



Scapa Flow

13/19 October 2012

World famous wreck diving, the place to go in the UK for top-notch big lumps of metal underwater – Scapa Flow in the Orkney Islands!

The main attraction to Scapa Flow is the WW1 German High Seas Fleet entombed in the still green waters since 1919 following their scuttling by Admiral Von Reuter.

Three 25,388 tonne battleships, four light cruisers and numerous other sites related to the sinking lie within the main body of the Flow – all offering fantastic diving.

Covered in life, massive guns and breathtaking levels of preservation means these wrecks have something for everyone.

13th October – 19th October 2012
(Diving – 14th October – 19th October 2012)

Cost: £575
(£250 non-refundable deposit)
11 Spaces Only

Included:

7 nights self catering accommodation in shared house, Dive Charter 2 dives a day with on-board lunch, air fills and single cylinders, Dive Equipment transported to and from Oakham and DIVE RUTLAND EXPEDITION T-SHIRT.

Not Included:

Travel to and from John O'Groats, B&B in John O'Groats prior to ferry, Return Ferry to Orkney and food. Non Air Gas Fills.

Call 0845 519 5464 or email chris@diverutland.com to book.

The Boat

THE MV RADIANT QUEEN

MV Radiant Queen is a 52ft Ring Netter, built in 1948 by Weatherheads of Cockenzie. She has had a colourful history. Initially used as a Ring Netter for herring on the East Coast and as far a field as Southern Ireland, she has also done many jobs including seal culling and scallop diving - and finally, she has been a dive charter boat since the late 1970s.

The Radiant Queen is powered by a 145hp, 6 cylinder Ford Mermaid marine diesel engine (brand new 2006). Classed to MCA Category Two, this provides us with a large area of operation around Orkney and adjacent waters. She carries oxygen and a comprehensive first aid kit and is licensed to take up to 12 divers. She is also equipped with a 18cfm Bauer compressor run from a separate 30hp Yanmar engine.

Above decks she has a spacious, centrally heated saloon with cushioned seating for 12 people. An ample galley provides copious amounts of tea, coffee and food to warm up after long dives. Wide bench seating allows for 12 divers to kit up with plenty of room on the aft deck. Cylinders are filled where you sit, with air, nitrox or trimix (by arrangement). Single 12 litre and 15 litre cylinders and block weights are available to use free of charge. Comprehensive and accurate dive briefings are provided as standard by the skipper.

Below deck is a large heated dry room, with a separate wet room and kit store - and a spotless toilet.

The Diving:

SMS König

König Class Battleship
Built at Kaiserlicht Werft, Wilhelmshaven 1914

Length: **575 feet**, Beam: **97 feet**
Displacement: **25,388 tons**, The König now lies in 40 metres of water, upside down.



SMS Markgraf

König Class Battleship
Built at A. G. Weser, Bremen 1914

Length: **575 feet**, Beam: **97 feet**
Displacement: **25,388 tons**

The **Markgraf** is the deepest of the German fleet, lying in 46 meters of water upside down with a slight list.



SMS Kronprinz Wilhelm

König Class Battleship
Built at Germaniawerft, Kiel 1914.

Length: **575 feet**, Beam: **97 feet**
Displacement: **25,388 tons** She lies upside down in 38 metres of water with a more

pronounced list than the other two. A main attraction are the stern twelve inch gun turrets the barrels of which are clearly visible.

SMS Cöln

Light Cruiser, Dresden II Class, Built in Hamburg and launched October 1918

Length: **510 feet**, Beam: **47 feet**, Displacement: **5531 tons** She lies in approximately 36 metres of water on her starboard side.

SMS Brummer

Built in Stettin and launched December 11th 1915

Length: **462 feet**, Beam: **20 feet**, Displacement: **4308 tons** She lies in approximately 36 metres of water on her starboard side. Least depth over her port side is 20 metres.

SMS Dresden

Light Cruiser, Dresden II Class, Built at Kiel and launched April 25th 1917

Length: **510 feet**, Beam: **47 feet**, Displacement: **5531 tons** She lies on her port side on a sloping sea bed with her bow in approximately 28 metres and her stern in 37 metres of water.

SMS Karlsruhe

Light Cruiser, Königsberg II Class, Built at Wilhelmshaven and launched 31st January 1916

Length : **490 feet**, Beam: **20 feet**, Displacement: **5354 tons** She lies in approximately 26 metres of water on her starboard side. Least depth over her port side is 12 metres.

The F2 & Barge YC21

WWII Escort Vessel - Flottenbegleiter, Built at Germainiawerft, Kiel 1936

Length: **249 feet**, Beam: **29 feet**, Displacement: **790 tons** The **F2** lies on her port side in about 18 metres of water the bridge remains intact however astern of this the wreck has been dispersed by the royal navy.

Burra Sound Block Ships

Burra Sound is a narrow channel at the top of Scapa Flow. It contains the wrecks of many vessels used as block ships to prevent access to the Flow by enemy vessels. They are now washed by the clear waters of the Atlantic, causing an explosion of life and outstanding visibility. The tide races through here at about 5 knots so the diving must be done at slack water.

Gobernador Bories

A Chilean steamer sunk in its present position in 1915. She displaced 2,333 tons when afloat but now lies on the bottom in 18 metres of water with a list to port.

Doyle

A Belfast registered steamer sunk in Burra Sound in 1940 the 1,761 ton **Doyle** sits in 16 metres of water with a list to port.

Tabarka

The biggest of the remaining diveable blockships lies upside down in 14 metres of water. Burra Sound Drift

Scenic Diving

Orkney is famous for its prolific wreck sites. What is often overlooked is the fact that its pristine waters and dramatic rock formations provide some spectacular scenic diving. Cliff faces, huge boulders and storm gullies, kelp forests and marl beds all support an abundant variety of marine life. Sites include Stanger Head, Inganess and the Kame of Hoy.

Most of these sites are outside Scapa Flow and can be weather dependant. Depths vary from 12 - 40 metres.

Other Dives

Other dives within Scapa Flow include many different wrecks sunk both during the wars and after, these include;

The remaining scrap sites of the German Fleet - 11 sites containing the leftovers of the salvage work. The largest of these is the **Bayern Gun Turrets**. The salvage of the Bayern left the four 15 inch main gun turrets lying on the sea bed in 36 - 40 metres off water. Also the remains of the **destroyers V83** and **S54** remain in shallow water.

Two civilian ships which were under the command of the royal navy, the **Strathgarry**, a boom defence vessel sunk in 60m in Hoxa Sound, and the **Rodean** (ex-Roebuck), a former passenger ship converted to minesweeping sunk in Longhope bay in 15m of water. This was dispersed due to navigation hazards, but a good chunk of the ship remains.

The **James Barrie** was a Hull registered steam trawler which hit the Pentland Skerries and sunk whilst being towed into Scapa Flow. She lies on her starboard side in 40m of water normally in very good visibility.

Also in Hoxa Sound is the wreck of the **UB116** a U-boat which was depth charged near the end of the war. Unfortunately a botched salvage attempt in the 1970's has blown the wreck apart - however much remains of the wreck, again with good visibility.

The Accommodation

We have our own Divers Lodge in central Stromness just 60 metres from the harbour providing comfortable self-catering accommodation for up to 12 divers.

Divers Lodge is a 3 storey house with 5 bedrooms. All rooms have wash hand basins and lockable doors, 4 bathrooms, living room, kitchen diner, washing machine & tumble dryer. Wireless internet access, large fluffy towels and bed linen are also included. There's also a 6th "snorer's" bedroom on the ground floor just in case!

Certification Levels

Please note that to take full advantage of the diving at Scapa Flow you should be qualified to 40 metres. A wreck specialty would be advisable. Nitrox is available at additional cost. You might consider undertaking an Advanced Nitrox or TEC 40 course to extend your allowable bottom time on the deeper wrecks.

Scapa Flow is a challenging diving environment. Please ensure that you build up to the trip by undertaking several 30m+ dives in preparation - ensuring that you are comfortable with DSMB and vertical deep descents is a good idea.