



DIVE BOAT CLUB



THE CLUB

Formed in the summer of 2020 by nautidiver and Triton Diving. We launched our first boat Baracuda, a 5.85m Tornado RIB, in June. She could carry 6 divers and was full most Tuesday and Thursday evenings. She was kept on a berth in the Dunlough Marina and operated out of the Coal Harbour.



OCEAN VOYAGER

2022

Our 2022 season will see the arrival two new engines fitted to the Ocean Voyager. The new twin 150hp engines will give us additional power and range.

The 2022 season will see us operate out of the Dunlaoighre Motor Yacht Club (DMYC) for the second year running. We have secured a swing mooring here for the season 1st March to 31st October 2022. By operating through the DMYC, inner coal harbour Dunlaoighre, all our members can enjoy the facilities offered by the DMYC – hot showers, food & drink at the clubhouse and most importantly the pre or apres dive 'toilet'.

EQUIPMENT ON BOARD:

- ✓ VHF
- ✓ Chartplotter
- ✓ Sonar
- ✓ O2
- ✓ First Aid Kit
- ✓ Lifejackets (fully serviced with new cannisters for 2022)
- ✓ Radar reflector

HOURS OF OPERATION

Tuesday & Thursday evenings (May – September)
Saturday or Sunday (April – October)

It will be our intention to run the boat other evenings during the week once we build up a reserve of Coxswains.

Qualified coxswain's require a minimum of the Advanced Powerboat (Level 3) (IYA or equivalent), Coastal Navigation and VHF licence and up to date First Aid course.

NOVICE BOAT - WEDNESDAY EVENING (Jun-Aug)

There will be a novice boat on Wednesday evenings going to either Scotsmans Bay or Seal Bay. Max depth 12m. This is ideal for new divers to gain experience or experienced divers to practice skills etc. Special reduced price of €25 per dive.

MEMBERSHIP REQUIREMENTS

1. Be a certified diver from any agency - CFT/CMAS – IANTD - NAUI - PADI – SDI/TDI - SSI
2. Have personal dive insurance valid for the season 1st March – 31st October
3. Have their own SMB
4. Sign the relevant release forms and dive medical form.
5. Paid annual membership fee

As the new vessel is over 7m individuals are not required to provide their own life jackets. Life jackets will be on board.

MEMBERSHIP FEES

Full membership -1st March to 31st October €80

Day membership €10 (Max of 5 days allowed)

SPARE DIVE EQUIPMENT ON BOARD

- ✓ 2 no. SMB
- ✓ 2 no. Mask
- ✓ 2 hoods
- ✓ 2 sets of gloves
- ✓ 1 set of Fins
- ✓ 1 set fin straps
- ✓ 1 Regulator
- ✓ 1 BC

COXSWAIN TRAINING

There are two main powerboat training centres in Dunlaoighre. The INSS (Irish National Sailing School) and the Dunlaoighre Powerboat School are both located near the DMYC at the inner coal harbour. Anyone, interested can do the initial courses with either school and can build up their hours of operating while on board the Ocean Voyager.

Once you have your initial powerboat certification we will encourage you to operate the boat while one of the fully qualified coxswains are on board. Once all courses are complete and you've logged 30 helm hours you can Cox the boat without supervision.

Our objective is to increase the number of Coxswains over the coming years to increase the opportunity for diving.

ADDITIONAL FEES

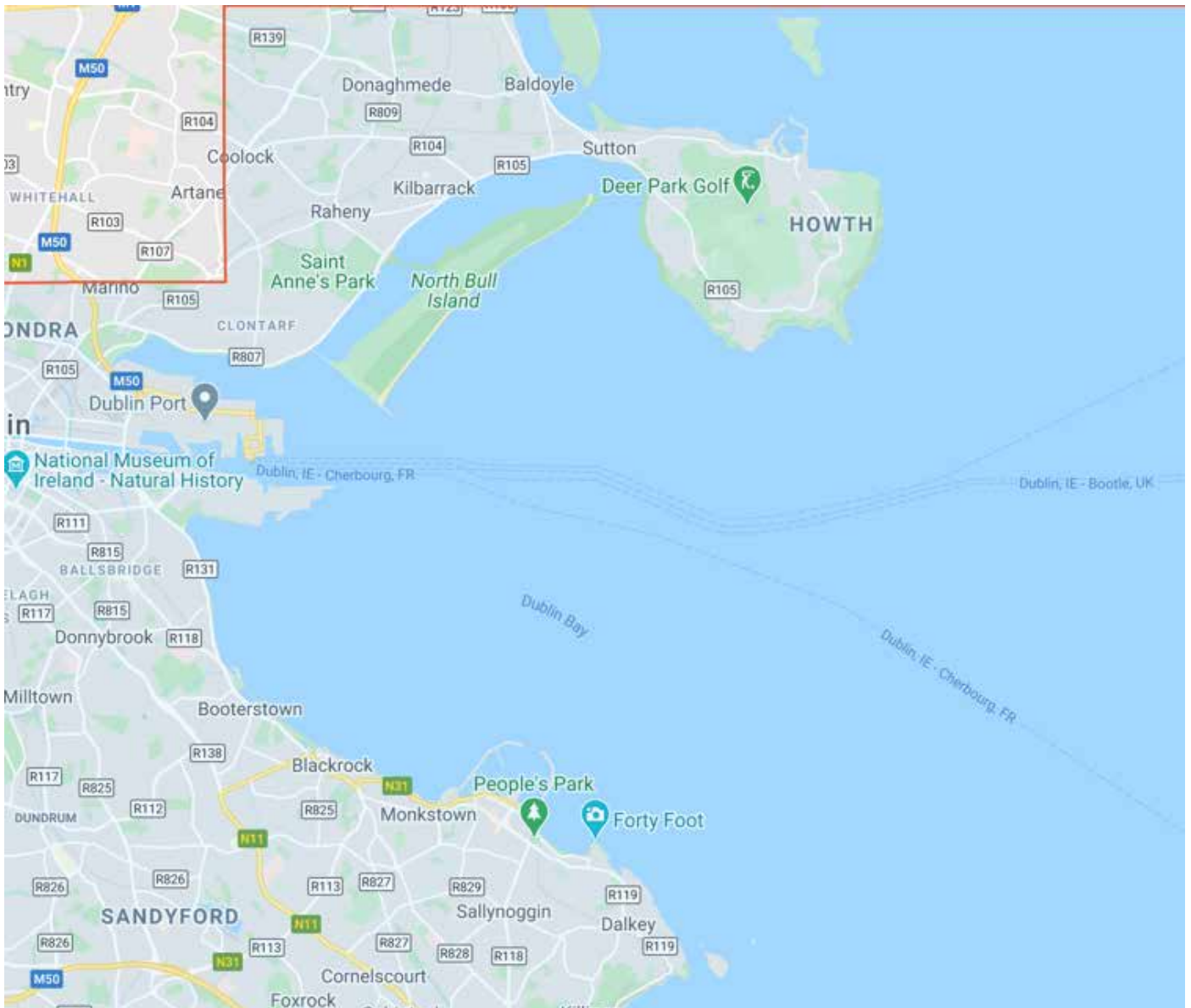
Airfills	200Bar	12Ltr €5	15Ltr €7
	300 Bar	7Ltr €5	12Ltr €7
Regulator hire	€20 per day		
Computer hire	€5 per day		
BC Hire	€10 per day		
Mask, Fins & Snorkle	€10 per day		
Hood & Gloves	€5 per day		
Wetsuit	€20 per day		
Drysuit hire	€25 per day (subject to having drysuit certification)		
Tank 12Ltr (Filled)	€20 per day		
Full equipment	€50 per day		
Can include; exposure suit (wet or dry), BC, tank (filled) hood, gloves, booties (if wetsuit), mask, fins & snorkle, computer and regulator)			



DIVE SITES

SCENIC DIVES

DUBLIN BAY & SOUTH



SCOTSMAN'S BAY

Diver level	Trainee / Novice
Depth	6 – 20m
When to dive	Approximately 1.5 hrs before HW, 1.25 hrs before LW

This bay just south of Dun Laoghaire harbour is where we carry out most of our assessment dives for the dive leaders and advanced divers. You can find depths from 6m to 20m at various stages of the tide. For the most part, the seabed is fine sand/silt. Flat fish are fairly common as are common Dublin Bay shrimp and sea pens.

MUGLINS

Diver Grade	Advanced
Depth	10 - 25m
When to dive	Approximately 1.5 hrs before HW, 1.25 hrs before LW

This Muglins is a large rock (about 250m long) just north-east of Dalkey Island. As with most Dublin Bay sites, this site is subject to strong currents and best dived at slack water. If the current is strong try and stay close to the rocks and stay shallow. However, just outside slack, it can make for a nice drift dive if the current is not too strong.

The rock drops to about 25m and is full of nooks and crannies containing sponges, anemones, crabs and lobsters, conger eels, gunnels, dogfish, every kind of wrasse, bib, pollack, ling and plenty of seals. At the south end, deeper down, you can find anchors and other remains of shipwrecks. This fabulous dive is often overlooked but offers some of the best diving on the east coast – look out for young seals coming to play with divers in late July/August in particular.

BRIDES HEAD - Wicklow Head

Diver level	Trainee / Novice
Depth	6 – 10m
When to dive	Approximately 1.5 hrs before HW, 1.5 hrs before LW

Shallow dives with lots of curious seals. Stone and boulders with a series of caverns and caves to explore. Great dive for novice divers or photographers.

DALKEY SOUND

Diver Grade	Novice to Advanced
Depth	8-20m
When to dive	Approximately 1.5 hrs before HW, 1.25 hrs before LW

Dalkey Sound is the best choice when it is not possible to dive on or near slack. The tide can fly down between Dalkey Island and the mainland giving a really exciting drift dive. The bottom ranges in depth from around 10 to 20 metres and is mostly sand, with the odd rocky outcrop. You'll see lots of crabs and dogfish, and in the summer the bottom is often covered in a seething mass of brittlestars.

DALKEY ISLAND

Diver Grade	Novice - Advanced
Depth	5-30m
When to dive	Approximately 1.5 hrs before HW, 1.25 hrs before LW

The south end of the island is very similar to the Muglins, and often diveable when it is too rough to dive the Muglins. Boulders hiding crabs, lobsters and ling gradually give way to a sandy bottom close to thirty metres where you can find snoozing dogfish. It is a good spot for new sports divers to increase their depth range gradually.

LIGHTHOUSE – Wicklow Head

Diver level	Trainee / Novice
Depth	6 – 10m
When to dive	Approximately 1.5 hrs before HW, 1.5 hrs before LW

Just around the corner from Brides Head offering similar dives with lots of curious seals. Stone and boulders with a series of caverns and caves to explore. Great dive for novice divers or photographers.

WRECK DIVING

Dublin Bay is littered with wrecks. The most popular to be dived are the Bolivar, MV Leinster, Guide Me II, Vanguard, The Tayleur and The Shamrock and

There are a huge amount of wrecks, some only recently found and identified, mostly by INFOMAR.

Listed below are wrecks we've put on the 2021 buckets list. The list is broken into two sections.

The first is for wrecks not requiring permission to dive – essentially, this is most wrecks under 100 years old.

The second list is for our 2021 bucket list of wrecks which are over 100 years old and require permission. Permission has been sought for the wrecks listed below.



DUBLIN BAY WRECKS

NOT REQUIRING PERMISSION

Dublin Bay has long been a busy seaway, and hundreds of ships have been wrecked over the centuries. Some of the more recent ones are still fairly intact, shallow enough for air diving, and outside the shipping lanes. Some we dive often; others we've not visited in many a year.

BOLIVAR

Diver Grade	Novice
Depth	10m
When to dive	Approximately 1.5 hrs before HW, 1 hr before LW
Year sank:	4th March 1947
Location:	53°16'.21"N -05°55'21"W

The Bolivar was a Norwegian cargo and passenger motor vessel built in 1940. En route from Uruguay to Oslo via Dublin, she was caught in a snowstorm and hit the Kish sandbank. The ship was evacuated and later broke in two. The wreck was subsequently dispersed with explosives, though parts are still reasonably intact.

The Bolivar sits on a sandy seabed in about 12m. The area around the engines still stands quite high, but the rest of the wreck consists of scattered beams, masts and plates half sunk in the sand. The wreck is home to many fish species: shoals of large pollack often hover nearby, and there are lots of holes for congers to hide in.

Due to its scattered nature and lack of distinguishing features it can be very difficult to orient yourself. Either use a distance line to return to the shot or else be sure to have, and be able to deploy, a delayed SMB. Because the wreck is on such a shallow bank it is very susceptible to swells and the currents can be quite strong around it.

BYDAND

Diver Grade	Advanced
Depth	26m
When to dive	Approx 1.5 hrs before HW, 1 hr before LW
Year sank:	01/02/1989
Location:	53°39'.09"N -06°03'.60"W 18.9m fishing vessel 44Grt

FISHER LASS

Diver Grade	AOW
Depth	34m
When to dive	Approx 1.5 hrs before HW, 1 hr before LW
Year sank:	09/05/1971
Location:	Small fishing vessel

ROSE OF LOUGH GILL

Diver Grade	Advanced
Depth	25m
When to dive	Approx 1.5 hrs before HW, 1 hr before LW
Year sank:	October 1995
Location:	21.3m Fishing vessel

DUBLIN BAY WRECKS

REQUIRING PERMISSION

S.V GLENORCHY

Diver Grade	Advance due to location & currents
Depth	10m
When to dive	Approximately 1.5 hrs before HW, 1 hr before LW
Year sank:	01/01/1869
Location:	53°16'50"N -005°59'36"W 3 miles South of Kish Bank

The Glenorchy was a fully rigged three masted iron sailing ship of 1300 tons, lost in 1869 while carrying a cargo of iron, coal and spirits (the cargo was salvaged). Due to a navigational error (the captain applied the compass deviation in the wrong direction when tacking) she struck the Kish Bank on New Year's Day.

Although reasonably broken up there is a very distinct funnel, a good section of her hull intact, and a line of bollards very recognisable. The life seen there included several congers, a lobster, tompot blennies (including a pair of large ones fighting), a number of butterflyfish, and some very large pollack, as well as schools of smaller fish. The sands seem to have shifted to reveal a great deal more wreckage this year (2010) than in 2008 when the club dived it previously.

The wreck is not so broken up that a distance line should be required to return to the shot. However each buddy pair should have and be able to deploy, a delayed SMB. Because the wreck is on such a shallow bank it is very susceptible to swells and the currents can be quite strong around it.

SIR CHARLES NAPIER

Diver Grade	Advanced due to location & currents
Depth	10m
When to dive	Approx 1.5 hrs before HW, 1 hr before LW
Year sank:	19th November 1857
Location:	53°26'19.80"N -005°92'50.00"W On the Kish Bank South of the Bolivar

The Sir Charles Napier was a full-rigged sailing ship, wrecked on the Kish Bank in 1855. Apparently some large pieces of machinery are visible, though little else remains to be seen.

FLYING DART

Diver Grade	Advanced
Depth	27m
When to dive	TBC
Year sank:	12th August 1890
Location:	53°34'.70N -006°.01'.00"W 2 Miles N.E of Bailey Lighthouse Howth

British built Iron steam Paddle tug, 111Grt. Built in 1882 by J T Eltringham, South Shields. 28m Length



RMS LEINSTER

Diver Grade	Deep Diver Depth 33m
Depth	33m
When to dive	Approximately 1.5 hrs before HW, 1 hr before LW
Year sank:	10th October 1918
Location:	53°18'51.48"N 005°47'34.22"W 19Km ESE of Howth Head

Special consideration : WAR GRAVE

The Leinster was one of a quartet of fast steamships named after Ireland's four provinces. Built in 1897 by Cammel Laird of Birkenhead for the City of Dublin Steam Packet Company, she was used to carry mail and passengers between Britain and Ireland. She grossed 2,646 tons and measured 115m x 23m x 13m. Her twin screws were powered by an 8 cylinder triple expansion steam engine, and she could reach 24 knots.

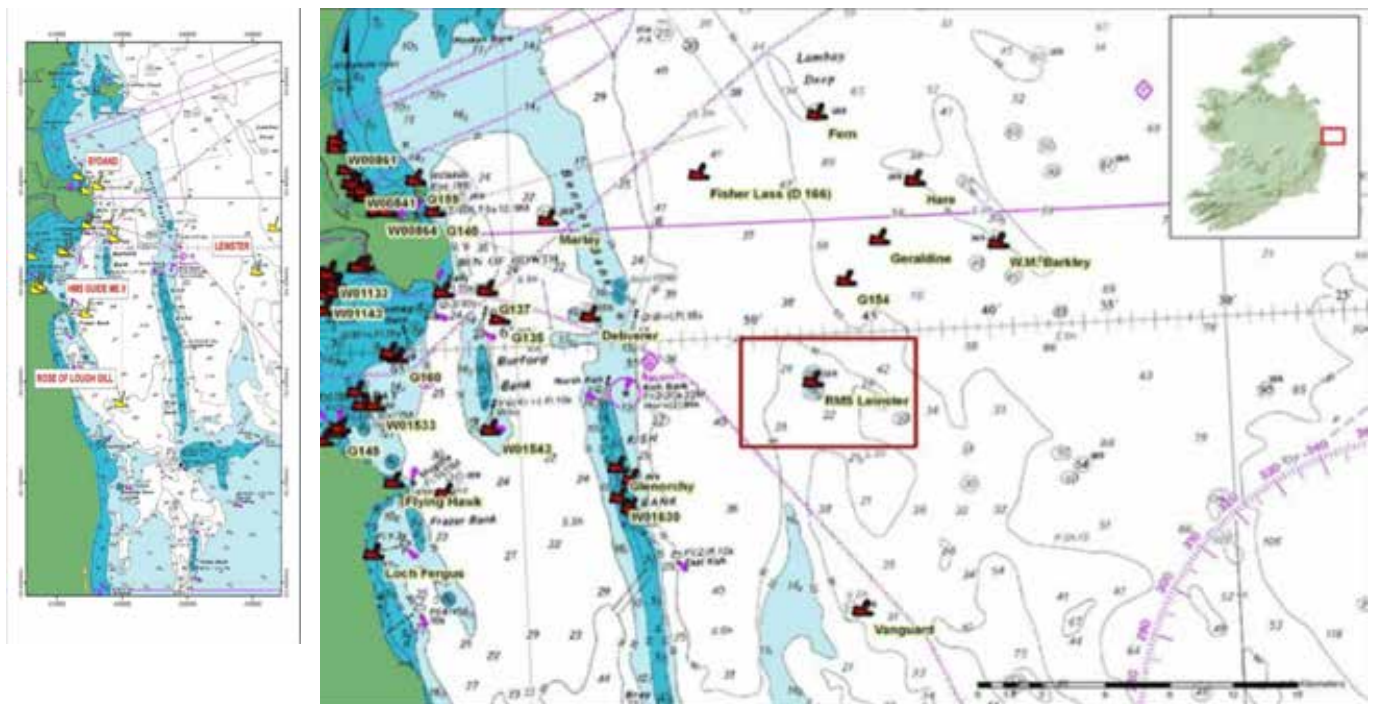
On her final voyage, The Leinster was bound for Holyhead from Dun Laoghaire just three weeks before the end of the First World War. On board were hundreds of passengers and crew, including many soldiers. Some way short of the Kish Bank, she was hit by two torpedoes fired by U-boat UB-123. The first struck in the mail room, killing most of the postal workers. The second torpedo hit in

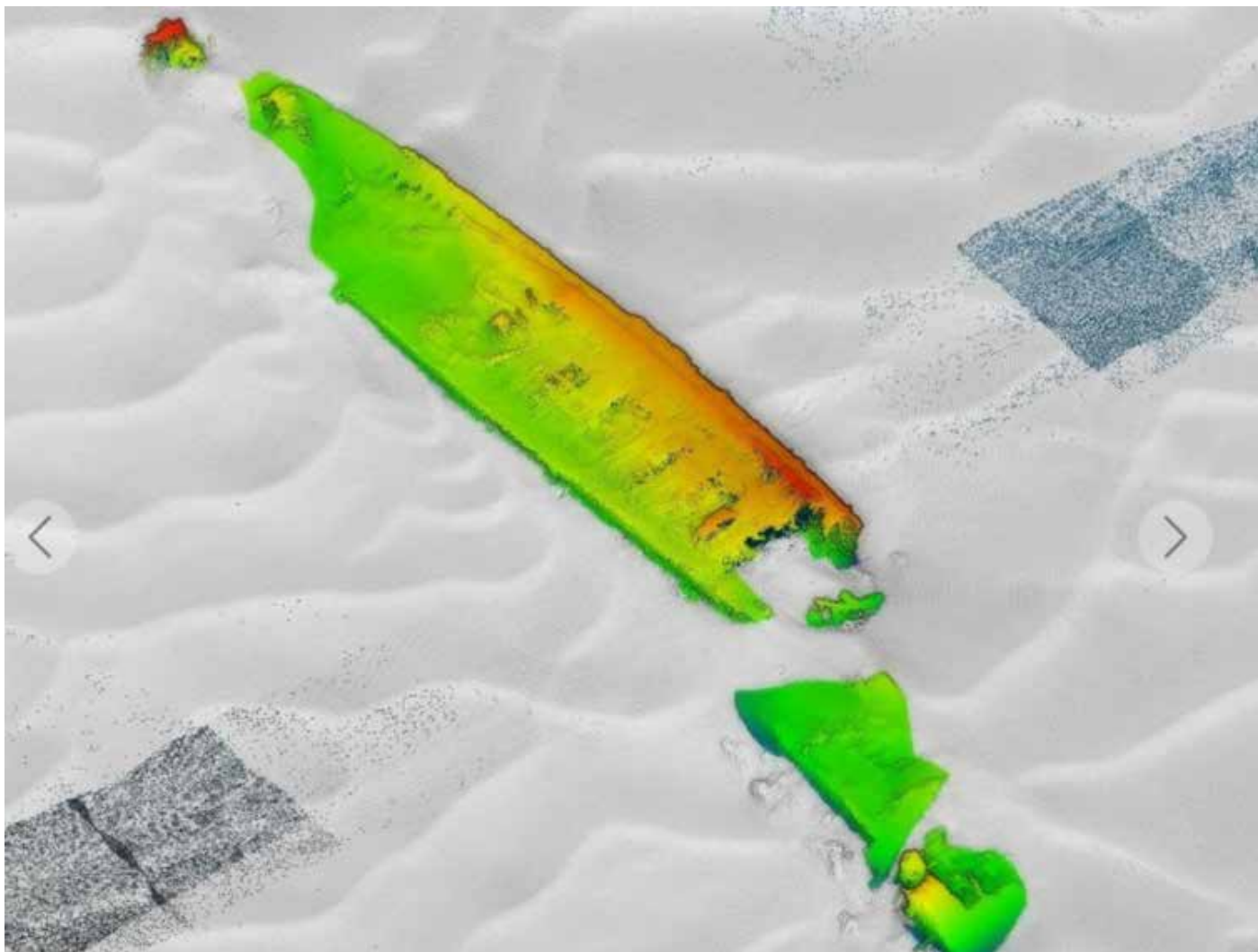
the engine room amidships, and the Leinster then sank rapidly. Most passengers escaped from the wreck, though many drowned whilst waiting to be rescued. In all, an estimated 527 lives were lost.

The Leinster lies about 22 km west of Dun Laoghaire (40 minutes to over an hour, depending on the weather) with her bow pointing south. The bow stands proud of the seabed, a little apart from the rest of the wreck, which is largely collapsed and settling into the sands. When the visibility is good, there is plenty of marine life to see – shoals of fish, congers, etc. This is a very substantial wreck and, if uncovered by the sand, is a superb dive.

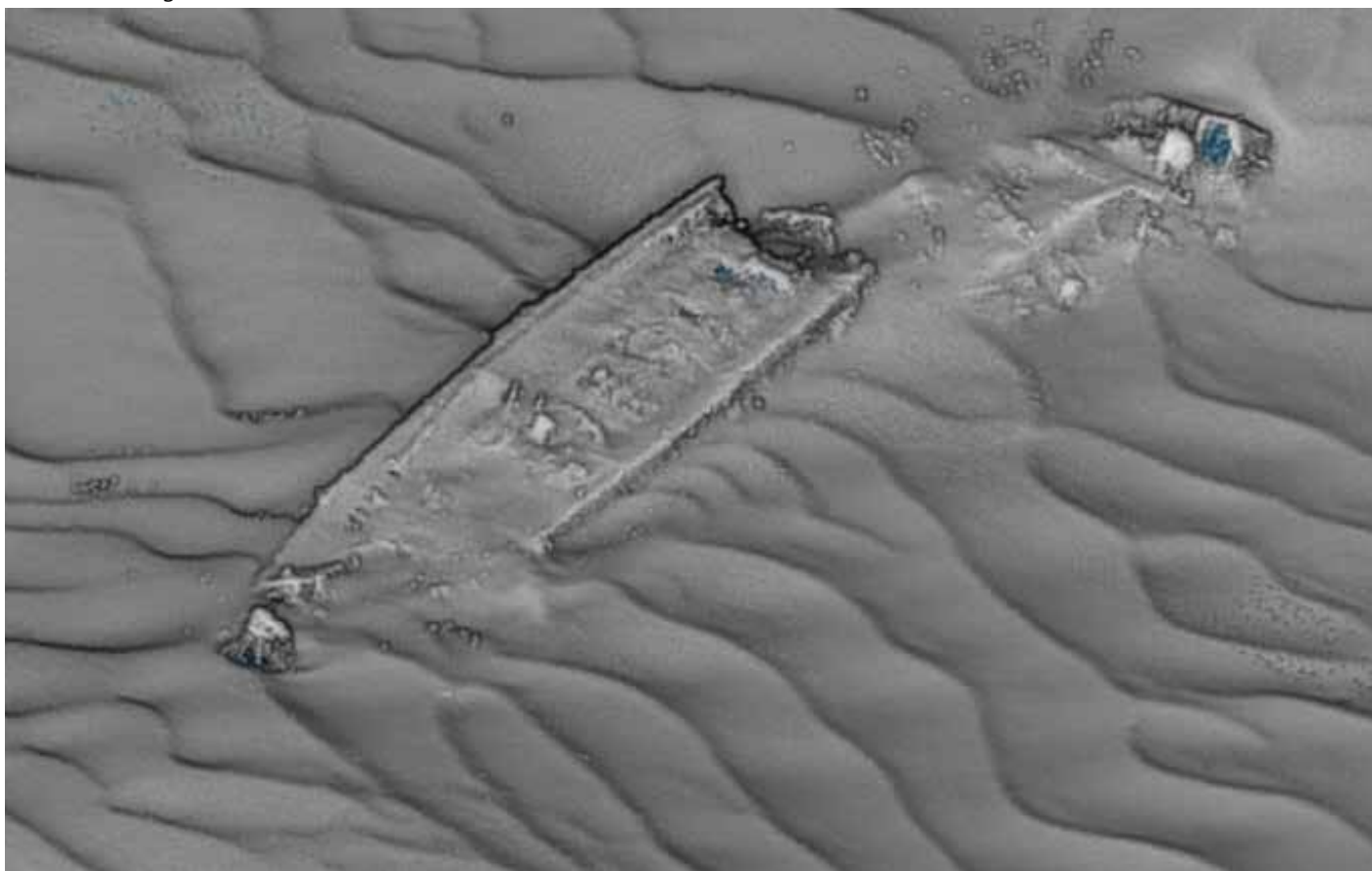
The wreck is subject to strong tidal currents outside of slack water, so best dived on a neap tide. In poor visibility (especially on springs) it can be hard to navigate, so a distance line is useful. A further consideration is that it lies in the path of the HSS (High speed sea service) ferry. The site is permanently shotted but these shots are submerged at HW slack. Prudent to always bring a shot out to the site in case bouys are submerged or have been swept off.

Permission to dive the wreck should be obtained from the owner, Desmond Brannigan, who can be contacted via the Irish Underwater Council.





INFOMAR images of RMS Leinster



SS GUIDE ME II

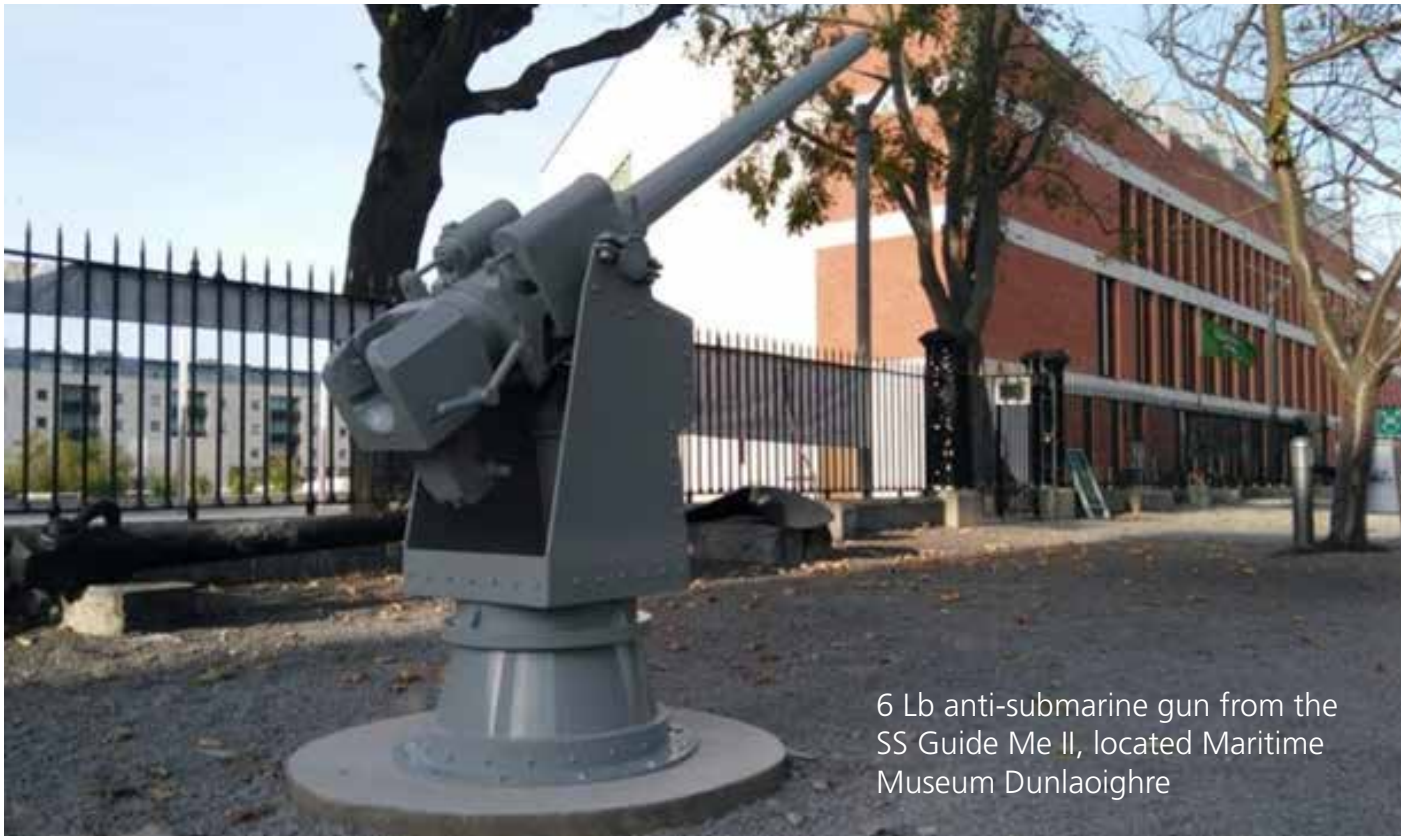
Diver Grade	Deep Diver
Depth	36 - 38m
When to dive	Approximately 1.5 hrs before HW 1 hr before LW
Year sank:	29th August 1918
Location:	53°16'24"N -006°3'15.88"W

The Guide Me II is our most-dived wreck. It's near to Dun Laoghaire (20-30 min), deep enough for a challenge yet diveable on Nitrox, handy-sized, and full of marine life.

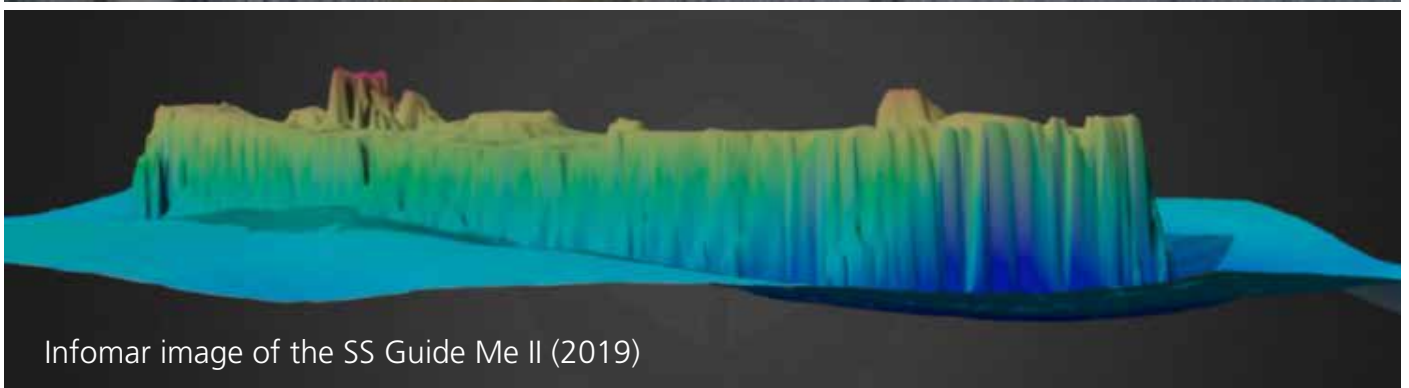
The Guide Me II was a steel-hulled drift net fishing boat built in Aberdeen in 1907. In 1915, she was hired by the British Admiralty, fitted with a six-pound gun, and put to use as an

anti-submarine coastal patrol boat. She sank in 1918 after a collision off the Muglins, and now lies about 1.4 km east-south-east. She was rediscovered in 1990. The wreck falls under the 100 year rule, and permission is needed to dive on it.

The wreck sits on a coarse sandy seabed and is upright and very intact. At 26m long, it's easy to do a couple of circuits without building up too much decompression. The impact site is clearly visible as a large hole on the port side. The gun has been raised and is in the Maritime Museum in Dun Laoghaire, but the holds, gun platform and wheelhouse are all still intact. There are lobsters and crabs and plenty of fish, with shoals of whiting and bib hovering around the wheelhouse, and many congers – especially in the scour pit.



6 Lb anti-submarine gun from the SS Guide Me II, located Maritime Museum Dunlaoghre



Infomark image of the SS Guide Me II (2019)

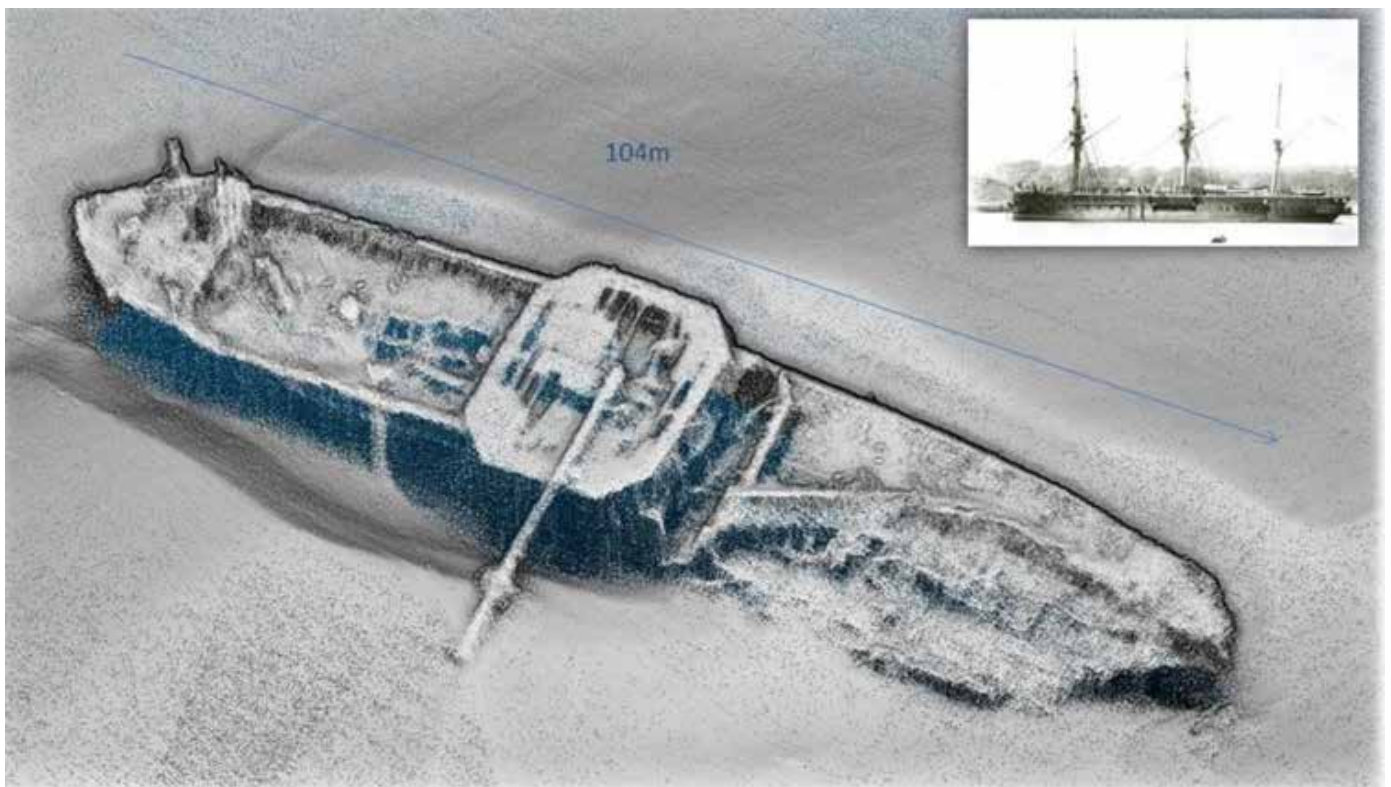
HMS VANGUARD (1870)

Diver Grade	Deep Diver to TEC
Depth	32 - 50m
When to dive	Approximately 2 hrs before HW, 0.5 hr before LW
Year sank:	1st September 1875
Location:	Bray head, 53°12'45.288"N -005°46'14.808"W

The Vanguard is a wonderful shipwreck. She is a mid-Victorian iron battleship, built at a time of great innovation and experimentation in warship design. She lies shallow enough for experienced air divers to explore, and is remarkably intact. All in all, we're very lucky to have her on our doorstep.



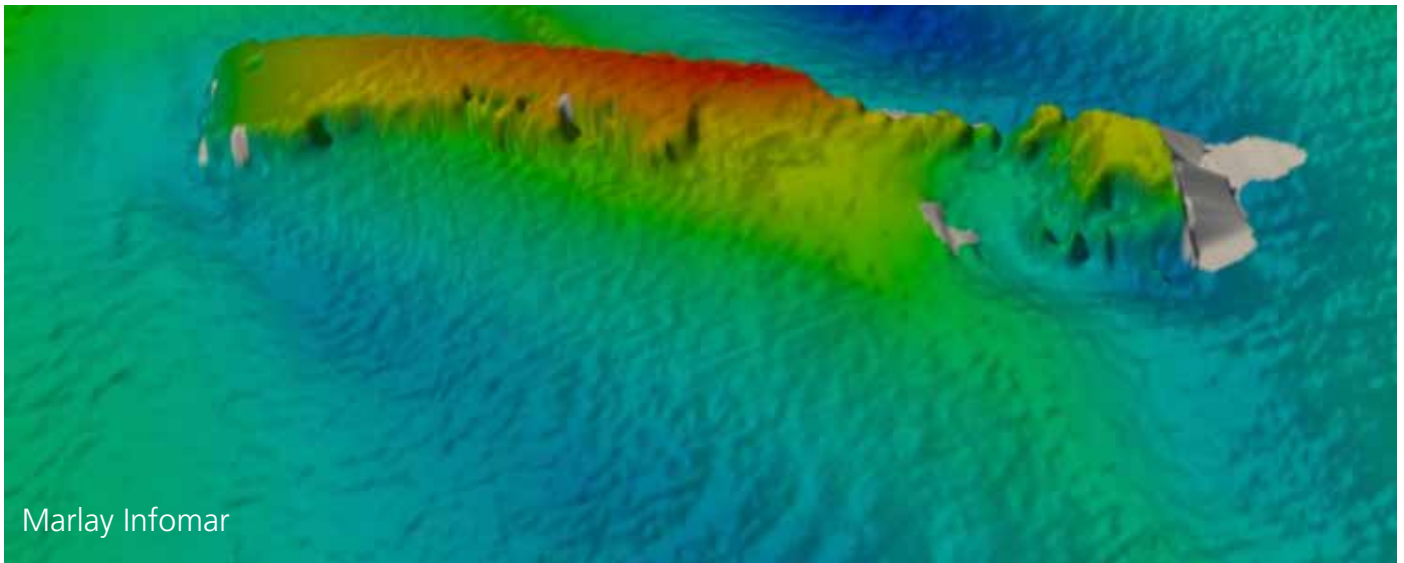
HMS Vanguard 1870



SS MARLAY

Diver Grade	Advanced
Depth	24m
When to dive	Approximately 1.5 hrs before HW, 1 hr before LW
Year sank:	16th December 1902
Location:	53°38'.8"N 005°9'.77W

The Marlay was an 800 ton 61m-long steel collier built in Belfast in 1890. She sank in December 1902 in a storm that breached the hatches on her coal holds, swamping the ship. Only one crewman of 16 survived. The wreck lies about 5.8km NW of the Baily lighthouse on Howth, and can be reached by boat from Dun Laoghaire (about 14km), taking care crossing the Dublin Port shipping lane. It lies on its side, and the hull is fairly intact. It can be dark and there is often poor visibility, so care must be taken to avoid entering holes in the wreck.



Marlay Infomar



PALME

Diver Grade	AOW
Depth	Unknown
When to dive	TBC
Year sank:	24th December 1895

Location:	53°19'N -06°12'W (Last known position)
	1,114 Tons

PS QUEEN VICTORIA

Diver Grade	AOW
Depth	16m
When to dive	2 hrs after HW
Year sank:	14th-15th February 1853
Location:	53°21'36.19"N -06°03'03.83"W

Paddle steamer

Queen Victoria was built by Wilson shipbuilders of Glasgow, Scotland in 1838 for The City Of Dublin Steam Packet Company. She had a wooden hull, was 150 feet long and was powered by a two-cylinder steam engine.

The Queen Victoria left Liverpool on the night of 14 February 1853 with cargo and approximately 100 passengers. As it approached the Irish coast at Howth it was hit by a snowstorm. It struck Howth Head around 2:00am on 15 February. The Captain backed the ship away from the Head in hopes of being able to navigate into the harbour. The damage to the ship was more extensive than the captain thought and it quickly began to fill with water. It drifted, dead in the water, and struck below the Baily Lighthouse. It sank within 15 minutes of the second hit, 100 yards south

of the lighthouse. Approximately 83 passengers and crew perished, including the Captain. One lifeboat, with 17 passengers, made it to shore.

A subsequent Board of Trade inquiry blamed the ship's captain and first officer, as well as the lighthouse crew. A fog bell was supposed to have been installed in the lighthouse in 1846, seven years earlier, but was delayed due to costs of other construction projects. The bell was finally installed in April 1853, as a result of the Queen Victoria shipwreck and the subsequent inquiry.

At least one attempt to raise the ship was made afterwards, which failed, and the ship was salvaged where she lay. The wreck is still in place.

Members of the Marlin Sun Aqua Club, Dublin discovered the wreck in 1983. They reported their discovery to the authorities, and were in part responsible for having the first Underwater Preservation Order placed on a shipwreck in Irish waters. They also carried out the first underwater survey on such a wreck. The wreck was the first to be protected by The National Monuments Act (Historic Wreck), when the order was granted in 1984, thanks to representations made by Kevin Crothers, IUART, and the Maritime Institute of Ireland.



Wreck of the Queen Victoria in a snowstorm on the Howth Rocks, between 2 and 3 o'clock on Tuesday Morning, 15 February 1853, showing the paddle steamer Roscommon, chartered by the Chester and Holyhead Railway Company attempting a rescue



PS Queen Victoria (Infomar 2018)



HMD DELIVERER

Diver Grade	Advanced
Depth	22m
When to dive	1 hr before HW, 1 hr before LW
Year sank:	3rd November 1917
Location:	53 22'.00" N 005 57'.00" W 13.5Km East of Poolbeg Lighthouse

The Deliverer was a 24m steel-hulled drift net fishing boat built in Middlesborough in 1910. As with the similar Guide Me II, she was hired by the Admiralty in 1915 and used as a patrol boat. She sank in November 1917 after hitting a German mine off the Baily lighthouse, and now lies 7km east-south-east (13km ENE from Dun Laoghaire). She was found again in 1996.

The Deliverer sits in 22-24m of water and stands 4-5m high. Apparently shifting sands cover and uncover the wreck. She lies bows northwest to stern southeast at a tilt of 30° to starboard. The mine explosion split the ship at the bridge, so the forward hold area and bow lie about 10 metres from the rest of the wreck.

The Deliverer can be hard to find as it is so small. Extreme care must be taken when diving it as the Jonathan Swift ferry can pass overhead. It may be best to dive it only after you have seen the ferry depart.

Built in Aberdeen in 1910 as trawler by Smith's Dock Co. Ltd, Middlesborough, she was converted into an anti-submarine coastal gunboat during WW1.

She grossed 79 tons and measured 24.38 x 5.48 x 2.61m.

Power was by a 2 cylinder compound steam engine generating 28 h.p.

Her Armament consisted of 1 x 6 pounder gun. Thought to have been sunk by a German mine while on patrol. Another possibility could be the misfiring depth charge.

Lies 2.5 miles East of Bailey Lighthouse close to the Bennett Bank in a North-South (bow) direction.

Badly damaged and broken in two.

Stern half is mostly intact.

Hatches are missing from the two port coal bunkers.

Deck machinery stil visible.

Plenty of fish etc.

Subject to shifting sands due to the current.

Best dived 1 hour before High Water/Low Water.



LAMBAY ISLAND

Finally, here are some sites and wrecks from Howth Head and northwards along the coast including Lambay island. The club has not dived these very often if at all over the past few years.

Members of other clubs have spoken of scenic dives near the Skerries area, including Rockabill lighthouse, that they say surpass anything described above. If you want to find some new scenic dives, the best way is to look at the charts of the area, then take a boat out, sound around, check the tides and have a dive. One important point to note is that Lambay Island is a bird sanctuary protected under Irish and International law. It is therefore illegal to land on the island at any time, except in case of emergency.

Hopefully, the wrecks listed below will be dived by the club and extra information added as we try out more sites. Most of the information here has been taken directly from various websites and rewritten to improve its relevance to our divers.



RMS TAYLEUR

Diver Grade	Novice
Depth	15-18m
When to dive	All tidal conditions
Year sank:	21st January 1854
Location:	53°28'54"N -006°01'11"W

The Tayleur was a full rigged iron-hulled clipper built in Britain in 1853 for the White Star Line. At 76m, she was the largest ship of her kind yet built. She left Liverpool on her maiden voyage in January 1854, bound for Australia with around 650 passengers and crew. Soon she ran into fog and stormy weather in the Irish Sea. The compasses had not been adjusted to compensate for the iron hull, and the steering gear was defective. When the shore of Lambay island appeared nearby, the crew dropped anchors, but the cables broke and the ship drifted onto rocks. Later, she slid off and sank, taking hundreds of passengers with her.

The wreck lies 30m off the South-East corner of Lambay Island in a gully. Even without a GPS, it is very easy to find. On the east side of Lambay Island head to the easternmost point ('the Nose'). Come south and west from here and you'll find a small indentation with broken boulders at the western most end. Drop in here and head south-east for the wreck (NB – the wreck is hard to sound as it is flat and largely buried). It can be dived at any state of the tide.

Cargo on the wreck includes blue and white patterned china and unengraved tombstones intended for eventual use by the Australian pioneers aboard. Note that permission to dive must be obtained from Duchas as the wreck falls under the 100 year rule, and any items found should be left in place.



RMS Tayleur under full sail



Her final resting place



RMS Tayleur

SS SHAMROCK

Diver Grade	Novice
Depth	16m
When to dive	All tidal conditions
Year sank:	5th May 1918
Location:	53°21'45"N -005°59'45"W

The Shamrock was a 70m 815 ton iron-hulled cargo steamer built in Glasgow in 1879. In World War One she was fitted with an anti-submarine gun, and continued on the Dublin to Glasgow service. In May 1918, en route to Dublin with a cargo of munitions and horses, she ran aground in fog on Lambay Island (the second Shamrock to do so). She was partially salvaged before sinking. It's said that one of the horses rescued was Poethlyn, the Grand National winner in the following year.

The wreck is at the north-east corner of Lambay, south-west of Carrickdorish Rocks. Look inshore from these rocks, and just east, and you'll see what looks like a rough landing place, as if concrete has been poured down to the rocks. The wreckage lies just out from it, in about 10m. It can be dived at any state of the tide.

Not much remains of the Shamrock. There are two boilers, parts of the engine and cabin, and scattered plates and ribs. Some 4" shells can still be found.

DO NOT REMOVE PHOSPHOROUS SHELLS – THEY WILL IGNITE WHEN EXPOSED TO AIR



SS Shamrock, ran aground 5th May 1918 off Lambay

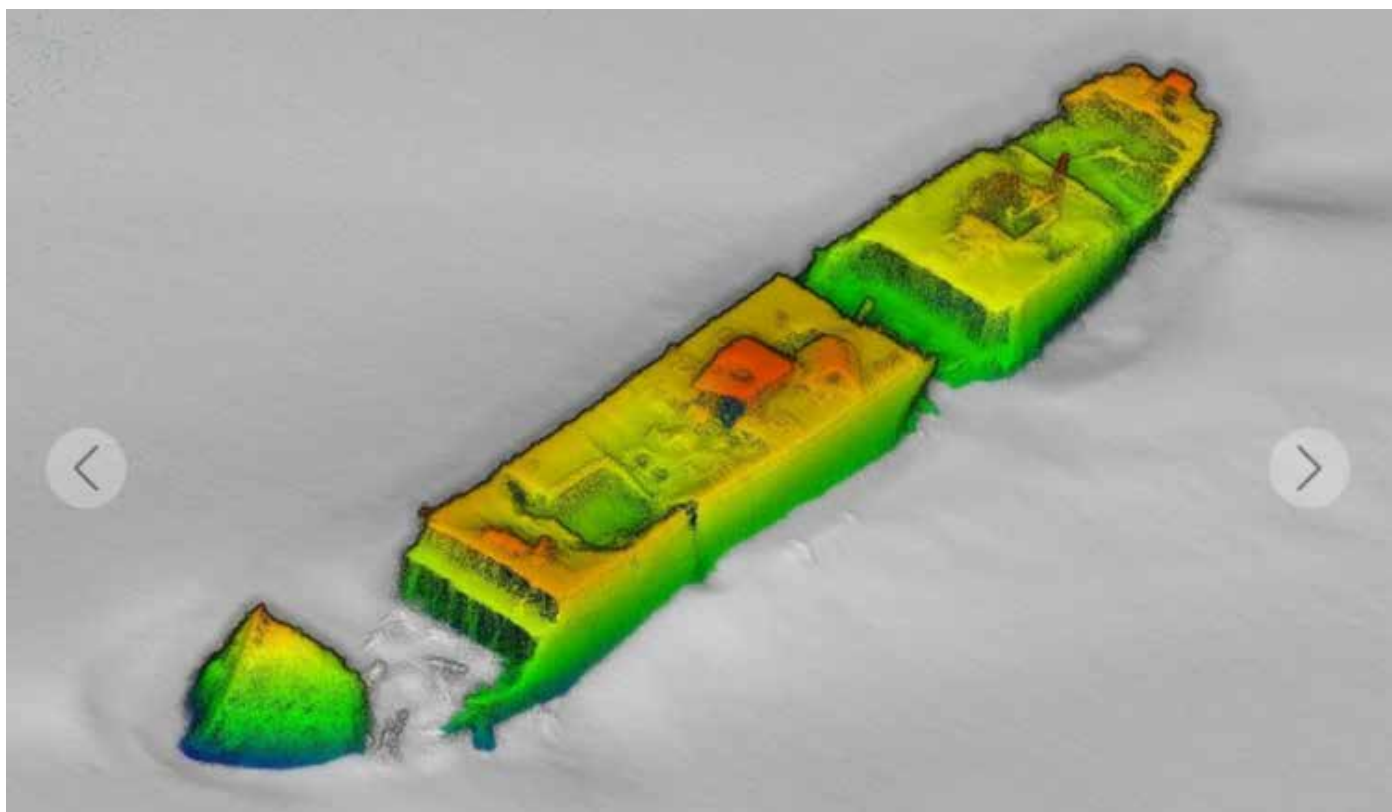
SS POLEWELL

Diver Grade	Deep Diver
Depth	36m
When to dive	High slack only
Year sank:	5th June 1918
Location:	53°33'02"N -005°55'03"W

The Polwell was a 2013 ton 86m steamship built in Sunderland in 1888. She went through several names and owners, and was German-owned

when captured off Gibraltar by the British in 1914. On her final voyage, she was carrying coal from Troon to France when torpedoed by U-boat U-98 off the Rockabill lighthouse.

The wreck lies about 3 miles north-east of Lambay in 30m. It is owned by Nautilus sub-aqua club, and you must ask their permission to dive it.



SS STRATHTAY

Diver Grade	Deep Diver
Depth	36m
When to dive	High slack only
Year sank:	1885
Location:	

The SS Strathtay was an iron-hulled steamer that struck rocks off Lambay in 1885. It lies in 20 metres at North-East end of Lambay Island and the site is marked by two split rocks. There is a large ring on the stern rail. Another section of wreck lies 100yds to the East. The Strathtay was built in 1883 by Scott & Co., Bowling, and grossed 270 tons and measured 42.67 x 6.73

x 3.20m. She was powered by a 2 cylinder compound steam engine which generated 55h.p. She was owned by J. Hay & Sons of Glasgow, and was under charter to Tedcastles to deliver coal to Dublin from Glasgow. In thick fog she struck the rocks and the 15 crew escaped without injury. The Strathtay is pretty broken up, just boilers and other bits and bobs. She is off the western corner of the northern- most promontory midway along the north coast of the island. Just drop in to one side or the other of that point so you know which way to go and work your way along the base of the rocks and you can't miss it. When you do it with a running tide and crappy vis it can be quite exciting.

SS W.M. BARKLEY

Diver Grade	Technical
Depth	56m
When to dive	TBC
Year sank:	12/10/1917
Location:	7 miles east of Kish Bank
Built 1898 – Steam cargo 569Grt	

ON 12 OCTOBER 1917, the steam ship WM Barkley, having set out from Dublin Port just hours earlier, was torpedoed just off the Kish lighthouse.

Five of the 13 crew members on board were killed, and the others were lucky to survive.

Among those to lose their lives was Thomas Murphy of Sheriff Street, who left behind a sick wife and two children.

The WM Barkley has an interesting history, being the first vessel of the famous Guinness fleet, and also because there is a vivid first-hand account of the attack, which gives an amazing insight to the terrifying experiences endured by those onboard and so many other seamen.

This is the story of the sinking of the Barkley and of its crew – those who lost their lives and those who survived...

Perilous voyages

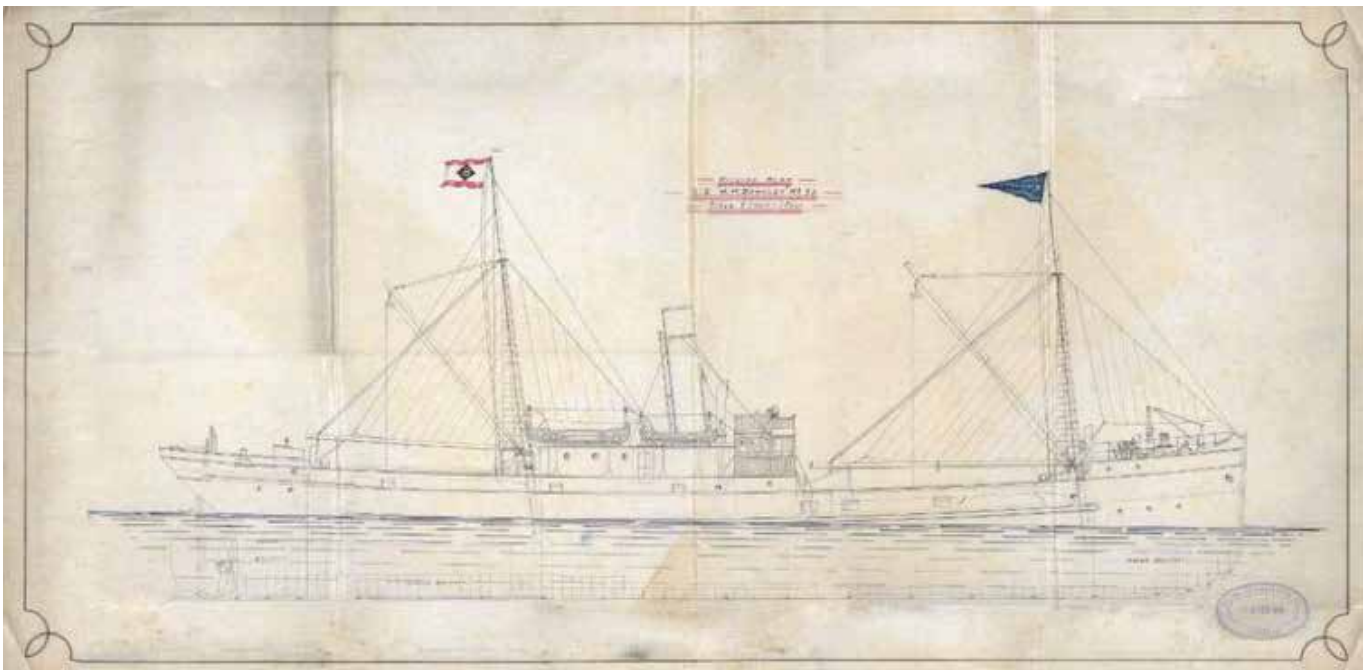
Guinness is the most iconic of all Irish brand names. Manufacturing stout since 1759, in the early years of the 20th Century the company was engaged in a busy cross-channel trade, contracting a variety of carriers using the Dublin to Manchester and Liverpool routes.

During the great Lockout of 1913 the transportation of Guinness was severely impacted. Though the company was not directly involved in the fierce industrial conflict that gripped the city, the disruption of commercial shipping due to sympathetic strike action affected their cargoes.

Not prepared to have their business affected by events outside of their control, the company decided to invest in their own ships, and the legendary Guinness fleet was born.

Before the year was out the first vessel was purchased, the WM Barkley. Built in 1898, the ship was only in service for Guinness a short time when world events would change her destiny drastically.

In 1914 Great Britain and Germany would go to war, and she was commandeered by the British Admiralty.



Schematic for the W.M. Barkley

A number of perilous voyages were carried out in this new role, including transporting road building material to France, carrying timber to Britain and iron from Glasgow to Dunkirk. However, the vessel was eventually deemed not suitable for this war work and was returned to the company.

Despite now being engaged only in commercial voyages, a German declaration in 1915 that the Irish Sea was "within the seat of war" and "that all enemy vessels found in these waters after 18 February would be destroyed" would seal her fate. In 1917 this policy was intensified and the Irish channel became particularly treacherous.

On Friday 12 October 1917 she set out from Dublin Port with a cargo of Guinness destined for Liverpool. She would never complete the journey.

Sailings from the port had been suspended due to the increase of u-boat attacks, and had only been lifted that very day.

TESTIMONY

Tragically, the restrictions would be re-imposed almost immediately, but for this vessel and her crew this renewed caution would prove justified but too late.

Having departed the city at 5pm it was at 7.45pm when her encounter with UC-75 would see the vessel struck by a torpedo and almost immediately break in half.

This vivid account of the attack was written by survivor Thomas McGlue and published by Guinness in their HARP magazine in 1964:

I was in the galley, aft of the bridge. I was just reaching out to take a kettle off the fire to make a cup of tea for the officers. When we got the poke, the kettle capsized and shot the boiling water up my arm to the elbow.

The galley was filled with steam and I said a few hard words, but apart from that there wasn't much noise – not a murmur, in fact.

The port side of the ship was locked to keep it dark, so I went through the engine room and out on the starboard deck. There was a lifeboat

hanging there, hanging by one end to the forward fall.

The Barkley was doing her best to go down, but the barrels were fighting their way up through the hatches and that kept us afloat a bit longer – in fact, it's the reason any of us got out of her.

The master gave three blasts on the siren and then I didn't see him anymore. I climbed into the boat and a mate gave me a knife to cut the fall and the painter. The boat dropped clear and dipped under a bit and we had to do some fast bailing. The other fellow was all for us getting away while we could, but I said no there's more than two of us here and they'll want to come along.

Then the gunner came up – we had one gun on the after deck but he wasn't at it when we got the poke; as a matter of fact, he was in the galley with me, waiting for some hot water to do his washing with. I don't know where he'd got in between.

The gunwale of the lifeboat had been ripped when we were hit and the gunner gashed his leg on it, getting in. Then another AB [able-bodied seaman] jumped in and that was four of us. We rowed away from the Barkley so as not to get dragged under, and we saw the U-boat lying astern.

I thought she was a collier, she was so big. There were seven Germans in the conning tower, all looking down at us through binoculars.

We hailed the captain and asked him to pick us up. He called us alongside and then asked us the name of our boat, the cargo she was carrying, who the owners were, where she was registered, and where she was bound to. He spoke better English than we did. We answered his questions and then asked if we could go.

He told us to wait a minute while he went below and checked the name on the register. Then he came up again and said: "I can't find her."

He went back three times altogether. Then he came back and said: "All right we've found her and ticked her off."

We said can we go, but there were two colliers going into Dublin and he told us to wait until they were to windward and couldn't hear our shouts. Then he pointed out the shore lights and told us to steer for them.

The submarine slipped away and we were left alone, with hogsheads of stout bobbing all around us. The Barkley had broken and gone down very quietly. We tried to row for the Kish light vessel but it might have been America for all the way we made.

We got tired and my scalded hand was hurting. We put out the sea anchor and sat there shouting all night.

At last, we saw a black shape coming up. She was the Donnet Head, a collier bound for Dublin. We got into Dublin about 5am and an official put us in the Custom House at the point of the Wall, where there was a big fire.

That was welcome because we were wet through and through and I'd spent the night in my shirtsleeves. But we weren't very pleased to be kept there three hours. Then a man came in and asked "Are you aliens?" Yes, we're aliens from Dublin.

He seemed to lose interest then, so we walked out and got back into the lifeboat and rowed it up to Custom House Quay. The Guinness superintendent produced a bottle of brandy and some dry clothes and sent the gunner off to hospital to have his leg seen to.

The rest of us went over to the North Star for breakfast. And later, after I'd had my arm dressed – the doctor said the salt water had done it good – the superintendent gave me a drayman's coat to wear and put me in a cab.

I was glad to get back to Baldoyle, because I'd left my wife sick and was afraid she'd hear about the torpedoing before I could get home.

Those who died during this attack were:

- **CORRY, ALEXANDER** (age 48), First Engineer from 3, Victoria Villas, Dublin. (Born at Belfast)
- **GREGORY, EDWARD** (age 46), Master from 2 Meadows Lane, Arklow, Co. Wicklow, (Born at Arklow)
- **KENDALL, ARTHUR** (age 40), Able Seaman from 3 Meany Place, Dalkey, Co. Dublin. (Born at Falmouth)
- **MURPHY, OWEN FRANCIS** (age 28), Second Engineer from 105 South Main St., Wexford. (Born at Wexford)
- **MURPHY, THOMAS** (age 29), Ship's Fireman from 36, Lower Sheriff St., Dublin. (Born in Dublin)

VICTIMS

The youngest man was unmarried, the others each left behind a wife, and a total of seven children, and Arthur Kendall's wife was pregnant.

A report by the Guinness Company on the loss noted that the wife of Thomas Murphy of 36 Sheriff Street was "currently dying in hospital" and "who leaves in addition two children". According to the company – "Arrangements have been made for dealing suitably with all cases".

Thomas Murphy lived with his wife Mary (née O'Rourke) at 36 Lower Sheriff Street. According to the 1911 census, at that time he was living at number 4 Leland Place with his parents Anne and John (a gas labourer), who had come from Meath and Kilkenny respectively.

Thomas was already employed as a ship's fireman and two of his sisters were also employed – Catherine (a factory girl), Mary Ellen (a box maker), with the remaining siblings still at school – Martin, John, Lusie and Nicholas.

His older brother, Patrick (a labourer) had moved on by this time. As was unfortunately commonplace in Dublin, three other siblings

had died. By the time of his death onboard the Barkley in 1917 his mother had already died.

The company were of course also interested in protecting their commercial operation. In light of the loss of the WM Barkley they had written to the Transport Department of the Admiralty requesting the return of another of their steamers

that had been requisitioned for the war effort "to enable us to cope with the present trade conditions".

In a strange sequel to this tragedy, reports of casks of Guinness being discovered floating or being washed ashore continued in the following weeks.



FV GERALDINE

Diver Grade	Technical
Depth	50 -65m
When to dive	TBC
Year sank:	30th March 1918
Location:	53°37'16.70"N -005°73'83.33"W 10 miles east of Lambay Island

Built 1894 – Sailing fishing smack

HEADING NORTH - NON WRECK SITES - IRELANDS EYE

The depth ranges from 6 to 20 metres. Diving is not spectacular, but there are lively seabird colonies on the cliffs in summer.



ROCKABILL

Diver Grade	Novice
Depth	6-18m
When to dive	Slack – 1hr 20min before HW on springs
Location:	

Rockabill is approximately 4 miles from Skerries and is home to grey seals, common seals, and terns. Julian Carroll ran a day-trip here on the 1st of August 2011. Here are his observations.

The south side of the island resembles Muglins with a lot of small lobsters, rock cook, and

goldsinny wrasse. The HW slack window was very long despite the big tides .

The north side of the island resembles a site on the west coast of Ireland with lots of anemones (dahlia, plumose, sagartia elegans) and dead-man's fingers. The underwater life is quite different to that found on the south side. We dived this side before LW and could not get any slack. It is worth trying on HW slack to see if it is any better as this really is a very nice site and has much more to offer than Muglins. However, the presence of so many more anemones implies the north side gets stronger currents.



HEADING WEST

For the 2022 season we intend to do two away trips with the boat. It is a big boat to move and logistically requires 2-3 vehicles. That said we will take advance bookings and get as much diving in as possible over the weekends. The May trip will be to Sligo and the September trip to Clifden.

MAY - 22 MULLAGHMORE, CO. SLIGO

The plan will be for the boat to travel down on the Thursday and launch. Divers arrive on Friday and dive Saturday and Sunday. Early birds can dive on Friday if they want!!!. Accommodation is the Pier House Hotel at the end of the pier. Mullaghmore offers some fantastic diving and a 20 minute boat ride will bring us to St. John's point, Donegal.



SEPTEMBER - 22 CLIFDEN, CO. GALWAY

This trip will be cover two weekends and the week in between. There is an opportunity for divers to dive one weekend, midweek, both weekends - whatever tickles their fancy. We will launch from Cleggan, a short hop from Inis Boffin. We will do a good number of dives around Boffin and the surrounding islands.

