

Peeter Ude: we found a signal source that interfered with the summer wreck research



By Sander Punamäe in Postimees 2021-09-29



Underwater lighthouse next to the wreck of Estonia. PHOTO: Screenshot of the video

Hydrographer Peeter Ude, who came to look for objects around the wreck of Estonia, has not yet found the sea containers he thought were there. However, under his control, the underwater robot collided with three strange metal structures, at the end of which, according to the monitor's eye, there appeared a small wire cover resembling a lighthouse tower.

They are located about 100 meters north of the wreck. It is clear that these are objects that have been obtained by a human hand - just the kind that the leader of the expedition Margus Kurm promised to look for and then explore. In order to understand whether any of them may be related to the death of Estonia.

"I don't know what these things are," said Margus Kurm, "ask Peeter Ude." According to the hydrographer Peeter Ude (pictured) sent to the expedition ship by his relatives,

these are underwater lighthouses, which were probably transported there when Estonia was wanted to be covered with concrete based on the argument of protecting the grave. However, it was left out due to strong opposition from loved ones.

Simplify navigation

"In English they are called *Beacon 'iteks*," said Ude. According to him, these devices make it easier to transport underwater robots in the area. Namely, these are underwater beacons for underwater precision work: just as GPS satellites emit frequencies to navigate in this context, the same can be done with sound sources whose geometric positions are known. "These are just devices that make navigating an underwater robot easier," said Ude.

Peeter Ude: In video

"We found a signal source that interfered with the summer wreck surveys"

In his opinion, they have been installed next to the wreck in order to be able to monitor its measurement. "Since the wreck is on a hillside, sinking in the meantime and there are also signs of fatigue, it is likely that someone has put the lighthouses on to make the survey easier," he said.



Underwater lighthouse next to the wreck of Estonia.PHOTO: Screenshot from Video



Hydrographer Peeter Ude believes that the lighthouses found are designed to facilitate the navigation of the submarine robot. PHOTO:PHOTO: Madis Veltman

It is clear that such technical gadgets cost a lot, and the question arises as to why someone has left them on the seabed. "So that the location is fixed and no errors occur during the new installation, they have been left in place," said Ude, who was also on board the research ship in the summer when the expedition was led by the safety investigation center. At that time, a lot of mystery was caused by some mysterious signal that interfered with the sonar exploration of the wreck and its surroundings.

Ude believes he has now found the source of this signal. "Considering where the noise came from at the time, there was a 90 percent chance that these beacons had stayed on and were working while we were trying to take a picture," Ude suggested, adding that turning the beacons on and off was from a remote control, so to speak. perhaps it can also be done from a greater distance.

Changing signals

Asked where the devices brought to the seabed decades ago get their energy, Ude answered that this is the most mystical nuance of the story. "What triggered them then?" That is why they started our work at that time and interfered with our work, they can't answer now," he said. Because these devices interfered with the work, Ude considers it possible, because at that time he saw noise on the screens, which was

sometimes changing. "It is the purpose of these devices that the signals sent are different. This gives an opportunity to calculate the location between them," said Ude.



Manager of Tuukritööde OÜ Kaido Peremees. PHOTO:PHOTO: Madis Veltman

Diver Kaido Peremees, who took part in the summer investigations of the Safety Investigation Center, also suggested that these may be underwater lighthouses. "It is an aging system, which is replaced by newer and lighter ones today. It can be assumed - I emphasize, assume - that this lighthouse went out due to the cold, for example, when the batteries died, and they were not searched for," said the Host.

Yesterday, work continued on the research ship RS Sentinel. As visibility at a depth of 70-80 meters is rather poor due to the season, yesterday was relatively similar to the day before yesterday: again we went to investigate the injuries on the right side of the wreck. Then, under the leadership of Ude, the objects found in the vicinity of the wreck with a multi-ray radar were re-examined. So far, various ship parts, life raft covers, moorings, boxes and more have been found in the vicinity of the wreck.

OJK equipment at the wreck in Estonia

It is known that this summer a research team led by the Safety Investigation Center (OJK) installed a seabed current meter at the Estonia site. However, the figures in this article cannot be installed in OJK, as the current meter is a float anchored to the bottom, floating four meters above the bottom and further away from the vessel. Thus, the so-called lighthouses under study are certainly something else.