



Brighton
10th April 2004

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Trip Report by David Martin

Divers:

- John Kendall
- David Martin

Boat: [Nauticat](#)

Due to the poor weather the [previous weekend](#) we still had 21/35 in our twinsets. It seemed a shame to waste it inland, so when we found out that [UE-UK](#) had two spaces on a dive the next weekend we arranged to come. This was the first proper UE-UK dive that we had been on.

We decided to do the round trip in a day. Cambridge to Brighton Marina in light traffic can be done in just over 2 hours. We were on [Nauticat](#) a large 33-foot catamaran. The photos on the website are a little old - she now has covers over most of the deck and a tail-lift. She's a very roomy boat with lots of bench space and room under the benches for bags/boxes. She's a little more expensive than some boats - but for many trips the extra is worth paying.

We loaded kit at the West entrance to the harbour - a very short distance from the temporary loading bay. You then need to move the car. A car can be left in the free multi-storey carpark that is only 3-5 min from the Marina. However, the headroom is limited and there's not much turning spare room on the ramps, so vans or large 4x4s might need to park elsewhere.

Site: Fortuna

Depth: 34.5m

Bottom Time: 38min

Total Run Time: 72min

Mix: 21/35 + 50%

Temp: 8°C

The Fortuna was a Dutch vessel of 1254 tons 297 feet, sunk in 1916 carrying a cargo of cement. She sits upright on an even keel. The seabed is approximately 36m. We had poor vis (approx 2m) due to the storms of the previous week, and there was negligible ambient light at depth. Due to the gas, we had planned a long bottom time, and were able to see both ends of the wreck, and quite a lot of the stuff in between. Most of the structural elements of the wreck are intact. There were a number of holds and other gaps in the deck and the side that offered the promise of a penetration, but due to the poor visibility we chose not to do so this time. The side of the wreck is comparatively plain, with most of the interesting things at deck level (approx 30m). There are winches, railings, and other elements of superstructure. The cargo of cement can also be seen in the holds. There were many fish using the wreck as shelter - but don't ask us which types they were!

John had his camera with him, and he took a few photos using our canister lights on their widest settings to attempt to illuminate the wreck. Sadly due to the low ambient light, and the poor visibility they didn't come out. At the end of the dive we left the wreck to do a blue-water ascent. However, due to the light "black-water ascent" might be more appropriate. We hadn't done that many mid-water DMSB deployments without any visual reference recently, and the task was complicated by the need to use the torch to read the computer and also to illuminate the DSMB and spool as we assembled them.

We both had the misfortune to suffer quite bad drysuit floods. John called the dive a couple of minutes early since he was feeling cold, and a couple of minutes later I too noticed that my suit was wet. This was rather unpleasant given the temperature of the water and the length of deco we had planned. However we sat the deco out without getting *too* cold.