

Campbeltown Wreck Expedition 2015

2nd – 6th April 2015



By Simon Exley

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Introduction

Purpose

1. Locate and create site diagrams for wrecks round the Kintyre peninsular
2. Assist members in their personal development towards higher diving grades.
3. Publish our findings in Canmore, the local media and dive magazines.

Location

The expedition will be travelling to the Kintyre peninsular and Sanda Island. The Kintyre peninsular is located on the west coast of Scotland, however it is particularly difficult to access due to a ferry service only running during the summer months and the other access being a 140 mile drive from Glasgow down winding roads. The result of this is the Kintyre peninsular is regularly overlooked as a diving location. Sanda is however situated less than 20 miles from Rathlin island which is well known for its great diving conditions; the same is true of this side of the north channel.

Expedition Management

The expedition is being organised by Simon Exley, a BSAC Advanced diver who is currently completing his First Class Diver. Simon has been involved in diving since the mid 90s. He currently runs his own dive centre on the west coast of Scotland as well as freelancing for a couple of other centres. He has run similar expeditions in the past to Cape Wrath and St Kilda as well as being on a BSAC expedition last year to the Ross of Mull with Tyneside 114.

Assisting Simon with the running of the expedition will be Libby Anderson. Although Libby has only been diving for a few years, she has progressed to Dive Leader, collecting her Boat Handling and Diver Cox along the way. Libby was also present on the Ross of Mull expedition and has a wealth of experience from her military background.

Emergency contact details will be collected as people enrol on the expedition using the application form found in the appendix. These will be held by the expedition management at all times until the end of the trip when they will be returned to the individuals.

Logistics

Dive Platform

The Fyne Pioneer is a purposely designed 10m RIB with a spacious, diver-friendly deck and 4 separate rack systems for equipment storage with plenty of kitting-up space on each side. The hull sits low to the waterline enabling easy entry to the water. To make life even easier for divers, we also have a dive ladder to allow easy egress from the water. The Fyne Pioneer is powered by twin 200 HP Evinrude 2 stroke engines which comply with the latest environmental standards and provide smooth, effortless power when it is needed most. She has the latest in electronics and many safety features including life jackets and raft, thermal protective aids and emergency positioning devices.

Travel

People are travelling from two main areas, Lancaster and Aberdeen. Thus transport is going to be shared from these areas with people expected to either meet at these locations or another suitable location en route. There are several car drivers and some with vans/4x4s thus transport is not expected to cause too many problems for the expedition.

Accommodation

The new Campbeltown Bunkhouse, opened in April 2012, is housed in the newly refurbished Old Schoolhouse, a Grade B listed building. Its location offers easy access to the facilities of Campbeltown e.g. shops, restaurants, swimming pool and gym, as well as the cinema. A passenger/cycle ferry runs to Northern Ireland and Ayrshire while car ferries service the routes to the local islands of Arran, Gigha, Islay & Jura. It sleeps up to 16 people, making it ideal for our expedition.

<http://www.campbeltownbackpackers.co.uk/>

The price is £18/person/night.

Gas

Air is available from a Terry at Pennyseorach Farm which is about 12 miles from our diving base in Campbeltown. However, learning from previous expeditions, alternative compressors have been located at Tarbet and Lochgilphead to provide a contingency plan.

Qualified divers may use mixed gas/CCR as opposed to open circuit. It is anticipated that most team members will dive on Nitrox or Air. A J of O2 and He will be brought on the expedition.

Fuel

Petrol is available in Campbeltown from the petrol station there and there are other petrol stations in the area. Thus fuel availability is not expected to cause an issue as it can in some locations.

Diving Base

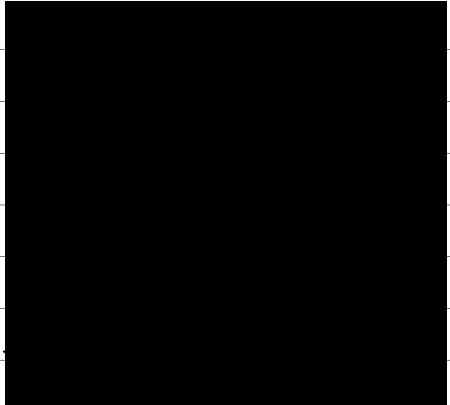

The expedition base in Campbeltown has good facilities. In the town there is a petrol station, pubs, a hospital and supermarkets. There is also a good natural harbour which houses a NATO base, lifeboat station, and ferry terminal as well as pontoons for smaller vessels. This makes Campbeltown an ideal base from which to explore the Kintyre peninsular. The island of Sanda is less than 15 miles from the harbour. The harbour has one wreck within it, the HMS Breda.

Food

Meal	Menu	Ingredients
Friday Breakfast	Porridge Toast Cereal Tea/Coffee/Hot Chocolate Orange/Apple Juice	To be done prior to the trip
Friday Lunch	Sandwiches Fruit Biscuits Cake Flasks of hot squash	To be done prior to the trip
Friday Evening Meal	Lasagne Chocolate Fudge Pudding	To be done prior to the trip
Saturday Breakfast	Porridge Toast Cereal Tea/Coffee/Hot Choc Orange/Apple Juice	To be done prior to the trip
Saturday Lunch	Sandwiches Fruit Biscuits Cake Flasks of hot squash	To be done prior to the trip
Saturday Evening Meal	Shepherd's Pie Syrup sponge & Ice cream	To be done prior to the trip
Sunday Breakfast	Porridge Toast Cereal Tea/Coffee/Hot Choc Orange/Apple Juice	To be done prior to the trip
Sunday Lunch	Sandwiches Fruit Biscuits Cake Flasks of hot squash	To be done prior to the trip
Sunday Evening Meal	Chicken Curry Cheesecake	To be done prior to the trip
Monday Breakfast	Porridge Toast Cereal Tea/Coffee/Hot Choc Orange/Apple Juice	To be done prior to the trip
Monday Lunch	Sandwiches Fruit Biscuits Cake Flasks of hot squash	To be done prior to the trip

A full shopping list can be found in the appendix.

Expedition Team

#	Name	Branch	Grade	DC/BH	Trimix	BDO/INS/BEO	BSAC #	Email	Phone#
1	Simon Exley	SBS	AD	DC	Yes	Instructor	A739821		
2	Libby Anderson	SBS	DL	DC	-	-	A820746		Not disclosed
3	Victoria Prestly	AUSAC	DL	BH	-	Instructor + BDO	A788485		Not disclosed
4	Kelsey Padgett	AUSAC	DL	BH	-	Instructor	A802131		Not disclosed
5	Steve McKelvey	SBS	DL	BH	-	-	A808462		Not disclosed
6	Deborah McNeil	GUSAC	DL	BH	-	Instructor + BDO	A819784		Not disclosed
7	Jon Harvey	LUSAC	SD	-	-	-	A813917		Not disclosed
8	Jo-Han Cha	MUSAC	SD	-	-	-	A832036		Not disclosed
9	Open								
10	Open								
11	Open								
12	Open								

Task allocation

Day	Task	Allocation
Day 1	Breakfast	Victoria
	Lunch	Kelsey
	Tea	Libby
	Diver Coxs	Simon, Libby
	Crew	Chris, Victoria
	DM, ADM	Victoria, Deborah
	Collating Info	Jon
	Fills	Simon, Deborah
	Boat Fuelling	Chris Thompson
	Plan Day 2	Kelsey, Victoria
Day 2	Breakfast	Jon
	Lunch	Deborah
	Tea	Kelsey
	Diver Coxs	Simon, Libby
	Crew	Victoria, Kelsey
	DM, ADM	Kelsey, Victoria
	Collating Info	Steve
	Fills	Simon, Libby
	Boat Fuelling	Chris
	Plan Day 3	Jon, Deborah
Day 3	Breakfast	Chris
	Lunch	Steve
	Tea	Victoria
	Diver Coxs	Simon, Libby
	Crew	Chris, Victoria
	DM, ADM	Jon, Deborah
	Collating Info	Libby
	Fills	Simon, Kelsey
	Boat Fuelling	Chris Thompson
	Plan Day 4	Steve, Chris
Day 4	Breakfast	Simon
	Lunch	Jon
	Diver Coxs	Simon, Libby
	Crew	Deborah, Kelsey
	DM, ADM	Steve, Chris
	Collating Info	Victoria, Libby
	Boat Fuelling	Simon

Explanations

Simon and Libby will plan Day 1 prior to arrival at Campbeltown. On subsequent days, the next days DM and ADM will produce the plan for their day in conjunction with Simon as Team Leader.

Whilst washing up and other such duties have not been allocated, it is expected that any available hands will help at all such occasions.

Collating Info: this means gathering together any information for each site from individual divers or buddy pairs, including sketch maps, bearings, depths and photos. This information should be assimilated as best possible preparatory to being written up for the post-expedition booklet.

The task allocation will be revised if more members join the team.

Schedule

Day 1:

Travel to Campbeltown

Take the boat to Campbeltown

Try and locate the Glenhead and HMS Breda on the way past using chart/sounder/sidescan.

Day 2:

Locate and dive the following wrecks:

Glenhead

Lapwing

HMS Breda (if time on way home)

Create a brief sketch from wreckage found, allowing a detailed plan to be formed as to how to map the wreck with the resources available.

Day 3:

Locate and dive the following wrecks:

SS Briton

Davaar, Norse, Adept

Byron Darnton

Day 4:

Survey the SS Briton

Brief survey of the New York

Brief survey of the Mobeka

Day 5:

Survey Glenhead

Dive the HMS Breda and complete a full survey

Explanations

Brief visit: site to be dived with only usual diving equipment but no additional survey equipment.

Aim: confirm absence/presence of wreckage; comparison of actual sea bed features to charts; create a rough sketch of site.

Full Survey: in addition to usual diving equipment, divers will use specialist equipment (e.g. cameras, slates) to produce a map survey. This may involve multiple waves of divers conducting several dives.

Aim: Produce a comprehensive site guide including map and photos for publication in booklet.

Dive Sites

Wrecks

Adept – Brief Visit

Lat	55.2839 N	Long	5.5428 W
Min Depth	3	Max Depth	15
Tidal	Yes	Vessel Type (Current State)	Tug (Well Broken up)
Description The Adept was a steel steam tug requisitioned by the Admiralty as a rescue tug in WW2. She sank in 1942 after striking Paterson's Rock in fog. She is very broken up due to salvage and bad weather, with some wreckage buried in the sand and gravel seabed. The bow section was reported as intact and upright against N side of Paterson's Rock (in 1983..) If still present, the most striking feature is her large boiler lying in 9 metres. On a clear day, this wreck may be visible from the surface.			

HMS Breda – Full Survey

Lat	55.4161 N	Long	5.5832 W
Min Depth	9m	Max Depth	15m
Tidal	No	Vessel Type (Current State)	Yacht (Reasonably intact)
Description: HMS Breda, a steel steam yacht, sank after a collision with a submarine in Feb 1944. The bow lies pointing directly towards the shore and the wreck lies down a gentle, muddy slope. Forward of midships the wreck is a mass of tangled metal as a result of striking the seabed and being salvaged. The dramatically undercut stern is the most impressive feature. This site is very muddy and silty – in particular the hull is full of silt so care must be taken if penetration is attempted. Some fittings are still present amongst the scattered wreckage (brass, hooks etc have been reported to the RoW). Reported (in 1981) as lying intact on its keel on an orientation of 010/190 degrees. She has not been wire swept. Length: 87m. Beam: 20m or 11m?			

SS Briton – Full Survey

Lat	55.3128N	Long	5.4631W
Min Depth	47m	Max Depth	51m
Tidal	Very	Vessel Type (Current State)	Puffer (Almost intact)
Description: This steel steam barge foundered in 1931 after a collision with a trawler. She was carrying a cargo of limestone, which can still be seen in the large central hold. She was a typical puffer with a compound engine, single shaft and one screw. Her dimensions were 20.2m x 5.5m. 68 tons. She lies with bows facing SE on a gently sloping muddy seabed which drops away to the NW. The original wooden superstructure is missing from on top of the engine casing to the rear. The wreck is carpeted in plumose anemones and soft corals due to the tidal flow.			

Byron Darnton – Brief Visit

Lat	55.2736 N	Long	5.5853 W
Min Depth	4	Max Depth	16
Tidal	No?	Vessel Type (Current State)	Liberty Ship (Well Broken up)
Description Sank close to Sanda Lighthouse in 1946. Dimensions 127m x 17m x 11m. Vessel was in ballast. Wreck is broken in two. The bow section is still visible on top of the reef at most states of the tide. The remains of the stern lie on the south side of the reef in a SW direction from the lighthouse. Salvage was in progress but the salvage vessel (Wilmere)			

sank in 1976 when her anchor cable snapped. Some fittings still present (porthole reported to RoW). The largest pieces of wreckage rise 5m off the seabed and are complete enough to swim through.

Davaar – Brief Visit

Lat	55.2850 N	Long	5.5427 W
Min Depth	4	Max Depth	16
Tidal	Yes	Vessel Type (Current State)	Steamship (Well Broken up)
Description This iron schooner-rigged steamer sank in 1878 when she struck the north of Paterson's Rock due to an inaccurate compass before slipping down the west side. She was carrying coal, earthenware and castings. Her hull stove in and her decks shattered. As of 2010 the only large item remaining was the boiler, standing 5m high, and some flattened debris including some fittings – the wreck has been extensively salvaged. There may be coal on the seabed.			

Glenhead – Full Survey

Lat	55.4539 N	Long	5.5203 W
Min Depth	33m	Max Depth	36m
Tidal	No	Vessel Type (Current State)	Puffer (Quite intact)
Description This iron steamship foundered and sank in March 1890 after being struck on her port side by a large wave. She was carrying a cargo of coal. Length 20m, beam 5m, draft 2m. She now lies 400m NNW of the Otterard Point cardinal marker buoy, on either a sand or mud/shingle (?) bottom, reportedly mostly intact. The wreck is not confirmed as the Glenhead but the compass has been removed. Her original wooden superstructure is not present. The bow is slightly damaged from impact to the seabed. Her large central hold is still full of coal. There is an engine to the rear and a small forecastle cabin for the crew. Visibility is generally good and due to her depth she is not subject to swell.			

Lapwing – Full Survey

Lat	55.3345 N	Long	5.5186 W
Min Depth	33.5m	Max Depth	36m
Tidal	Yes	Vessel Type (Current State)	Paddle steamer (Reasonably intact)
Description This iron paddle steamer sank in Feb 1859 after a collision with another steamer. The wreck is oriented NW/SE with the stern towards the shore. The central section rises up to 2.5m above the seabed. The wreck sits within a 2m scour caused by the tides running over the engine and boiler. The main section of wreck remaining is the central section of machinery and main paddlewheel hub – this area is covered in whelk creels and ropes so care must be taken to avoid entanglement. The remainder of the wreck has fallen away and parts have been absorbed into the surrounding seabed. These parts are sometimes uncovered by the tidal movement. This is a very picturesque site, vis is generally excellent, the wreckage is inhabited by a colourful and varied selection of sea life and it is not uncommon for large shoals of haddock to circle above the wreck. The main hazard is tide.			

Mobeka – Brief Visit

Lat	55.2994 N	Long	5.7054 W
Min Depth	2m	Max Depth	10m
Tidal	No	Vessel Type (Current State)	Cargo (Well Broken up)
Description This steel cargo ship sank in Jan 1942 after running aground. Her back broke and the hull was badly buckled, with extensive damage to the keel and bilges. Some cargo was salvaged initially and the wreck has been heavily salvaged over the years. There is still a substantial amount of wreckage lying in general depths of less than 10m. Sections of hull and parts of the engine are still visible near the shore and items of military equipment still litter the seabed.			

New York – Brief Visit

Lat	55.2887 N	Long	5.7508 W
Min Depth	7	Max Depth	18
Tidal	Yes	Vessel Type (Current State)	Steamship (well broken up)
Description This iron passenger ship sank in June 1858 when she struck Rubha Clachan in fog. She now lies to the east of the reef. The wreckage, which is well broken, is spread among the boulders on the side of the reef and down onto the white shingle seabed at the base. A section of the stern at the shallowest part of the wreck and a huge crankshaft, lying almost on top of the reef, are the most recognisable items. There are also many pieces of broken crockery and other remnants of the ship's cargo particularly at the deeper part of the wreck.			

Norse – Brief Visit

Lat	55.2844 N	Long	5.5389 W
Min Depth	3	Max Depth	11
Tidal	Yes	Vessel Type (Current State)	Trawler (Well broken up)
Description This steel steam trawler ran onto Paterson's Rock and sank in 1920 and was badly holed. Salvage was attempted but she shifted and started to settle into the water. She broke up completely and sank, now lying along the north east side of the reef. A lot of wreckage still remains in the 8-11 metre range. The bow is relatively intact and faces towards the wreck of the Davaar.			

Scenic

Glunimore Island

This site has been reported as a stunning dive. We hope to be able to fit this into the schedule but this is not guaranteed. This site is divable all through the flood tide.

Bad weather options

The following sites are possible options in the case of bad weather. The first 2 are ideal for a bad weather day, with Loch Fyne and Gigha being used only if the weather is likely to be inclement for the entire weekend.

HMS Breda

Details above.

Davaar Island

Davaar Island is located right at the mouth of the natural harbour. In fact at low water a sand bar joins it to the mainland at the harbour entrance. Whilst not a lot is known about this site, the contours look reasonably interesting and a small amount of tide would be expected to run into the harbour due to the size of it.

Loch Fyne

If the weather is likely to be unfavourable for the entire weekend from the south-west, then diving operations may need to be moved to Loch Fyne. If this is the case, then we would base ourselves at Tarbet and survey 2 known wrecks, The Arran III and the Margaret Niven as well as looking for the reported wreck in East Loch Tarbet. There is ample parking and pontoons here.

Gigha

If the forecast is for strong easterly winds, we would relocate the boat to Tayinloan. This should allow us to dive and survey the Kartli, Riant and Aska, all of which some members of the group have dived before, as well as locating and surveying the Osprey 2, Moncoust, Staffa 2. Pick-up would be from the ferry slip at Tayinloan. This is freely available, however care must be taken not to obstruct the Calmac ferry.

Tidal Information

Date	High Tide (Height)	Low Tide (Height)	High Tide (Height)	Low Tide (Height)
Fri 03/04/2015	0000 (3.2)	0515 (0.4)	1157 (3.3)	1725 (0.3)
Sat 04/04/2015	0034 (3.2)	0546 (0.4)	1230 (3.3)	1754 (0.4)
Sun 05/04/2015	0106 (3.3)	0614 (0.4)	1300 (3.4)	1821 (0.4)
Mon 06/04/2015	0136 (3.3)	0642 (0.3)	1331 (3.4)	1850 (0.4)

Predicted Costings

Expected costs

Item	Cost
Boat fuel 1200L	£1680
2 Stroke Oil (6 US Gallons)	£216
Harbour Dues etc.	£104
Total	£2,000.00
Boat cost per person (Based on 8)	£250.00
Accommodation	£72
Food per person	£20
Gas per person	£50
Transport estimated per person	£50
Predicted cost per person	£442.00

Note 1: The price of fuel has fallen dramatically over the last few weeks, which has not been accounted for, thus meaning that the cost of the trip would decrease slightly

Note 2: BEGS funding would reduce the cost of the trip is achieved. Grants issued are £250, £500 and £1000.

Personal Equipment Required

This list is not exhaustive but lists the main requirements:

Personal diving kit

Enough gas for 2 dives per day

Alternative air source (pony, stage, twin set etc.)

Delayed surface marker buoy (DSMB)*

Spare DSMB (to signal distress)

Collapsible flag*

Torch and backup torch*

Knife or underwater shears

Warm hat

Sunglasses, hat and sunblock (just in case)

Slate/wet notes/pencil

Camera/video camera

Thermos flasks

Distance line

The diving is remote and tidal so please make sure you have items labelled * on every dive. Simon has some spare ponies and other kit. If any expedition members don't own any of the kit listed above, they should contact Simon who will do his best to sort them out.

Further expedition equipment provided will be:

Sounder

Sidescan?

Charts of the area

Laptop

Go-Pro and SD card

Tape measure

Shot lines x 2

Oxygen (therapeutic) kit x 1

Spare oxygen cylinders x 2

J of oxygen x 1

J of helium x 1

Logsheets & clipboard

Reporting

Expedition Report

A report from the expedition will be created. A copy of this will be made available online whilst another copy will be sent to BSAC as part of the BEGS funding if received.

Magazine Article

Photos: Simon Exley

Collating: Libby Anderson

Booklet (to include photomosaics and site diagrams)

Collating: Simon Exley

Editing and proof reading: Libby Anderson

Local Paper

Libby Anderson

Canmore

Send the data through to the Canmore database, allowing future divers and historians to access our data.

Appendix

- A. Initial interest form
- B. Shopping list
- C. Risk Assessment

Campbeltown Easter Expedition Application Form 2015

Name:

Address:

.....

.....

Postcode

Landline

Mobile

Email

BSAC Number

Number of UK Dives

Qualifications.....

.....

Skills you can bring to the expedition:

(Tick all that apply)

- ☐ Diver Cox
- ☐ Boat handler
- ☐ Oxygen Administrator
- ☐ First Aider
- ☐ Underwater Photographer
- ☐ Underwater Videographer
- ☐ Can draw sketches
- ☐ Wreck Research
- ☐ Can drive and has vehicle

Next of Kin

Name: Relation:

Landline Number: Mobile Number:

THIS PART OF THE APPLICATION FORM IS SEALED IN AN ENVELOPE AND
TAKEN ON THE EXPEDITION FOR OPENING IN CASE OF EMERGENCY.

I confirm that the information given in this application form is correct, to the best of my knowledge, that I
am fit to dive & that I will dive in accordance with the BSAC Safe Diving Practices.

Signature: Date

Shopping List

Risk Assessment

The risk assessment below covers anticipated risks that the expedition will be exposed to, however a dynamic risk assessment will be undertaken before each dive to assess the risks and mitigate these risks where possible. Where these dynamic risk assessment cannot be reduced to a satisfactory level, diving operations will not proceed. All dives will be conducted in accordance with BSAC safe diving practice.