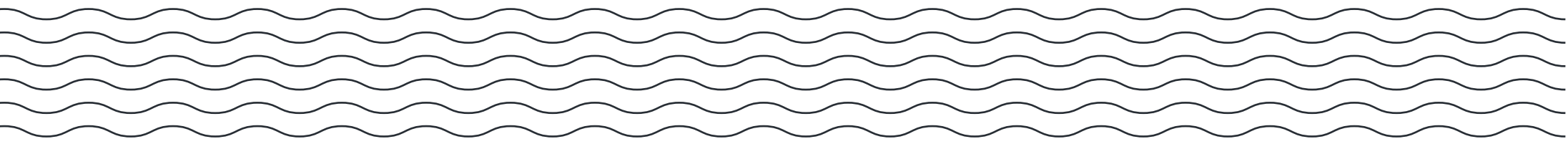


WRECKS OF AQABA



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About this publication

This publication is part of a joint effort between the Tourism Directorate at The Aqaba Special Economic Zone Authority (ASEZA), Aqaba Marine Park (AMP) and the Royal Marine Conservation Society of Jordan (JREDS) to help improve your diving experience in the Gulf of Aqaba.

Every effort has been made to ensure that the information included was accurate at the time of going to press, January 2020. However, we would appreciate sending any comments to infoaqaba@aseza.jo.

We will endeavor to address them in the next issue

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" I have many hobbies but I don't have the time to pursue them these days. I enjoy riding motorcycles, parachuting, and scuba diving, and for me, it is important to develop this sport in Aqaba because it is one of the most beautiful areas for scuba diving in the world."

-Interview with His Majesty King Abdullah II which was released on the 17th of July 2019.

WRECKS OF AQABA



Introduction

Jordan was placed among the list of top countries to be visited in 2019 by Lonely Planet’s “Best in Travel” guide. The list showcased Jordan as a hub for an adventure through the Jordan Trail, where visitors can hike, bike or visit the lowest point on Earth at the Dead Sea. Travellers can also camp in the Wadi Rum desert and marvel at the sky’s clear stars, visit the Nabatean’s Petra, one of the seven wonders of the world and enjoy the Red Sea’s lush coral reefs while scuba diving in Aqaba. The Aqaba Special Economic Zone Authority (ASEZA), realising the increasing importance of diving tourism to Aqaba, is taking a pro-active role in the promotion of the industry through the Aqaba Tourism Authority. One of the reasons we have produced this publication is to highlight the splendid wreck dive sites and facilities Aqaba has to offer.

At the top of many scuba divers’ bucket list — and rightfully so — the Red Sea has an abundance of what true underwater enthusiasts desire: warm water, a temperate climate, thriving reefs, amazing wrecks, caves, walls, drop-offs, and encounters with pelagics like dolphins, sharks, whales, and whale sharks. The city of Aqaba, located on the northern edge of the Red Sea, a well-known scuba diving destination, grants easy access to some of the most exciting and dazzling with marine life dive sites along 27 km of coastline on the Gulf of Aqaba.

With a mild climate and the water temperatures between 26 degrees Celsius in the summer, and 20 degrees in the winter, Aqaba makes an ideal location for year-round scuba diving for all levels of experience. Most of over 21 dive sites along the Jordanian coastline are in the protected area of Aqaba Marine Park and easily accessible by boat or from the shore. Each dive site varies in shape and inhabitants. Slopes, drop-offs, canyons and flat bottoms, all veiled with flourishing corals and a plethora of marine life.

Nutrient-rich upwellings wash over the reefs, nourishing soft coral gardens, stunning hard coral islands and pinnacles which can be found in less than 25m of water.

Cedar Pride, a former Lebanese freighter which sustained extensive damage during a fire in 1982 became one of Aqaba’s most famous dive sites. In 1985, following a request from King Abdullah II, the ill-fated vessel was sunk approximately 180m offshore as an artificial reef for divers. Described as one of the most photogenic wrecks of the Red Sea, lies across two reefs on its port side at depths between 10 to 27m, provides a wreck dive that divers with all levels of experience can enjoy. The second most famous dive site is an M42 American anti-aircraft tracked vehicle “The Tank”. Scuttled at a sandy bottom, close to the shore at a depth of just 5m, is a popular attraction for snorkelers and the perfect spot to make a fish-packed, photo-of-a-lifetime safety stop.

WRECKS OF AQABA



ASEZA established Aqaba Protected Area as part of the master plan of the coastal resources embodying the coral reserve along the coast. The area was created to preserve and regulate the natural near-shore marine environment of the south coast with its rich biodiversity while allowing particular tourist uses. At the same time, it supports efforts to conduct research and monitoring programs on the physical, chemical, and biological properties of the northern Gulf of Aqaba and the coral reefs.

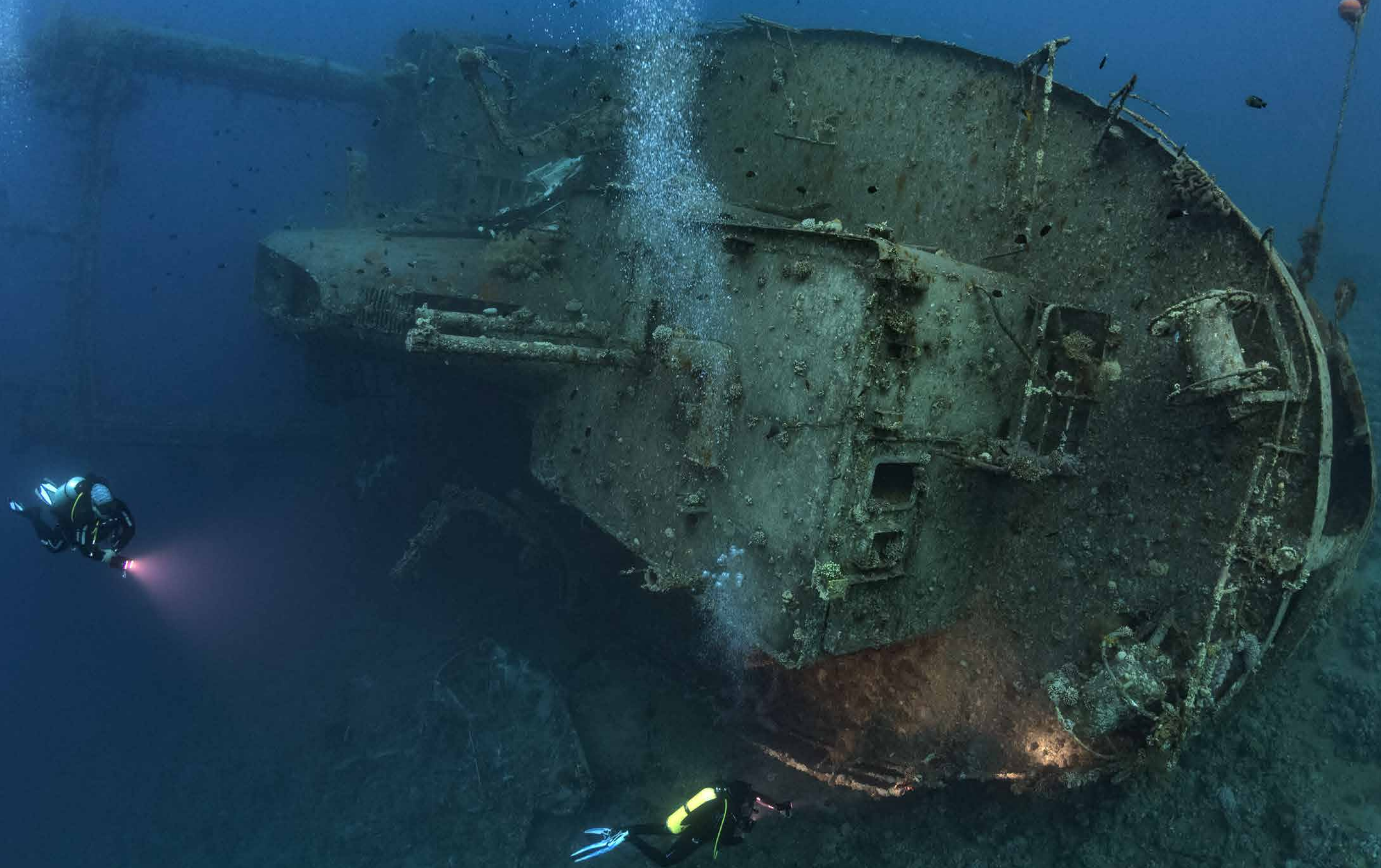
The Royal Marine Conservation Society of Jordan (JREDS) an NGO that carries out regular beach and underwater cleanup programs, organises community awareness and public education and community programs in Aqaba and Jordan. Over the years JREDS has developed an active partnership role with ASEZA, in order to conserve the ecological integrity of ecosystems, habitats and species in Aqaba through marine surveys and various marine environmental studies and solutions. JREDS has actively supported in coral reef monitoring, turtle surveys, water conservation and other environmental campaigns in Aqaba, with ASEZA and Aqaba Marine Park and other stakeholders.

Currently, Aqaba plays a significant role in strengthening the regional capability for information exchange and resource management for the entire Red Sea.

Over the years, ASEZA in cooperation with Aqaba's private sector and environmental organisations has put loads of effort to protect and support the recovery of natural reefs by drawing visitors away to alternative sites created by scuttling various objects to become the foundation of an artificial reef. These include a C1-30 Hercules military plane submerged back in 2017 and recently sunk passenger aircraft - Lockheed L-1011 Tristar. The latest addition to the catalogue of wrecks available for divers in Aqaba is first in the world, underwater military museum. This unusual dive site comprises of 21, carefully positioned on the seabed military relics and imitates a tactical formation. The collection consists of tanks, a military ambulance, an army crane, a troop carrier, an anti-aircraft gun and combat helicopters. All involved in the project gave great attention to the environmental effects of the scuttling and took all measures to ensure the protection and safety of the marine environment. Before the scuttling, all hazardous materials were removed to comply with the environmental best practices. The depth of the objects varies from 7 to 28 meters. It gives scuba divers and snorkelers a unique chance to explore military machines and to observe coral reef and marine life growth and recovery.

Let us take you on a photographic journey through the wrecks of Aqaba and dive into a fantastic, underwater world of the Jordanian Red Sea.

Cedar Pride



CEDAR PRIDE

Location: 29°25.852'N, 34°58.375'E

Accessibility: Boat or shore (180m from the beach)

Length: 74.4m

Width: 10.4m

Draft: 4.9m

Depth: 10 – 27m

Visibility: 20-40m

Currents: Low

Level: Beginner to Advanced

Attractions: Cargo Holds, Air Pocket, Superstructure, Crow's Nest, Engine Room, Propeller

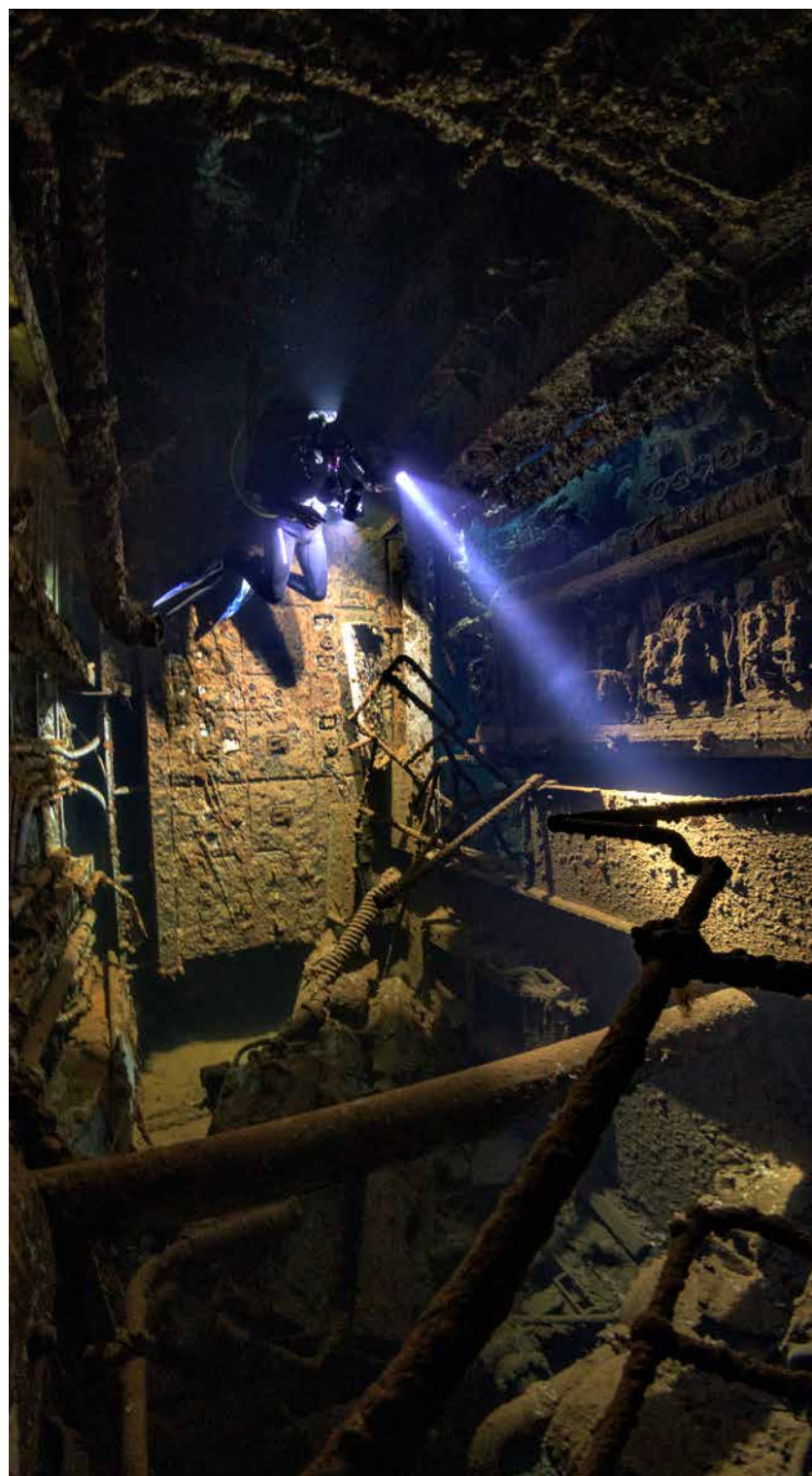
For a good reason, Cedar Pride is described as one of the most photogenic wrecks of the Red Sea holds its place on the lists of the best wreck dive sites of the world.

The Cedar Pride wreck is one of Jordan's most popular and celebrated dives. The 75 meters long, former Lebanese freighter sustained extensive damage during a fire in 1982. Back in 1985, following a request from King Abdullah II, the ill-fated vessel was purposely sunk approximately 180 meters offshore as an artificial reef for divers.



The wreck is lying on its port side, at a maximum depth of 27 meters and is home to numerous species of hard and soft corals. Marked by a surface buoy, the Cedar Pride, with the bow facing north, is easily accessible from a boat or the shore.

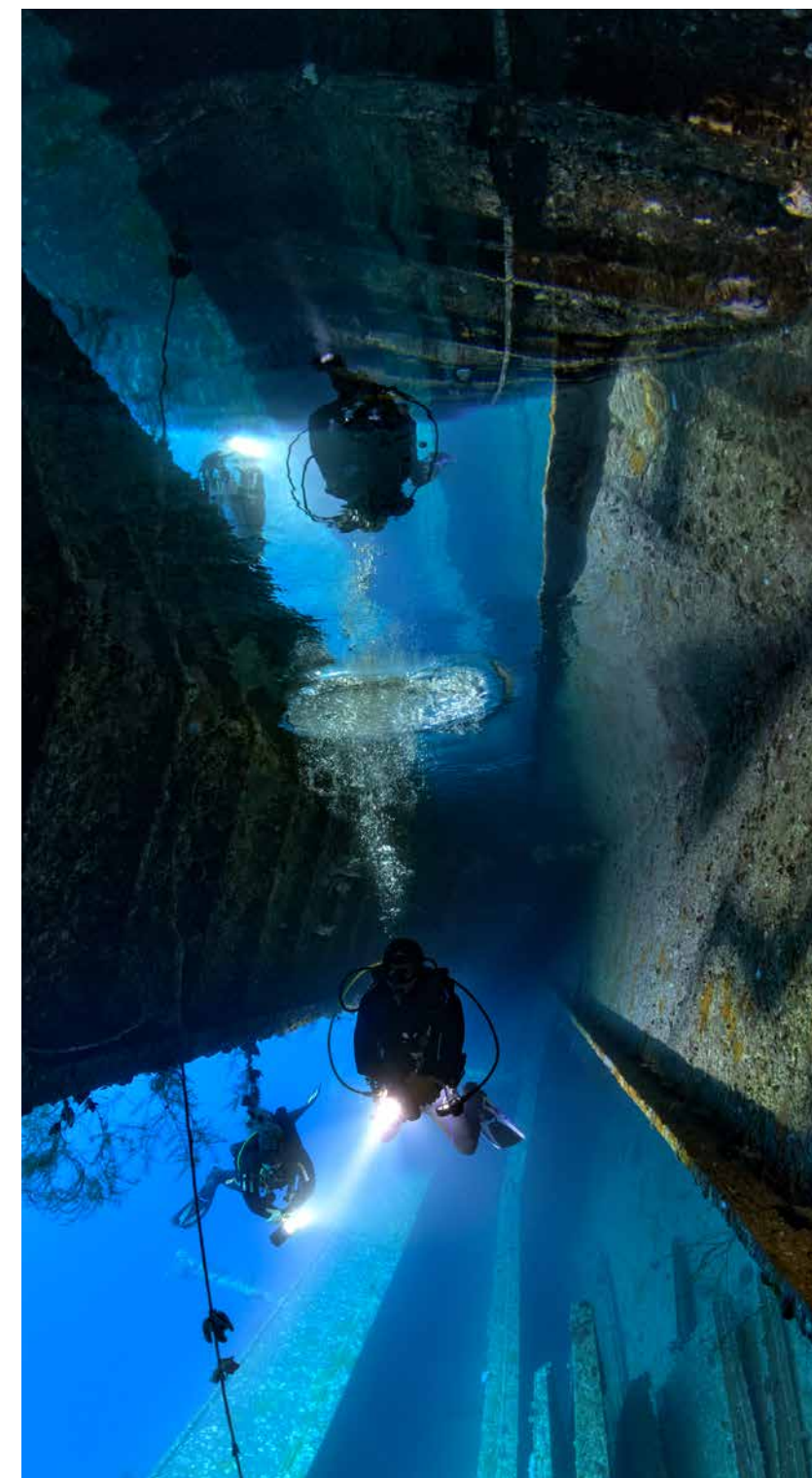
The uppermost starboard side is at about 10 meters and makes an excellent wreck site for a scuba diving beginner. The wreck is mostly intact with the most exciting diving on the seaward side, where you can see the entire deck and superstructure.



The most outstanding feature is, perhaps, the crow's nest, which is covered by an abundance of colourful soft corals and stands out against the clear blue water. As you continue further towards the hull, you pass ventilation shafts and the mainmast. Here in the deeper water, the soft corals are more dispersed and replaced by hard corals with schools of fish, including the odd barracuda visiting the wreck.

As you swim back along the uppermost starboard side, you can find plenty of hard corals and small species that have made their home on the hull. The wreck is covered with a rich assortment of soft corals and large, waving sea fans along the entire length of the ship.

Cedar Pride makes an excellent night dive with her deck smothered with lots of critters, including shrimps, urchins, Spanish dancers and soft coral crabs as well as octopuses and morays on the hunt. Her interior is very stable and can be explored with swim-throughs and an air pocket amongst many of its features.



Experienced wreck divers and underwater photographers, will find many penetration opportunities and impressive lighting coming through the openings of the ship. Not for nothing, Cedar Pride described as one of the most photogenic wrecks of the Red Sea holds its place on the lists of the best wreck dive sites of the world.



Tarmac Five



Tarmac Five

Location: 29° 25.512'N 34° 58.246'E
20m to the South West of the Cedar Pride
Length: 9m
Width: 9m
Height: 2.5m
Accessibility: Boat or shore
Depth: 27m
Visibility: 20-40m
Currents: Low
Level: Advanced
Attractions: Marine life

The barge was scuttled in 1996 after Alcatel had finished laying the electrical cables to Egypt. She lies not far from the wreck of Cedar Pride, and when she went down, landed over the corner of an old sunken fishing boat that has been there since the '70s. For those with good air consumption, it is possible to see both wrecks on the same dive but should visit "Tarmac 5" first as this is the deepest of the two. Although the wreck itself is not much to look at, it is a host to a great variety of marine life, including blue-spotted stingrays and frogfish. Inside is full of banded coral shrimps. Large tuna fish and other pelagic species are frequent visitors of the wreck. Technical divers visiting Kleta's Wall reef, often stage their tanks on the barge, before finishing their decompression on the Cedar Pride.

The Tank (M42 Duster)



The Tank (M42 Duster)

Location: 29°25.163'N 34°58.327'E

Length: 5.8m

Width: 3.2m

Height: 2.8m

Accessibility: Boat or shore (80m from the beach)

Depth: 6-8m

Visibility: 20 - 40m

Currents: Low

Level: Beginner

Attractions: Turret, Driver Seats, Engine Room, Detached Door, Tracks

Scuttled in the late '90s, M42 "Duster" a 40 mm Self-Propelled Anti-Aircraft Gun, nicknamed "The Tank" has become a hotspot for marine life and corals as well as a popular "must-do" photo stop at the start or end of many dive routes in the area.

Known as 'The Tank', M42 40 mm Self-Propelled Anti-Aircraft Gun, or "Duster," is an American armoured light air-defence gun. Initially, it served the Royal Jordanian Army before being scuttled as an artificial reef in September 1999 by the Royal Marine Conservation Society of Jordan (JREDS). It has since accumulated a lot of marine life including exotic invertebrate species in the shallows surrounding the wreck. Over the years, soft corals and sponges took hold of the tank, and swirling schools of colourful reef fish now call it home. After moving in for a closer look, we can see what has attracted marine life.



The wreck has plenty of little nooks and crannies housing dozens of species of invertebrates including shrimps, crabs, starfish and more. Lionfish frequent the tank to pray around the hull while damsels fend them off with bravado. Divers keen on macro can spot colourful blennies watching the show from their homes in the coral and cracks of the tracked war machine. "The Tank" located between several diving sites, is the usual place for safety stops and the perfect spot to make a fish-packed, photo-of-a-lifetime safety stop. Furthermore, it is the easiest and the most convenient dive site in Aqaba for snorkelling and free diving.

It's not every day you get to see an old American anti-aircraft gun sunken on a sandy seabed! Although only a mere five meters below sea level, "The Tank" appeals to divers and snorkelers due to its rarity. The nearby Seven Sisters and Fairy Ring reefs with their pinnacles are one of the best examples of rare, rich in marine life dive sites with exciting topography, in a relatively small area. Close to the shore in shallow, bright water, divers can enjoy the sight of blennies, damsels, butterflies, schools of fusiliers and even a barracuda. Fish life here is plentiful as the pinnacles make a great nursery, and the corals and sponges are crawling with life.

Divers will find this dive perfectly relaxing, whether in training or taking a colourful break from more challenging dive sites. The M42 "Duster", nicknamed "The Tank", is just a few fin kicks away and the perfect spot to make a fish-packed, photo-of-a-lifetime safety stop. Also, for those returning from a nearby wreck of Hercules CI-30 or a technical dive at the deep wreck of Al Shorouk, it provides safe and comfortable conditions for the safety stop.

The Tank and Seven Sisters dive site is accessible by boat as well as from the shore. The site is particularly recommended for beginners who are ready to take that first step and kickstart their underwater adventure.



Hercules C1-30



Hercules C1-30

Location: 29°25.110' N 34°58.298' E

Length: 30m

Wingspan: 40m

Height: 11m

Accessibility: Boat or shore (150m from the beach)

Depth: 17m

Visibility: 20 - 40m

Currents: Low

Level: Beginner

With its impressive size and easily penetrable interior, the former Royal Jordanian Air Force Lockheed C1-30 Hercules is one of the top dive sites around Aqaba and provides a breathtaking experience for divers of all levels of experience.

The Aqaba Marine Park's popular attraction has "landed" on the seabed on the 16th of November 2017 and has already become the divers' favourite. The Lockheed C1-30 Hercules is a four-engine turboprop aircraft and serves as the primary tactical transport aircraft for many military forces in more than 70 nations worldwide since the '50s. Aqaba's Hercules was donated by the Royal Jordanian Air Force and all hazardous materials such as fuel, oil and paint were removed before the scuttling. The plane structure has become an artificial reef and consistently attracts marine life as a new habitat for Aqaba's diversity of species and perfectly fits into the coral reef environment.





The wreck of Hercules C1-30 is easily accessible from the shore and by a boat. Located not far from the wreckage of the Cedar Pride, and only a few metres from the M42 'Duster' anti-aircraft tracked vehicle, more commonly known as 'the Tank' makes an excellent dive for all levels of training.



The aircraft is standing upright at a flat bottom, almost level, at an average maximum depth of around 17 meters. With a length of 30 meters and a wingspan of 40 meters, Hercules is an impressive sight and is almost always visible from the surface. The excellent Red Sea visibility aids the descent onto the wreck, and the site is prone to only the lightest of currents. It is not only its external appearance but the interior of the aircraft that inspires utter delight. Entering the wreck is safe and straightforward. The open cockpit offers easy-access for penetration. It is a real treat for underwater photographers as a lot of windows and doors allow the light to penetrate the interior of the plane, making the experience complete. Hovering outside the cockpit at about 12 meters gives some idea of the aircraft size, and an excellent

opportunity to peer into the cockpit windows. The C1-30 is massive; the fuselage is taller than it is wide, the long wingspan and empty engine cowlings do make a striking impression of the power of the aircraft in service. Whereas the front, with the nose gear, raised slightly may seem disproportionately small, the tail fin rises to around 5m under the surface. It almost gives the impression of an aircraft just about to take off.



Penetration of the wreck is easy and straightforward. The doors of the aircraft have been removed, providing easy access to approximately 12 meters long and 3 meters wide and well-lit, cavernous interior. The flight deck is also accessible, allowing for plenty of photo opportunities with the basic controls and steering columns remain in place.

The C1-30 is in good condition and gives home to many schools of fish, a few moray eels, shrimps, and has a significant soft coral growth, especially under the wings.

For technical divers, this unique site offers an unusual challenge – three different wrecks in one dive. Al Shorouk (a shipwreck), C1-30 Hercules (an aircraft) and M42 Duster (anti-aircraft tracked vehicle) are waiting for the wreck-addicted diver in Aqaba.

Al Shorouk



Al Shorouk

Location: 29°24.924'N 34°58.372'E

Accessibility: Boat or shore (240 m from the beach)

Length: 61m

Width: 10m

Depth: 38m to 60m+

Visibility: 20-40m

Currents: Low

Level: Technical Diver

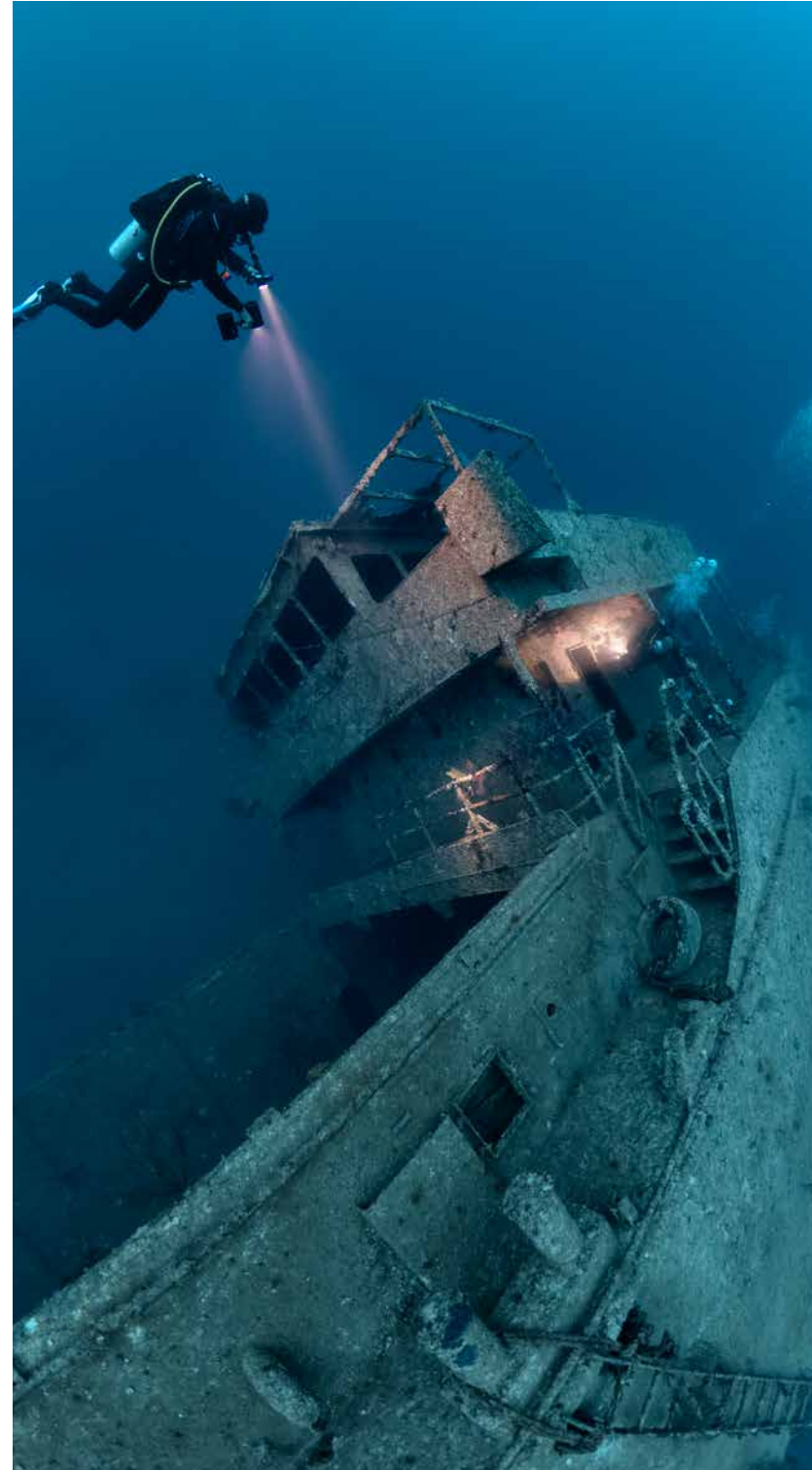
Attractions: Loading Ramp, Vehicle Deck, Bridge, Funnel, Engine Room, Stern

Al Shorouk is an excellent technical dive for the experienced and students alike. Divers can explore the wreck on trimix or even air.

Al Shorouk, a large, well-preserved wreck lies on her starboard across two reefs to the west of Kirk's Forest Reef - named after Kirk Green, a pioneer of diving in Aqaba back in the '80s. It is a deep and technical wreck as her bow is at 38 meters and her stern at about 60 meters. At these depths, the coral growth is slower than in the sun-soaked waters above – remarkably free from encrustation and corrosion; she almost looks like she could have sunk yesterday.



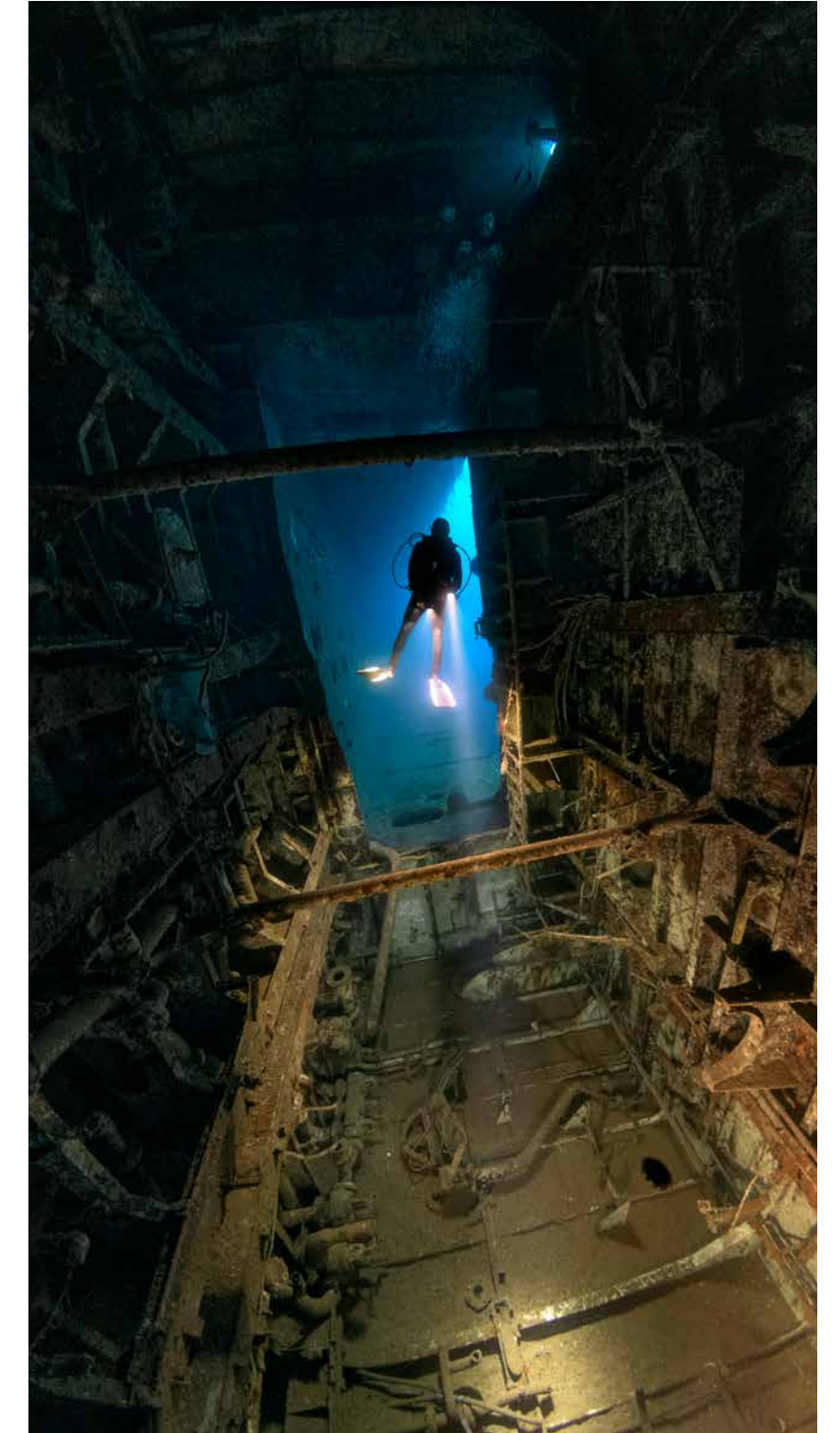
The Aqaba Marine Park scuttled the ship on the 18th of June 2008 and although intended for shallower water, it drifted away and could have easily ended up in over 100 meters of water. Fortunately for the divers, the wreck was pulled back from the depths allowing advanced and technical diving just before she slipped beneath the waves. Al-Shurouq hence created a new and exciting site for divers visiting Aqaba, by making an addition to the other technical diving wreck, the Taiyong. A mooring buoy is attached to the shallowest part of the wreck at 38 meters on the bow. Descend is easy and Al Shorouk, once a vehicle ferry, will slowly fade into the view below. Leave the line and head around the top side of the wreck. Begin the dive by swimming around her top-deck along the vehicle deck and up to the bridge area. At this point, you can swim under the wreck between the two reefs which is recommended only for trimix divers.



The vehicle deck is open and makes a great swim though, the bridge area and engine room are worth a visit as both are available for penetration for those certified for scuba diving in an overhead environment. Then start to turn and swim around her hull to explore more of the wreck. At the end of your bottom time return to the bow ready to begin your ascent and decompression stops up the mooring line. Al Shorouk is an excellent technical dive for the experienced and students alike. Divers can explore the wreck on trimix or even air if they carefully observe their bottom time. The permanent buoy attached to the ramp makes it easy to access the shipwreck from a dive boat. It is also possible after a tour on the wreck to swim to the north and stop at the famous M42 Duster "The Tank".

Al Shorouk is intact, very scenic and slowly attracting more marine life. The wreck has plenty of soft corals, small sea fans and bushes of black coral, especially along her starboard side and around the bridge.

The visibility is excellent, and the whole wreck is visible while staying above 50 meters - a unique opportunity for underwater photographers to take great wide-angle shots.



Taiyong



Taiyong

Location: 29°25.749'N 34°58.218'E

Accessibility: Boat or shore (360m from the beach)

Length: 36m

Width: 15m

Height: 30m

Depth: 35 - 58m

Visibility: 20-40m

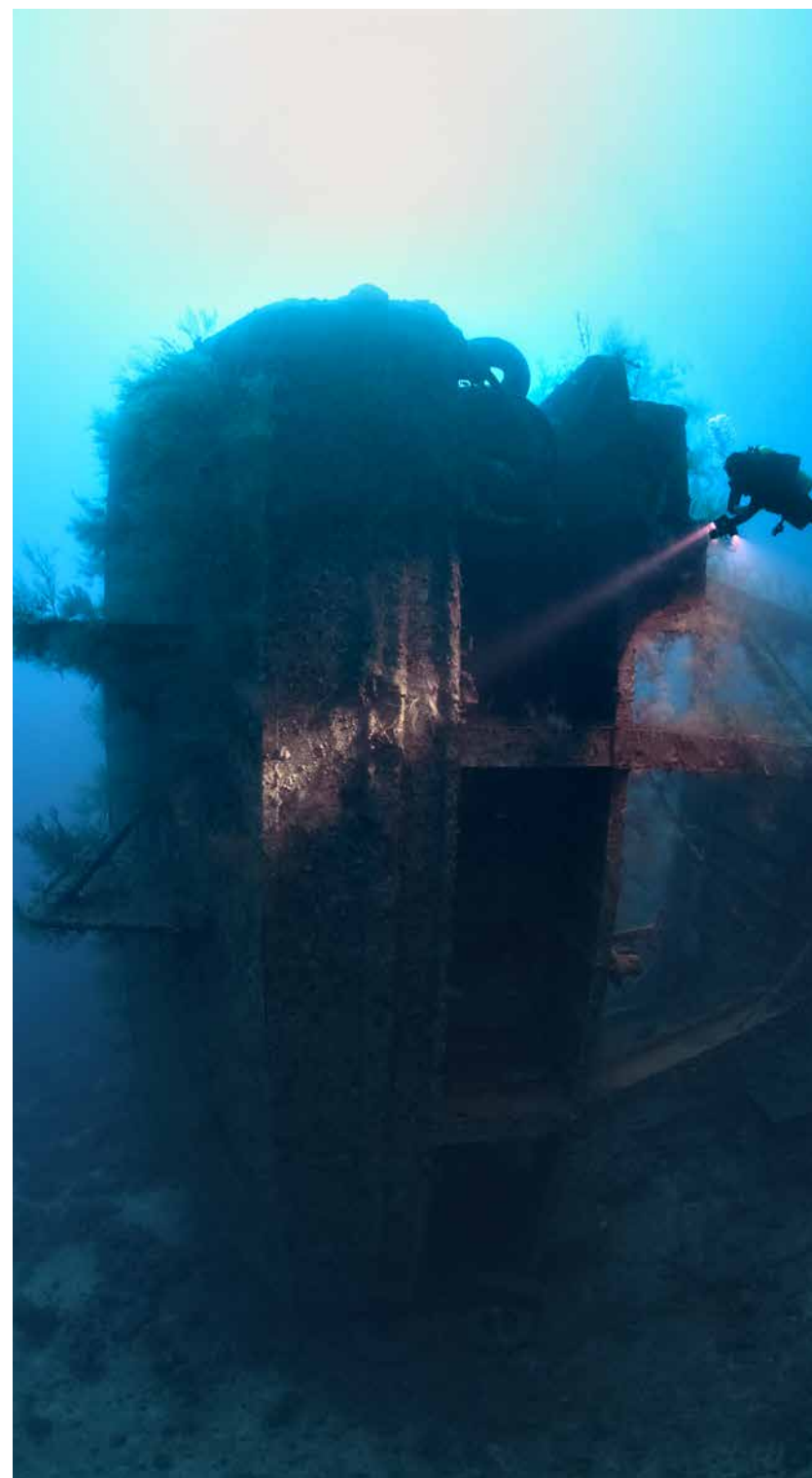
Currents: Low

Level: Technical

Attractions: Crane, Tire Fenders, Cargo Hold, Crane Machinery

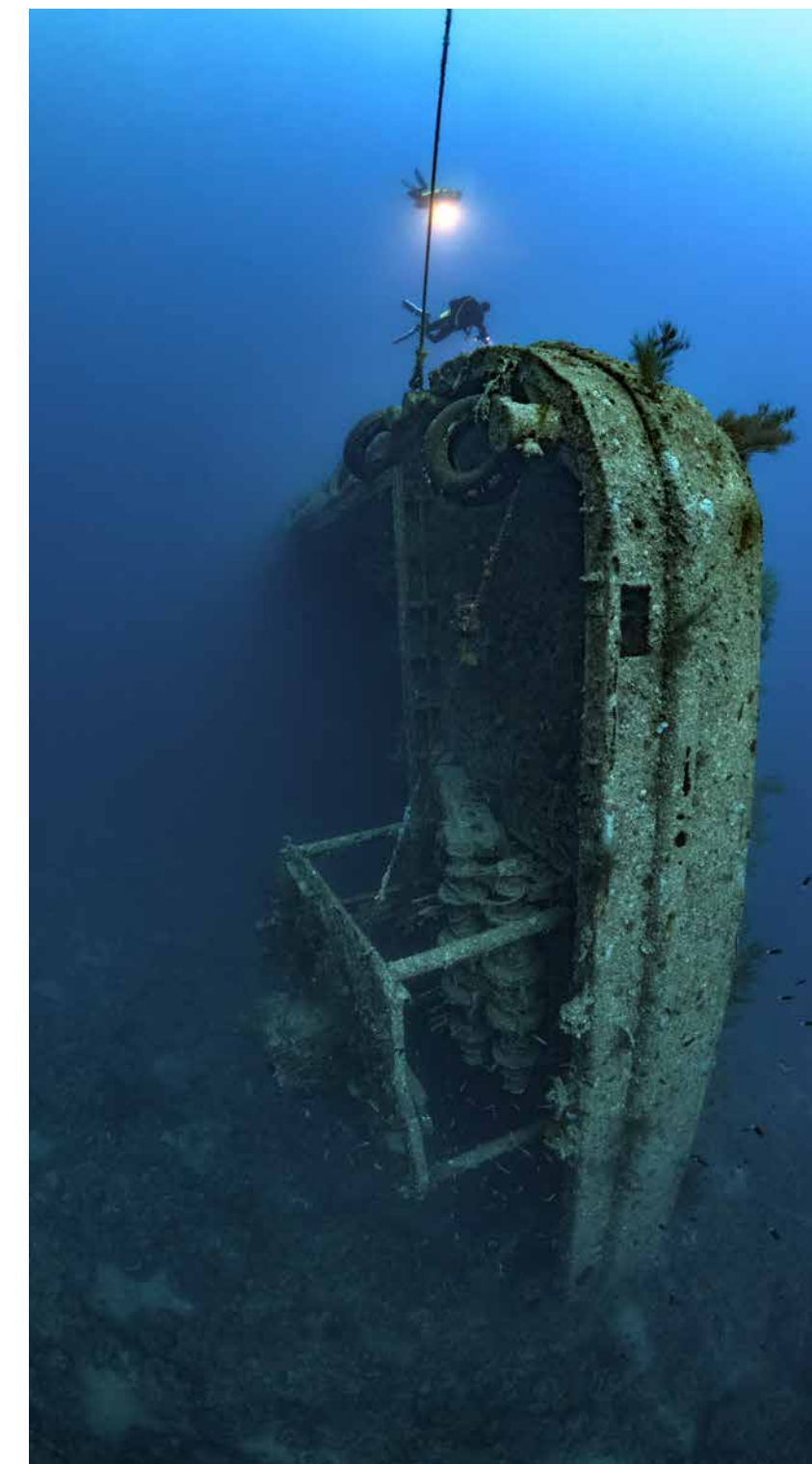
A classic Red Sea wreck, encrusted with more than 30 years of multi-coloured coral growth from bow to stern is in pristine condition, beautiful to look at and exciting to dive on.

The wreck was re-discovered by the Dive Aqaba Technical Diving Team in 2004, lying on her starboard side not too far the dive site known as the Japanese Gardens. At its shallowest point, it reaches 35 meters and dropping to about 58 meters at its deepest, making it a great technical dive. The vessel was purchased by the Aqaba Port Authority in 1974 and used for offloading ships coming into Aqaba. An accident led to the jib of the loading crane dropping and causing damage to the ship's hold. Although this repaired with a concrete plug, subsequent leaking deemed uneconomical to service, and the authorities decided to scuttle the ship in the late 90s.



Begin the dive by descending the mooring line, and the wreck will appear in its whole glory underneath. Leave the line and head around the top side of booming with marine life shipwreck. Divers can admire a profusion of colourful soft corals growth on her while shoals of fusiliers patrol this pristine Red Sea wreck. The bow is home to shoals of glassfish hunted by several large lionfish lurking on the wreck. From there, move towards the stern and the massive, covered in soft corals crane. Considered as the best feature of the wreck, a huge, A-frame crane, stretches out over the reef with its tip at 58 meters.

The structure, thriving with coral growth, makes a fantastic subject of underwater photography. Following the crane back to the stern, it is possible to enter the wheelhouse with some interesting swim troughs where divers can explore the crane machinery and gears. The cargo holds are also open and make for a great swim through. Towards the end of your bottom time return to the bridge area ready to begin your ascent up the mooring line returning to the boat or leave the wreck heading to the Japanese Gardens. Deco stops at the shallow end of this reef make for a relaxing end to a great dive. One of the most beautiful reef systems of Aqaba attracts hawksbill sea turtles, shoaling barracudas, shoals of sergeant majors and fusiliers amongst fantastic coral formations.



Lockheed L-1011 TriStar





Lockheed L-1011 TriStar

Location: 29°28.328'N 34°58.458'E

Accessibility: Boat

Length: 54m

Wingspan: 47m

Exterior Height: 16.8m

Depth: 15 - 28 meters

Visibility: 20-30m

Currents: Low

Level: Beginner

Attractions: Cockpit, Cabins, Galleys, Cargo Hold, Central Engine Vent.

The “TriStar” wreck is a non-Jordanian commercial aeroplane that has been out of service and parked at King Hussein International Airport for several years. In April 2019, photos of the former Luzair CS-TMP emerged with the aircraft laying with its wings clipped, near the waters of the Gulf of Aqaba. The iconic, medium-to-long-range, wide-body trijet airliner was scuttled on the 26th of August 2019 with its wings and horizontal stabilisers re-attached.

It is located just a few meters from the shoreline, next to the Power Station Reef dive site, adjacent to Aqaba Container Terminal.



The wreck sits on a sandy slope where the substrate composition of the seabed has low complexity, and no growth of fringing coral reefs is present. Diving the TriStar is very enjoyable, with the cockpit at 15 meters which makes it accessible to open water divers, while its tail drops to the depth of 30 meters. Inside the plane divers can find complete interior including the seats and see all of the instruments inside the cockpit. Divers can also drop down into the cargo hold, and swim through the vent of the main central engine.

The intertidal zone is mainly sandy with the upper part consisting of shell fragments and medium/large rocks. The lower intertidal is an extensive sandy seabed with patches of gravel and flat boulders.

The sub-tidal zone is dominated by a sandy substrate that is either bare or covered by a mixture of *Halophila stipulacea* and *Halodule uninervis* seagrass species.

The seabed on the southern side of the plane is composed mainly of a sandy substrate with small and medium scattered reef patches, while the seabed on the northern side is covered either by sand with some coral patches or by wide areas of seagrass meadows down to 30 meters. The purpose of the wreck, which already has become a new attraction for divers visiting Aqaba, is to create a unique, artificial coral reef, and a healthy habitat for fish and other marine organisms.

Underwater Military Museum



Underwater Military Museum

Location: 29°26'43.01"N 34°58'6.42"E

Accessibility: Boat or shore (50 M from the beach)

Site length: 140 Meter

Site width: 75 M

Number of objects: 21

Depth: 7-30 meters

Visibility: 20-40m

Currents: Low to Medium

Level: Beginner to deep (please be aware that there are two objects (helicopter and a canon) that are kept on a depth more than 28m (on the southern side) which makes the site suitable for beginners and deep dives

If you're a history buff and a diver, then this new dive site in Aqaba might be the place for you...

Military museums are not uncommon, but Aqaba has built what might be the most unusual of them all: an underwater military museum. The war machines were sunk in a depth range of 15 to 28 meters, stationed along the coral reefs imitating a tactical battle formation, creating an exciting underwater adventure, intriguing divers and snorkelers to discover more and more of the dive site and have a unique experience. The dive site is located just off the coast of Aqaba, South Beach in the Red Sea in an area popular with divers. The museum objects are decommissioned vehicles that were donated by the Royal Jordanian Army. The museum is currently made up of 21 military relics and expected to grow as more equipment becomes available.





The military hardware includes a U.K.-built Chieftain main battle tank (known as Khalid Shir in Jordan) with 120-millimetre tank gun, and an unarmed FV104 Samaritan tracked military ambulance.

U.S.-made M42 Duster anti-aircraft gun with twin 40-millimetre Bofors guns, FV701 Ferret armoured car, and a South African Ratel ("Honey Badger") 6 x 6 wheeled infantry fighting vehicle are also a great addition to the "battlefield".

The most important piece of the collection: a Royal Jordanian Air Force AH-1F Cobra attack helicopter was built by Bell Helicopter in the U.S.



1. Field Gun M1 155mm

Field gun M1 155mm, American-made in 1939, it was used in the Second World War. Weight 13.8 tons, shell weight 45kg, shooting range 23km, the crew of 14 soldiers. This gun was put to use in the Jordan Armed Forces in 1962 and it participated in the 1967 War, Al Karama battle in 1968, and also, in the Attrition War 1968-1970.

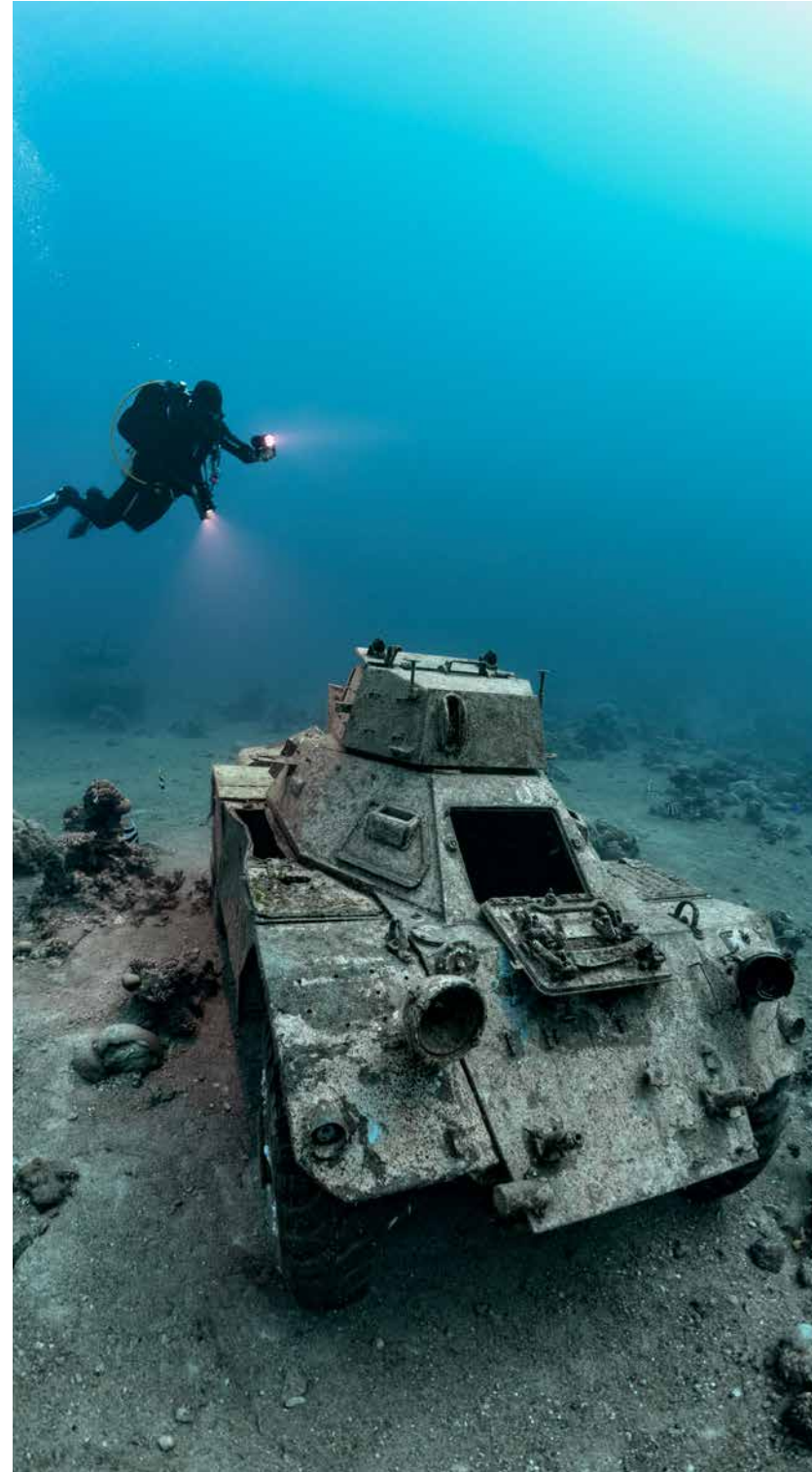


2. RATEL Armoured Infantry Carrier

The Ratel is a South African infantry fighting vehicle. Production started in 1976, and it was the first wheeled infantry fighting vehicle to enter service worldwide. The Ratel was a simple, economical design which helped reduce the significant logistical commitment necessary to keep heavier combat vehicles operational in undeveloped regions. Weight of 18 tons and can carry 12 soldiers, armed with varied weapons from 90, 23 to 23mm guns. The RATEL entered the Jordanian Armed Forces service in 2002.

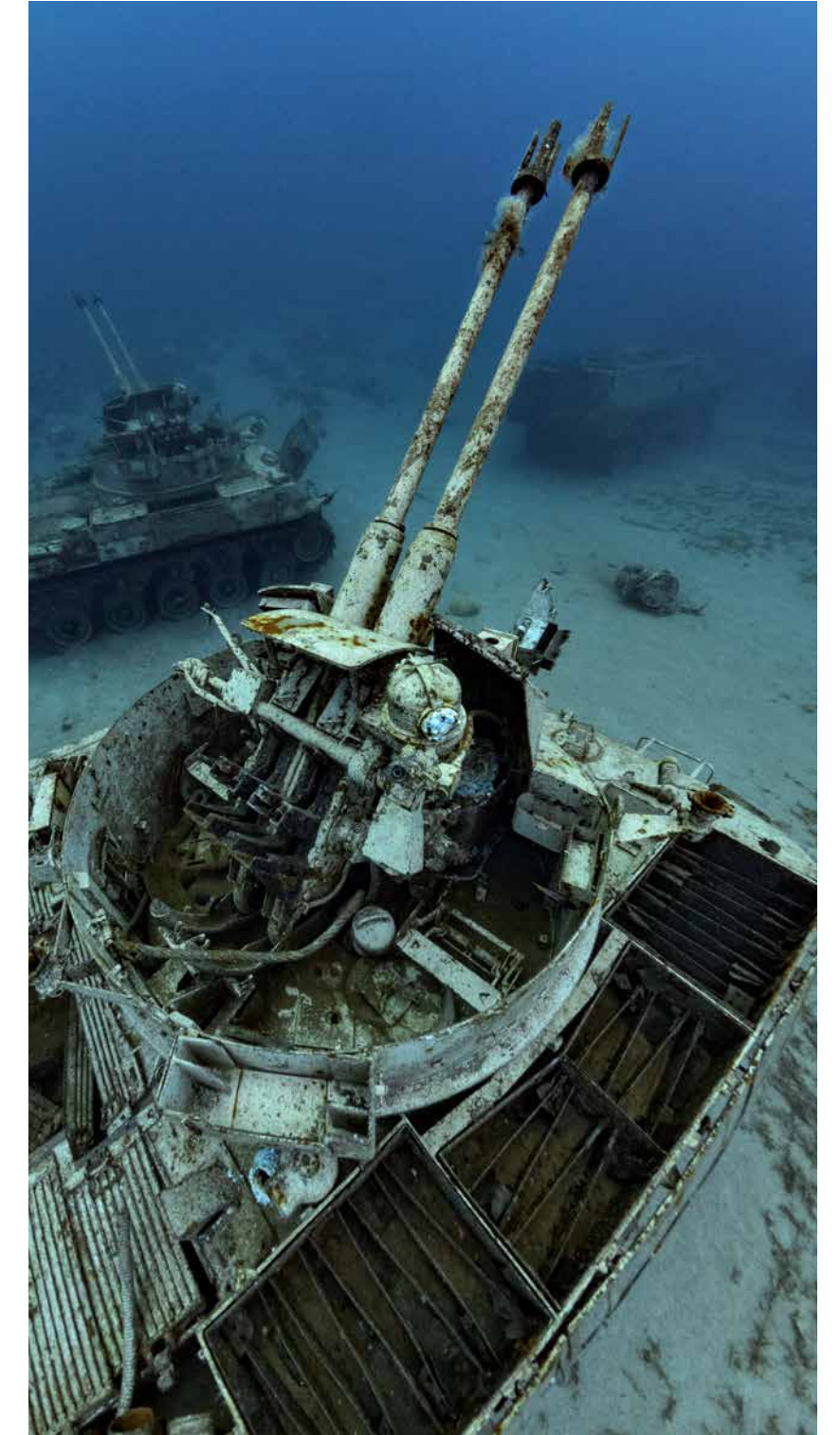
3. FERRET Armoured Car

FERRET is a British-made reconnaissance armoured car which entered the service in 1952. It was used by many countries, especially in the Middle East region. Weight 3.7 tons, equipped mainly with a 7.62 mm calibre machine gun. The crew consisted of two soldiers. The vehicle entered in the Jordanian Armed Forces service in 1963 and remained in service until 1985.



4. Anti-aircraft, self-propelled, gun M42 40mm (Duster)

American-made since 1952. Armoured, tracked vehicle with dual-barrel anti-aircraft 40mm calibre guns. The crew consisted of four soldiers. M42 was in Jordanian Armed Forces service from 1965 to 1998 and participated in the 1967 War, Al Karama Battle, and also, in the War of Attrition.



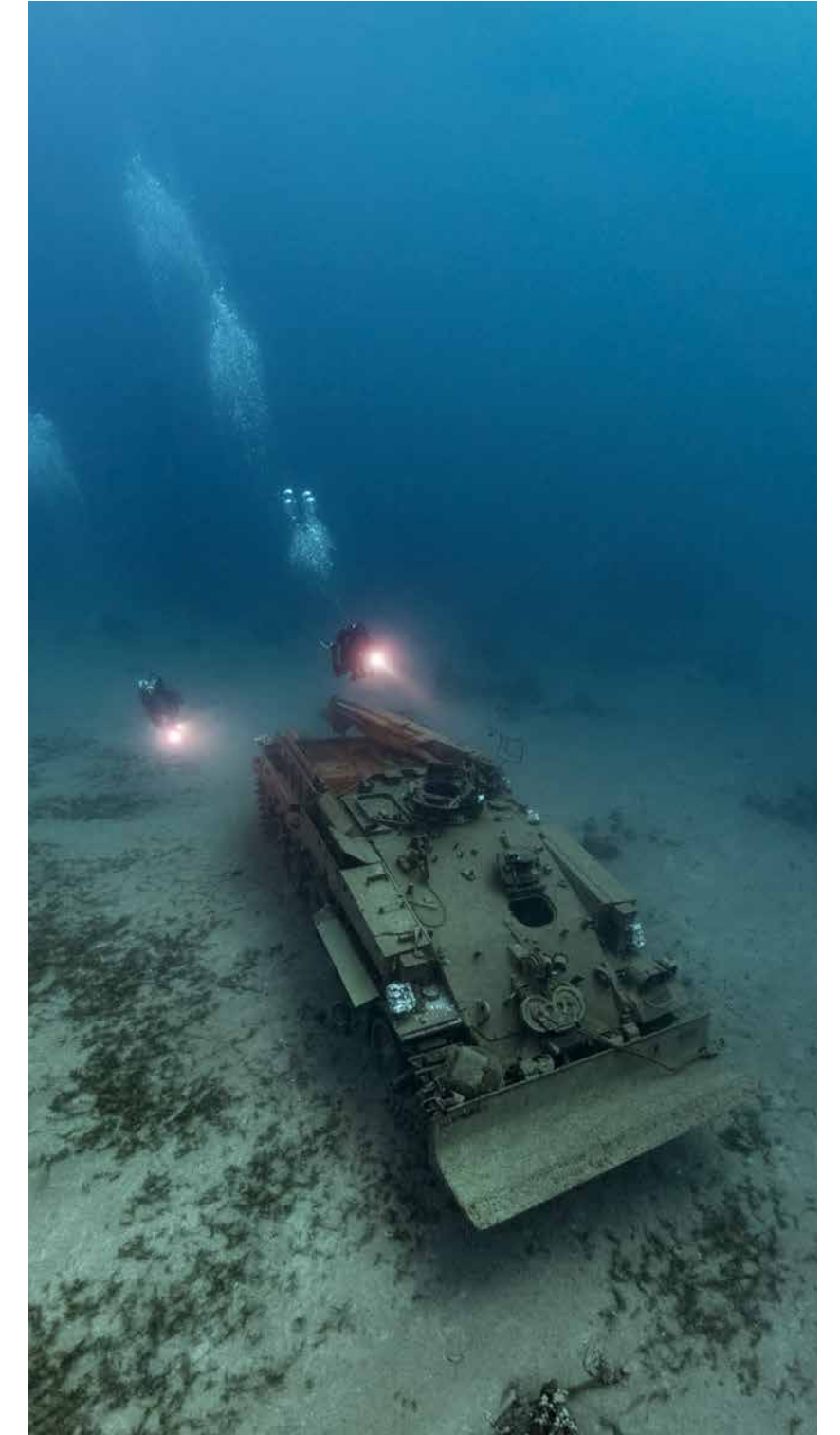
5. Chieftain Tank (KHALID)

British-made in 1966 and widely used in Gulf Wars 1980-1991. The Chieftain was an evolutionary development of the successful cruiser line of tanks that had emerged at the end of the Second World War. Weight 55 tons, the crew of four soldiers. It carries an L11A5 120 mm rifled gun and two, 7.62 mm calibre machine guns. The tank entered the Jordanian Armed Forces service in 1982 and ended in 2000 under the name KHALID Tank.



6. Chieftain Armoured Recovery Vehicle “The Crane”

Recovery vehicle, Chieftain Brand, a British-made in 1967 to work with Chieftain Tanks in the field, used in recovery operations of damaged or technically broken down tanks. Weight 50 tons, the crew consisted of five soldiers. The vehicle started service in the Jordanian Armed Forces together with the Chieftain tanks in 1982.



7. SAMARITAN Armoured Ambulance

Samaritan is a British made armoured ambulance based on FV101 light tank with a capacity of up to 6 injured soldiers. It used to operate in battlefields along with the other armoured vehicles. Weight 8.7 tons, with the crew of two soldiers. As an ambulance, this vehicle does not carry any weapons according to the International Laws.



8. Scorpion Light Tank

The FV101 Scorpion is a British armoured reconnaissance vehicle, introduced into service with the British Army in 1973 and was withdrawn in 1994. Weight 8 tons and crew of three soldiers. Its primary weapon was a 76 mm calibre gun.





9. Bell AH-1F Cobra

Developed from the Huey transport helicopter, the Cobra was the first purpose-built helicopter gunship to enter military service. It was the backbone of U.S. Army attack aviation from its combat debut in South Vietnam during 1967 until replaced by the AH-64 Apache in the 1980s and '90s. Several versions of the Cobra continue to serve in the U.S. Marine Corps and the armed forces of many nations including The Royal Jordanian Air Force which has at least one squadron of Cobras currently in service.



10. Willys MB - The Jeep.

The iconic Willys MB, commonly known as “Jeep” was a highly successful off-road capable, light, military utility vehicle, built in large numbers to a standardised design, from 1941 to 1945, for the Allied forces in World War II. There were more than one million Jeeps produced in various versions and used for several military purposes as the over one tone vehicle was also capable of carrying different types of weapons. Jeeps continued service in different armies across the globe to the late '90s, playing a significant role in different wars.

Its influence, however, was much more significant than that, manufacturers around the world began building jeeps and similar designs, either under license or not, at first primarily for military purposes, but later also for the civilian market. Willys trademarked the “Jeep” name, turned the MB into the civilian Jeep CJ models, and Jeep became a brand. The 1945 Willys Jeep was the world’s first mass-produced civilian four-wheel drive car.

Jordan started using Jeeps in the '60s with the M40 106mm recoilless rifle mounted, primarily used as an anti-tank gun and continued to be in service until the early '90s.

The Gulf of Aqaba is home to more than 300 species of hard and soft corals, over 510 species of fish, and 1000's of molluscs and other invertebrates.







