

The wreck lies on its port side almost upside down. The stern is intact but has collapsed. The propeller is in place but the rudder has fallen off. There is snagged trawl net in this area. Moving forward a large break in the hull can be seen. This is the engine room area as a boiler can be seen inside. The next 50m of upturned hull is fairly featureless apart from the odd small hole. The forward part of the wreck has collapsed further and a large shingle bank has built up over it. Beyond the shingle bank are the bows. The depth of the seabed is 65m. Similar tanker wrecks in this region are Motano, Pomella, Beusten and Illinois. The latter is the most complete.

ref. [Chipchase Nick](#), [Personal dive log](#),
used: [Chipchase N.](#)

[insert wrecksite info](#)

Documents

[insert new document](#)

About Builder(s)



[Swan, Hunter & Wigham Richardson Ltd.](#), [Newcastle-Upon-Tyne](#)

From: [Janes Fighting Ships 1919](#)
SWAN, HUNTER & WIGHAM RICHARDSON, LTD. (WALLSEND-ON-TYNE), Twenty-one building berths, fifteen of which are served by overhead electric cranes. Four berths covered in. Employees : about 8000. Annual gross shipbuilding capacity (1918) : 150,000 tons. Engine works : 100,000 H.P. output per year. The dry docks dept, includes a large repairing yard with two graving docks and two floating docks. Engine works have developed the Neptune and Polar marine oil engines. Total area of works : 78 acres. Water frontage : 4000 ft. Shipyard also at Southwick-on-Wear, with three building berths. Allied firms are the Wallsend Slipway & Engineering Co., Ltd., Wallsend ; Barclay, Curle & Co., Ltd., of Whiteinch, Govan, Elderslie and Glasgow.

Movies

[insert new movie](#)

British Isles pref. Google:



LAT: 50°12,5'XXN LON: 1°56,5'XXW

