

Halifax Sweden Project - UPDATE for Aug. 11, 2016

Here is the latest UPDATE as our international team of Swedish and Canadian people rally around to continue with the recovery of Halifax bomber HR871 which has sat in Sweden's waters since Aug. 3, 1943!

But first I must state my regrets to you, our steadfast and keen supporters, for having lost my patience on this venue, as evidenced by my previous UPDATE, with the potential supporters and donors who COULD HAVE - but did not come forward to help our Halifax recovery.

I figured, as your project manager, that once we shouted to the world, via 2 great stories in the media and press on Halifax HR871, one in the National Post (circulation 150,000+) and one in a worldwide network of 10,000+ warbird restorers and preservationists in the space of 1 month from July - August this year, that this would "for-sure" stimulate donations for this unique recovery, saving a genuine combat Halifax bomber for Canada and Sweden.

Well, I figured wrong on a "massive interest in saving our history" which led me to the proper but irate questioning of the public's level of interest when such a great Air Force historical discovery becomes known to all. Yes, we got some donations lately and this certainly helps our cause. Now we have a bit more, just in the last day or so, so all is not lost.

My actions were regrettable but not unfounded, I remembered, after a bit of simmering down, contemplation and subsequent "blessing-counting", that since the beginning of this quest I have found you guys (or did you find us) and all our team in Sweden (and believe me these guys have a passion for our history). Then I realized that we can do this together, just like the Halifax recoveries in Norway and Belgium before, and it would not be as much fun if it was handed to us on a silver platter. Thanks for sticking with us and even if there is no "platter" we will persevere to recovery success. Let us git 'er done!

So the latest news is our lead diver Jan Christensen and his team have begun preparations for lifting 3 Merlin engines we have located and various other sections and parts laying ON TOP of the sand next week Aug. 15 - 22. They have a boat lined up to do the heavy lifting (over a 2 day period) and they have the green light to bring these parts to the Port of Trelleborg where the Port officials are waiting with all their donated support of docks, cranes, forklifts, and storage space for our recovered treasures. See the diagram of the Port of Trelleborg with the RED dot showing our location for the recovery to land of the Halifax.

The Halifax sections and parts we find (into and under the sand) will be handled separately and at a later date. First we will gather all parts we have found laying on the sand and that are easily accessible. Jan, the team, and I agreed that we must keep the sections and parts including engines wet and in fresh water baths as the beginning of preserving and conserving the airframe so we have already begun setting up freshwater pools and containers at the Port to store all we bring in from (75% fresh and 25% salt water) Baltic Sea waters. So the tedious work is almost done on Phase 1 and 2 with the setting up for the actual lifting and recovering in Phase 3 about to begin.

