

Captain Michael Hatcher
Treasure Salvage Professional

ming dynasty porcelain

Introducing the world's most unique ming porcelain discovery



"This discovery consists of one of the largest amount of Ming porcelain that I have ever seen or has been discovered previously to date on record making this one of the richest wrecks ever found and definitely the biggest Ming cargo found." - Capt Michael Hatcher

a unique discovery

A letter from Captain Michael Hatcher, June 2009.

To our interested investors,

Over the last eight months we have been searching in the Java Sea for a sunken wreck. Fisherman have been catching their nets on it for the last year or two and occasionally recovering Ming porcelain that were caught in the nets.

We recently managed to get a GPS position on the wreck and went out on one of the fishing boats to personally dive and inspect the wreck and the cargo.

This discovery consists of one of the largest amount of Ming porcelain that I have ever seen or has been discovered previously to date on record.

The length of the wreck is approx 58 metres long by 28 metres wide and the porcelain is up to 8 metres high.

In my estimation this find consists approximately of over a million pieces of porcelain.

Along with my Indonesian partners we have officially secured the wreck with a 3 mile exclusive zone around it at present. The wreck is well guarded by my employees and Navy personnel and we currently have our survey vessel out finishing the survey.

Video footage is available from our initial dive and includes footage of some recovered samples. On the following pages there are photos of the actual initial samples recovered on our first dives.

We have recovered various pieces from the wreck whereby primary photographs taken were sent to London to the world's leading expert for Chinese Ming dynasty porcelain at Bonham's auction house.

His response, which I have included in an additional letter (Attachment B), state these pieces shown in the photos alone could fetch in area of USD10, 000 to USD20, 000 each, making this one of the richest wrecks ever found and definitely the single biggest Ming cargo found.

We are now in the process of mobilising the necessary equipment and personnel to start salvage operations of the cargo. All necessary documents for work proceedings are being lodged in house.

We envisaged that salvaging shall start commencement latest by end of August 2009. I am confident that it will take six months to salvage all the cargo and a further six months to promote it before it goes to auction in London with Christies Auction House.

We require USD \$5 Million to complete the salvage, which includes buying and converting a barge to be the main recovery vessel and one tug boat for towing and positioning the four anchors to hold the barge over the wreck at the completion of the project. The barge and tug and other equipment purchased shall be sold off and the proceeds returned to the investment syndicate.

It's hard to accurately estimate the cargos current market value internationally, although with high demand for this type of merchandise in China's economy we can conservatively estimate a worth well in excess of USD200 million.

A percentage of proceeds from books, films and sponsorship will be distributed back to investors as a bonus and the first right of refusal on the unique opportunity to invest in the retrieval of the Flor del la Mar.

Regards,

Mike Hatcher



investment opportunity

This comprehensive document includes information, references and photographic proof of our recent discovery.

We are encouraging investments from external parties to assist in the retrieval of this recent find and salvage and benefit in the sale of items of very rare Ming Dynasty porcelain.

There is a sizable return of investment approximately eight to ten times the injected investment and an approximate turnaround time of investment of 12 months. Financial projections on investment return are available on the following pages. (Attachment A)

Invested parties are welcomed if interested and qualified to dive the site and retrieve artefacts with our retrieval team at their side and will be allowed to keep up to five small pieces for their own personal collection.

This opportunity will also gain you access to our next project of the retrieval of the Flor Del La Mar which sank in 1512 worth USD 2 billion.

The Flor De La Mar

"In 1512 Dom Afonso de Albuquerque sailed for the coast of Malabar. On the voyage a violent storm arose, Albuquerque's vessel, the Flor De La Mar, which carried the treasure he had amassed in his conquests, was wrecked, and he himself barely escaped with his life."

Further information on the Flor De La Mar is included with this document. (Attachment F)

This is a once in a life time opportunity and something that is rarely repeated to be a part of history and make possible the opportunity to play a part in rewriting the history books as we know them. Positions are limited and this opportunity will not be available again from our group.

So seize this opportunity and join our quest.....



supporting documents

- Attachment A - Financial document on estimated projected revenue.
- Attachment B - Email correspondance between Bonhams Auctions and Michael Hatcher.
- Attachment C - Information on Bonhams Auction house.
- Attachment D - Information on Christies Auctions.
- Attachment E - Michael Hatcher Biography
- Attachment F - Information on the Flor De La Mar.

contact

For further information please email
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Attachment B

Email from Colin D Sheaf to Mike Hatcher

3 June 2009

Dear Mike

This could be a very interesting wreck. The porcelain is not extraordinary, but it is much better than ordinary. As always, the marketing and whole success of an auction completely depends on how much there porcelain is, how much is in good condition, how much is painted in under glaze blue and has therefore survived in good condition, and how much is made in interesting or larger size shapes.

The boat is earlier than the 1643 boat, but the chances are that the overall balance of the contents of this standard junk shipping a huge cargo of pots abroad from China will be similar.

That is to say, lots and lots of small stuff which is not so exciting UNLESS it has really nice painted designs, like the Junk did.

The big dishes are really nice, and could easily make USD10,000 each if they are in good condition and as nice as the one you show; maybe USD20,000, if the design is even rarer. But there isn't a whole lot I can tell you from a few images, and only you know what the state of the wreck is.

Covered in nets etc suggests it may well have been damaged over time, if it is in the middle of a fishing zone with heavy duty nets scraping across the surface.

Let's talk on the phone. I shall be in the office at 10.30am London time tomorrow Tues, if that is any use to you now that you are back in Aus?

I'm off to China again next Monday for a week, so if there is anything to discuss before then, let's talk.

Otherwise come up to Taiyuan, Shanxi Province, and show me a load more images!

I'm a lot more optimistic about this wreck than most of the other stuff I have seen images of during the last few years. However, it's dangerous to judge too much and get too excited from the dozen or so items that you have shown me.

Best regards

Colin D Sheaf

International Head of Asian Art

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www.bonhams.com/asia

Attachment C

Bonhams Auction House

Bonhams is not only the world's fastest growing auction house, it is also the world's oldest and largest auctioneer of fine art and antiques still in British ownership. The name Bonhams is recognised worldwide throughout all sectors of the fine art, antiques and collectors market, and several of its departments are established world leaders within their fields. We cover a broad range of items, from paintings to motor cars and cycles, from books to porcelain and contemporary ceramics, jewellery to rivercraft. For a full listing of our specialist departments, [click here](#).

Bonhams, Past & Present (Est. 1793)

One of the few surviving Georgian London auction houses, Bonhams was founded in 1793 by Thomas Dodd, a renowned antique print dealer and Walter Bonham, a book specialist. Expanded during the 1850s to handle all categories of antiques including jewellery, porcelain, furniture, arms & armour, and fine wines, Bonhams today is active in over 70 categories embracing the entire spectrum of fine art, antiques and collectibles.

Today, Bonhams conducts over 700 sales a year, more than any of its rivals worldwide. The company's international fine art saleroom is located in London's New Bond Street, while its other flagship London saleroom is in fashionable Knightsbridge, where sales are aimed primarily at the collectors' market.

Bonhams is unique in that it offers sales and valuations not only in London, but in the provinces, with nine salerooms and 22 offices throughout the UK. In addition, regular Bonhams sales are held throughout Europe, primarily in Switzerland, Monaco and Germany.

In the U.S., Bonhams & Butterfields, the principal auction house on the West Coast, holds more than 50 auctions a year in the San Francisco and Los Angeles salerooms, featuring a range from 19th century pictures to fine jewellery.

Bonhams' reputation as the fastest-growing auction house continued in 2003 with Goodmans, one of Australia's leading auctioneers, joining the Bonhams group of companies. Bonhams & Goodmans conducts 50 sales of fine art and antiques a year in Sydney and also has representative offices in Brisbane and Perth.

Colin Sheaf, International Head of Asian Art, commented: "The appointment of two more Chinese art specialists, with excellent language skills, gives Bonhams unequalled academic and language expertise among Europe's auction houses. They demonstrate our commitment to building Bonhams in Europe and the USA as a world centre for auctioning Chinese art."

For further information from the Asian Art Department please contact Colin D Sheaf, Deputy Chairman, and Head of Asian Art on telephone 44 (0) 20 7468 8237 or visit www.bonhams.com/asian



Attachment D

Christie's

Christie's, the world's leading art business, had global auction and private sales in 2008 that totaled £2.8 billion/\$5.1 billion. Christie's is a name and place that speaks of extraordinary art, unparalleled service and expertise, as well as international glamour.

Founded in 1766 by James Christie, Christie's conducted the greatest auctions of the 18th, 19th and 20th centuries, and today remains a popular showcase for the unique and the beautiful. Christie's offers over 600 sales annually in over 80 categories, including all areas of fine and decorative arts, jewellery, photographs, collectibles, wine, cars and more. Prices range from \$200 to over \$80 million.

Christie's has 85 offices in 43 countries and 14 salerooms around the world including London, New York, Los Angeles, Paris, Geneva, Milan, Amsterdam, Tel Aviv, Dubai and Hong Kong. Most recently, Christie's has led the market with expanded initiatives in emerging markets such as China, India and the United Arab Emirates, with successful sales and exhibitions in Beijing, Dubai, Mumbai and Russia.

Christie's also offers its clients worldwide access to its sales through Christie's LIVE™, its unique, real-time online bidding service.

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James Christie, 1778

Thomas Gainsborough (1727-1788)

Oil on canvas

The J. Paul Getty Museum, Los Angeles

Attachment E

Michael Hatcher Biography

Captain Hatcher has become the most successful salvor of recent years. His achievements are the envy of many who are involved in this industry. Michael has a total of over 80 wrecks that he has salvaged. He can be seen in many films, documentaries and books, which depict him as the most successful treasure hunter of the day.

Hatcher, who grew up in an English orphanage, set up a commercial salvage company in Australia in 1970 to locate World War II merchantmen and warships and to retrieve their cargoes of tin, rubber and scrap metal. After a discovery of 22,000 pieces of intact Ming Dynasty porcelain from an old Asian trading ship in the China Sea, which netted millions of dollars, he now focuses entirely on old shipwrecks.

He began collecting old charts and hired students to conduct research throughout international archives including the Dutch East India Company Archives in Holland, the Netherlands.

Amongst many successful finds, one of the most publicised was the Geldermalsen, an East Indiaman that sailed from Nanking with 239,000 pieces of Chinese porcelain and 45 kg of gold ingots. At the time, it was the greatest collection of Chi'ing Dynasty porcelain ever found—more than 170,000 pieces in pristine condition. Hatcher sold about half of the collection at the auction through Christie's in Amsterdam. The sale netted in excess of US\$25 million with the greater part going to his investors.

The porcelain became known worldwide with many books and films showing Hatcher as being one of the wealthiest treasure hunters of the day. Many of these porcelain pieces are being resold today for as much as ten to fifteen times their original prices.

In 1999, Hatcher laid claim to the largest find of porcelain in history. The treasure recovered was immense - in excess of 350,000 pieces of Chinese blue & white porcelain, most in impeccable condition, recovered from the Chinese Junk - Tek Sing in the South China Sea.

The Tek Sing was one of the last of the great Chinese ocean-going junks - part of a tradition stretching back to the days of Zheng He and the legendary Treasure Ships.

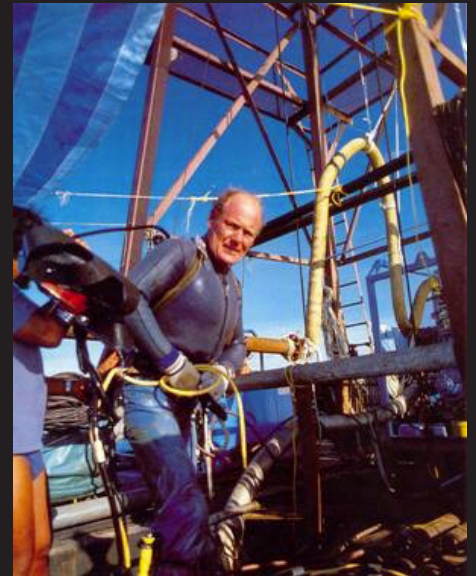
There were nearly 2,000 people on board when it sank in 1822 with a loss of life greater than that on the Titanic. Its excavation has yielded the largest and most varied cargo of porcelain ever salvaged, with pieces dating from the fifteenth through to the nineteenth century. It is also the only Chinese junk that has ever been found where it has proved possible to discover the story behind the sinking.

What emerges is a dramatic tale encompassing both treachery and heroism, arrogance and greed, played out against a background of opium smuggling, piracy and mass emigration.

The Tek Sing (True Star) set sail from China, bound for Java, in 1822. She was heavily laden with Chinese porcelain, 1,600 passengers (mostly living outside on deck) and 200 crew.

After 24 days she struck a reef, and quickly sank, taking more lives than even the Titanic disaster 90 years later. In 1999, salvage diver Captain Mike Hatcher found the wreck and recovered her porcelain cargo - the largest ever discovery of its kind, and in remarkably good condition.

Bowls and dishes predominated, mostly in the blue-and-white patterns that graced the tables of 19th century Europe and have gained in popularity ever since.



May 10, 1999. Captain Mike Hatcher's salvage boat, the Restless M, is making routine surveys of the sea-bed off Java.

Another monotonous day of chugging up and down the sea, monitoring the detection instruments. ("Mowing the lawn," it's called in the salvage business.) A slight blip on the side-scan sonar. A flicker on the magnetometer. Nothing, probably. Still, it couldn't hurt to send some divers for a quick look.

What the divers find proves to be the remains of the Tek Sing, a Chinese merchant ship wrecked 178 years earlier while trying to escape from pirates (Nearly 1,800 lives lost, more than on the Titanic, but no worldwide headlines; only the log book of an obscure English captain who rescued a few survivors records the actual events.)

...and there, 100 feet down on the sea-bed before them, amazingly well-preserved, is the largest cargo of antique Chinese porcelain ever discovered.



Attachment F

Flor De La Mar : An Early Epilogue of the Lost Ship 1511

copyrights: Mohd. Sherman b. Sauffi

Article By: Mohd. Sherman b. Sauffi (Maritime Archaeology Museum)

The legend of the lost ship on the Portuguese fleet called Flor De La Mar (Flower Of The Seas) had been an agenda of story telling, speculations and assumptions for many years since her lost in December 1511. Lots of theories and speculations about her, that make her 'A billion dollar baby', some said that she lost or vanished on the unfaithful event, some said that she have been taken over and all the treasures are stolen, some says that she had been destroyed by rivals ships and most provocative some says that the ship was not lost and know whereabouts the ship but somehow until now, well 500 years later, it can never be found elsewhere and remains a mysteries.

Enjoy the silence? We are actually got away from our leagues ladies and gentlemen. Before we jump into conclusions about anything, there's a good start we look at the early document of 'Portuguese Document On Malacca 1509 until 1511', collected, translated and annotated by the late M.J Pintado with National Archives of Malaysia in 1993. It is a 'Long Term Project' which was started the ideas since 1974. Credits goes to all the personnel who work on the project especially Dato' Zakiah Hanum Nor, Ex-Director General National Archive Malaysia.

The written historiography collections with importance which had information about Malacca, 'Letters from Alfonso de Albuquerque' in 7 volumes and the six Chroniclers - Joao de Barros, Diogo do Couto, Fernao Lopes de Castanheda, Gaspar Correia, Damiao de Goes and Manuel de Faria e Sousa. The document itself had information about what really happen to the ship Flor de La Mar.

On the Document 2 (1511), Portuguese Republic Ministry of Colonies Asia Joao de Barros, Chapter II, 'What Alfonso went through along the route that he took fom Cochin to the island of Sumatra, where he was visited by the King of Pedir and Pasai and what else he did up to the time he arrived in Malacca', Document no. 13 noted '...together with other jewellery taken as spoils from Malacca and put on aboard the galleon Flor de La Mar, as we shall further on'.

The unfortunate event that bring Flor de La Mar to bottom of the sea stated on the Book Seven Of The Second Decade of Asia by Joao de Barros, 'The Achievements of the Potuguese in the exploration and conquests in the lands and seas of the east, after Alfonso de Albuquerque's departure from Malacca to his entry into the red sea' Document no. 224, ' Above all they had to brave the fury of the storms at sea and the danger of the sandbanks near the coasts...', Document no.225, 'The truth of this we are going to see in the notable example of Alfonso de Albuquerque, who left Malacca with his galleons filled with trophies.

Sailed as far as the Kingdom of Aru at the end of the region called Timia Point in Sumatra. There at night his galleon was dashed against a hidden reef and broke up into two parts with the poop in one section and the prow in the other, because the ship was old and the seas heavy'.

Alfonso indeed inside the ship and his men unable to get aid from other ships that sails along with them. By the following morning, Pero de Alpoem, a captain from another ship called 'Trindade', gave aid for the shipwrecked men in a ship's boat and save them from tragic fate. During the period of danger, Alfonso had many precious things in his ship but the only 'precious things' he saved was a little girl, the daughter of one of his slaves, while standing on a raft he held the child in his arms – the only things that he saved from among the rich spoils he had obtain from Malacca which were in his galleon.

The great loss of Alfonso which is refers to his honor on the ship were the two lions hollowed iron, fine piece of craftsmanship and artistry, which the emperor of China had sent as gift to the Sultan of Malacca.

Another interesting note on the event was the mutiny by the Javanese workers, on a Junk in the company of Jorges Nunes de Leao, the junk did not steer along the right course and entered the port of Aru, where the Javanese and the natives robbed it.

Alfonso did go the wreck site with seeking help of Captain Jorge Bothello by using a ship Carravel type and enquire the natives who dived for pearls to dive the wreck site. However, the natives near the coastal area of Pasai might have robbed most of the cargo.

There were more than 10 ships responsible on the Malacca invasion campaign by the Portuguese in 1511, to name few, Flor de La Mar, Trindade, Anunciada, Santo Antonio, Santa Cruz, Bretao, Tafoneia, Enxobregas, Cambaia, Santa Caterina, Joia, Santiago and Sao Joao. The Portuguese were the first pioneering Europeans to established empire in Southeast Asia by the invasion of Malacca , August 1511 throughtout 130 years before the Dutch did. Alfonso de Albuquerque died in 1515, where he left behind the legacy of navigations and established Portuguese maritime control from the Persian Gulf to Malacca, to the great enrichment of the monarchy.

However, some questionable speculations about The Flor de La Mar cargoes: where did it really go? Where all the treasures of Malacca Sultanate that had been robbed? If the ship were broke into two parts, why nowadays people claim that they knew and found the wreck?

If we calculate for 500 years including the changing of tides, currents and based on the unstable geographical of Sumatera, does the ship still there? Just for comparison, the Fort Santiago at Malacca A' Famosa fortress if we look at the picture closely we sees that the sea is near the fort but 500 years later then compare the picture with the new land of Malacca, it is about 5 kilometers out from the cultural sites. Now look at the Sumatera coastal area and think again. More research need to be taken and document to be analyzed, considerations for regions political issues, economics and diplomacy. We need to take a deeper look to this point so that the cultural heritage of Malaysia, Indonesia and Portuguese will be preserved with proper research and a little bit of sincerity in doing it.

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