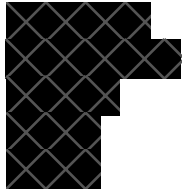


Survey of the UC42 in Cork



Philip Johnston (A658012)
December 2016



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Objectives

It is my intension to carry out a complete survey of the UC42 in Cork harbour next year, 2017. The aim is to complete this investigation by late May. The survey will take the form of several training days where a plan will be delivered to the team and the team will execute the plan. When finished the team will write up their report, which then, once checked, will be put into a booklet and made available to read.

The survey will be a complete examination of the wreck, which, in 2017, will be there 100 years. I think this will be a well-received project by a lot of bodies, both in Ireland and the UK. Interest has already been expressed by National monuments service and Cork tourism as well as the cultural department of Cork city library.



Figure 1 Ian Kelleher

Background

I was one of a small group of divers who looked for this wreck over the years but failed to find it. In 2010 one of my club members, Ian Kelleher, came on a “rock” underwater while scanning the area and hence we found the U- boat. It is, as intact as a wreck a 100 year boat sitting on the sea can be and for a while we dived it often. The Irish heritage authority then put a no dive restriction on it and then the navy put a 300m restriction around it. We stopped diving it then and recently I came up with this idea to survey the wreck before the navy either bury it or blow it up.

The plan was, and now is, to dive it a number of times, at least 4 weekends maybe more on both Saturday and Sunday with a large group of divers of different levels and from different clubs throughout Ireland. We aim to photograph, it measure it, write down the history of it and print a booklet/ book with these details.

I knew I would need permission to undertake this project so I contacted the heritage people DUCAS and spoke with a lady called Connie Kelleher, I explained my plan. Connie was interested and asked me lots of questions and even asked if she could come alone on one of the days, I explained the problem of having no access but she told me that the exclusion was now lifted since October 2016 as it was available to dive again, (it had been announced earlier that week), and all I will need is a permit to dive which I can easily apply for, its just a technicality. It now appears that the restriction to diving was not something that the Irish authority had any jurisdiction over as it is a German Navy boat /war grave and property of the German Government.



Figure 2 Propeller of the UC42

The U boat was a mine laying boat which was blown up in 1917. Queenstown or Cobh was a port of some interest to the Germans and there is a very interesting story of how it came to be there which will be included in the report.

I want to measure everything that will be of interest, the size of the torpedoes which are still to be seen laying next to the boat, the conning tower, which was blown off during the explosion, sea life in and around it. I also want to take pictures of the mines, torpedoes, bow section, stern and the structure as a whole. I would like to give the crew details and put some little known facts about the life and times of these men, (one man was a guest, it was his first mission). The UC42 left Heligoland in early September 1917. It made its way towards the Cork coast, coming down through the English Channel. It sank two boats on the way to Cork, "The industry" and "The Glannis" and then proceeded to Cork to plant mines outside what was then Queenstown and now is called Cobh. While deploying mines, one seems to have become live and with a massive explosion the boat sank with all hands lost. I would like a few questions answered during the survey. Were the mines gun cotton or TNT? Where is the deck gun gone? (these were standard on the UC boats 16-79) ours was 42. How many torpedoes are still around the boat? Why are there a large number of coal rocks or lumps of coal under the aft of the boat? and why is it called U42 and not UC42 on the propeller? These are a few of the questions I would like answered but these could be done in a short period of time. The real task will be the photographs and measurements as it stands in 2017. This will give divers an idea of what time is doing to this wreck. In 2011, after we found the U boat, Cork was hit by what was described as a hurricane and the boat was damaged. A complete survey would be a good reference for future divers, to enable them to chart the changes in the U boat over time.

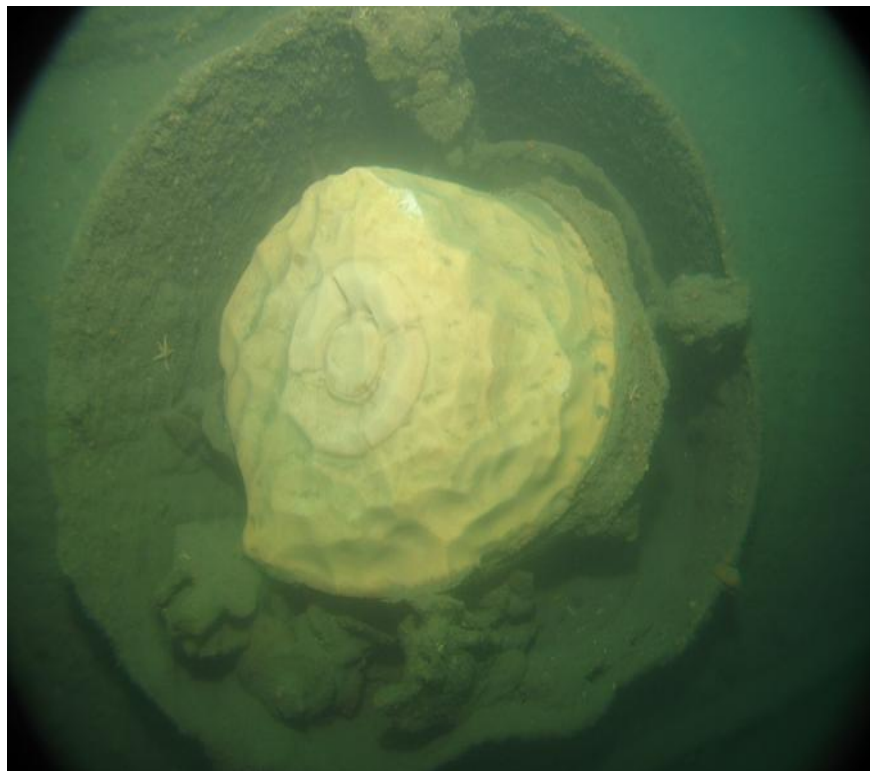


Figure 3 One of the mines present on the U boat

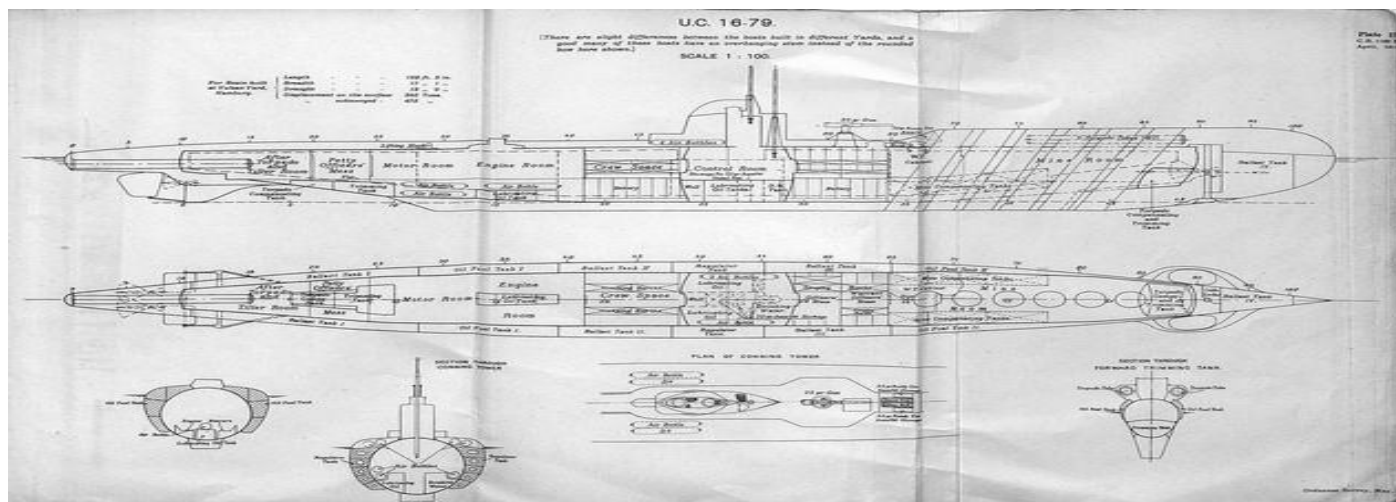


Figure 4 Original drawings of the UC 42

This report will also show the dives done to complete the survey, dive management, runtimes, mixes, boat handling and the use of both electronics and seamanship. Most of our divers will dive on nitrox, some with accelerated deco gas, some re-breathers and a few on air. All this information will be recorded for interested people of the future looking at how the wreck is now and how it will be in 10 years, 25 years.... Next 100 years. I think the survey will be of great value to future divers who will read it as a comparative document.

The Team

I have spoken with a large number of people both in my own club and in the “ Ireland “ region, I have at least two and maybe four members in the region doing first class in 2017 and these will be involved in the project. I have spoken to Ger Hughes from the Belfast club and he is arranging for a group to come dive and help with the survey. At least three of these are ” prepping” for AI (we had six on an AI course last year and most intend on doing the exam next year). The regional coach has offered to contact the others and they will be invited to come along and dive it at least one or two weekends. The clubs are from Cork, (Sovereign dive club), Belfast sac, Nth Down (a new club) and Lisburn. DUSAC the student club from Dublin have supplied me with eight names of the team they will be sending down in March. These are:

Stephen Collis A 795485,	Julia O Rourke A 788521,	Karen Carthy
A820866,	Ellen Hanley A 819786,	
Daniel Fitzpatrick A814603,	Joern Hulsmeier A 786751	Donata Dubber A
793201	Joe Mc Cauley A 788515	

There is another club with a number of active members called Atlantic divers who will also be invited to get involved once this report is accepted, (want to leave asking these guys until later so as not to show my intension too soon). My own club has several advanced divers who will be the base team for other divers who come along to help. These guys will either lead the dives and survey what needs to be done or they will act as “controllers” as groups come to help and get involved surveying. I would expect all divers to compile a report on their dives and send feedback within a two week period. Our dive leaders will help bringing boats and coxing them and will also have a good input in the project. Our regional coach and

his successor are interested, as are a large number of the DO's from various clubs. But to be fair I have only spoken with the one's mentioned for the moment.

I have had offers of help with this project from several NI's inc Dave Lucas, Tom Mc Crickered, (if he hasn't gone to Canada) Andy Jarvis, Dai Atkins, and Jamie Heptonstall and not surprising Sophie Heptonstall has also offered to come over and help out. I would plan on having one of these in charge as the overall dive manager on the day with myself working as the overall co-ordinator, I will expect that these people will plan the details of each days diving and what would be the outcome not just turning up on the day for a dive. That is not what I want of these people and it would not be acceptable at all. This, I think will give a large scale dimension to the work being carried out. It would be a great learning experience for all involved.

Roles and Responsibilities

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. These dates are as follows:

Sat 21 and Sunday 22 January. High water 21st is at 11.56 and high water on the 22nd is 13.03.

Sat 18 and Sunday 19 February

Sat 18 and Sunday 19 March

Sat 21 and Sunday 22 April

Last one on Sat 19 and Sunday 20 May

The group, who are all a minimum of BSAC Dive leaders, (or working towards) includes a mixture of open and closed circuit divers with a variety of different types of equipment. The dive plan, which is included with this document, has allocated buddy pairs to, as closely as possible, match divers with similar equipment configurations and endurance together.

Members of the group will take on the following roles and responsibilities in rotation apart from Expedition Leader. Philip Johnston will fulfill this role.

As this is a training exercise as well as a survey some of the roles will change between people each weekend as deemed fit to give those involved every effort to improve their skills and to bring extra knowledge to their clubs.

Title	Role and Responsibilities
Expedition leader	Responsible for the overall running of the trip, safety and diving.
Dive manager	In charge of diving, weather forecasts, safety equipment and overall running of the day.
Assistant Dive Manager	Deputises for the Dive Manager as required
Diver Coxn's	Organization of loading / unloading skippering and other boat related items. Associated 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

Friday and Saturday nights.

Dive Site Location and Launching Site

Wreck Information

- Lat / Long 51 45.077 North 08 12.909 West
- Admiralty Chart No 2092 and/or 2424
- Lies two miles south of Roche's Point light house.
- Charted depth = 27 – 30 meters
- Date of loss 10th of September 1917

The proposed launch site is at Crosshaven and the wreck lies approximately 6.5 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. Tidal streams are generally weak in the area of the wreck however the dates selected are close to neaps to minimize any currents.

Gas fills are available from the local BSAC Clubs or from the Cork Diving centre. There will be a total of four dives over the course of each weekend so I expect each team will bring enough cylinders or a compressor so as not to be filling cylinders too late each night. If a compressor is not available then fills can be arranged with Philip who has an L+W 260 compressor in his workshop in Cork. If needed, one of the members of Sovereign will collect the used cylinders on Saturday evening and fill on Saturday evening but we want to avoid this if possible.

Accommodation;

Oysterhaven

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) nearby which would provide an excellent base with plenty of parking for Dive Rhibs, facilities for rinsing boats and kit and a drying room. Boats could either be launched here with increased sea journey time or towed to Crosshaven for launch which 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.



Our Accommodation Photo Gallery

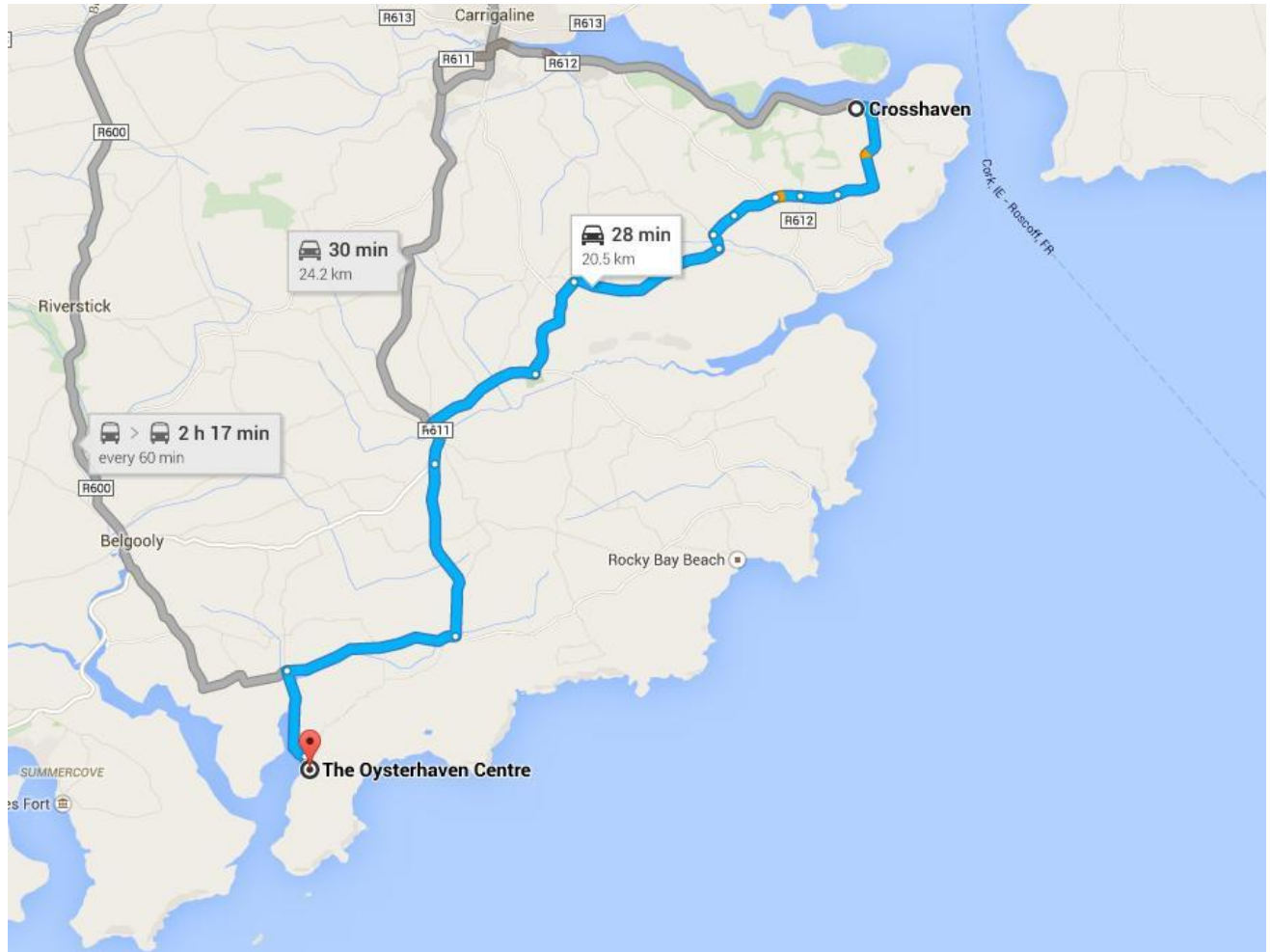


Each of the 3 bedroom cottages is built in a traditional style overlooking the bay of Oysterhaven. Set in rural landscape, surrounded by rolling pasture and woodland, Oysterhaven is only 10 minutes by car from the attractive harbour town of Kinsale with its many attractions. With its wide range of activities on site, The Oysterhaven Centre is an ideal family holiday destination and the perfect base for exploring West Cork.

Designed with an open plan lounge with dining area and fitted kitchen each cottage is equipped with TV, microwave oven, washing machine and dryer. With three bedrooms, one double downstairs, one twin and one single upstairs (suitable for two children in bunks) the cottages are spacious and can accommodate six. There is a toilet and wash hand basin upstairs, while downstairs there is a bathroom with shower, toilet and wash hand basin. Bed linen and towels are supplied. By prior arrangement we can provide Infant Cots, High Chairs and BBQ

Each cottage has a patio and barbecue area, with sun lounger, table and chairs, and residents also can enjoy the large lawn in front of the cottages and free use of the tennis court.

Location and travel to Crosshaven.



Travelodge near Cork Airport

Black Ash, Kinsale Road Roundabout, Frankfield Road, Cork
Tel: 00 353 21 4310722, Fax: 00 353 21 431072





Our attractive Cork airport hotel features all the facilities you'd expect from a Travelodge, with a great range of amenities and attractions in close proximity. The hotel is a perfect place to stay if you're planning to visit Cork City, Kinsale, West Cork, Beara Peninsula, Kenmare, Killarney or the Ring of Kerry, putting you right in the heart of the Emerald Isle. Local shops, services and a traditional pub is only a few minutes' walk away, and as with all our hotels, you'll benefit from high-quality comfort that doesn't cost a fortune.

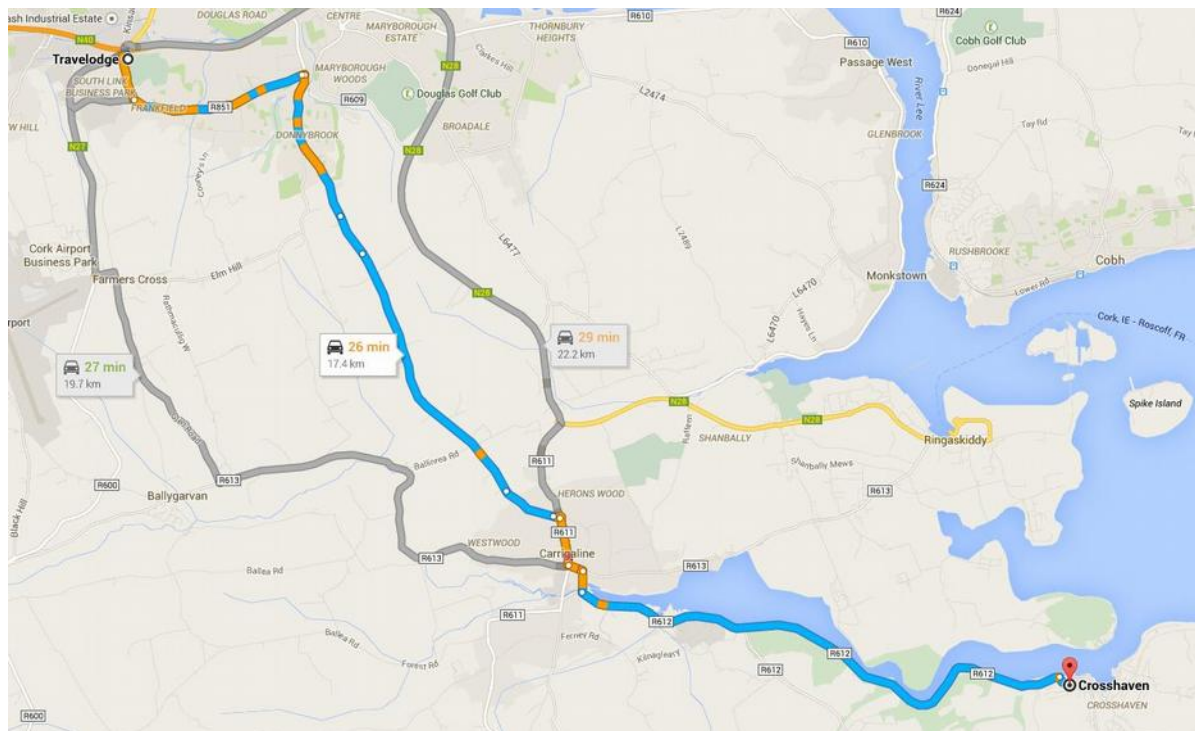
If you fancy a delicious and reasonably priced meal or snack then you're in luck with this fantastic B&B near Cork airport as the hotel hosts the Eddie Rockets American Style Restaurant, which serves breakfast, lunch and dinner from 8am to 11pm daily.

Other hotel facilities include spacious bedrooms with king size beds and sofa-beds for additional sleeping, multi-channel televisions with access to Sky news and Setanta sports and plentifully supplied, complimentary tea and coffee making facilities.

Typically, check -in and check-out times are at 3pm and 12pm respectively but the hotel provides varied check-in options, including fast check-in service to help save you time. The hotel also offers complimentary parking for those with their own vehicle.

American Style Diner on site. Breakfast 8.75 EUR from 8am. Evening Meal 12-15 Euro per person.

Location



Bed and Breakfast alternatives in Crosshaven

Crosshaven B&B

<http://www.crosshavenbb.com/index.html>

Crosshaven B&B, Situated overlooking Cork Harbour, Crosshaven RCYC and Cobh. Just minutes walk from Crosshaven village.

Crosshaven B&B is a large, spacious, and very comfortable house with panoramic views, situated only 7 miles from Cork airport and 12 miles from the city.

We have remote control TV's in each room and tea and coffee is always available to our guests.

A double and single bed in every room. On request we can accommodate children with a travel cot set up in the room.

Charge per Person is 40euros; this includes a full Irish Breakfast and complimentary tea and coffee throughout your stay.

Availability/ cost

4 rooms, a double and single in each room 3 are ensuite. 35 Euro pp per night full Irish breakfast. 50 Euro deposit which can be paid by PayPal or cheque.

****I think that this (Compass Rose B&B) is a very good option and is very close to the Pier in Crosshaven**

Compass Rose B&B

<http://compassrosebb.com/> (021) 483 2678 (+353 21 483 2678 from UK mobile)



Ronan and Kathy welcome you to their comfortable accommodation Compass Rose Bed & Breakfast in Crosshaven situated two hundred yards from the centre of this beautiful fishing village of Crosshaven in County Cork where you will find restaurants, pubs, shops and the Marina.

Compass Rose B&B, Crosshaven, has an extensive range of bedrooms. Five rooms have en-suite facilities and most rooms have a lovely view of the beautiful woods of Currabinney and Cork Harbour.

Availability / Cost

Has availability. Rates are 35 euro per person per night sharing which include a full Irish Breakfast. All rooms are en-suite.

Travel

For those living in the Cork area the meeting point would be at the selected accommodation on Friday evening for the planning session.

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 (Callsign Medico Cork)

Since May 2008 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 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.

Helicopters

This Coastguard service operates a 24/7 search and rescue helicopter service, from four airport locations in Ireland – Dublin, Shannon, Waterford (RESCUE117) and Sligo. The helicopters are designated wheels up from initial notification in 15 minutes during daylight hours and 45 at night.

Rescue 117 at Waterford is the closest however given the proximity of both hospital and recompression facility evacuation by sea may be the fastest option.

Non Emergency Medical Assistance

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

Located above the Pharmacy in Crosshaven Town centre

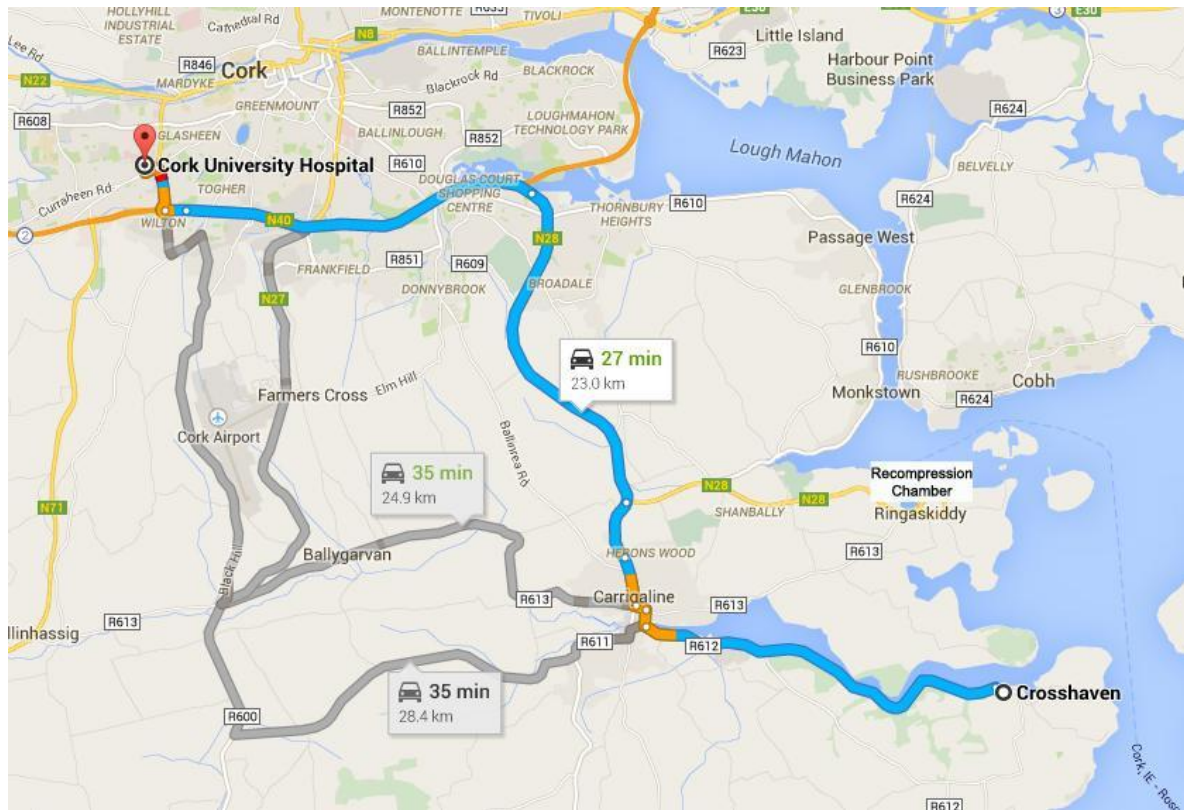
Tel: (021) 4831315 (+353 21 4831315 from UK Mobile)

Doctors Consultation 50.00 Euro

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

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

Location of Cork University Hospital and Recompression Chamber in Ringaskiddy.



Next Steps

- Select and book accommodation and allocate rooms.
- If self-catering set budget, plan food to bring and allocate associated duties.
- Investigate car sharing
- Venue for group Evening Meal on Saturday
- Provision of lunches on Saturday & Sunday.

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	142.1°	3.30Nm	2.15Nm
The UC42	51°45.077'N 8°12.909'W			5.45Nm

This is a basic passage plan to act as a guide to the team, a full passage plan will be drawn up by the team as part of the training at the outset of the project giving transits, times and extra details.

Daily Brief/Risk Assessment

The daily brief will be conducted each day by the dive manager, this brief will cover all the usual things, weather, tides, pairings ect. Each day the dive team will be reminded about the ordnance on board this U boat. Instruction will be given each day to remind the teams not to touch any of the mines, photographs are fine but no measurements are needed of these as we can research the size from the archives. Also, instructions will be given regarding taking any risk while looking into the main control room, (the control room can be seen from outside by a hatch 24" approx.). All the teams will be reminded not to even consider trying to get into the U boat (which would be very, very difficult) as there is no need to do so. To the best of my knowledge no one has tried to enter, as there is simply no point and nothing would be gained in doing so.

The Dives

21 /22 Jan

Weather in Ireland is difficult to predict..... but we will aim to do the main dives on neap tides, so , starting on the 21/22 January , high water on the 21st is at 11.56 so we will meet at 9am to do our dry runs and final checks that we have all the equipment needed. As it will be the first dive in a series of dives, lessons will be learned and noted for future dives. This will be a Sovereign dive club dive, led by myself, Ian Kelleher and Mark Ellis (both working towards first class) where we set about the task of measurements. On this day boat 1 will be coxed by Ger Dunne and the cox of boat 2 will be Donncaadh Moynihan. The others divers will be Jim O Mahoney, Michael Kelleher and Benny Walsh and Marcin Wojcikiewicz. The U boat is dive-able at all states of the tide but we will be aiming to dive one hour before slack water which is at high water, this will minimize the flow of water.

All divers will be using Nitrox 32 and will have a max dive time of 25 mins on this occasion. (Some of the team will use a side cylinder with an accelerated deco mix but this dive time of 25mins will not be exceeded on this day).

All other dive weekends will be arranged with the clubs for the selected dates mentioned:

There will not be a backup dive site;

There will not be a back up site as the object of the exercise is to survey the UC42. I will watch the weather and make the final call with the groups on the Wednesday before each planned weekend as it would be unfair to bring people to Cork and then dive on the HMS seabed. If a weekend is cancelled then we will re- plan it for another weekend with those involved. This will be agreed with the chosen B+B so as not to cause inconvenience to anyone. If some of the Nationals are coming over and we get blown out then we will have a back up plan of diving in Lough Hyne in Cork. This can be dived at any time and is a fantastic dive and is said to be, by some experts, the only true marine lake in Europe.

The follow up

At the end of the survey I hope to compile a booklet with the details of the wreck for the 100 anniversary, which is in September. I have some experience of this as I compiled a booklet on the Aud for the 90th anniversary in 2006 which was well received. I believe this booklet will be much better, as it will cover the story of the UC42 and a list of the crew, it will have pictures of the boat now and measurements for further reference. It will include all the names of the participants who helped either diving or supporting. It will name the BSAC clubs and their input. I also will include a full equipment detail of the kit we use and pictures of these, as in the future it might be a nice site to have. I plan on selling some copies to offset some of the cost.

What we need money for

Any money raised by this submission will be used to pay for the petrol costs which will be in the region of €520 over the course of the survey.

Some extra money will be used for getting the boats from our storage to Crosshaven, Costing per day would work out at €40 (€320) this cost is an unseen one as someone will have to put diesel in the towing vans and bring them to the dive site. A cost of €20 per van per day is not excessive.

We will need to have a room to do some planning sessions both before and after the dives and with this in mind a room in the community centre in Crosshaven has been located at a cost of €20 per day (€160 overall)


We have access to tapes and camera's as well as some extra equipment in the club.

I am not in favour of subsidizing the diving for people and so every effort will be made to help with accommodation if the cost of staying in the listed places is off putting.

But I do feel that it is right to cover the cost of petrol and oil for the boats that my club will be providing.

There will be a lot of unforeseen cost in this project and I am willing to cover these at local level provided they are necessary to make this event happen and be successful.

I think it will be a minor coup for the BSAC to support this project, even a little, as it is not the only club in Ireland. CFT have many active clubs in the Cork region and in Ireland as a whole and it would show our members that we have good support from HQ in interesting projects. A full report will also be made available to SCUBA for members in the UK to read and maybe plan their own trips and surveys.

I hope that this project will be of interest to you and if you have any questions please feel free to contact me by e mail or by phone on .

Best regards

Philip Johnston
NI262

Appendix A – Risk Assessment

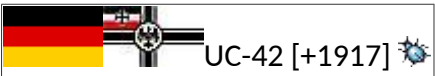
This risk assessment is based on the BSAC generic risk assessment for open water diving and has been modified to include specific risks identified for the expedition of the UC42 in Cork in 2017. Participants in the expedition are also expected to dive within the guidelines of Safe Diving Practices. The 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	All	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	All	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	All	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	All	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.
Trips and slips	All	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	All	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	All	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.
Decompression	All	Occasional	Major	Medium	Dives planned and conducted in	Surface cover to mount search and rescue as

sion illness		onal			<p>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>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	All	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	All	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>
Dehydration	All	Rare	Medium	Low	<p>Dive Manager to brief all divers about staying hydrated,</p> <p>Water/Squash provided to encourage divers to keep hydrated.</p>	<p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities, as necessary.</p>
Injury from falling Equipment	All	Rare	Moderate	Low	<p>Monitoring and assistance from buddy/buddies.</p>	<p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities.</p>
Panic	All	Rare	Minor	Medium	<p>Divers to monitor buddy/buddies before and during dive for signs of nervousness and/or stress.</p>	<p>Surface cover to render assistance as necessary.</p> <p>Abort diving as necessary.</p>
Drowning/near drowning	All	Rare	Major	Low	<p>Divers to retain 2nd stage in mouth whilst in water.</p> <p>Buoyancy Aid to be fully inflated at surface.</p> <p>Buoyancy Aids to be worn at all times when on Rigid Inflatable Boat.</p>	<p>Surface cover to mount rescue as appropriate along with notifying site staff.</p> <p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities.</p>
Fast ascent	All	Frequent	Medium	Medium	<p>Divers competent with equipment they use.</p> <p>Divers to practise regularly with kit.</p> <p>Divers to conduct regular checks to insure no faults are present with kit.</p>	<p>Surface cover to ensure trainee is safe, render assistance as necessary.</p> <p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities, as necessary.</p>
Separation from boat	All	Rare	Moderate	Medium	<p>DM to monitor conditions before and during dive.</p> <p>Divers to return to surface using a Delayed Surface Marker Buoy.</p> <p>Divers logged in and out of water.</p>	<p>Surface cover to mount search and rescue as appropriate.</p> <p>Notify coastguard as necessary.</p> <p>First aid to be applied as necessary by qualified personnel.</p> <p>Evacuation to medical facilities, as necessary.</p>

Contact with propeller and/or boat	All	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	All	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	All	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	All	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.
O ₂ Toxicity	All	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	All	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	All	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	All	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.
Heart attack	All	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.
Potential explosive munitions	All	Rare	Fatal	Minor	All divers to be inducted by DM prior to dive on the importance of avoiding contact with mine materials. Numbers of buddy dive teams simultaneously in the water to be limited to the minimum required to complete the task. Task rotation to be employed Dive boat to stand off dive site	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.

Wreck penetration	All	Rare	Fatal	Medium	All divers will be briefed on not entering the wreck for any reason. The control room is too small to enter so it is a futile task and must not be done. No other part of the wreck can be entered.	All assistance within safe diving practice will be given to a diver who will get stuck in the wreck.
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Details

General	
nationality:	german
Purpose:	war
type:	submarine
Subtype/class:	UC II class submarine (ger.) class
UC II class submarine (ger.):	UC-16 [+1917]
propulsion:	diesel and batteries
date built:	1915
status:	live
details	
tonnage:	493 disp (subm)
dimensions:	49.35 x 5.22 x 3.68 m
material:	steel
engine:	2 x 6-cylinder diesel engines, 500 hp, 2 x Siemens-Schuckert electric motors, 46
armament:	7 torpedoes, 3 T.T. 50cm, 2 fwd and 1 aft, 6 shutes for 18 mines 1 × 88 mm or 10
power:	500 h.p. (rhp)
speed:	11.5 knots
yard no.:	75
about the loss	
cause lost:	mine
date lost:	10/09/1917 [dd/mm/yyyy]
casualties:	† max.27 rank: 653
about people	
builder:	

	 Vulcan A. G. (Stettin & Hamburg), Hamburg
owner:	 Imperial German Navy - Kaiserliche Marine (1903-1919)
captain:	Muller, H A
complement:	14
about the wreck	
depth (m.):	28 max. / 27 min. (m)
protected:	no
war grave:	yes
Updates	
Entered by:	Jan Lettens
Entered:	01/07/2002
last update:	Carl Racey †
last update:	18/02/2013

Position

[UK Hydrographic Office](#)

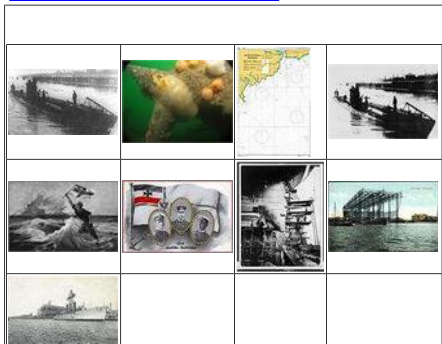
[Carl Racey †](#) 24/01/2011

A team of five amateur divers from Cork discovered this submarine in good condition in 27m of water just off Roches Point on 6 November 2010 after a 12-month search. Diver Ian Kelleher said they were very surprised and ecstatic to find it with little obvious explosive damage.

Positive identification was possible when they found its number stamped on a propeller. Mr Kelleher, a chemistry student, said that two days before Christmas, the dive team laid a plaque of remembrance near the propellers as a memorial to the 27 German submariners who died.

They plan to return to the site over the coming weeks and continue their research into the submarine and its crew, including trying to contact relatives of the crew

[insert wreck site info](#)



[insert new picture](#)

Hydrographic Service UK

The Naval Service has inspected the wreck of the [UC-42](#) on a number of occasions and recently discovered that seals it had put on the submarine had been tampered with. Unauthorised divers are suspected of having gained access to the site.

The [UC-42](#), which sank at the entrance to Cork harbour on September 10, 1917, is laden with mines. It was laying mines from special underwater tubes when an explosion occurred in its stern, resulting in the loss of all 27 crew onboard.

The submarine was discovered by a group of amateur divers off Roche's Point nearly five years ago and is still relatively well preserved. It is also classified as a war grave.

The order to remove the mines was issued to the Naval service yesterday by the Department of Arts, Heritage, and the Gaeltacht, which is the agency responsible for wrecks.

David Stanton, chairman of the Oireachtas Committee on Justice and Defence, said the order was issued because it was important to make the area safe.

"I would urge people to keep away from the submarine because of two issues — it is a war grave and people should respect that, and there is obviously a possibility that they could inadvertently trigger the mines," said Mr Stanton.

It is unclear when navy divers would start the operation, but Mr Stanton said before it could commence "an ecological risk assessment would be carried out as a priority" to see if there was any threat to marine wildlife.

The Naval Service has, over the years, made safe a number of mines which drifted onto beaches or got tangled in trawler nets. These were mainly Second World War mines.

However, this will be the first time that navy divers will remove ageing and potentially unstable mines from a submarine.

[Allen Tony](#) 15/02/2013

The wreck was finally found during a commercial hydrographic survey in 2010. Reports in November 2010, indicated that sports divers had begun visiting the wreck. Video footage of the remains of [UC-42](#) were featured on RTE (Irish Television) News on January 24th, 2011. Since then there have been persistent reports of looting on this site - a war grave. On the 27th of July 2012 the following Radio Navigational Warning (RNW) was broadcast - IN THE INTEREST OF SAFETY AND TO FACILITATE OPERATIONS IN CONNECTION WITH THE SUNKEN VESSEL UC42.

A TEMPORARY EXCLUSION ZONE HAS BEEN ESTABLISHED IN POSITION 51 45.078N 008 12.909W THIS IS 2.5 NAUTICAL MILES ON A BEARING OF 036 FROM POWER HEAD. ONLY VESSELS AND PERSONS AUTHORISED BY THE IRISH COAST GUARD ARE PERMITTED TO ENTER THIS AREA WHICH LIES WITHIN A 100 METRE RADIUS OF THE ABOVE POSITION.

[.Carl Racey †](#) 24/01/2011

[UC-42](#) sailed on her last patrol on 1 September 1917. On 31 October 1917 Torpedo Boat TB 055 was accompanying minesweepers operating at the entrance to Cork harbour. At 1500 hours an oil track was seen floating on the surface of the water. Following it to its source, TB 055 used its hydrophone to see if the oil was coming from a submarine. Loud mechanical sounds, of "hammering" and "turbine-like noises" were reported and, believing this to be a U-boat, a marker buoy was dropped, followed shortly after by a depth charge.

Following detonation of the charge, TB 055 returned to the area and found that the volume of floating oil had increased, and there were bubbles rising to the surface. TB 055 signalled the nearby armed minesweeper HMT Sarba for assistance. Sarba used her hydrophone but detected no sounds from the presumed submarine. A second depth charge was dropped and Sarba remained on station overnight. The following morning HMD Sunshine and TB 058 swept around the spot, to confirm that the incident had not been a false alarm caused by old wreckage. On 2 November oil was still coming to the surface and dockyard divers arrived to inspect the assumed wreck. The divers reported a German U-boat lying on the seabed with her stern blown off, and a brass plate on her conning tower reading "C42, 1916" identified her as [UC-42](#).

No survivors were ever reported even though some of the hatches were found to have been opened. It was thought likely that the submarine had been sunk by one of her own mines detonating under her stern while mine-laying. This location proved incorrect. The actual wreck was located on 6 November 2010 in 27m of water just off Roche's Point. It was found with "little obvious explosive damage". When the sinking and identification of the submarine was reported, the British Admiralty requested an identifiable item from the vessel for verification purposes, and in December 1917 divers recovered the telephone buoy from the conning tower. The Royal Navy's Naval Intelligence Department were aware of submarine's 1 September departure date from Belgium and were sceptical about the hammering and engine noises reported by TB 055.

The Admiralty reported that "The longest known cruise of a UC boat in home waters is 24 days, so [UC-42](#) must have been dead long before TB 055 and Sarba dropped the depth charges" From Wikipedia, the free encyclopedia

[.Jan Lettens](#) 17/01/2011



