

El Castillo Ships from Atlantis

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Translation

One champion, 10 men, seven tough guys;
 10 men to reef, seven rope-men.
 Into the sea I cast 100 casks of copper first.
 In the second and seventh month, there are streaks
 at night over the land.

Three people repair the yardarms with ropes and sap.
 At night it was dumping snow. A mighty storm rages here;
 it howls like a demon and keeps on with a great roar.

Cueva del Castillo

At a beach west of Santander on the north coast of Spain, Captain Uro and his crew of seventeen from Atlantis are stranded. Their immense cargo ship, 98 feet long, was blown astray in a hurricane while crossing the North Atlantic from the tip of Greenland to Atlantis, west of Ireland. Captain Uro left a tale of their predicament in Cueva del Castillo, 25 km inland (Figure 1).

Figure 1: Location of shipwreck and Cueva del Castillo, 25 km inland.



The ship's cargo was 130 tons of loose copper stored in a hundred large barrels below the deck. Its value

was a billion dollars. The pieces of pure copper came from either Isle Royale or Keweenaw Peninsula in Lake Superior, which at that time was connected to the sea via the Ottawa River Valley.

The date is 10,100 $\pm$ 600 BC. A possible early hurricane suggests 10,183 BC.

It was after 10,774 BC, when the Clovis Flood opened up a sea route to Lake Superior along the Ottawa River.

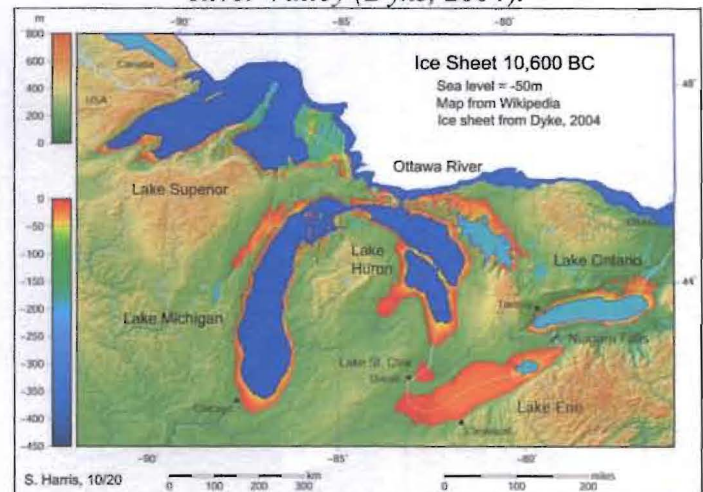
It was before 9500 BC, when a lobe of the Canadian Ice Sheet closed access (Dyke, 2004).

Christine Pellech (2005) dated it to 12,000 BC and thought it travelled to South America rather than to Greenland.

Opening of Lake Superior to sea level

In 10,774 BC, the Clovis Flood coming from the Gulf of Mexico eroded 50 km of ice 1.5 to 2 km thick along the edge of the Canadian Ice Sheet. Lake Superior, depressed by the overlying ice, suddenly became sea level. An open channel passed through the deep Ottawa River Valley to the St Lawrence Seaway and the Atlantic Ocean (Figure 2).

Figure 2. During the Younger Dryas, Lake Superior was at sea level, accessed by ship along the Ottawa River Valley (Dyke, 2004).



In late May, the ice would have melted around Lake Superior, allowing mining and transportation at either Isle Royale or the Keweenaw Peninsula. Miners may have lived in the southern part of the Mississippi River Valley during the winter and could paddle upstream in May to begin mining. A traditional canoe

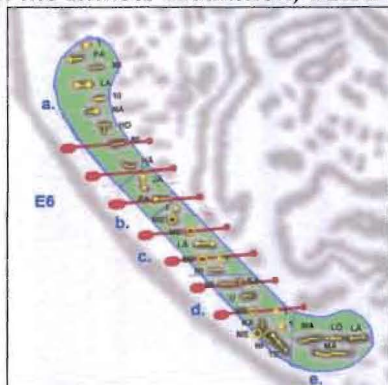
had 14 paddlers when the Hudson Bay Company initiated operations (Figure 3).

Figure 3: Shooting the rapids, Quebec. (Frances Anne Collins, 1838-1919)



The same canoe is pictured on the Illinois Medallion from Lawn Ridge, Illinois, dated 10,300 BC by position of the pole star in Constellation Drago (Figure 4).

Figure 4: Canoe from Lake Huron with 14 paddlers pictured on the Illinois Medallion, dated 10,300 BC.



In late summer, marine crews would begin transporting the loose copper down the Ottawa River Valley to a staging area, where the copper could be packed into barrels. An intermediate ship would transport the barrels to a second staging area at the tip of Greenland. From there, a big transport ship would cross the Atlantic to Atlantis in June or July, late enough to avoid icebergs, early enough to avoid hurricanes. Long days in June would help to see icebergs. In exchange for copper, Atlantis may have supplied died cloth, felt, liquor in casks, tools, pigs, guard dogs, tents, ceramics.

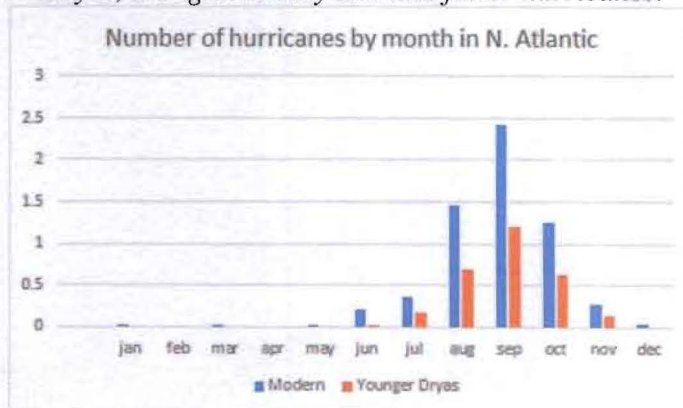
Hurricane pinpoints the year

Leaving Greenland toward Atlantis, the El Castillo ship had nearly completed its fifth voyage across the Atlantic when a hurricane blew it to the north coast of

Spain. He describes another such hurricane that howls like a demon.

How could an experienced navigator be caught off-guard by a hurricane? Hurricanes normally begin in June, but the cold climate of the Younger Dryas would have delayed the start by a month (Figure 5). Uro is surprised that a later hurricane left snow in the mountains.

Figure 5: Hurricane season in the North Atlantic begins in June today, but during the cold Younger Dryas, it began in July and had fewer hurricanes.



GRIP2 records one year with high temperature that could have created a surprise early hurricane in 10,122 BC (Figure 6). NGRIP recalibrates Younger Dryas ages with GISP2 data, which changes the peak year to 10,183 BC (Figure 7).

Figure 6: GRIP2 temperature during Younger Dryas shows a peak at 12,072 BP (10,122 BC).

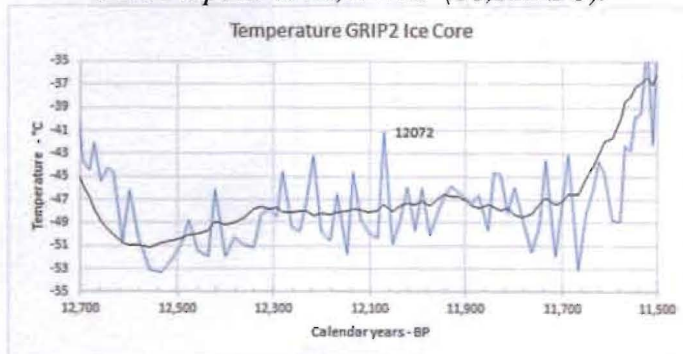
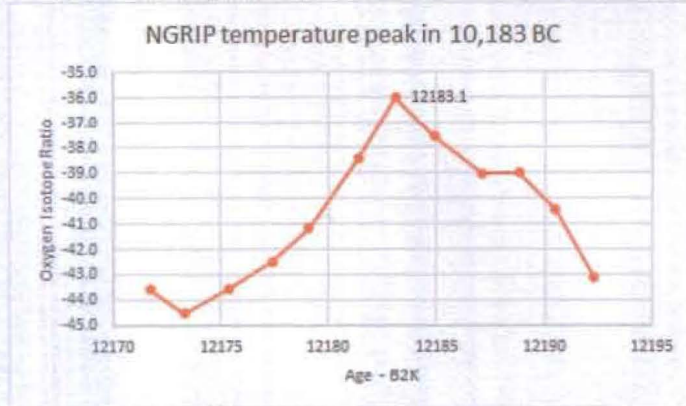


Figure 7: NGRIP hot year in 10,183 BC. (NGRIP recalibrates GRIP2 data during Younger Dryas.)



Drawings Inside the cave

The crew is stranded, waiting for rescue. Captain Uro drew four ships on the walls of El Castillo Cave that all began or ended at Greenland. Two were upright with five voyages each, while two were upside down with no voyages each. The sail, added later using a different color, says they have now been here for almost a year (Figure 8).

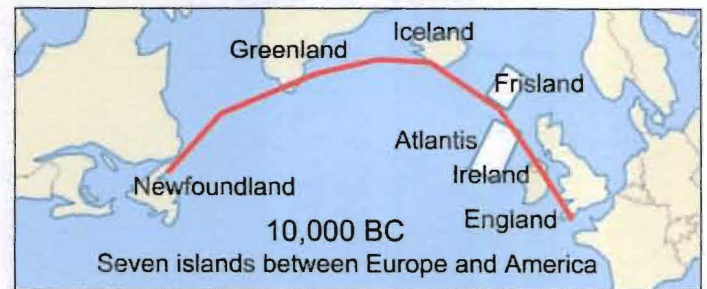
Figure 8: Drawing of four ships that Captain Uro piloted across the Atlantic from Greenland to Atlantis. Ships 2 and 3 have five trips each. Upside down ships 1 and 4 have no trips.



In the upper left appears a schematic of the seven islands that lie between Europe and America:

Newfoundland, Greenland, Iceland, Frisland, Atlantis, Ireland, England (Figure 9).

Figure 9: Schematic of the five stepping-stone islands between Europe and America.



To the left is Greenland in great detail (Figure 10). Dotted lines indicate he has sailed around Greenland five times. Like today, there was probably a community at the southern tip that staged the barrels of copper before transportation across the Atlantic.

Figure 10: Outline of Greenland with five sailing voyages around the island.



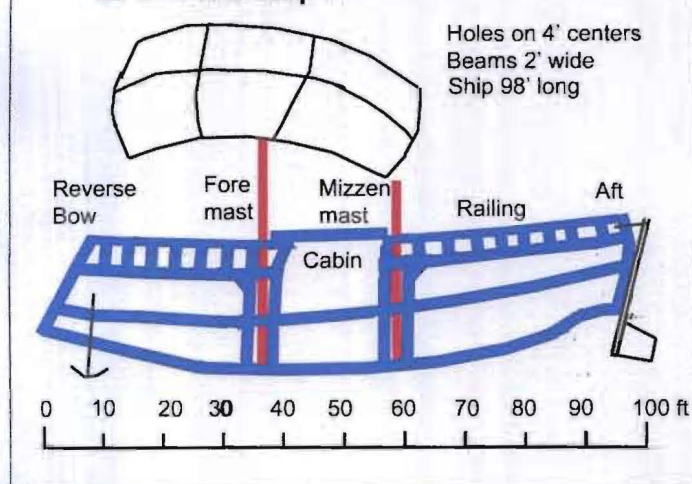
Ocean freighter from Atlantis

Captain Uro's large two-masted ship is also a rebus in Old European (Figure 11). It is the only inscription I know of written by someone from Atlantis. It confirms Plato's list of personal names that the people of Atlantis spoke Old European, which survives today as Finnish. It details his crew, cargo, having to toss the barrels of copper overboard, and repair of a yardarm.

Figure 11: On the wall of El Castillo Cave in Spain floats a ship with a sail puffed out by the wind. It is shown with planking removed to highlight two strong sockets for masts. The image is a rebus, made up of letters from Old European. (Photo: The Wendell Collection, Neanderthal Museum)



El Castillo Ship #1



Captain Uro's ship features two masts, a reverse bow, and a large stern rudder. The reverse bow is favored for heavy cargo ships for the following reasons:

- It reduces wave impact on the hull by plowing through heavy seas rather than by riding up over them, which also improves crew comfort and decreases stress on the hull.

- It reduces pitching and slamming in heavy seas that reduces the risk of heavy cargo shifting.

- It maximizes speed with a long water line, especially in heavy seas.

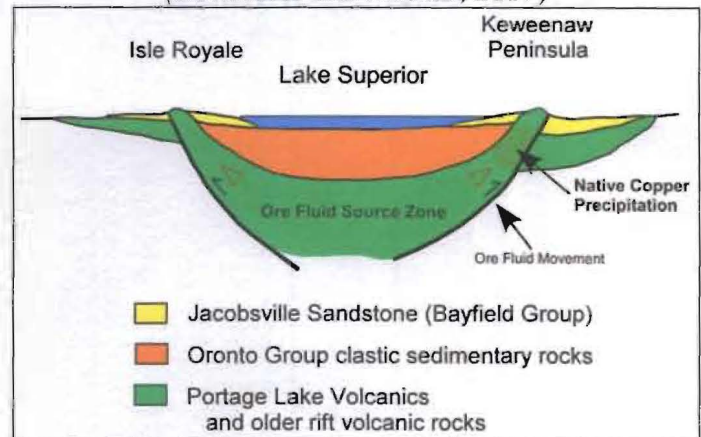
Uro means 'Champion'. His ship carried a crew of ten reefers and seven brawny rope pullers. It measured

about 98 feet long, 38% longer than La Niña, the favorite ship of Christopher Columbus.

Casks of loose copper

Uno's ship carried a fortune in loose copper. Loose copper lying on the ground occurs only at Isle Royale and the adjacent Keweenaw Peninsula of Lake Superior. In addition, it is nearly pure copper, unlike all other copper ores.

Figure 12: Source of loose copper at Lake Superior. (Bornhorst and Mathur, 2017)



Immense waves from the hurricane apparently broke part of the hull. To survive, the captain tossed all 100 of his casks of copper into the sea. The rest of the crew were not strong enough to lift the casks. Each cask weighed about 1.35 tons. If a cask to him was a hundred-pound sack of cement to a six-foot laborer, the captain was 18 feet tall (Figure 13).

Construction of ship

El Castillo had two large masts, a foremast and a mizzen mast, both anchored to the keel of the ship. Each mast had a rectangular sail made from reindeer hides sewn and glued together with red ochre glue, the toughest sail material. Because it lacked a keel to resist overturning torque, the sails were wider than tall. Absence of a keel allowed the ship to traverse shallow water and anchor in ports at high tide without overturning on mud at low tide.

The bow sloped away from the ship, much like steam-driven battleships of WWI. An inverted bow reduced drag, increased speed, and produced a smaller bow wave. Its drawback was increased spray onto the vessel.

The stern sloped inward like La Niña and was indented to allow free movement of a center-mounted stern rudder. Mounting the rudder in the center of the stern enabled swift tacking when sailing upwind.

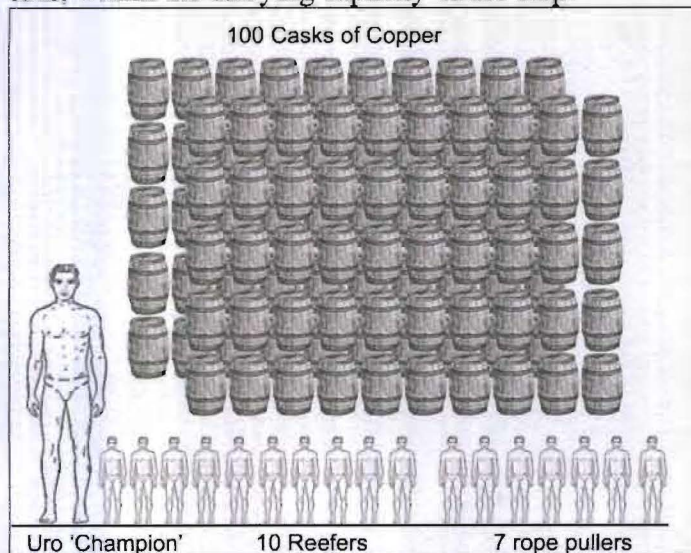
The size of El Castillo can be estimated by counting the number of openings along the top rail above the deck. The common unit of measurement was a fathom divided into six feet. Each opening is separated by planks as wide as the opening. These planks in turn are as wide as the main beams. If the distance between openings is 4 feet, a common dimension within the building trade, then the main beams are 2 feet square, which is reasonable.

Adding these up, El Castillo measured 98 feet long. This compares with La Nina's length of 71 feet. Michele de Cuneo, who accompanied Columbus on his second voyage, mentioned that Niña was "about 60 toneladas" (60 tons). Ratioing this tonnage by the cube of length gives an estimated tonnage of 150 tons.

The image is somewhat erratic because it is a rebus, written in Old European. It carries a wealth of detail about the ship, crew, cargo and calendar.

Beside the captain, the ship carried a crew of ten reefers and seven brawny rope pullers. Cargo was 100 casks of loose copper that the captain threw overboard to save the ship in a storm.

The most likely cask size was Pipe or Butt, 4 feet high holding 128 gallons. Loaded with copper, each would weigh 1.35 tons. A hundred casks would total 135 tons, within the carrying capacity of the ship.



Based on the strength required to pick up a cask in a storm and toss it overboard, the captain was at least eighteen feet tall. This is the same height as the life-size statue of Gilgamesh holding a lion found at Khorsabad, Iraq, at the palace of Sargon II, now housed at the Louvre (Figure 13).

Figure 13: Life-size statue of Gilgamesh holding a lion. (Louvre).



What was the copper worth? Otzi the Ice Man carried a pure copper adze that weighed 174 gm. It was exceedingly rare, only one other has been found and it weighs half as much. He was skilled because his hair includes arsenic from smelting copper. If it cost him one month's work, its value might be \$4000. At that rate, 135 tons of copper axes would be worth \$2.8 billion. Raw copper might be 1/3 of the total, or \$1 billion.

Second and seventh month shooting stars

The calendar used by Atlantis was probably the same as the calendar drawn in Senenmut's Tomb in Egypt, which began twenty years after Atlantis sank, in 9574 - 20 = 9554 BC (Spedicato, 2016). Each year had twelve months of 30 days each.

Spedicato reasoned that our present Moon was originally the largest moon of Mummu Tiamat, 'She who bore them all', in the Mesopotamian creation

myth *Enuma Elish*. Called Kingu, this moon was acquired in 9437 BC as a gift to Earth before she died, carried to Earth by her killer, Marduk-Nibiru (Harris, 2018). Prior to this acquisition, Earth had Mars for a moon with an orbit of 120 days. Each phase of Mars lasted 30 days, which conveniently totals twelve months of 30 days each, in common with the Zodiac.

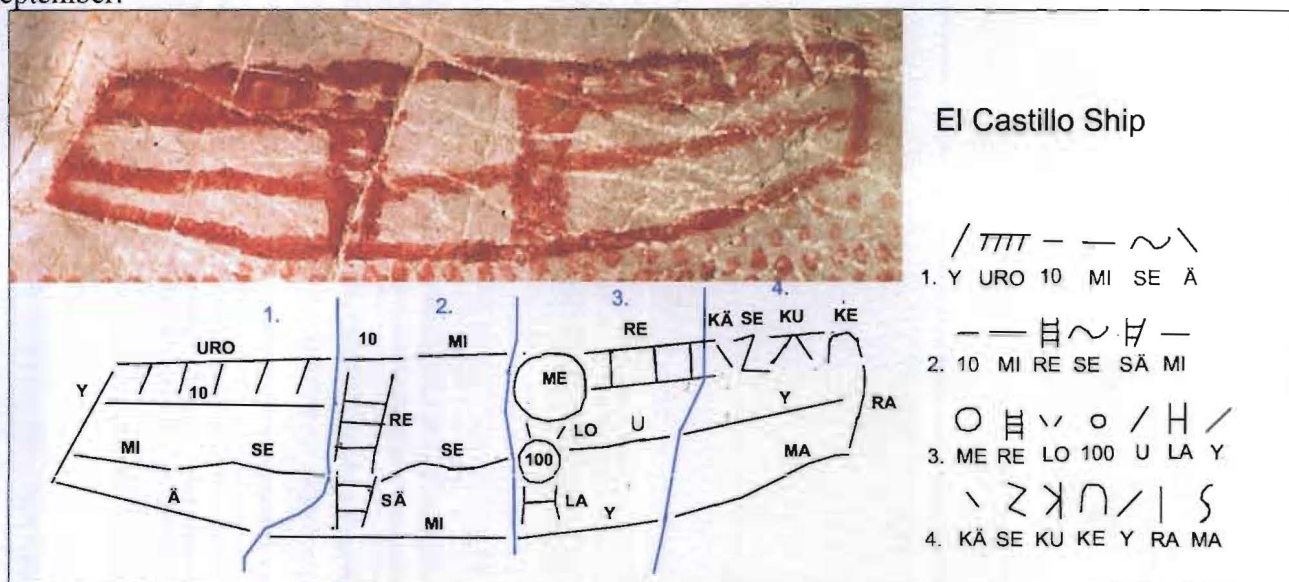
In Senenmut's calendar, each passage of planet Marduk-Nibiru was marked with a five-pointed star because it was the fifth planet from the Sun. The other four were Earth, Mars, Mummu Tiamat and Jupiter. The start date for each year was the fall equinox on September 20, established by the close passage of Marduk-Nibiru every twenty years.

Summarizing: Atlantis likely had a twelve-month calendar of 30 days each that began at the fall equinox in September.

Line 4 describes shooting stars in the second and seventh months, which would be October-November and March-April. The Taurid meteor shower comes in late evening of November 9, associated with Comet Cluster Encke. The Lyrid meteor shower comes in the pre-dawn hours of April 22, associated with comet Thatcher.

Ship Rebus

The ship rebus divides into four sentences that read left to right, top to bottom. Each letter is standard Old European consonant-vowel syllabary. Words are compressed using three rules: omit final consonant of a syllable; omit internal D, H, J, P, T and V; and compress the remaining vowels into the first vowel. *Harris Dictionary of Old European* (2025) provides definitions for each letter in English.



Old European

1. Y URO, 10 MI, SE Ä.
2. 10 MI RE, SE SÄ-MI.
3. ME-RE LO 100 U LA Y.
4. KÄ SE KU, O RA Y Y MA.

Finnish

1. Yksi uro, 10 miehiä, see äijää,
2. 10 miehiä reivata, see säie-miehiä
3. Merehen loin 100 urrtia lanttia yksi.
4. Kahden seen kuun, on rantut yön yli maan.

English

1. One champion, 10 men, seven tough guys,

2. 10 men to reef, seven rope-men.
3. Into the sea I cast 100 casks of copper first.
4. In the second and seventh month, there are streaks at night over the land.

Notes

2. By angling one side of the ladder, the letter changes from SA to SÄ.
3. *lantti* means 'copper, coin'.
3. The most likely cask was the Pipe, equal to half a Tun, with a volume of 128 gallons/476 liters. Scrap copper averages 150 pounds per cubic foot and a Pipe cask weighs 165 pounds, so each loaded cask averaged 2688

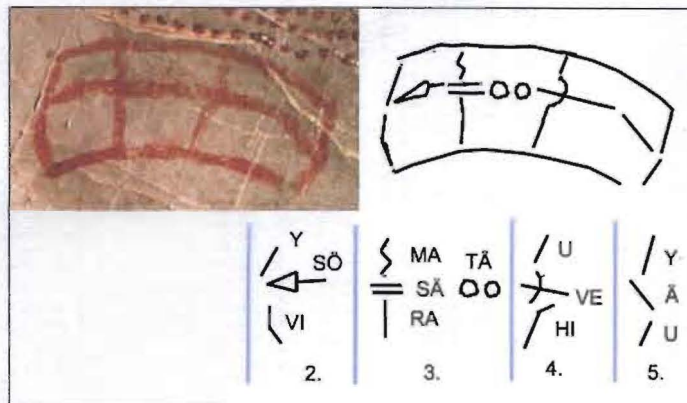
pounds / 1.35 tons. A hundred casks would weigh 135 tons, well within the estimated capacity of 150 tons.

3. The captain tossed each cask overboard. If he picked up a cask with the same effort that a six-foot man picks up a 100 pound sack of cement, then his height was at least 6 ft x $(2688 \text{ lbs}/100 \text{ lbs})^{(1/3)} = 6 \text{ ft} * 3 = 18 \text{ ft}$
4. Seen from *seitsemän* meaning 'seventh'.

Sail Rebus

The sail rebus was added later, and its pigment is not the same as that of the ship. It is arranged into two parts. The general outline in bold color says that three men are repairing the yardarm (s).

The second part lies within the fine detail of the four vertical strokes. These letters describe an unusual snowfall at night followed by a fierce storm that howls like a demon.



Old European

1. KO RA RE SE SÄ MÄ
2. Y SÖ VI.
3. MA SÄ RA TÄ.
4. U VE HI.
5. Y Ä U.

Finnish

1. Koo rahvasta remppaa seivästäin säikeineen mäihäineen.
2. Yön syöstiin vitä.
3. Mahtava sää raivoaa tähän.
4. Ulvoo verta hiiden.
5. Yhä äijeän ulvonta.

English

1. Three people repair the yardarms with ropes and sap.
2. At night it was dumping snow.
3. A mighty storm rages here.
4. It howls like a demon.
5. It keeps on with a great roar.

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