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46-Year Mystery Solved as Lost Hosanna Identified off Dover

Mutiny Diving helps confirm the identity of Belgian fishing vessel Z.592 Hosanna, which disappeared with five people aboard in February 1980

Full investigation: mutinydiving.com/hosanna/

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DOVER, KENT - A 46-year maritime mystery has been brought closer to resolution after an unidentified wreck lying in the Dover Strait was positively identified as the Belgian fishing vessel Z.592 Hosanna, which disappeared with all five people aboard in February 1980.

The identification followed an international investigation involving Dutch maritime researchers, British wreck researcher Mark Lewis, Mutiny Diving and a Dutch television production team, culminating in two dives on the unidentified wreck.

Mutiny Divers first investigated the wreck on 10th August 2026. They returned on 24th September 2026 for a second dive specifically intended to establish whether the vessel really was Hosanna.

After more than four decades of uncertainty, the unidentified wreck had a name. It was Hosanna.

Five people disappeared

Hosanna was a 25-metre steel fishing vessel built in Zeebrugge in 1965.

She left Plymouth on 14th February 1980, bound towards the Netherlands.

Five people were aboard: skipper Germain Ackx, his son Piet Ackx, Hector Snauwaert, Pieter Guijt and Pieter's 14-year-old nephew, Pieter Albertus Guijt.

Hosanna never reached her destination.

No known Mayday was transmitted and no survivors were found. A liferaft associated with the vessel was discovered near the Goodwin Sands on the morning of 16th February, triggering a search, but Hosanna herself remained missing.

For the next 46 years, rumours and competing theories filled the gap left by the missing vessel. Alleged sightings placed her as far away as Morocco, Spain and Greece, while another persistent theory suggested she had been involved in a collision.

What remained absent was the wreck itself.

Following the evidence into the Dover Strait

The renewed investigation was led in the Netherlands by Cees Meeldijk and Stichting Onderzoek Maritieme Vermisten (SOMV), an organisation specialising in long-term maritime disappearances.

In Britain, wreck researcher and diver Mark Lewis examined historical records relating to Hosanna's disappearance, contemporary search information and the geography of the Dover Strait.

Among the clues examined during the investigation were repeated references to a Channel Separation buoy known in 1980 as CS2.

The clue was more complicated than it first appeared. The modern CS2 buoy is in a different part of the Channel.

Further research established that the Dover Strait routing system and buoy numbering had subsequently changed. Revised traffic separation arrangements introduced in 1982 meant that contemporary references to CS2 could not simply be plotted against the modern buoy bearing the same name.

Understanding that change helped place the 1980 search information into its correct geographical context.

Attention eventually focused on an unidentified fishing vessel wreck lying off Dover. That was where Mutiny Diving could help.

Operating from Dover aboard its dive charter vessel Maverick, Mutiny Diving had the local tidal knowledge, wreck-diving experience and access needed to investigate a deep wreck in one of the busiest shipping areas in the world.

Going down to find the answer

The first investigation dive on 10th August 2026 showed that the wreck warranted much closer examination.

Hosanna lies upright, with the working deck at around 47 metres and the surrounding seabed approaching 52 metres.

Her wheelhouse was no longer standing, removing one of the most obvious areas in which identifying features might have survived.

However, observations and video from the wreck, its structure and evidence within the former wheelhouse and accommodation area provided enough information to justify a return.

On 24th September, Mutiny Diving returned to the wreck.

Divers operated from Maverick, while members of the Guijt family and the Dutch television production crew accompanied the operation aboard Renegade.

The divers concentrated on areas identified during the first investigation. The resulting evidence provided the confirmation that had been missing since 1980. The wreck was Hosanna.

Mutiny Diving is deliberately not publishing all of the underwater imagery, video or every identifying feature involved in reaching that conclusion while the television production remains in development.

"Every unidentified wreck has a story. With Hosanna, five people and their families were at the centre of that story. We had the boats, the local knowledge and the divers needed to investigate what was down there. To be able to play our part in confirming her identity after 46 years was a real privilege."

Chris Webb, Mutiny Diving

"The wreck itself wasn't newly discovered. What had been lost was its identity. The research was about taking records written in 1980, understanding what they actually meant geographically and then comparing that evidence with what we could see underwater. When those two sides of the investigation began matching, the case for Hosanna became increasingly difficult to ignore."

Mark Lewis, wreck researcher and diver

"For me, one of the most important breakthroughs was realising that references to CS2 in the original search records could not be interpreted using today's buoy positions. Once the historic changes to the Dover Strait buoy system were understood, the geography of the case started to make much more sense."

Mark Lewis

The Guijt family were there

The second dive had a significance far beyond wreck diving.

Members of the Guijt family, relatives of Pieter Guijt and Pieter Albertus Guijt, travelled to Dover and accompanied the operation aboard Renegade as the investigation reached its conclusion.

After the dive, members of the Guijt family laid floral tributes on the sea above Hosanna.

As the flowers were placed into the water, a pod of dolphins appeared alongside the boats.

No interpretation needs to be placed on their appearance. For those present, their arrival at precisely that moment simply made an already emotional occasion particularly memorable.

For the Guijt family, there was finally certainty about one fundamental part of the story.

Hosanna had not disappeared to Morocco, Spain or somewhere else. She had sunk in the Dover Strait.

The investigation continues

Identifying Hosanna answers one major question, but it does not yet explain why she sank.

There was no known Mayday and the exact sequence of events during her final hours remains uncertain.

Further examination of the wreck and continued archival research may help establish what happened to Hosanna during her final passage.

The wider investigation is being documented by Dutch public broadcaster EO (Evangelische Omroep).

Producer Mary Kragtwijk and her production team have been following the Hosanna investigation and were present in Dover for the confirmation operation on 24th September.

The documentary will examine Hosanna, the investigation into her disappearance and the story of the Guijt family. It is currently expected to be broadcast in the Netherlands in June 2027.

Read the full investigation

Mutiny Diving has published the detailed story of Hosanna, her disappearance, the historical research, the two dives and the evidence that led to her identification:

Z.592 Hosanna: Helping Solve a 46-Year Maritime Mystery

<https://mutinydiving.com/hosanna/>

Further information about Cees Meeldijk and Stichting Onderzoek Maritieme Vermisten (SOMV):

<https://www.stichting-omv.nl/>

NOTES TO EDITORS

Z.592 Hosanna

Hosanna was a 25-metre steel fishing vessel built in Zeebrugge in 1965.

She was formerly registered in Belgium as Z.592 and was sold to British company Minerva Fisheries Ltd shortly before her disappearance, receiving the fishing registration GU5200.

She left Plymouth on 14th February 1980 and disappeared during her passage towards the Netherlands.

Five people were aboard: Germain Ackx; Piet Ackx; Hector Snauwaert; Pieter Guijt; and Pieter Albertus Guijt, aged 14.

An investigation dive was carried out by Mutiny Divers on 10th August 2026. The confirmation dive took place on 24th September 2026.

The wreck lies upright in the Dover Strait at approximately 47 metres working depth, with the surrounding seabed reaching approximately 52 metres.

Mutiny Diving

Mutiny Diving operates wreck-diving charter vessels from Dover and Folkestone and specialises in wreck diving throughout the Dover Strait and surrounding waters.

<https://mutinydiving.com/>

Media material

A limited selection of historic black-and-white photographs of Hosanna and her crew from the period may be available for editorial use, subject to confirmation of reproduction rights.

Underwater photographs and video from the investigation are not currently available for media release, as this material is being retained for the forthcoming television production.

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