

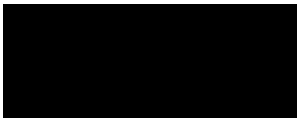
Aud Expedition

(First Class Diver Prep)

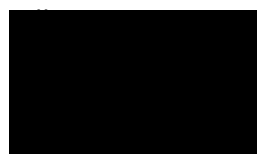
Friday 24th April – Sunday 26th 2015



Sean Farquharson
Irish Regional Coach



Philip Johnston
FCD Co-ordinator



Contents

Objectives	3
The Team	4
Roles and Responsibilities	6
Assumptions	6
Travel & Accommodation	8
Medical Facilities.....	9
Emergency Contact Information	10
Non Emergency Medical Assistance	10
Dive Plan	12
<i>Tidal Information</i>	<i>12</i>
<i>Dive Times.....</i>	<i>12</i>
<i>Diver equipment and buddies</i>	<i>13</i>
<i>Daily Roles.....</i>	<i>14</i>
<i>Boat Allocation.....</i>	<i>14</i>
<i>Diving & Decompression systems</i>	<i>15</i>
<i>Wreck site Quick facts.....</i>	<i>15</i>
Passage Plan.....	17
Risk Assessment	19
Appendix.....	26
<i>History of The Aud.....</i>	<i>26</i>

Objectives

The purpose of this weekend is to develop divers in preparation for the First Class Diver practical exam; this will entail mentoring the candidates to identify areas that need development and then providing the opportunity for that to be done.

The event will be based around diving and surveying a shipwreck. The wreck is that of The Aud which has a significant place in Irish History and WW1 history as it was running guns, supplied by the Germans, to use in the 1916 Easter uprising against the British. The Aud was laden with an estimated 20,000 rifles, 1,000,000 rounds of Ammunition, 10 machine guns, and explosives. The year 2016 will be the one hundredth anniversary of the uprising.

The wreck, which lies in 35 metres has been mostly flattened over the years by a combination of depth charging and wire sweeping by the Royal Navy and decay over time however the bow section still stands proud of the seabed. This most intact section would be the main focus of the survey activity and the results would be of interest to Irish Historians and the story of its sinking, scuttled by its German crew, would make an interesting article for Scuba Magazine and also serve as a wreck guide. It is planned to include video and photographic evidence as to the current condition of this historic wreck as well as documenting the most intact piece of the wreckage.

Elements covered will be dive planning, passage planning, dive management, day management, site location, diving techniques, setting up for surveys, surveying and reporting. There will also be elements of preparing for, managing and executing diver rescues.

A list of the examined elements at FCD will be distributed before the event.

In carrying out the survey members of the group will be mentored to identify areas that need development for the FCD Exam.

The site will be accessed by RHIBS under the control of the group.

The Team

Philip Johnston - A658012

Philip is a First Class diver, Advanced Instructor, Instructor Trainer and First Class co-coordinator for the Ireland Region. He is the training officer with Sovereign Dive Club in Cork.

Gary Mulhall - A713701

Gary is a First Class Diver, Advanced Instructor and Instructor Trainer. He is a member of Belfast Sub Aqua Club.

Mark Ellis - A797142

Mark is an Advanced Diver and Open Water Instructor. Mark is a member of Sovereign Dive Club

Peter Cooper - A812602

Peter is an Advanced Diver, Assistant Instructor and a member of North Down Sub Aqua Club. Peter is currently the Assistant Diving Officer

Ian Kelleher - A750510

Ian is an Advanced Diver. He is the Diving Officer with Sovereign Dive Club.

Gerry Allen - A202655

Gerry is an Advanced Diver, Advanced Instructor, Instructor Trainer and part of the Regional Coaching Team. He is the Training Officer at Lisburn Sub Aqua Club.

Michael Whitley - A165305

Michael is an Advanced Diver, Advanced Instructor, Instructor Trainer and a member of the Regional coaching team. He is a member of Enniskillen sub aqua club.

Alan McKewan - A748288

Alan is an Advanced Diver, Advanced Instructor and Instructor Trainer and a member of the Regional Coaching team. He is the Diving Officer at North Down Sub Aqua Club

Celia Lane - A775562

Celia is an Advanced Diver, Advanced Instructor and has recently completed the ITDC. Celia is the Diving Officer with Tumadoiri Atlantaigh diving club.

Sean Farquharson - A690522

Sean is an Advanced Diver, Advanced Instructor, Instructor Trainer and Ireland Regional Coach. He is the Chairman at Belfast Sub Aqua Club.

Roles and Responsibilities

All roles and responsibilities for the execution of the weekend will fall to the team and be overseen by the expedition leader. The expedition leader will have the final say in whether the diving goes ahead on the day or not.

All candidates will be required to perform at least two of these roles over the course of the weekend. During the planning sessions the group members will produce a timetable of who is doing what over the weekend so we can ensure everybody knows what they are supposed to be doing and when. The expedition dates have been chosen to be close to neap tides to maximise the slack water window and minimize the tidal effects on the boat journeys.

Title	Role and Responsibilities
Expedition leader	Responsible for the overall running of the trip, safety and diving.
Day Manager	Co-ordination of the complete day's activities.
Assistant Dive Manager	Deputises for the Dive Manager as required
Diver Coxn's / Boat Manager	Organization of loading / unloading Skippering and other boat related items. Associated with this are the provision, deployment and the recovery of the shot and trapeze.
Gas Manager	Responsible for ensuring that cylinders that need to be filled are filled and will make the relevant arrangements for filling on Friday and Saturday nights.
Logistics Manager	Co-ordination of transport arrangements, accommodation, sourcing of boats and equipment and movements during the weekend.
Catering Co-ordinator	Co-ordinate purchase of food and cooking / cleaning duties.

Assumptions

The expedition plan includes re-breather divers as well as those using air and nitrox. It is assumed that the re-breather divers are using CCR systems and are qualified to dive these systems.

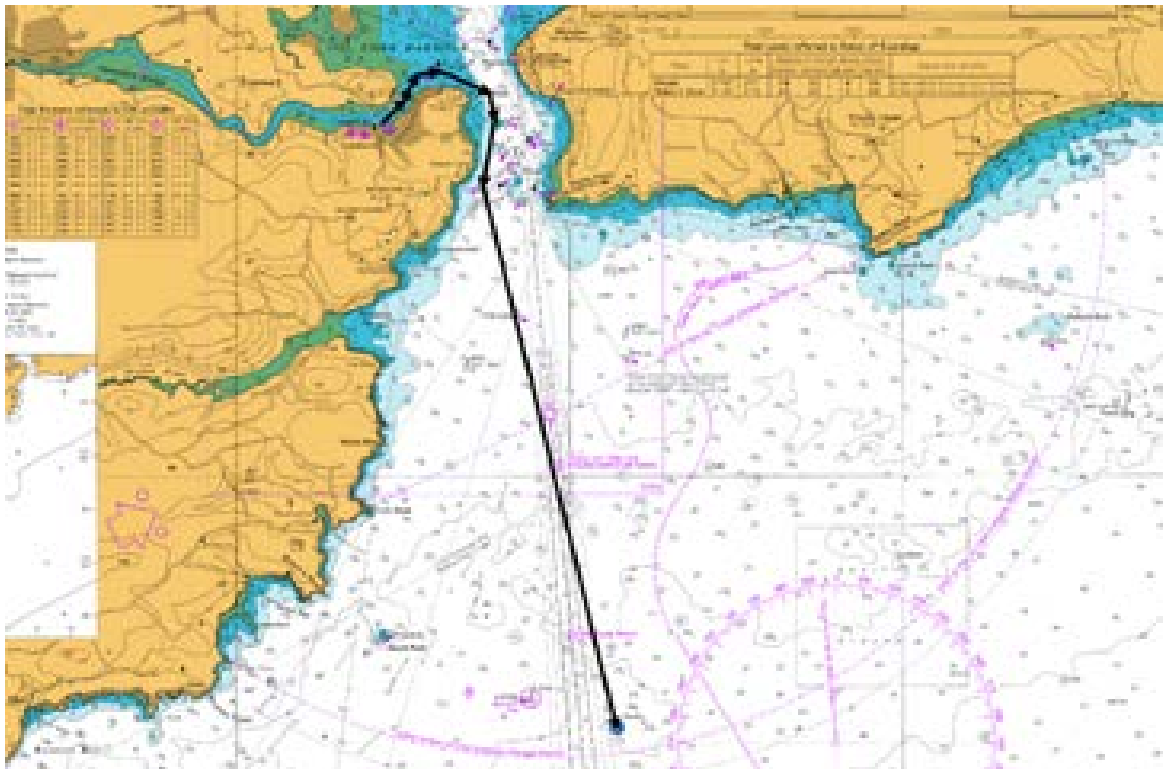
Dive Site Location and Launching Site

Wreck Information

- Lat / Long 51 42.670 North 08 14.388 West
- Admiralty Chart No 2092 and/or 2424
- Lies two miles east of Daunt rock light vessel.
- Charted depth = 32 – 36 meters
- Date of loss 20th of April 1916

The proposed launch site is at Crosshaven and the wreck lies approximately 7.5 nautical miles away. It's proposed to use two Cork based RHIBS to access the site. A passage plan and dive plan is included in later sections of this document.

Gas fills are available from the local BSAC Clubs or from the Cork Diving center.



Travel & Accommodation

The group of divers for this project come from across Ireland. Four of the group are based in Cork while others come from Belfast, Bangor, Anahilt and Enniskillen.

Group Members

Name	Male / Female	Travelling from	Need Accommodation
Alan McKewan	Male	Bangor	Yes
Peter Cooper	Male	Bangor	Yes
Mickey Whitley	Male	Enniskillen	Yes
Sean Farquharson	Male	Belfast	Yes
Gerry Allen	Male	Anahilt	Yes
Ian Kelleher	Male	Cork	No
Ceila Lane	Female	Cork	No
Mark Ellis	Male	Cork	No
Philip Johnston	Male	Cork	No
Gary Mulhall (Staying with Philip)	Male	Belfast	No
National Instructor TBC			Yes

This leaves six people requiring accommodation assuming that the numbers of National Instructors attending is correct.

The following accommodation has been selected for the expedition as it offers suitable parking for RHIBS as well as drying rooms for equipment and suitable space for planning activities.

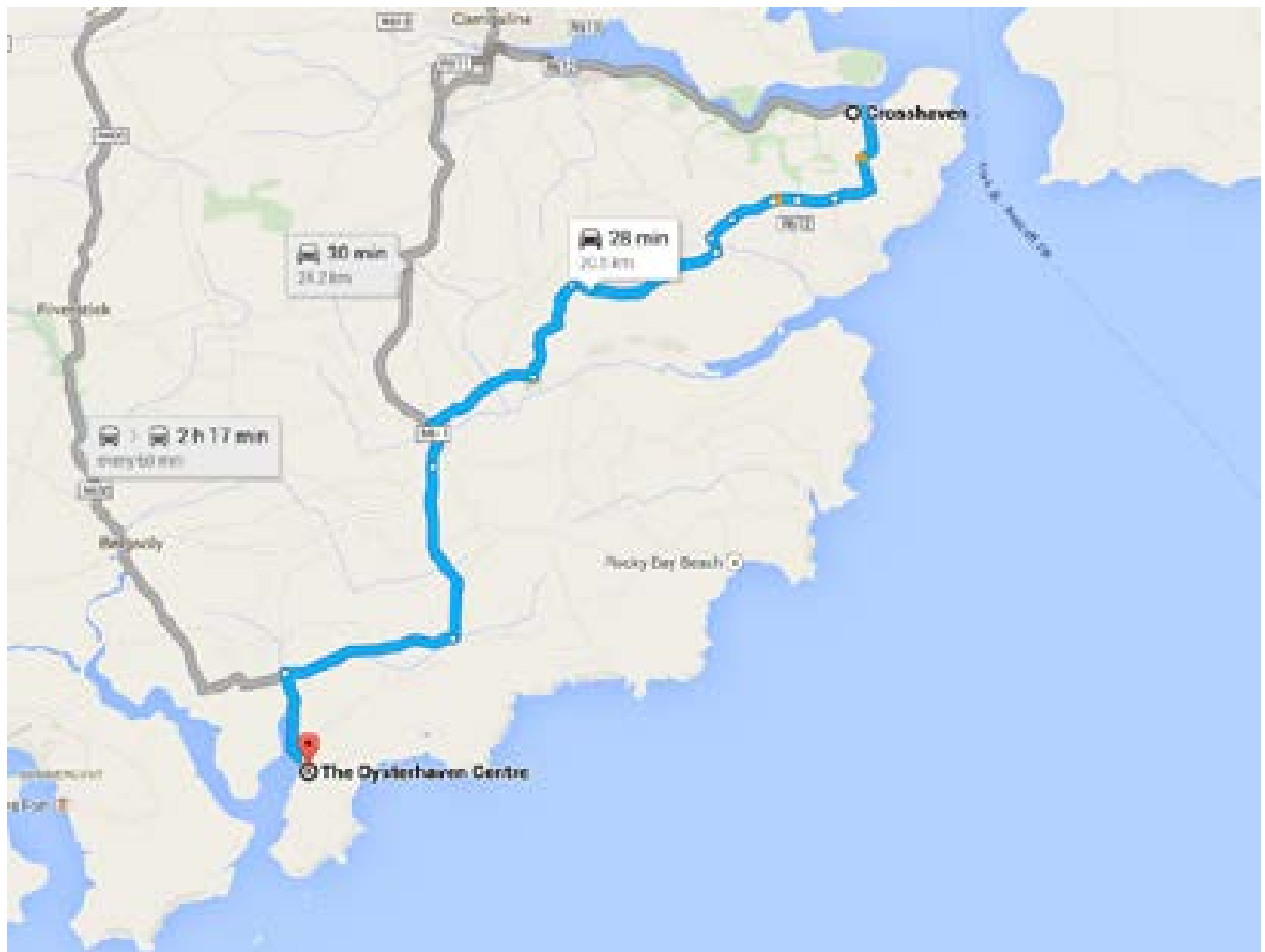
Oysterhaven, Kinsale, Co. Cork, Ireland, Tel: +353 21 4770738,

Email: info@oysterhaven.com

<https://www.oysterhavenholidaycottages.ie/>

Oysterhaven has 6 self-catering holiday cottages (2 x twin and 1 x double room in each) The launch site at Crosshaven is approximately 28KM or 35mins drive away. Oysterhaven has availability for the proposed expedition dates. Approx. cost 700 Euro (£540) for up to 7 days which covers staying Sunday Night for those who wish to travel back on Monday.

The accommodation is self-catering and the Catering Co-ordinator will draw up a suitable shopping list and rota for cooking / cleaning duties.



For those living in the Cork area the meeting point would be at the selected accommodation on Friday evening for the planning session. With two travelling from Bangor and two from Belfast car sharing could help keep costs low.

Depending on flight times of National Instructor(s) airport pickups could be done by someone local or detouring past the airport when travelling from the North.

Medical Facilities

The Emergency Department (ED) at Cork University Hospital (CUH) (23KM from Crosshaven) is unique in that it is the only Level 1 Trauma centre in the country. It is operational 24 hours a day 7 days a week and also provides medical advice and support to vessels at sea (Call sign Medico Cork)

Diving related incidents in Ireland are dealt with through Medico Cork, with re-compression taking place as required at the naval base in Haulbowline, Ringaskiddy also in Co. Cork.

Emergency Contact Information

The area around Cork is covered by Valentia MRCC.

On land call 112 or 999 and ask for the Coast Guard, at sea, call on VHF Channel 16 (Valentia Coastguard), or use DSC if fitted.

Non-Emergency Medical Assistance

Crosshaven Surgery, Point Road, Crosshaven <http://www.bridgehousesurgery.ie/Home.html>

Located above the Pharmacy in Crosshaven Town centre

Tel: (021) 4831315 (+353 21 4831315 from UK Mobile)

Doctors Consultation 50.00 Euro

Crosshaven Pharmacy, Point Road Crosshaven, Co. Cork, Ireland

Tel: (021) 4831200 (+353 21 483 1200 from UK Mobile)

Expedition Costs

Likely costs for the expedition are based on the following assumptions and may vary slightly depending on the selected accommodation.

Expense Type	Number Required	Rate	Total
Accommodation	1	€ 700.00	€ 700.00
Food Allowance (11 people)	1	€ 500.00	€ 500.00
Boat Fuel	1	€ 80.00	€ 80.00
Gas Fills & Rebreather Consumables	1	€ 60.00	€ 60.00
Sub Total			€ 1,340.00
Additional Travel Costs			
Fuel for travel from NI (4 Cars x 100 euro)	4	€ 100.00	€ 400.00
Local Travel & Towing	1	€ 50.00	€ 50.00
National Instructor Flights	1	€ 300.00	€ 300.00
Estimated Total Costs			€ 2090.00
Sterling Cost (as of 19/2/15)			£1,512.00

Dive Plan

Tidal Information

Saturday 25th April	Time	Tide Height
Low water	05:11	0.9m
High Water	10:53	3.4m

Sunday 26 th April	Time	Tide Height
Low water	06:08	1.1m
High Water	11:51	3.2m
Low Water	18:36	1.1m

Dive Times

This plan for dive times is an estimate and may change due to weather conditions. Final times will be confirmed the evening prior to the days diving. We will be diving with two RIHB's as detailed below.

Activity	Saturday	Sunday
Load Boats & Launch	08:15	08:15
Depart for Dive Site	09:00	09:00
Arrive at Dive site	09:30	09:30
Dive 1 In water time 1st Wave	10:00	10:00
Dive 1 In water time 2nd Wave	11:00	11:00
Travel Back to Harbour	12:00	12:00
Repack boat	14:30	14:30
Depart for Dive site	15:00	15:00
Arrive at Dive Site	15:30	15:30
Dive 2 In water time 1st Wave	16:00	16:00
Dive 2 In water time 2nd Wave	17:00	17:00
Travel Back to Harbour	18:00	18:00
Recover Boats	18:00	18:30

Diver equipment and buddies

This list may change due to skill set discovery and final arrangements with Boats and buddy pairs. Gas filling responsibilities lie with individuals however certain people in the group will coordinate.

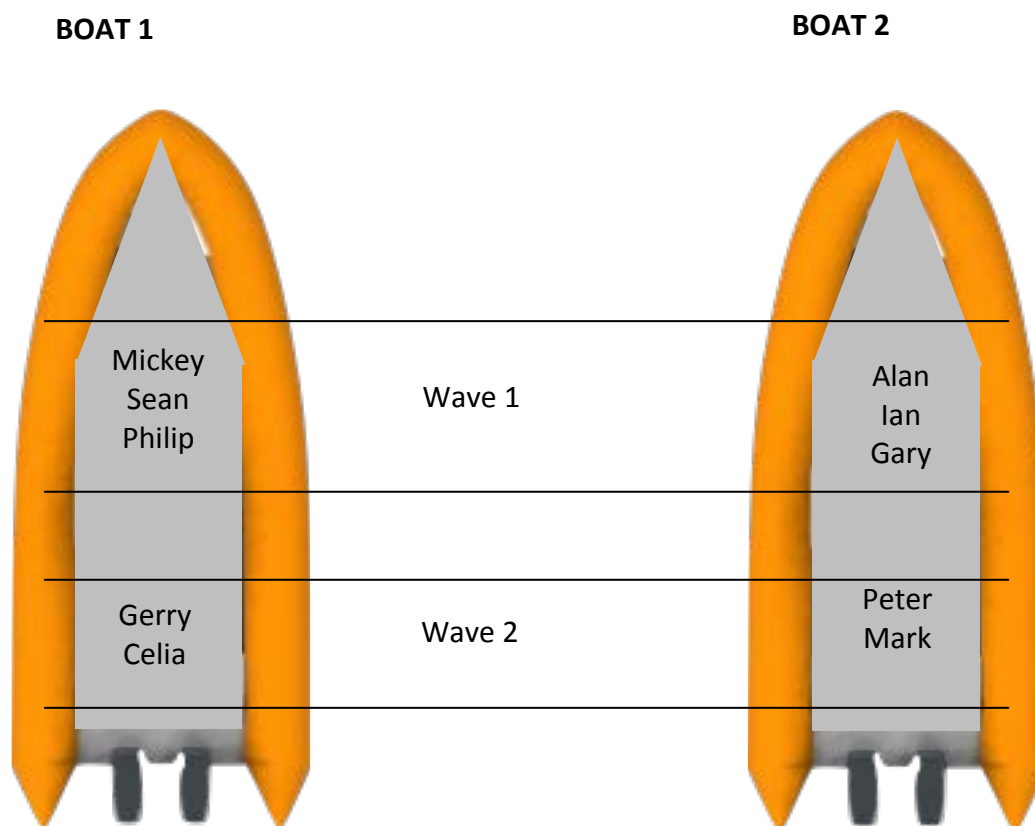
Form those diving OC we would like standard dive gas to be 27%. Accelerated decompression gasses can be arranged between dive buddies to best suit preferences with repeat dives and surface intervals in mind.

Divers	OC/CC	Details
Alan McKewan	OC	Twin 10s @ 232 + 7L Ali & 3L Ali (rebreather trained)
Ian Kelleher	CC	Ap Inspiration Rebreather + Bailout cylinders
Gerry Allen	OC	Single 15L +3L @232 / 2 sets
Ceila Lane	OC	Single 12 @ 300 + Stages
Mickey Whitley	CC	Ap Inspiration + Bailout Cylinders
Sean Farquharson	CC	JJ + Bailout Cylinders
Mark Ellis	OC	Twin 12s @232 + Bailout
Peter Cooper	OC	Twin 12s @232 + 7L Ali
Phillip Johnston	OC	Twin 7 @ 300 + Stage cylinder (rebreather trained)
Gary Mulhall	CC	AP Inspiration Rebreather + Bailout cylinders

Daily Roles

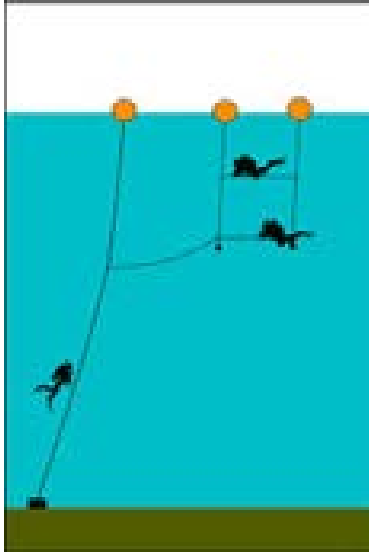
Name	DM	A/DM	Boat 1 Cox	Boat 2 Cox	Gas
Mickey Whitley	Sat AM		Sat		
Sean Farquharson	Sat PM		Sun		Sat Night
Gerry Allen		Sat PM	Sat		Sat Night
Ceila Lane		Sat AM	Sun		
Alan McKewan	Sun AM			Sat	
Ian Kelleher	Sun PM			Sun	Sat Night
Peter Cooper		Sun AM		Sat	
Mark Ellis		Sun PM		Sun	
Phillip Johnston					
Gary Mulhall					

Boat Allocation



Diving & Decompression systems

The expedition will undertake a survey of the bow section of the Aud and its surrounding area to establish the size and length of the only excising bit of the ship to remain intact since its sinking in 1916. We plan to do at least 3 dives but most likely 4 dives



On arrival at the dive site we will deploy a shot with and a decompression station.

The decompression station will employ a tagging system.

An emergency 80% Nitrox cylinder will be available on the Decompression station for lost gas or other emergency scenarios.

Wreck site Quick facts

Two mile east of Daunt Rock Light Vessel

Charted Depth 32 - 39 m

Rocky Bottom

Viz average about 10m

Well dispersed over a wide area

Lots of ammunition lying around (beware and don't pick up)

The Survey

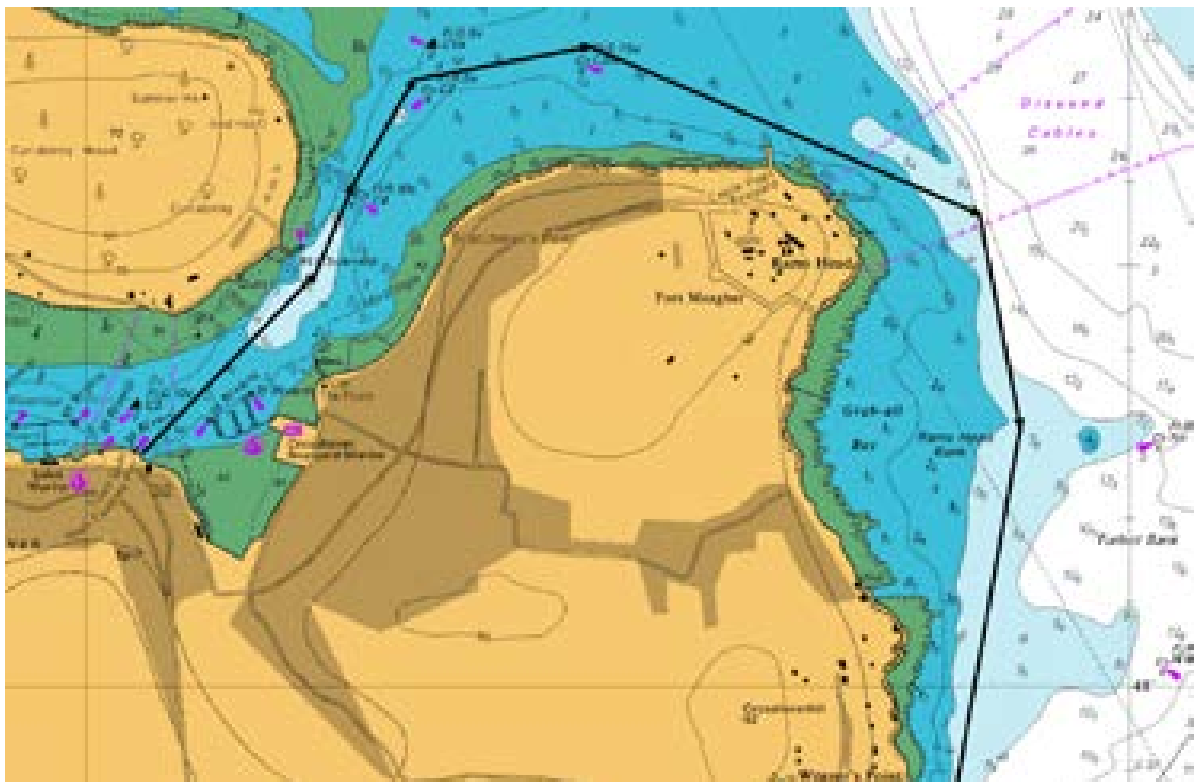
The proposed survey of the Aud will require a number of different tasks:

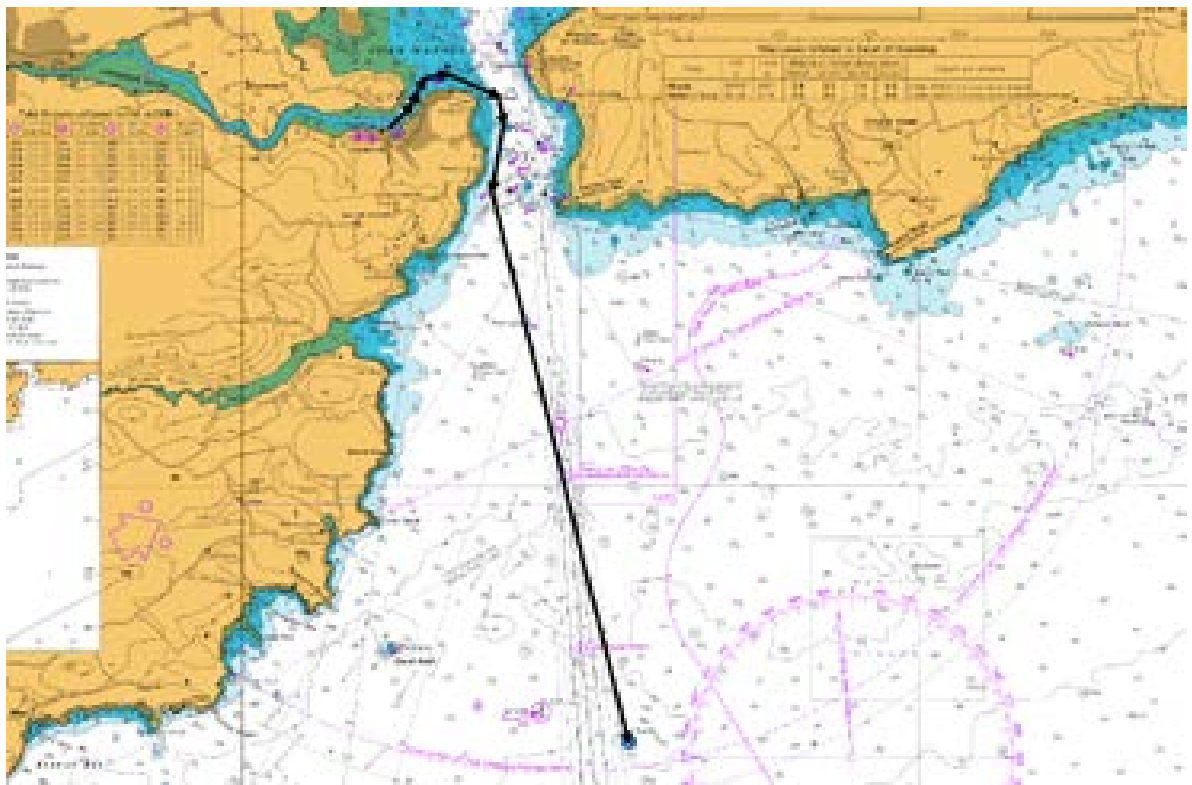
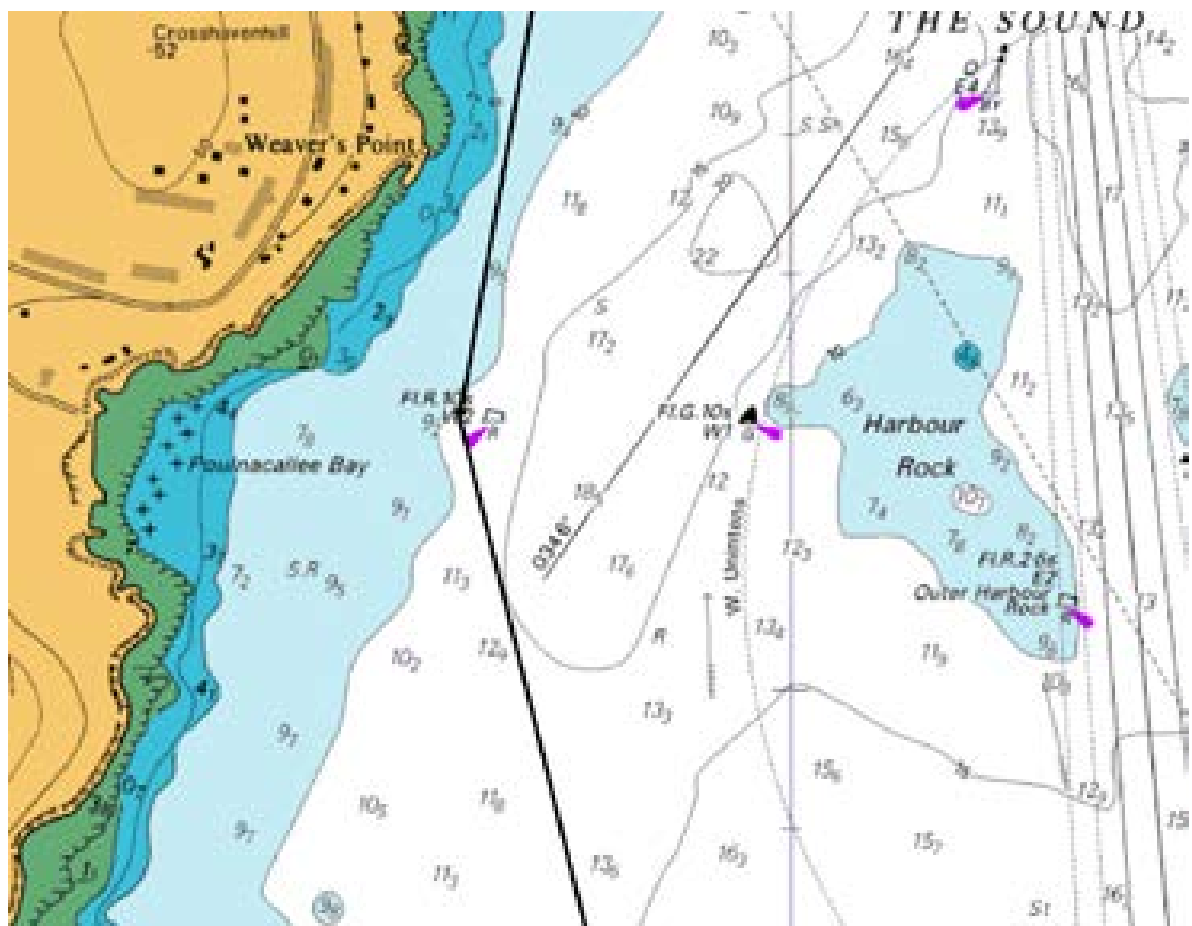
1. To shot the wreck as close to the bow as possible.
2. Confirm shot is in place.
3. Lay a line to the furthest part of the bow going forward.
4. Take Measurements.
5. Sketch on pads all relevant information.
6. Take video and still pictures from several angles.
7. Recover all lines and recover shot when finished.
8. Write up the survey & make it available to all interested parties.
9. Encourage post expedition media interest.

It is envisaged that the wreck will be located on Saturday morning and a shot line dropped. All further survey topics will be planned by the team on Friday night in order to give members experience of doing this type of activity which is part of the FCD exam.

Passage Plan

Waypoint	Lat / Long	Bearing	Distance	Total
Crosshaven Slip	51°48.28'N 8°17.89'W	44.0°	0.29Nm	0.00Nm
Pier	51°48.49'N 8°17.56'W	22.8°	0.11Nm	0.29Nm
Port Hand Buoy C4	51°48.59'N 8°17.49'W	30.0°	0.14Nm	0.41Nm
Port Hand Buoy C2	51°48.72'N 8°17.37'W	79.3°	0.21Nm	0.55Nm
Port Hand Buoy C2 A	51°48.76'N 8°17.04'W	113.2°	0.50Nm	0.77Nm
Rams Head	51°48.56'N 8°16.29'W	169.1°	0.26Nm	1.27Nm
Rams Head Bank	51°48.31'N 8°16.21'W	190.1°	0.62Nm	1.53Nm
Port Hand Buoy C2 A	51°47.70'N 8°16.39'W	166.1°	5.19Nm	2.15Nm
The Aud	51°42.66'N 8°14.39'W			7.34Nm





Risk Assessment

This risk assessment is based on the BSAC generic risk assessment for open water diving and has been modified to include specific risks identified for the expedition of the Aud in April 2015. Participants in the expedition are also expected to dive within the guidelines of Safe Diving Practices. The risk assessment will form the basis of briefings given by the expedition leader that aims to remind divers of the main safety points.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Entanglement in lines and/or underwater obstructions	Everyone	Rare	Medium	Medium	Dive Manager to brief about hazards appropriate to site Divers to carry appropriate cutting implement.	Assistance from buddy/buddies. Surface cover to mount rescue as necessary.
Ear damage	Everyone	Occasional	Moderate	Medium	Divers not to dive if suffering a cold or is unable to 'clear ears' at surface.	Assistance from buddy. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Equipment failure	Everyone	Rare	Moderate	Minor	All equipment is kept serviced and maintained to manufactures and/or British/European Standards. All divers to carry out a 'buddy check' prior to entering water.	Assistance from buddy. Kit to be removed/replaced as necessary. Abort dive if unable to resolve problem.
Running out of gas	Everyone	Occasional	Fatal	High	All SCUBA sets fitted with cylinder pressure gauges. Monitoring by buddy/buddies. All divers are to return to the surface with 50 bar in the cylinder.	All divers carry an Alternate Source which maybe used by another diver. If decompression stops are required signal surface and a cylinder can be sent down.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Trips and slips	Everyone	Occasional	Minor	Medium	Dive Manager to brief all divers about risks appropriate to site.	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Diver separation	Everyone	Occasional	Medium	Medium	Divers to dive in buddy pairs at all times. Contact to be maintained throughout the dive. Dive Manager to brief separation procedure.	Divers to surface following separation procedure. Surface cover to mount search and rescue as appropriate along with notifying coastguard. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Reduced underwater visibility	Everyone	Frequent	Medium	Medium	Dive Manager to brief about visibility conditions at start of day and to monitor during day. Divers to use a buddy line as necessary.	Divers to abort all diving if visibility becomes dangerous.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Decompression illness	Everyone	Occasional	Major	Medium	<p>Dives planned and conducted in accordance with a dive computer or decompression programme.</p> <p>Dives planned to be logged with dive manager</p> <p>All divers equipped with a dive computer to monitor decompression requirements.</p> <p>Backup monitoring equipment and decompression plan to be carried by all divers.</p> <p>Where decompression is accelerated this must be conducted in line with training.</p> <p>A safety stop of 5 minutes will be performed in addition to any compulsory decompression.</p>	<p>Surface cover to mount search and rescue as appropriate along with notifying site staff.</p> <p>First aid to be applied as necessary by qualified personnel.</p> <p>Seek further medical advice as appropriate.</p> <p>Evacuation to medical facilities, as necessary.</p>
Weather	Everyone	Frequent	Medium	Medium	<p>Diving planned using latest weather information.</p> <p>Weather conditions constantly monitored by Dive Manager.</p>	Dive Manager to cancel diving as necessary using recall procedure.
Exposure to weather	Everyone	Occasional	Minor	Low	<p>Dive Manager to brief people in advance of trip to bring suitable clothing.</p> <p>Dive Manager's day brief to warn divers of risks and to take appropriate action.</p>	<p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities, as necessary.</p>

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Dehydration	Everyone	Rare	Medium	Low	Dive Manager to brief all divers about staying hydrated, Water/Squash provided to encourage divers to keep hydrated.	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Injury from falling Equipment	Everyone	Rare	Moderate	Low	Monitoring and assistance from buddy/buddies.	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities.
Panic	Everyone	Rare	Minor	Medium	Divers to monitor buddy/buddies before and during dive for signs of nervousness and/or stress.	Surface cover to render assistance as necessary. Abort diving as necessary.
Drowning/near drowning	Everyone	Rare	Major	Low	Divers to retain 2 nd stage in mouth whilst in water. Buoyancy Aid to be fully inflated at surface. Buoyancy Aids to be worn at all times when on Rigid Inflatable Boat.	Surface cover to mount rescue as appropriate along with notifying site staff. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities.
Fast ascent	Everyone	Frequent	Medium	Medium	Divers competent with equipment they use. Divers to practise regularly with kit. Divers to conduct regular checks to insure no faults are present with kit.	Surface cover to ensure trainee is safe, render assistance as necessary. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Separation from boat	Everyone	Rare	Moderate	Medium	DM to monitor conditions before and during dive. Divers to return to surface using a Delayed Surface Marker Buoy. Divers logged in and out of water.	Surface cover to mount search and rescue as appropriate. Notify coastguard as necessary. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Contact with propeller and/or boat	Everyone	Rare	Major	High	Boat to be skippered by trained personnel. Skipper to brief divers regarding boat procedures.	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Injury from other boats	Everyone	Rare	Major	High	Boat to use A-flag when divers in water. Divers to surface using DSMB. Lookout to monitor other surface traffic. Radio contact with other boats to warn them off if necessary. Position of boat to protect divers	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
RIB Entry and Exit	Everyone	Rare	Minor	Low	Skipper to brief divers about entry and exit procedures. Assistance from other divers.	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Nitrogen Narcosis	Everyone	Occasional	Moderate	Medium	Depth experience to be increased gradually over course of diving. Monitoring from Buddy.	Ascend as necessary until effects reduce or stop. Abort diving if narcosis becomes a danger to diver's or buddy's health.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
O ₂ Toxicity	Everyone	Rare	Major	High	Partial Pressure of O ₂ not to exceed 1.4 for dive gas and 12.6 for decompression gas. Diver to monitor buddy/buddies during dive.	Divers to abort dive. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Carbon Monoxide poisoning	Everyone	Rare	Moderate	Medium	Cylinders filled from compressor which has been constructed and tested in accordance with the Pressure Systems Safety Regulations (2000) and SCUBA Industries Trade Association Recommendations.	Divers to abort dive if they detect anything at fault with the breathing gas. First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Carbon dioxide poisoning	Everyone	Rare	Moderate	Medium	Equipment to be serviced and in good working order Dives to be planned to be conducted in low stress conditions where possible.	Divers to relax and control breathing Abort dive if symptoms continue First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.
Injury due to lifting heavy equipment	Everyone	Occasional	Moderate	Medium	Equipment to be lifted with care and help requested where appropriate	Secure equipment First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities, as necessary.

Hazard	Who	Frequency	Severity	Risk evaluation	Controls	Immediate measures to deal with consequences if risk does occur
Heart attack	Everyone	Rare	Fatal	Minor	All divers to submit a medical self-declaration or dive medical completed by appropriately qualified staff (Dive doctor registered with either the HSE or UKSDMC).	First aid to be applied as necessary by qualified personnel. Evacuation to medical facilities.

Appendix

History of The Aud

On 20 April 1916 the *Aud*, a Norwegian merchant ship, arrived in Tralee Bay off the west coast of Ireland. At dawn the next morning a pilot ship approach the *Aud*, flying the British flag of war. The vessel was boarded and her cargo of timber searched for contraband. She was seized and towed towards Queenstown harbour (now Cork). On route, the crew set off explosions to scuttle the ship and abandoned the sinking vessel, surrendering to the British.



SS Castro via Shipwrecks of Cork Harbour

But there is more to the story of the *Aud*. In reality she was not a Norwegian merchant ship, only disguised as one. She was the German ship SMS Libau (previously the British vessel SS Castro captured by the Germans in 1914). And she wasn't transporting just timber. She had on board an estimated 20,000 rifles, 1,000,000 rounds of ammunition, 10 machine guns, and explosives that were sent by the Germans in aid of Irish rebels planning the 1916 Easter Rising against British Rule. Due to a number of blunders the cargo would never reach its destination.

The *Aud* left the Baltic port of Lübeck on this date in 1916. She was captained by a German Officer Karl Spindler and carried 22 crew, all German volunteers. They avoided British patrols as they headed into the North Atlantic before heading south towards the west coast of Ireland. The plan was to rendezvous with Sir Roger Casement a British diplomat, who was instrumental in obtaining the weapons from Germany and was travelling on a U-boat to the rendezvous point. Once Casement was on board the *Aud* the weapons would be transferred to a party of Irish Volunteers on the shore.

When the *Aud* arrived in Tralee Bay and sent out a signal, it was never answered. Casement didn't arrive in Ireland until the 21 April, the day after the *Aud* arrived. Casement was later arrested, charged with treason, and executed on 3 August 1916. The car load of Volunteers who were tasked with collecting the landed weapons crashed on the way and never arrived. Once the *Aud* was seized Spindler knew he could do nothing but scuttle the ship.

Spindler and his crew were held by the British for the remainder of WWI. The wreck of the *Aud* was depth-charged and wire swept several times, not only to be sure that the weapons could not be recovered but also to keep the wreck from being used as cover by enemy U-boats.

Several exploratory dives have been conducted of the wreck, the most recent one in June 2012 which led to the recovery of two anchors from the wreckage. Some of the rifles carried on the Aud were recovered before she was scuttled. Those rifles are on display in several museums including the Cork Public Museum, the National Museum of Ireland in Dublin, and the Imperial War Museum in London.