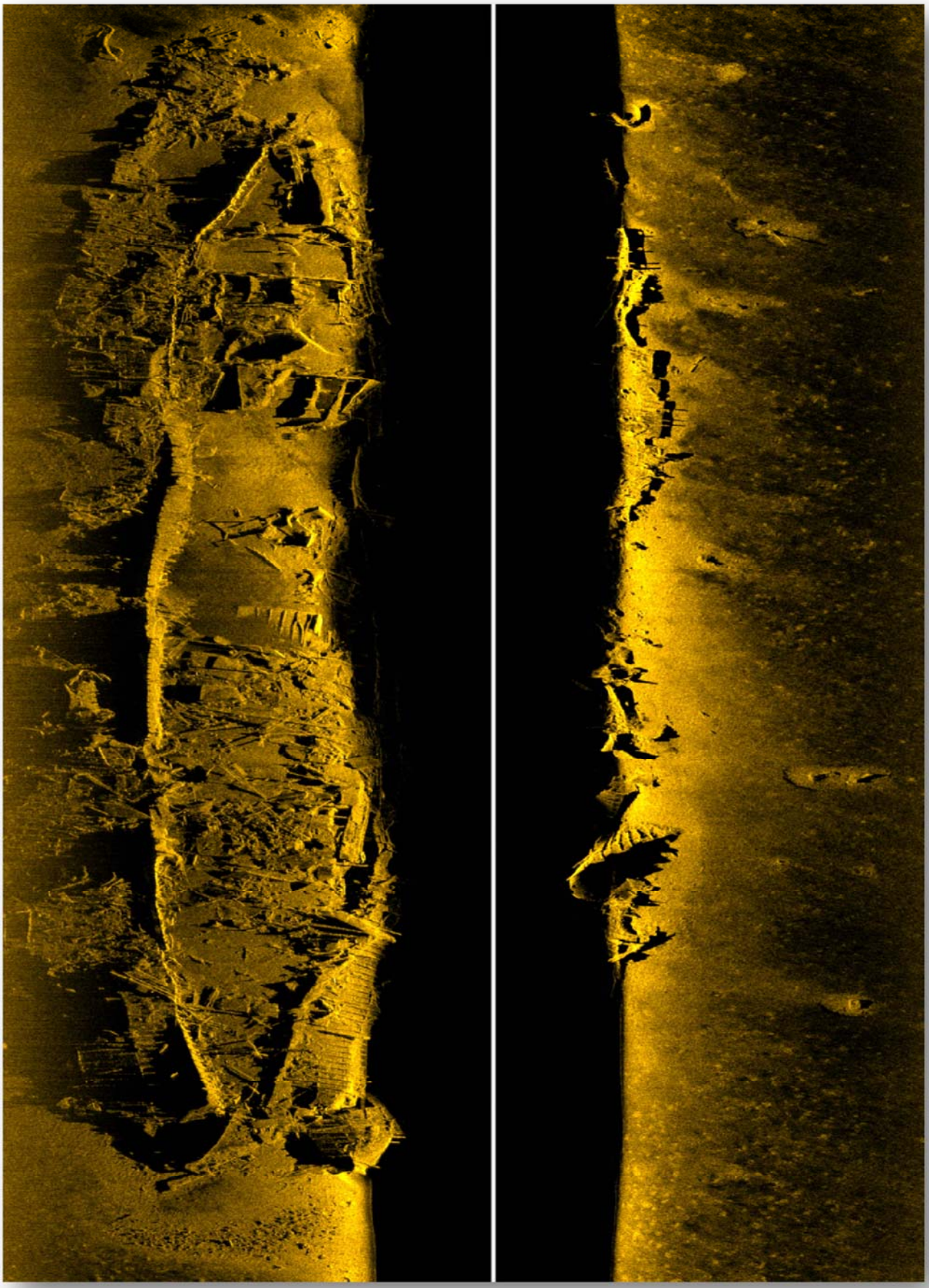

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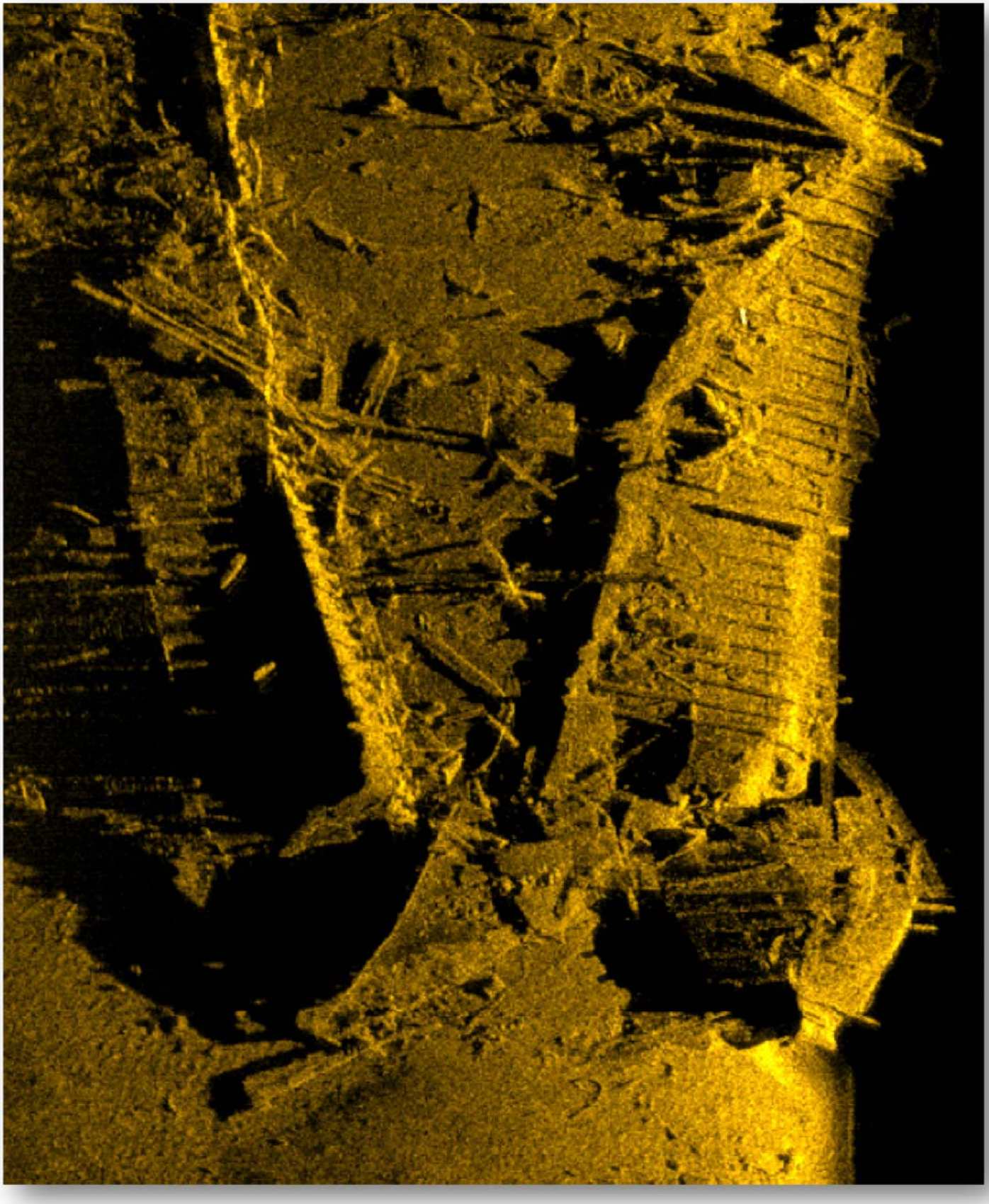

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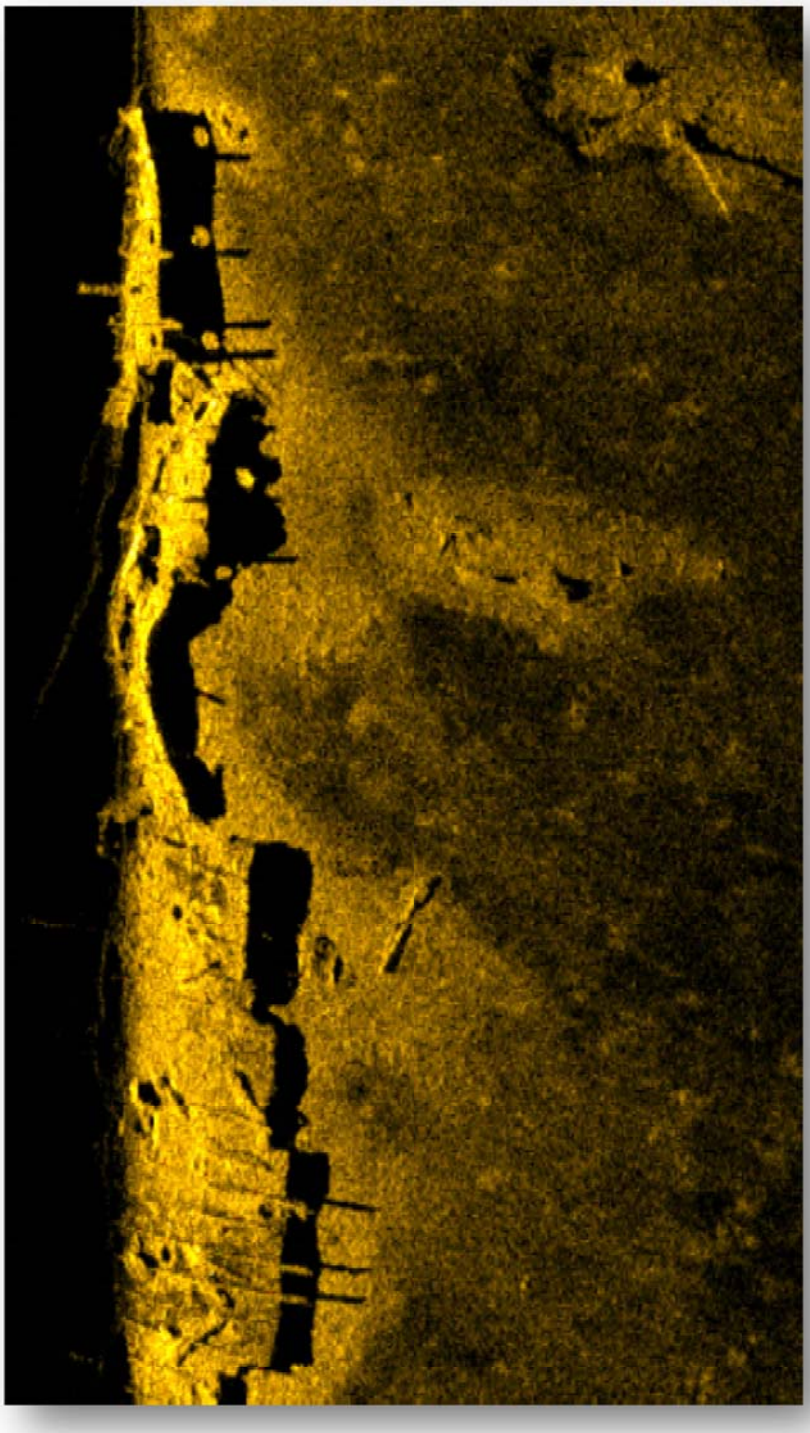
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