

Dubh Artach EXPEDITION TO SW Mull Friday 20th to 28th June 2014



FINAL REPORT

Expedition part funded by British Sub Aqua Club Expeditionary Grant Scheme (BEGS)



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Tyneside 114 branch of the BSAC are extremely grateful for the grant aid provided by the British Sub Aqua Club that helped make this expedition happen.

INTRODUCTION

This report is submitted to fulfill the requirements of the BSAC BEGS Grant funding that supported the expedition.

The primary aims of this expedition were:

- 1) To conduct an expedition to dive old and new sites around SW Mull, Scotland.
- 2) To coach and mentor up and coming Sports, Dive Leader on expedition diving.
- 3) Produce a magazine article for SCUBA magazine on diving SW Mull.
- 4) Produce a photo book to accompany the final report.

This report outlines how it met these objectives.

THE TEAM (all team members Tyneside 114 except where the branch specified

against name)

1. Hubert Desgranges – FCD/AI – Branch Diving Officer

- 2. Andrew Hunt FCD/NI Expedition Leader.
- 3. Fiona Hunt DL/OWI Advanced Diver Trainee –
- 4. Richard Booth DL/Advanced Diver Trainee Expedition Photographer
- 5. Simon Exley- AD, South Bay Scuba Scarborough- Fyne Pioneer skipper
- 6. Libby Anderson- SD, South Bay Scuba (Scarborough) Dive Leader trainee
- 7. Tiago Moriena– SD, Head Chef
- 8. Tom McKrickerd FCD/NI West Cumbria branch-Diver Coxon

The team had an interesting 'international dimension' in that two members of the expedition were from France and Portugal, although currently resident in the UK and members of BSAC.

For some of the group this was a return trip to SW Mull with the aim of achieving some of the original objectives of the Tyneside 114 expedition in 2009, which had been thwarted to some extent by challenging weather and sea conditions resulting in the expedition having to resort to plan B and the search for more sheltered dive sites. In particular the search for two wrecks, the SS Cathcartpark and the DS Nyland out in the vicinity of the Torran Rocks were still outstanding objectives. A further 'new' objective was to travel out to the Dubh Artach lighthouse and dive in its surrounding waters.

Fortunately, on this latest expedition, the weather and sea conditions proved much better. Consequently the team ventured further offshore than they had managed on the previous expedition.



KEY ACHIEVEMENTS

Adventurous diving:

We successfully located, dived and mapped a wreck site out in the Torran Rocks, which we believe may well be that of the SS Cathcartpark, as well as successfully located and dived the wreck of the DS Nyland.

A number of other new sites were dived as well as some of the more 'documented guidebook sites' that some of the team had not dived before. We also managed to conduct some exploratory dives around the Dubh Artach Lighthouse, and then took advantage of the good weather and calm seas to travel on north to McKenzie Rock to dive the wreck of the SS Labrador, covering a distance of over 62 nautical miles in one day.

Coaching and Mentoring:

Two of our team were working towards Dive Leader. All received intensive coaching toward their respective aims, including experience of dive planning, taking into account the quite complex logistics of travelling quite large distances whilst factoring in the local tidal conditions at the intended destination.

Articles for SCUBA:

Work is ongoing on a number of potential articles for SCUBA magazine. In particular a Wrecked article on the wreck that was mapped out in Torran Rocks, which we believe is likely to be the SS Cathcartpark, plus a further article on the expedition itself. Much



of the contents of these articles are outlined in this report and so it would be appreciated if BSAC could withhold publication of this report until the planned two SCUBA articles have been published.

Production of expedition Photo Book:

Richard Booth, the expedition photographer, has produced a book of images illustrating some of the diving and other activities associated with the expedition. The book was printed via Apple I-book after editing on Aperture software.

KEY CHALLENGES

<u>Team building</u>: In a tough economic climate it proved harder than normal to recruit club members to the expedition. Advertising the expedition on the club website attracted some further external interest from members of other branches. With only eight participants however, and high planned fuel use and accommodation rental, the costs of this expedition could have been quite prohibitive and possibly may have been a factor in putting some potential participants off committing to the trip. Securing the BEGS Grant however helped keep costs to more manageable levels.

<u>Ferry administration</u>: Ferry company policy on the transport of dangerous goods (diving cylinders, oxygen etc.) various considerably from place to place. There is a considerable amount of paperwork to do to ensure that you are not unnecessarily delayed at the ferry terminal. Fortunately the staffs at the Calmac

office in Oban were helpful and very reasonable in processing the required documentation, possibly because they have more experience in processing diver passengers than other colleagues who administer passengers to more 'remote' islands.

Expedition members however used various ferry services to cross to Mull. Some used the Oban to Craignure service. This service had the advantage of a shorter journey from Tyneside, but is a more expensive option with more limited sailing times.

Other members of the team used the Lochaline ferry to Fishnish on Mull. This service proved to be a cheaper option with a much more flexible timetable. The journey to Lochaline however added considerable distance and time to the journey and also involved an additional ferry crossing at Corran.

<u>Compressing:</u> The nearest commercial compressor from the expedition base was at Tobermory, an 80 mile round trip over mainly single-track roads. The plan had been to take the two Tyneside portable compressors, plus Simon Exley's compressor. In the end only one Tyneside compressor was available by the time of the expedition with the other away still being repaired. Simons compressor was fitted with a 300 bar din fitting, so was limited to filling 300 bar cylinders making the expedition very dependent upon the Tyneside compressor. Fortunately this compressor performed reliably throughout the expedition. Had it broken down however, the expedition would have been faced with significant challenges to refill cylinders.



<u>Weather:</u> We were all too aware from the earlier 2009 expedition to SW Mull of the impact of poor weather on the planned diving. The size and sea keeping going qualities of the 'super RIB' Fyne Pioneer however, ensured that the expedition had a boat that was more than capable of reaching most planned sites in all but the roughest weather, as well as the capability of travelling long distances in relative comfort. The good weather experienced during the expedition allowed the capabilities afforded by Fyne Pioneer to be fully exploited.

<u>Equipment Failures:</u> The failure of key equipment potentially posed significant risks in relation to the expedition achieving its aims. In particular the expedition was reliant on one RIB, Fyne Pioneer. This vessel is equipped with twin 200 HP Etec engines. On one day, however, one of the engines suffered a problem with the fuel connector. This problem however was successfully repaired 'in-house' without affecting the planned diving programme. The only other equipment failures were a high-pressure hose, a Miflex low-pressure hose (damaged when a side slung cylinder was accidentally dropped) and a fin strap. Fortunately such problems had been planned for, and spares that had been brought along to cover such eventualities quickly replaced broken kit.

Expedition diary

Saturday 21st June: Travelling day

Travel day. Andy and Fiona completed their journey from the Isle of Wight and were first to arrive at the self-catering accommodation, Erisgeir and Ach-Na-Brae cottages, to set up the Expedition Base. Simon and Libby travelled onboard the Fyne Pioneer RIB to Fionnphort and were the second members of the team to arrive and were met by Andy. A mooring was secured in the Keel Row pub after a chat and pint with friendly locals in exchange for a donation to their pipe band. Hubert and Tom were the next to arrive and collected the J-cylinders of oxygen from the RIB. Finally the head chef of the expedition, Tiago arrived with Richard and the team could finally sit down to eat the first expedition meal.

Sunday 22nd June: Sheep Island and Torr and Saothaid?

An early start saw the team head out to Sheep Island for some shakedown dives. Making use of a slight westerly tide the team searched either side of the reef off Sheep Island and then the Southern most side of the shore of Sheep Island. No wreckage however was found. We did find a number of cat shark carcasses, which appeared to have been dispatched by the local resident seals. The second planned site, out in the Torran Rocks, commenced around a position obtained from another diver prior to the expedition. Teams commenced searches in different directions. Hubert and Tom were the first to strike wreckage about 50m east off the original shotline position. Wreckage was found initially in 16m of water, with a wreckage trail down to the sandy seabed at 23m (nearing HW). Having marked the site, Tom and Hubert surfaced before Simon and Libby continued the search up a nearby gully to find the remnants of the boilers. Meanwhile, Andy and Fiona after an initially long and fruitless dive prepared to surface some 50m to the south of the original shotline position. Just prior to surfacing however, rusty metal was spotted underneath the heavy kelp covering. Richard and Tiago joined the final forage and uncovered further metal. Depths were about 8m in the gullies under the kelp and the metalwork appeared to be the remains of lifeboat davits and jibs from mast rigging.

So have we finally found the Cathcartpark? We think so. Some of the team came across plating without portholes; it would seem that we are perhaps not the first divers who have visited this site. However, the excitement of finding what we think is the final resting place of the wreck of the SS Cathcartpark was reward



enough.

Monday $23^{\rm rd}$ June: Reef system at 56 15 N TBC 006 22 00 W and Wreck of Cathcartpark

One of the other targets was the wreck of the Nyland. Again this wreck has been dived before, but last time it was off a hardboat in the days before smart phones and cheap GPS units and so the position was effectively known only to the skipper. However, some rough transits were taken and the depths of the wreck were known from this earlier dive, giving us a rough search area of about 360m x 360m.

We chose to dive the reef system first and whilst a scenic dive was underway conducted a sonar search from the boat. We expected tide on the site (nearby tidal arrows indicate up to 1.3 knots on springs. The first pairs in the water however reported an exhilarating dive with up and down currents. The second set were less fortunate and had a little bit more of a sedate dive. There were a number of bright white sandy gullies, the sort you would normally expect to be festooned with scallops, but not one was seen. The reefs are unlikely to be dived frequently and the surrounding rocks should prevent bottom trawling so is this an area that is simply not suited to scallops or is something else afoot? After locating a likely mark for the wreck site of the SS Nyland we headed off for a second dive on the wreck we had discovered yesterday.

After a good day's diving we returned to find one of the compressors had stopped working. After much fault finding we discovered the engine oil level was a little too low and once refilled the compressor fired back into action again, much to everyone's relief.

Tuesday 24th June: journey out to Dubh Artach and Skerryvore

Kit breakages to date: 1 low pressure hose Miflex – completed snapped at ferrule, 1 HP hose, 1 Fin strap buckle broken.

Despite the grey overcast skies the sea was completely flat. Wind speeds of 1 to 6 knots were forecast.

We therefore took the opportunity to head out to Dubh Artach as planned and the sea state remained perfectly calm. After 30 mins cruising at 26 knots we arrived only to find that the Lighthouse was currently 'occupied' and that there was a maintenance team at work on the lighthouse.

They've never apparently had visitors before at Dubh Artach (although Skerryvore apparently seems to get a few more) so they came down for a chat and invited us to come for a tour of the lighthouse. Diving was put on hold whilst we headed up to the light. The maintenance crew informed us that the sea state conditions that we were experiencing were unusually calm. Normally they find





A good dive was had at Dubh Artach: In about 20m just off the landing ladder we found a 5m high gulley below the kelp line. There was a northerly tidal flow that could be swam against at seabed level so dive teams followed the seabed and gulley's up the slope to the lighthouse hoping to discover a lost ships bell, an anchor or two, or perhaps even debris from the days when lighthouse was occupied.

Sadly no man-made artifacts were found on this particular dive even though the kelp forest here was not as dense as that experienced out in the Torran rocks. We suspect the winter storms completely strip the kelp back to its roots judging by the amount of dead kelp stalks we saw. However the ferocity of the storms here certainly reduce the chances of any manmade objects surviving for long in these turbulent waters.

We did however encounter some interesting wildlife, including a thornback ray and possibly a Tope being spotted amongst the gravelly-bottomed gulleys. The combination of good weather and a calm sea and the mention of Skerryvore led to the idea of diving near two lighthouses in one day. Simon recalculated his fuel requirements and confirmed there was enough fuel left but only if we cruised for 1 hr at hard boat speeds (6knots) first. MacKenzie rock is 3 nm south west of the Skerryvore Lighthouse and is the final resting place of the SS Labrador. Having dived this wreck last year from Tiree, we already had a good idea of the layout of the wrecksite but having not expected to be diving it, had not thought to bring the GPS co-ordinates. Fortunately knowing the depth and orientation with respect to MacKenzie Rock meant we still stood a good chance of locating it. Andy and Fiona went in first to find the shot in a gulley about 25m from the boilers. They then marked the



boilers with a delayed SMB.

A 24 nautical mile return journey now lay ahead of us but cruising at a steady 26 knots we soon arrived back at Fionnphort with 30 mins worth of fuel to spare, an hour later.

After an excellent meal cooked by Tiago we sat down to eat our dinner accompanied by the dulcet tones of the compressor, which after 4 hours of pumping air finally finished filling the last cylinder.

Wednesday 25th June: Scenic Dive off Stac Mhic, SS Nyland and SS CathcartPark

With the SS Nyland being too deep for some of our Dive Leader trainee's we headed over to see if we could find a wall dive for them.

Stac Mhic to the west of Iona has similar basaltic column geological features as many other parts of the coast and is on the exposed side of Iona. The chart indicated depths to 35m plus so an ideal depth range.

Simon, Libby and Tiago reported a largely steep slope rather than a wall but again encountered some interesting life as well as natural block geological paving.

The rest of the team waited patiently for the next dive. Having previously 'pinged' what we thought was the Nyland on Tuesday, we returned today with an initial recce team to see if we had indeed located the wreck. Andy and Fiona, Hubert and Richard kitted up and prepared to dive.

The site however proved quite difficult to relocate in the prevailing weather conditions given its relatively small size and orientation but eventually a target was located and the shot line was deployed. It landed on the seabed a few metres to the north of the wreck in 46m of water. The visibility was clear but there was still a bit of tide running. More work was clearly required on predicting slack at this site. Nevertheless in the clear green water the upturned hull of ship loomed out of the gloom.

Richard and Hubert explored around the upturned bow, before working back along the wreck to an area where there was big break in the hull. Andy and Fiona headed back towards the stern, spotting the boiler, engine and eventually the rudder and propeller festooned in plumose anemones. All too soon the dive was over and the team returned to the surface elated at having found and dived on the Nyland.



For the next dive we returned back to what we believe to be the wreck of the SS Cathcartpark continuing the survey of the site. It is well broken up and spread



over a considerable area amongst several gullies.

Thursday 26th June: Staffa, Inch Kenneth, the SS Ostende and a lift and shift A later start was in order today, to allow time to refuel the boat and for the team to semi-recover from some fantastic but tiring long days of diving. We headed this time first to do some sight seeing at Fingals Cave. One of the joys of West Coast expedition diving is the opportunity to visit remote landmarks inbetween dives and this was one opportunity not to be missed. The cave isn't really worth a dive but if you do, beware of the regular tourist boats that visit the



cave.

Inch Kenneth offered what looked like some promising 'sheer' walls to 60 plus metres. At the particular spot we discovered dredged sandy and gravelly slopes to 50m, with adjacent sloping walls where we found Devonshire cup corals but nothing else too exciting.

With a macro lens on the camera however the shallows offered more interesting life with nudibranchs galore on the kelp fronds above 20m.

The SS Ostende offered the final dive of the day for most. With the wind dropping and the sun beating down on the ever flattening sea the wreckage of this ammunition ship provided the opportunity for scallop hunting in amongst the badly corroded 0.5 inch browning ammunition.

Tiago, Libby completed the final dive of the day on the boat's mooring back at Fionnphort, conducting the lift and shift element of Dive Leader training moving some mooring chain.

Thanks to Tom today for coxing the boat all day.

Friday 28th June: The SS Nyland, the SS Cathcartpark and West Reef

Having spent so long waiting to dive these wreck sites, we dived them for a final time again today. The visibility on the SS Nyland was superb and although tide direction did not seem to align at all with the nearest tidal diamonds in terms of direction, the current was again manageable.

Having dropped Tom and Hubert off for their journey home at lunchtime, the remaining members headed back out for a last dive on the SS Cathcartpark. Andy, Richard and Fiona on their final dive on the Cathcartpark managed to miss the main area of wreckage, following possibly an adjacent reef system but in that process found an old admiralty pattern anchor on the flank of the wall in 20m.

Main dive sites:

DS Nyland. The DS Nyland was a steel steamship built in Oslo in 1940, managed by Vilhelm Torkildsen of Bergen, Norway. She had a compound triple expansion engine with a LP turbine, single shaft, and two boilers. She was 1374grt, with dimensions 75 metres x 12 metres x 5 metres.

The Nyland in her brief life travelled all over the world on convoy duty in the first year of World War Two, sailing from Europe and North Africa to Canada and Australia. The Nyland was lost whilst en-route from the Tyne to Mackenzie in ballast, with convoy EN.35/1 which comprised of 23 merchant ships and 3 escorts. The convoy departed Methil on 2nd December 1940 and was scheduled to arrive at Oban on 6th December 1940. She was then to join up with convoy OB.255 for onward movement to the Mackenzie River, Canada.

The Nyland was last sighted off Skerryvore on 5th December by the SS Marga. Terrible weather was encountered, with many ships deciding to seek refuge. It is believed that the Nyland sank on 6th December 1940 after running aground on the West Reef of Torran Rocks. An SOS message had been received stating that the Nyland had run aground and was about to break up. A tugboat was urgently dispatched in response but on arrival could discover no trace of the ship or her crew. The Nyland was skippered by Captain Otto Kampevold who was lost along with the ship and 19 other crewmembers. A piece of wreckage bearing her name was apparently found two weeks later on the Torran Rocks.

CREW LIST					
Captain	in Otto Kampevold				
First Mate	Johannes Christensen	Norwegian			
Second Mate	Alf Danielsen	Norwegian			
Third Mate	Sverre Kristensen	Norwegian			
Carpenter	Tennis van Brienen	Dutch			
Able Seaman	Jock Caeser	Newfoundland			
Ordinary Seaman	Per Olaf Børjesson	Swedish			
Ordinary Seaman	Bernhard Murphy	Canadian			
Ordinary Seaman	Herbert R. Harris	Canadian			
Jr. Ordinary Seaman	Kaj Donald H. Nielsen	Danish			
Deck Boy	Knut S. Jensen	Norwegian			

First Engineer	Olai Bertin Stokke	Norwegian
Second Engineer	Thomas B. Pettersen	Norwegian
Stoker	Knut S. Gulbrandsen	Norwegian
Stoker	Johan Johansen	Norwegian
Stoker	Kåre Vilvang	Norwegian
Oiler	Bojre Steinsson	Swedish
Steward	Ole A. Halvorsen	Norwegian
Cook	Robert Lunde	Norwegian
Mess Boy	William McDougall	Canadian

The Nyland is a deep wreck, lying upside down in a 50 metre hole on a light sand/shingle bottom. It is around 40 metres to the top of the wreck. Rescue teams could find no trace of her following her loss and so she was never subsequently salvaged. She is mostly intact, with boilers, portholes, and a 4 bladed propeller and rudder still visible. We even found an intact lavatory on the wreck! Although dark due to the depth, the wreck is home to soft corals



and plumose anemones. She is



very photogenic wreck particularly around her upturned stern area.

SS Cathcartpark:



The Cathcartpark was a 453nt steel steamship built by Carmichael & McLean of Greenock in the Cartsdyke West Yard 5. She was owned by the Cathcart Steamer Fleet, a subsidiary of what was to become the Denholm Line. She was launched in August 1897.

All ships belonging to the Denholm Line were apparently named after parks, originally the six parks in Greenock, until the fleet became more numerous than six ships, at which point names of parks from other towns were adopted. The *Cathcartpark* was a steamship with auxiliary sails, paving the way for fully steam-powered ships a few years later.

She was en route from Runcorn to Wick with a cargo of salt when she ran aground on the Torran Rocks, near Iona, on 15th April 1912, the same day as the sinking of the Titanic. The Cathcartpark's bow was badly damaged, and she quickly took on water, developing a 45 degree list. Captain Thomas Blair and the 11 crew-members were able to escape to shore in the ship's lifeboats, with one boat landing on Iona and the other on the mainland of Mull.

The news of her grounding was sent by telegram from Iona to London via Oban. The wreck was first reported in the London Standard on 16th April 1912, detailing that her foreword hold was full of water. By the 17th, the Standard reported her decks awash even at low water. Salvage experts could not get to work for a few days due to the strong seas, which also now began to gradually brake the ship apart, turning her keel up and causing her hull plates to part. On the 20^{th} April, the London Standard stated that the steamer Cathcarpark, 'is in a hopeless position and is off the market, having been declared a total loss'. By then it was all too clear that saving the ship was impossibility and the Cathcartpark was therefore abandoned to her fate.

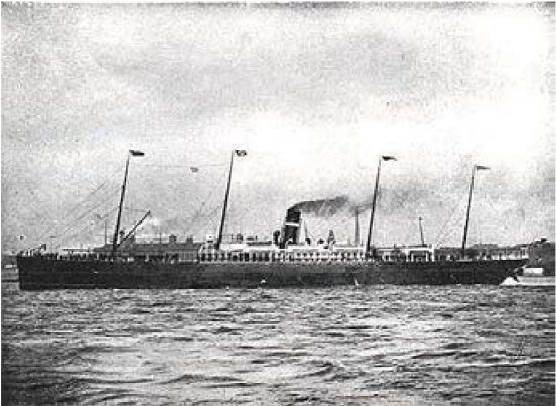
The wreckage of the Cathcartpark lays spread over a series of gullies just off the Torran Rocks.

The deepest wreckage is to be found at the bottom of the gullies in about 22 metres, with the shallowest points higher up the reef at 8 metres. The most distinctive part of the wreck are the remains of the boilers in a sandy hollow at 16 metres, where several metal pipes stand vertically from the seabed up to 12 metres. Also visible in this area are the remains of the coal store and flanges.

Exploring deeper down the gully from the boiler, divers can swim along the prop shaft with the stunted remains of the iron prop still in place. Swimming up the rocky sides of the gully, there are portholes, copper pipes and other debris hidden in the kelp.

The local sea life is varied, with nudibranchs on the kelp, sea urchins, anemones and squat lobsters.

SS Labrador:



Labrador was a 2998nt steel steamship built by Harland and Wolff of Belfast, launched by the Dominion Line in 1891. The Labrador had a triple expansion engine of 573 HP, single shaft. Her dimensions were 122.2 x 14.3 x 8.5 metres. She was an ocean going liner, taking passengers across the Atlantic Ocean on a regular basis. On her final voyage from St John's, Newfoundland, to Liverpool, she had 74 passengers, 92 crew under Captain T.W. Erskine, and a cargo of grain, mailbags, and 17 horses. The voyage initially went according to plan, but as the ship reached the eastern Atlantic the weather worsened, preventing Captain Erskine from navigating by the sun and forcing him navigate as best he could be dead reckoning. Captain Erskine ended up significantly off course, as he thought he was somewhere off the north of Ireland when in fact he was steaming towards Skerryvore some sixty miles away. Despite observing and timing the flashes of both Skerrybore and Dubh Artach lighthouses between 5am and 6am on that morning, Erskine failed to identify the lighthouses, instead believing they were Irish lighthouses closer to his assumed position.

Mackenzie's Rock, near Skerryvore, is nearly 15 miles away from the nearest landfall at Hynish on Tiree and 60 miles into the Atlantic from the Scottish mainland - it is a very isolated place for a shipwreck. At 7am on 3rd March

1899, in thick fog and force 4 winds from the south west, the Labrador ran aground on Mackenzie's Rock, causing a slight shudder to run through her. The ship was badly damaged and as she took on water her cargo of grain swelled up, bursting through the decks and allowing still more water to enter. Slowly the passengers became aware of the incident and began to prepare to abandon ship into the ship's boats. Fortunately the sea was relatively calm; No lives were lost but only a portion of the 153 mail bags were recovered and all other cargo and many personal items were lost, with debris littering the shores of Coll, Tiree and Mull over the following days. All the passengers and crew were rescued by the Norwegian ship SS Viking, except for one boatload that were already heading for Skerryvore. The passengers were very lucky that the Viking happened to be in their vicinity, as it was only due to being delayed by the weather conditions and an according change of course that she was there. The Viking nearly missed the stricken ship, only turning towards her when a crewmember spotted steam coming from the Labrador's whistle. The incoming seawater extinguished the engines and so there was insufficient steam to make the whistle sound, but the steam was still visible against the black livery of the Dominion Line. The ship soon disappeared below the waterline, and by 6th March had broken in two and become a total wreck.

The loss of the Labrador was attributed purely to the fault of Captain Erskine, whose Master's certificate was suspended for 3 months by the wreck inquiry board in penalty for his failure to navigate in a careful and seamanlike manner.

The Labrador is a stunning wreck, which is covered in brightly coloured soft corals, plumose anemone and sponges due to the strong currents and swell that swirl over her. Other sea life to look out for includes Pollock and wrasse. She lies at a maximum depth of 28 metres on a rocky bottom with wreckage falling away from Mackenzie's Rock down a deep gully. Her huge boilers and condenser lie in 16 metres quite close to the rock, and the wreckage is spread out north east from there. The stern steering gear is in the centre of the wreckage, swept there by the strong currents.

She has over more recent years been subject to salvage, and items, which have been recovered and reported to the Receiver of Wreck, include portholes, hinges and flanges.

Dubh Artach Lighthouse: Between 1800 and 1854 thirty ships were wrecked on this remote reef; however, the requirement for a lighthouse was not only to warn seafarers away from Dhub Artach itself, but also to guide them past the fearsome Torran Rocks, which lie closer inshore. Originally it was considered to be an impossible site for a light, but the loss of the steamer Bussorah with all thirtythree hands on her maiden voyage in 1863 and after an astonishing 24 vessels were lost in the area in a storm on 30-31st December 1865, resulted in considerable pressure for the construction of a lighthouse from both Lloyds of London and the Admiralty. The engineering work was supervised by the famous Stevenson family of engineers.

This lighthouse was constructed over several years between 1867-1872. Its construction was overseen by Thomas Stevenson, the father of the famous author Robert Louis Stephenson, who was himself also involved in this lighthouse construction project and reflected his experience of these waters in his novel Kidnapped, where the hero of the tale, David Balfour, is shipwrecked on the Torran Rocks.

The dives conducted off Dubh Artach revealed a relatively shallow sandy seabed with areas of kelp, with shallow rocky submarine cliffs covered with colonies of jeweled anemones and sponges. The reef itself is quite extensive and despite our best efforts no wreckage was located nor debris found from the time when the lighthouse was occupied. Its remote location however ensured nice clear water.

SS Ostende:

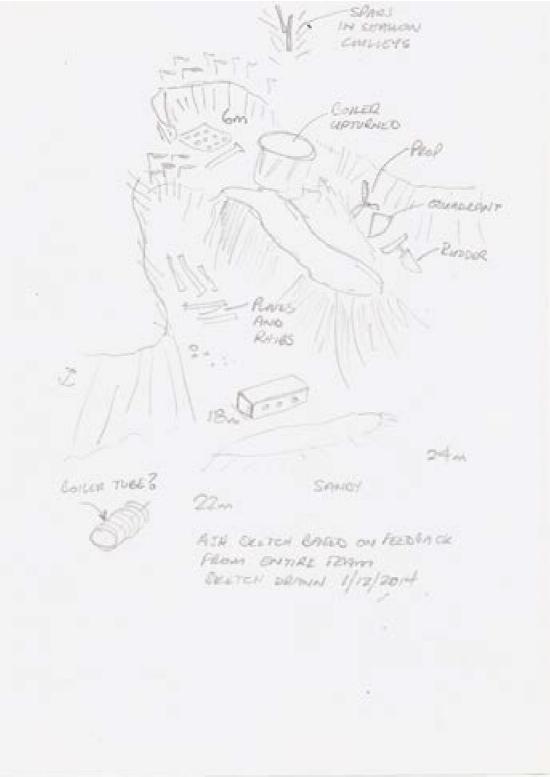


The SS Ostende, was a 2718 tonne steamship built by Swan Hunters Wallsend, and launched in September 1903. Originally named the Ehrenfels she was subsequently renamed Ostende. On 16th January 1943 whilst en-route from New York to Liverpool with a cargo of war supplies, she was damaged by an explosion 10 miles west of the Skerryvore lighthouse. Taking on water the Ostende limped for the shelter of loch na Lathaich on the SW coast of Mull. On the 20th January, a fire broke out in her cargo resulting in the ignition of the munitions and a series of massive explosions that lit up the loch and tore the ship apart. Two of her 48 crew were lost in this inferno.

The Ostende has been the subject of considerable salvage efforts, not least in the 1970's when Royal Navy clearance divers were involved in efforts to remove the last of any live munitions from the site.

Today, little recognizable wreckage remains of the wreck other than a few twisted plates and girders. The shallow sheltered waters of this bay however do offer a fantastic UK 'muck' dive with all manner of small 'critters' to be found hiding in the weedy debris on the loch bottom.





APPENDIX A: PLAN OF TORRAN WRECK SITE.

APPENDIX B: EXPEDITION COSTS

As part of grant requirements, receipts will be submitted separately. The trip came in on budget.

Cost estimate created for the expedition is provided for information for other expedition leaders contemplating a similar expedition in the near future:

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In addition to the above costs, members of the expedition paid for their own travel costs including ferry tickets for travel to and from Mull. Where possible vehicles were shared to minimize expenses.

APPENDIX C COPIES OF RECEIPTS:

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Tiraghoil

Bunessan Isle of Mull Argyll PA67 6DU

Tel/Fax 01681700260 E-Mail: ardness@supanet.com www.isleofmullholidays.com

Dear Andy & Fiona

Thank you for your deposit of £150 for the rental of a cottage at Ach-nu-Brae for the week from Sat 21st to Sat 28th June 2014.

Entry will be after 5.00pm, on the day of arrival, and departure by 10.00am, on the last day of rental.

The key is to be collected from ".drofness", the modern bungalow which is located two miles after driving though the village of Bunessan going towards Fionnphort and Iona.

Please advise us of your expected time of arrival?

Balance of the rental is due for settlement by 10th May 2014 Balance Due £450

Yours sincerely

Gillian

G.MacNeill

P.S

The following payment methods are accepted: Using the PayPal link on our website <u>www.isleofmullholidays.com</u> Or if you prefer to pay by Debit/Credit card please telephone your details to: 01681700260

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Eism Code BOAL-CHART	Description EiBoat Charter Balance Ross of Mull Trip		Unit Price Qi 400.10	y UOM Disc. Price 6.00 each	2,400.00

Payment Terms: Cash Only	Sub Total	2,400.00
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