

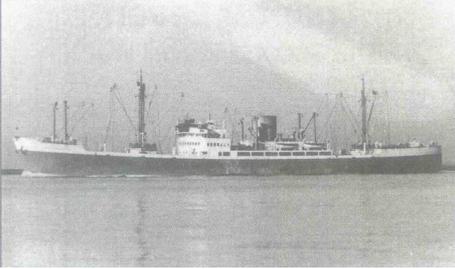
OLD HARBOUR DIVE CENTRE

DIVE SITES 2010



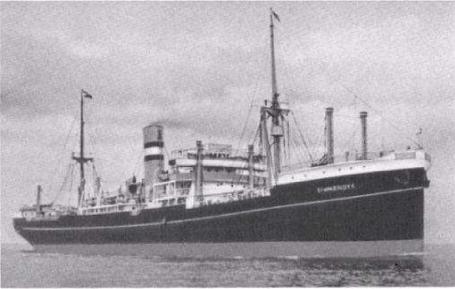
Aeolian Sky - DEPTH 30m

This was a large ship some 16,000 tons that sank on 4th November 1979. Most of her hull is still intact with the holds still full of cargo. She lies on her port side with the decks facing east and her bows in the south. The bows themselves have been blown off and lie some 4 metres away from the main hull. Some salvage was carried out soon after her sinking, but most of her cargo still lies within her holds, most of it in unopened containers. Items of cargo still lay around the wreck on the sea bed. In good periods in summer, the visibility can be in excess of 15 metres.



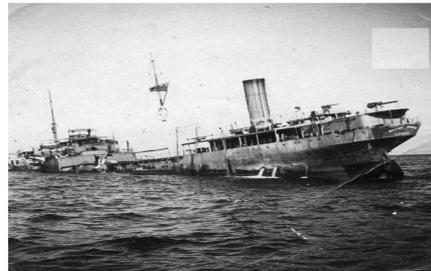
Alex Van Opstal - DEPTH 27m

This Belgian passenger liner of 5,965 tons was the first of a series of large ships to be sunk by mines at the start of World War Two. The vessel was only two years old when she met her end on 15th September 1939. She is a large wreck and measured 420ft with a 57ft beam. Her forward end is still intact and stands almost 7m off the sea bed. Towards the stern the ship is increasingly damaged. Her stern section is broken off and located approximately 100 yards to the south-west.



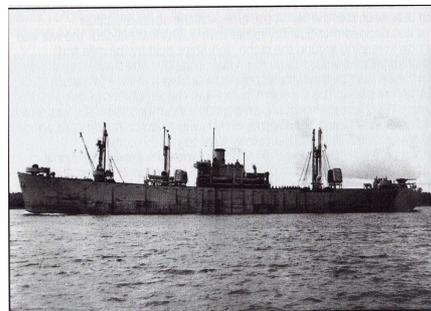
Binnendijk - DEPTH 27m

This 400ft Dutch steamship of almost 7,000 tons was sunk by a mine on 8th October 1939. The Binnendijk now rests on the seabed, badly broken up. Within the wreck's lower parts there is coarse white sand. The sea bed around the wreck consists only of clean, rough stones and rocks, and in places the wreck rises to 8m high. It makes for an interesting dive.



British Inventor - DEPTH 17m

This 7000 ton steam driven oil tanker hit a mine on 13th June 1940. Today, only the bow half of this vessel lies on the sea bed, and what remains consists of mainly flattened steel plates, and no part stands much more than 1.5m high. The sea bed around the wreck is of gravel and sand, with low rock outcrops. For the keen-eyed diver, scallops are said to be present in considerable numbers.



Black Hawk (bow section) - DEPTH 12m

A United States Liberty steamship of 7191 tons. She was hit by a torpedo off Portland Bill on the 29th December 1944. There are masses of steel sections and plates up to 3m high. The bow section can be identified by the heavy anchor chain that runs almost 75m south to a 3-ton danforth anchor. The wreck is within the area of Purbeck Marine Wildlife Reserve. The wreck provides a safe haven to many variety of fish, and at certain times shoals of trigger fish can be found sheltering in the wreck.



Queenie - DEPTH 15m

This barge went to the assistance of the Enecuri only to run into trouble herself and eventually sink, 70m away from the Enecuri at the base of the breakwater wall. The depth to the deck is 11m. The vessel is complete, and still retains her propeller, and it is possible to enter her holds. A delightful dive, especially useful in a prevailing south easterly wind, where the breakwater wall affords shelter.



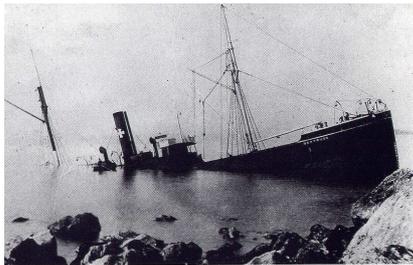
Bournemouth - DEPTH 10m

On the 27th August 1886 the Bournemouth, a paddle steamer, was fog-bound, drove herself onto the rocks close to Pulpit rock. The steamer has become a total wreck over the years, but there is no telling what the eagle diver might turn up from the sea bed around this fascinating site. This site is sheltered from the north and the east.



Buccaneer - DEPTH 44m

This is a British armed tug, built in 1937 measured 165ft with a beam of 32ft, with a tonnage of 840 gross tons. On the 26th August 1946 she was struck by a 4.5in shell from the destroyer HMS St. James, which badly damaged and sank her. She was equipped with a three cylinder triple expansion engine, transmitting power to a single screw. Her armament consisted of a 3 inch gun mounted on her bow. She sits upright and intact on the sea bed. The wreck stands up 8m from the sea bed. She lies east to west.



Gertrude - DEPTH 14m

Another victim of fog, this vessel foundered on rocks close to Portland Bill on the 26th August 1894. The ship is still partially on the slope of boulders down which she slide as she sunk. Her boiler, which has fallen out from the starboard side, lies 4m away from the wreck's side, and it easy to recognise. Her bows are on the kelp line at 6m. To be found around the stern at 14m are masses of steel plates and a rudder with a blade of her propeller sticking out of the sea bed. The ship's anchor lies a short distance off the port side. Marine life is in abundance on this interesting wreck.



Sea Vixen - DEPTH 9m

Substantially intact, with only its wings missing, this Naval aircraft makes an unusual dive. The location of this wreck in Portland harbour means that good buoyancy is important and care must be taken not to over fin and stir up the silty bottom composition.



Submarine A3 - DEPTH 38m

The A class submarines were in service before the First World War. The A3 is diminutive, measuring 105ft long and with a beam of just 12ft 9in and had a displacement of 207 ton when submerged. The top of her conning tower is 32m and the submarine is intact and undamaged, and sits upright on the seabed, which consist of clean, flat rock. The area usually affords excellent visibility and makes a memorable dive.



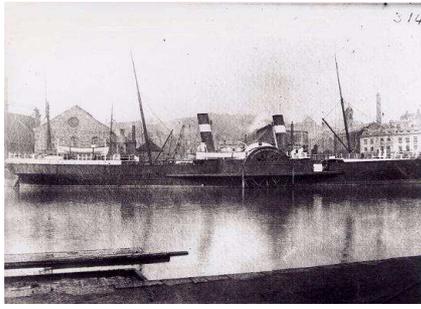
Submarine HMS M2 - DEPTH 33m

Probably one of the UK's most famous wrecks and rightly so. Built by Vickers in 1912 this 296ft vessel sits upright and intact on the sea bed, the conning tower rising to a height of 9m. The submarine sunk on the 26th January 1932 with the loss of all hands. A small hanger was fitted which contained a seaplane, and the jib of the winch is still visible. The hanger doors are open, but are well-silted up. There is a large resident conger & colonies of plumose anemones & sponges can be seen festooning the hull. A very memorable dive.



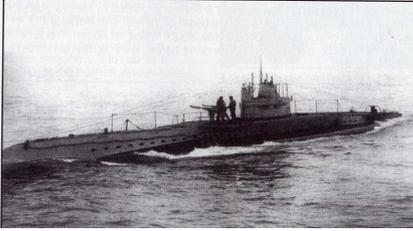
Submarine HMS SIDON - DEPTH 34m

HMS Sidon was severely damaged in Portland Harbour when an unstable torpedo exploded. As the Sidon was beyond salvage following the accident, the submarine was towed out to sea and purposely sunk in 1957 as a sonar target. She lies north-west to south-east and rises 8m off the seabed. She is intact and makes a fascinating dive.



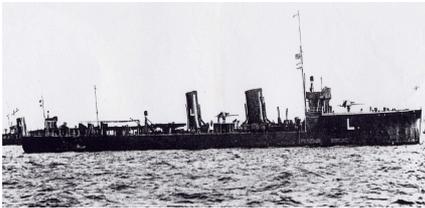
Countess of Erne - DEPTH 15m

An old paddle steamer, of 830 gross tons is 241 ft long iron vessel was used as a coal hulk from around 1800 until in a gale in September 1935 she broke her moorings. She drifted across the harbour, and hit the inner wall of the north-eastern breakwater, and was badly holed and sank. She lies upright, with her hull mainly intact. She lies at the foot of the breakwater wall and almost parallel to it with her bows towards the east ship channel entrance. Her decks and clear and flat and there are three holds, and the wreck stands 7m high. Depth to the deck is 6m. There is much marine life, including pollack, mullet, ballan wrasse, tompot blennies, black-faced blennies, nudibranchs, and spider crabs.



Submarine UB74 - DEPTH 34m

This German submarine, after ravaging allied shipping in World War One, was finally destroyed on 26th May 1918, by a depth charge dropped from the armed yacht Lorna. The submarine had a displacement of 670 tons and measured 182ft long with a beam of 19ft. The torpedo tubes are clearly visible. The wreckage stands well proud of the sea bed and makes a very interesting dive.



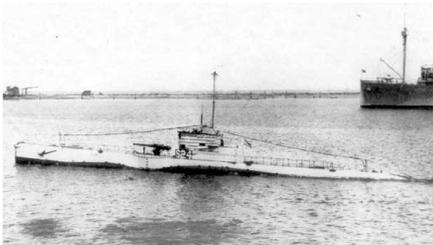
HMS Landrail - DEPTH 31m

This vessel of 790 gross tons was built in 1886 at Devonport dockyard, one of the Curlew class of steel gun vessels. She measures 195ft long with a beam of 28ft. Her armaments, besides guns, included one bow torpedo tube and 2 torpedo launching carriages on her deck. She sank on 4th October 1906 whilst being towed back to Portland harbour, following target practice. She stands 6m high, and her hull lies north-west to south-east, with her bows listing to port.



Submarine L24 - DEPTH 55m

This British submarine was lost on 10th January 1924, sunk following a collision with HMS Resolution. Built in 1920, she measures 239ft long with a beam of 24ft, and a displacement of 1080 tons. Her armaments included a 4in deck gun and four 21 inch torpedo tubes at her bow. The conning tower stands up some 5m to 6m.



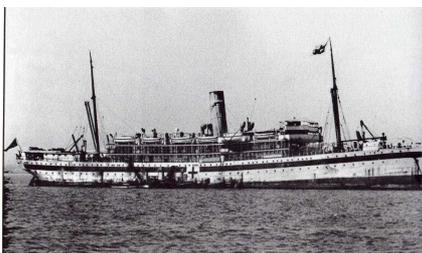
Submarine P555 (Ex-S24) - DEPTH 44m

This submarine of 1062 tons, measures 219ft long and has a beam of 21ft. Completed at the Bethlehem Yard in the United States in 1922, she immediately joined the US Naval Fleet. She was loaned to the Royal Navy in 1942. After the war, the Americans did not want her back, and she was sunk on 28th April 1947 as a target. The deck is at a depth of 33m. She is upright and complete and lies east to west.



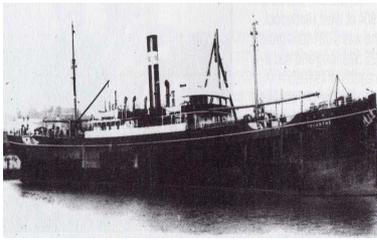
P&O Liner Salsette - DEPTH 48m

Built in 1908 in Scotland, she measures 440ft long, and has a beam of 53ft, and was a massive 5842 gross tons. On the 20th July 1917 she was hit on her starboard side by a torpedo fired from the German submarine UB 40. The ship is on her port side and lies on a line north to south, bows to the north. Her starboard rails are therefore mainly her uppermost part, at a depth of 32m. She had at least 300 portholes on each side. The interior of the wreck held a plethora of luxury fittings, mandatory for a vessel of her class.



Kyarra - DEPTH 30m

This vessel was being utilised as a hospital ship ferrying home thousands of casualties from the battlefields of Flanders in the First World War. She was subsequently torpedoed by the German submarine UB-57 off Durlston Head on 5th May 1918. She lies in 30m of water and rises 18m from the seabed. This wreck is 415ft long by 21ft. Many exciting finds have been made by divers including exquisite perfume bottles, champagne bottles, gold watches. The diverse cargo ensures an interesting dive, with the promise of finding something special.



IOLANTHE DEPTH - 45m

The Iolanthe, laden with a cargo of hay and trucks was sunk on 4th January 1918 by a torpedo from the German submarine UB-75. She was a British steam driven, armed merchantship of 3081 tons gross, measuring 325ft long with a 49ft beam and was built in 1904. She is now well broken up, but certainly worth a dive.

ETHEL DEPTH - 35m

A British steamship of 2,336 gross tons, built in 1899. She measured 290ft long with a beam of 42ft, the Ethel was hit by a torpedo fired by the German submarine UB-104 on the 16th September 1918. The bows are detached and are lying on the western side of the main body of the wreck. She lies within an area of extensive mussel beds, which attract shoals of large feeding plaice into the area.



ELENA R DEPTH - 27m

This 4,576 gross ton Greek steamship was mined and sunk on 22nd November 1939. The Elena R had been built in 1917 and was 370ft long with a beam of 53ft. The wreck has been well salvaged and broken open, with some parts standing 7m high.



MYRTLEDENE - DEPTH 8m

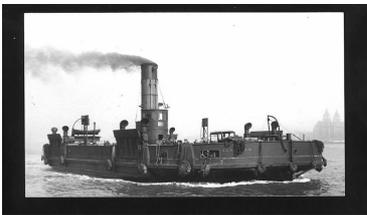
A steamer of 2,500 tons that ran aground on boulders on the western shoreline of Portland on the 25th March 1912. She carried a very heavy cargo of iron ore, and although now broken, she is still recognisable as a ship. In addition the area around the wreck is worth diving in its own right, with rocky ground, good visibility and a wealth of marine life.

MOIDART - DEPTH 33m

An armed merchant steamship, built in 1878 measuring 243ft with a beam of 32ft. Gross tonnage 1878. Another casualty of the First World War, the Moidart was torpedoed by a German U boat—the UB -77 on the 9th June 1918. The stern is completely detached and lying on its starboard side 20 meters to the rear. The engines and the boilers are clearly visible. The height of the wreck from the seabed is 6m. One strange feature which confirms you are on the wreck of the Moidart is the anchor, which is hanging by a flook over a gunnel directly above the stern.

PIN WRECK - Depth 27m

The identity of this wreck is unknown but it is believed the date of loss to be between 1880 and 1890. A number of bronze pins or rivets have been found, some still attached to timbers. Brass military tunic buttons have been found. There are also four large anchors and chains. The wreck makes an excellent dive and there are plenty of fish to be found in and around the wooden beams of the wreck.

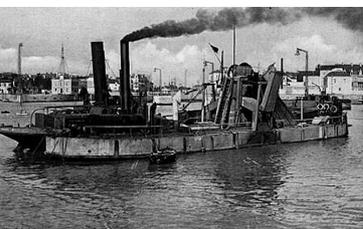


BARMSTRON - Depth 16m

A Norwegian steamship of 1451 tons built in 1888. She foundered on rocks whilst carrying a cargo of coal. She lies 20 meters to the south of the James Fennell. The wreck consists of a mass of flattened steel plates, and her keel, propeller shaft and forward end (standing 4m high) are quite readily available. She became stranded beneath the high cliffs of Blacknor Point on the 3rd March 1918.

RAILWAY LINE WRECK —Depth 25m

The identity of this wreck is a mystery. The main feature of this wreck is her cargo—large pieces of railway line. This may have been a wooden wreck. More diving is needed to try and discover her origins.



ST. DUNSTAN—Depth 27m

This wreck is 200ft long, and stands 8m proud of the sea bed. Built as a bucket dredger, it was believed to be working as a minesweeper when she sank.

ANWORTH—depth 38m

Discovered in 1988 this steam-driven steel ship is 150ft in length with a beam of 25ft. She sits upright and stands 8m off the seabed. Largely intact but with extensive damage at her stern where the hull and deck are broken open revealing her after located engine room. The bridge and accommodation superstructure is lying complete but detached on the seabed, near the bow on the portside to the north-east.

BOMBARDON UNIT - 11 metres

This wreck lies close to the slope of the inner harbour wall of the south breakwater wall. The wreck provides a good exercise in buoyancy and by keeping off the silty bottom here the whole of the wreck can be traversed.

EARL OF ABERGAVENNY 15 Metres

This vessel of the English East India Company sank on the 5 February 1805 in Weymouth Bay, having been stricken on the Shambles Bank. The remote promise of undiscovered artefacts in the surrounding silty seabed makes this a tempting dive. Numerous items from this wreck are on display in maritime museums.

JAMES FENNEL - 15 metres

This steam trawler built in 1918 of 215 gross tons. 123ft long with a beam of 22 ft. She was lost in thick fog, and ran aground on the rocks on 16th January 1920. Her stern is still complete and stands almost 5 meters high above a large propeller. Amidships is her engine boiler. Her bow is detached and twisted but still contact with her hull. There are huge boulders amongst the wreck which makes it difficult to identify actual wreckage from natural seabed contours. There is always a profusion of marine life, including cuttlefish and numerous wrasse amongst the huge fronds of kelp. A popular and fascinating dive.

POMMERANIAN - 36 metres

A large ship of a gross tonnage of 4241, she was torpedoed on 15th April 1918 by the German submarine UB-77. Some parts of the wreckage lie 7m proud of the seabed. It is said that amongst her cargo were a number of divers helmets, which have yet to be recovered and this makes her an intriguing dive. Pieces from sanitary wear, some nicely patterned, can still be found.

AILS CRAIG—depth 35m.

Built in 1906 with a gross tonnage of 601. This vessel was torpedoed on the 15th April 1989, and stands 5.5m high from the seabed. Her bows are twisted over to the starboard side. Her stern is intact with her boiler and engine at her aft end.

FROGNOR—depth 35m

A Norwegian steamship of 1476 tons, measuring 260ft with a 37 ft beam. Built in 1907 and torpedoed on the 29th April 1918. A lugh anchor is still attached to her bow, and the iron girders give a fascinating skeletal appearance to this wreck. The seabed is coarse shale and sand, with usually good visibility. A memorable dive.

GERTRUDE—depth 6m—14m

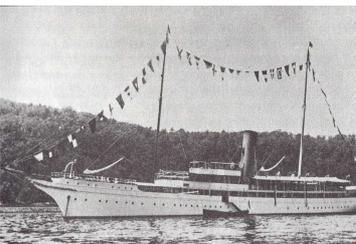
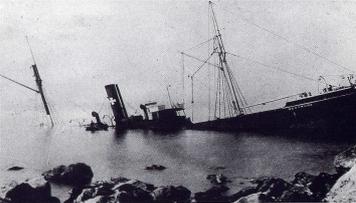
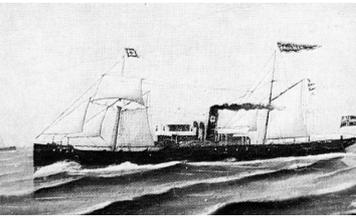
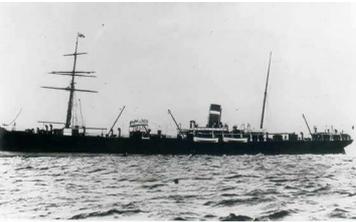
Sunk on the 26th August 1894. The bows sit at the kelp line at 6m. At 14m around her stern, there are masses of steel plates and a rudder with a blade of her propeller standing out of the seabed. There is an anchor off the port side. As this is a sheltered site, without currents, it makes an ideal photographers dive, with marine life in abundance.

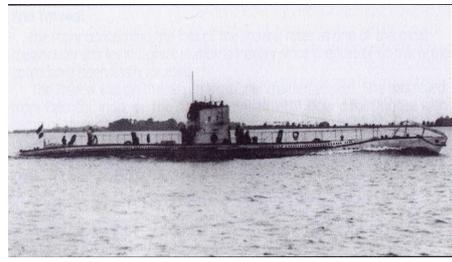
WARRIOR II—depth 54m

Built in 1904 as a private yacht this vessel was action in both World Wars, 298ft long with a beam of 32ft she was hit by German aircraft on 11th July 1940. Although well broken up the wreck stands up to 3m high from the seabed. The surrounding seabed is a mixture of shingle and pebbles, and a fascinating dive can be had sifting around for any of the extensive brass fittings with which she was originally adorned.

DREDGER - 10 metres

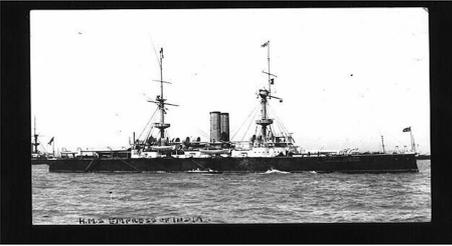
This wreck lies up against the outer breakwater in Balaclava Bay. It is the wreck of a small dredger and is in two distinct parts. The areas harbours a wealth of marine life, snakelock anemones around the breakwater wall, and top knots, top pot blennies, squat lobsters can all be found by the observant diver. It is also a nursery for large shoals of juvenile pollack and bib, and the occasional angler fish has been spotted. It is an ideal training ground affording shelter except in a south-easterly wind. There are no currents. And orientation of the site is easy. An excellent dive to first time divers to English waters.





Submarine U 62 - Depth 49m

This World War One submarine was torpedoed by a flying boat in October 1917. Lying on the seabed at an angle of 45 degrees she has a split in the conning tower and a hole in her hull.



EMPRESS OF INDIA—depth 43 m

Built in England as one of the Royal Sovereign class battleships. She entered service in 1891. She was sunk in 1913 as a target. Depth to the top of the keel is 30m.



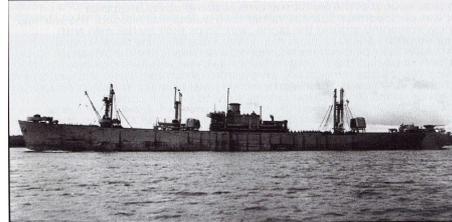
AVALANCHE - 52m

Built in 1874 the wreck lay undisturbed on the seabed until she was discovered 107 years later in 1984. She had been fully laden sailing from London when a collision at sea saw her quickly sink. The highest point of the wreck is 4m, but she is upright, with a 20 degree list to port. She was 1210 gross tons and measured 214ft with a beam of 36ft. Obviously still a fascinating dive, with the promise of finding some interesting pieces of her cargo still lingering on the sea bed.



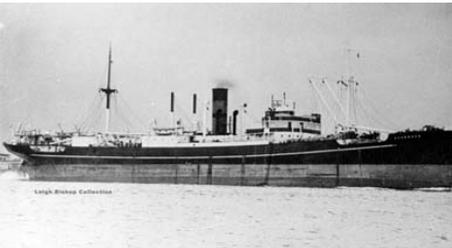
H.M. BODIECA—Depth 52m

Another casualty of WWII, she was torpedoed by a German bomber on the 13th June 1944. She now rests on the seabed, her main section sitting upright to over 6m. She has a large gun on her stern, together with other anti-aircraft guns. The force of the explosion was such that the vessel broke in half. Her bow has yet to be located.



BLACK HAWK STERN—Depth 48m

The stern section of this wreck is on its starboard side and rises 12m from the sea bed. There is a large gun mounted on a platform on the top deck. She had been torpedoed on the 29th December 1944. The area around the wreck is strewn with many interesting items, making a fascinating dive.



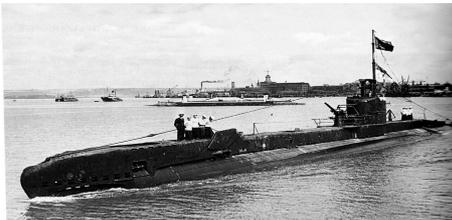
MERCHANT ROYAL—57m

British cargo steamer of 5,008 gross tons. She has a length of 416ft and a beam of 55 ft. She sank on the 3rd July 1946, and was carrying a cargo of steel and wood. Although her bows are blown off, her superstructure still stands a full 15m from the seabed. She makes a spectacular dive, with good visibility usually in this area.



EVERTSEN—Depth 48m

Sunk in 1961 as a result of a collision but with no loss of life. This vessel had a gross tonnage of 392 with a length of 154 ft and beam of 25 ft. The holds were full of china clay. Parts of the wreck stand 8m proud of the sea bed.



H.M. SAFARI—depth 42m

750 ton British S Class submarine she lies upright but with a list at 40 degrees to port. The main deck is at 38m. The conning tower has been removed, exposing access to her interior, however the entrance is narrow, and closely guarded by any number of conger eels. Some say that she makes one of the most interesting submarine dives in Dorset.

SPANIARD—depth 14m

A Spanish steamship, which sank on the 29th December 1900. Although frequently dived this wreck just keeps turning up all sorts of things and the dive can be full of surprises. Within the harbour good buoyancy is essential. This makes a surprisingly interesting dive, and the depth to the top of the wreck is 7m. The wreck covers an area of some 50 yards.

SCENIC DRIFT DIVING SITES

There is extensive marine life in these areas and spotted in 2009 whilst diving from our boats were bib, pouting, pollack, gold skinnies, black-faced blennies, wrasse, John Dory, mackerel, mullet, sand eels, angler fish, red band fish, nudibranchs, sea hares, plaice, top knots, turbot, thornback rays, and even dolphins, sunfish, seals, basking sharks. Lobsters, squat lobsters, edible crabs, velvet swimming crabs, hermit crabs, scallops, mussels, cuttlefish, squid, snakelock anemones, various corals and much much more. We insist on an SMB per person, and at least one lift bag if you are intending to collect anything.

BALACLAVA BAY

Sheltered area which never disappoints—always a different dive, average depth from 5m to 20m

OUTER BREAKWATER

Ideal location for a first deep dive, using the wall as a point of reference, average depth 18—23 metres. Along the wall from 8 metres to the surface masses of kelp and lots of life for a fascinating safety stop.

GROVE POINT

Always a current—you never know what will turn up here—hard to cover the same ground twice. Depths here is 8m to 40m your navigational skills and buoyancy skills need to be good here.

CHURCH OPE COVE

Masses of life in this area—very pretty –tides can be strong and be ready for a helter-skelter of a dive! Depths 8m—35m

AERIALS

The only area we have ever seen carpets of orange and yellow starfish in their thousands—an amazing spectacle at the right time of year. Mussel beds and excellent visibility make this a stunning dive. 15—40m

PULPIT ROCK

A confluence of nutrient rich currents makes this area where many species congregate. Needs to be dived with caution, due to the complex tidal flows around Portland Bill. 8m—30m

LULWORTH BANKS

A favourite dive for scallopers—and the scenery above ground makes this a memorable trip. Depth vary from 15m—28m

DURDLE DOOR

A famous landmark and a beautiful dive, can be incredibly clear and masses of marine life along the wall. 8—20 m

This is by no means all the dive sites available—and our skippers have some secret sites that only they know about—so maybe if you ask them nicely.....who knows!

Anyway we wish enjoyable and safe diving to all who dive with us.

