

# Exploring **THE** *Vamar*

## State Underwater Archaeological Preserve

### Location

The wreck of *Vamar* is situated approximately 3.7 miles off the shore of Mexico Beach just north of the channel leading into St. Joseph Bay at latitude 29° 53.941' N and longitude 85° 27.806' W. The site is in 25 feet of water and wreckage rises several feet

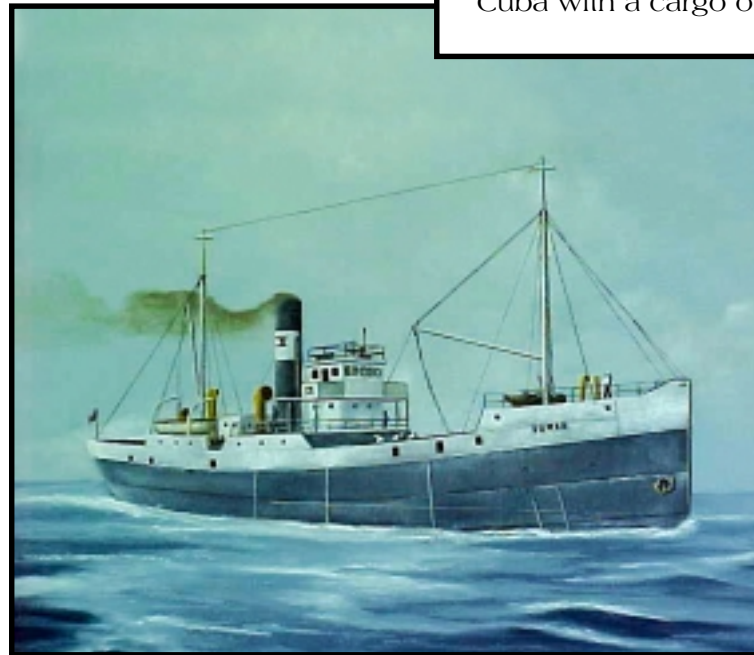


off the sea floor. Please anchor in the sand to avoid fouling your anchor or damaging the shipwreck. Remember to display a “divers down” flag when diving or snorkeling. A laminated underwater guide is available from local dive shops to orient divers on a self-guided tour of the preserve.

For more information call: (850) 245-6444  
WWW address: <http://dhr.dos.state.fl.us/bar/uap>

### A Window to the Past...

*The Vamar*, the vessel that sank off Mexico Beach was built in 1919 by Smiths Dock Company of Middleboro, England. Originally christened *Kilmarnock*, the ship was built for the British Admiralty as part of the *Kil* class of patrol gun boats. *Vamar* wrecked in 1942 while en route from Port St. Joe to Cuba with a cargo of lumber.



Painting courtesy William Trotter

As with all other historical and archaeological sites on public uplands and submerged bottomlands, *Vamar* is protected by Florida laws prohibiting unauthorized disturbance, excavation, or removal of artifacts. Please help keep the site intact for others.

### Diving and Snorkeling at *Vamar*

- Use safe diving procedures and always display a diver-down flag.
- Please do not anchor on the site; anchor in the sand to avoid losing your anchor or damaging the shipwreck.
- Sand movement is dramatic at this site and the wreck may be completely exposed or almost entirely covered, presenting a new experience with every visit.

**Please take only photos and leave only bubbles!!**



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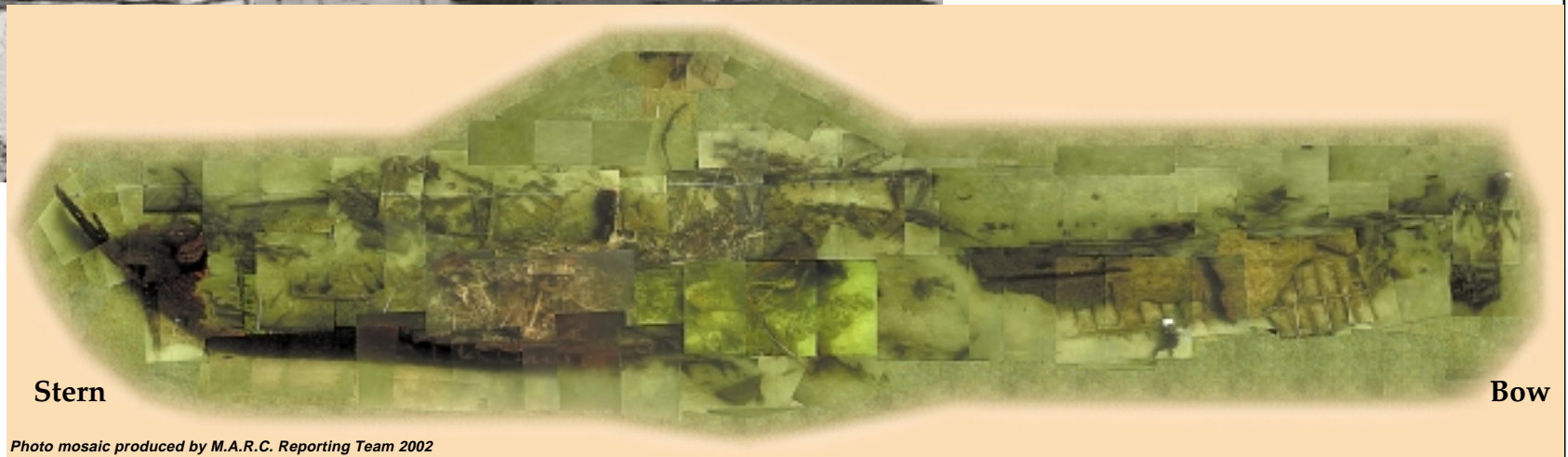




# Vamar

UNDERWATER  
ARCHAEOLOGICAL  
PRESERVE  
Mexico Beach, Florida

ram/Site Plan ---->



The 170-foot long steel freighter sank on a flat sandy bottom lying on her port side with her bow pointing south. Features of the freighter still are recognizable, including deck beams, rivets, and hull plates. A major feature is the ship's large steam engine with exposed connecting rods. To the north, the stern is twisted dramatically to port; the rudder quadrant

and rudder shaft are exposed and the rudder is lying partially buried in the sand. *Vamar* ultimately was declared a total wreck and, some years later, the U.S. Army Corps of Engineers had the wreckage dynamited as a hazard to navigation. This action produced the scattered and disarticulated features seen today.