



South China Sea Wreck Expedition
April 26th - May 2nd 2012

Tech Asia is pleased to offer an opportunity to dive some of the World's finest wrecks.

HMS Repulse
HMS Prince of Wales
Pulau Aur Tanker
M/V Maritime Fidelity

Typical Schedule:

26th April - Board M/V Empress 4pm, Depart 8pm
27th April - Two dives Pulau Aur Tanker
28th April - Two dives HMS Repulse
29th April - Two dives HMS Repulse
30th April - One dive each on HMS Repulse and Prince Of Wales
1st May - One dive each on HMS Repulse and Prince Of Wales
2nd May - One dive M/V Maritime Fidelity
Arrive Singapore approx 8-9pm

Note: The above schedule is an indication only, Tech Asia cannot be held accountable for any variation or cancellation of dives due to weather conditions, equipment failures etc. Trip Cancellation Insurance is advised.

Minimum Diving Requirements

- The dives on this trip will all be Open Circuit Technical dives, utilizing Trimix, Eanx 50 and Oxygen.
- Any diver wishing to join the trip should be certified to at least *Normoxic Trimix Diver* (or equivalent).
- Any diver wishing to penetrate the wrecks should be certified to *Technical Wreck Diver* (or equivalent).
- Diver Medical Insurance providing coverage for this type of diving is required



The Liveaboard - M/V Empress

After six consecutive weeks of trips aboard the Empress in 2006, and then again in 2008 & 2009, she was an obvious choice for this trip. Skipped by the vastly experienced Vidar Skoglie, the Empress has everything a Tech Diver could ask for .

Including: 300kg Diver lift, Haskel Pump, Continuous Trimix blending, Recompression Chamber, Deco Bar for O2.

Accommodation on board is in four air conditioned cabins, although there are bunks for thirteen guests we are limiting the trip to eight, so there will be plenty of room to spread out.

Food on board is fantastic with a combination of Western and Asian Cuisine. All meals are served as a buffet and offer ample servings and variety. Special dietary requirements can be met if sufficient notice is given. Hot drinks are included in the package price and canned soft drinks, beer, wine etc. are available at reasonable prices.

What It Will Cost

The trip price is \$3200 Singapore Dollars (Currently about US\$2,650). Tech Asia will need a deposit equivalent to \$1500 Singapore Dollars to secure your place on the trip, the balance is payable by March 2012. **Please note** : In the event of any unforeseen large

changes in costs, a fuel surcharge may be additionally applied at the discretion of the vessel.

Gas will be charged extra; Helium @ \$0.045 Singapore Dollars per free litre.

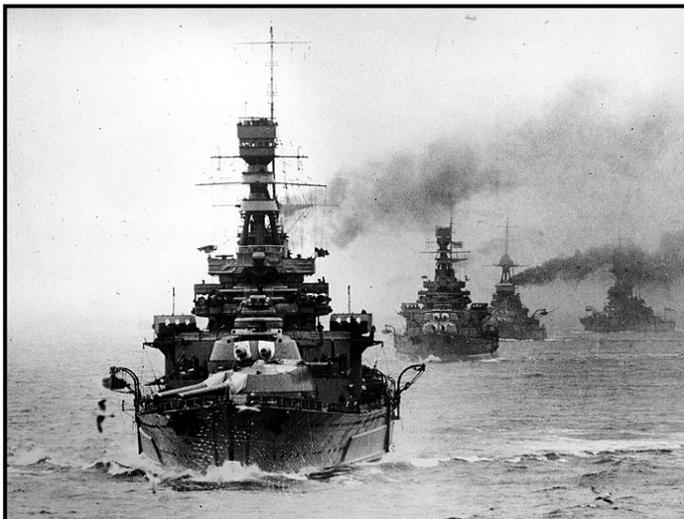
Oxygen @ \$0.02 Singapore Dollars per free litre.

You will need to prepay, or bring cash to cover your gas costs.

Estimated average gas costs are \$1000 Singapore dollars per diver assuming 13 dives. Adjust this to your gas consumption of course.

A Little About The Wrecks We Will Dive...

HMS Repulse and HMS Prince Of Wales



British Battlecruiser, 31600 tons, 794 ft/240m long, 35 – 60 metres depth.

Sunk by Japanese torpedo bombers on the same day as HMS Prince of Wales in December 1941 with massive loss of life.

Both ships had been sent from Britain to attempt to bolster the defences of Singapore, and to boost public morale. As Japanese Forces advanced down the Malay Peninsular the ships

known as Force Z set out from Singapore to attempt to intercept Japanese Ships and stop reinforcements and supplies from being landed on the Malay East Coast. Despite their massive armaments both ships had fairly light anti-aircraft defences and no air cover. Accurate and effective attacks from well trained and well equipped Japanese pilots quickly sunk the Prince of Wales, then shortly after, the Repulse. This action had the effect of ending the supremacy of the Battleship on the high seas, starting the era of the Aircraft Carrier.

The Repulse is often rated as the best wreck dive in the world. She lies on her port side, fully intact – testament to her rugged 1916 construction. The first thing you notice as you descend is a sense of her enormous size, she is slightly inverted so you get to the hull at 35m then the deck starts at about 45m, the seabed is at 55m. Features on the deck include several 15 inch guns, an array of smaller weaponry, launch rails for an aircraft, winches, cranes and hatches.

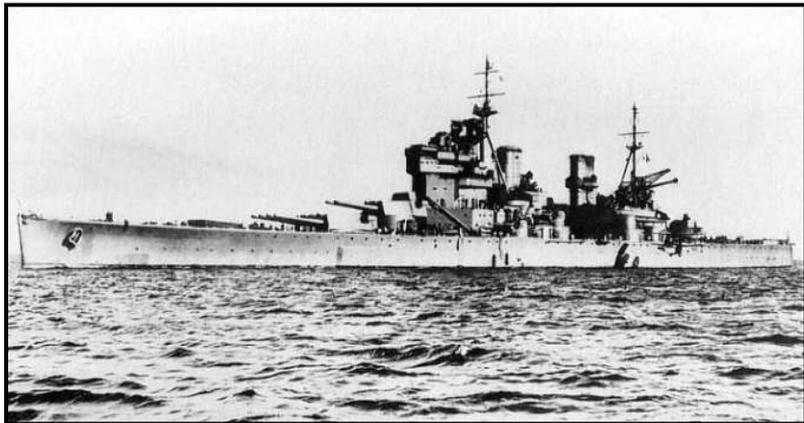
On our previous trips we found that using a scooter was the most effective way of diving the wreck, there was some current and the sheer size made scootering very attractive.

Note: Be aware that HMS Repulse and HMS Prince of Wales are Controlled Sites under The Protection of Military Remains Act (UK Law).

HMS Prince of Wales

British Battleship,
43700 tons, 745
ft/225m long, 45 -70
metres depth.

HMS Prince of
Wales was a state of
the art Battleship at the
time of her sinking,
commissioned in
January 1941 she had
already been involved



in the sea battle that stopped the Bismark earlier in the year. Despite being a much more advanced and better armed ship than the Repulse, she was unlucky to have one of her propeller shafts struck by a torpedo at the start of the engagement, causing loss of steering and serious flooding resulting in lost of power to much of her weaponry. Unable to maneuver she quickly succumbed to further strikes.

She now lies upside down with her propellers at about 45m, the torpedo damage obvious. There are large openings below the props at about 60m and if you move forward from there you can see the deck and weapons just above the seabed at about 70m.

Pulau Aur Wreck

Unidentified Tanker, Approx 15000 tons, Approx 470 ft/142m long, 45 – 60 metres depth

This mysterious wreck has defied identification since first being dived in the mid nineties. Expert opinion has it that she sank in the 1950s probably from a common cause of ship losses in the tropics – fumes in empty holds exploding. Some equipment on board has been identified as originating in Scotland, but this is not a firm indication of her origins.

She now lies upright with the top of her superstructure at 45 metres, her engine room is accessible at 48 - 54 metres and you can enter all the superstructure easily. There is an interesting room around the fantail with workshops and all the steering gear at about 53 metres, from here you can move forward through the lower decks of the superstructure exiting below the bridge. The holds are badly damaged, possibly from explosions, but absolutely worth a visit.

MV Maritime Fidelity



Bulk Carrier, Approx 14,921 tons, 520ft/157m long , 25-42m depth.

Maritime Fidelity, a large bulk carrier, traveling eastbound from Singapore to Vietnam loaded with fertiliser, was lost on July 1st 1999 when she was in collision with the 156,000 ton tanker New Venture. The shipwreck sits upright in 42m of water with the deck at 30m, and the majority of the superstructure removed and laying on

the seabed next to her. After only a few years on the bottom, much of the interior of the engine rooms and workshops are still beautifully intact. Her relatively shallow depth and location makes her an ideal final dive to the week before steaming home to Singapore.



All inquiries as to availability of places, further details or questions, please email

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