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With a world-class wreck resource set in the rugged beauty of the Orkney landscape, visiting Scapa Flow is an unparalleled experience. Some wrecks offer a fantastic introduction to wreck diving, others a stimulating challenge for technical divers.

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Scapa Flow was a Royal Naval Base for two World Wars. The wrecks of Scapa Flow are the remains of the German High Seas Fleet that were scuttled by their Admiral to prevent

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them being divided up as spoils of war by the victorious British and their Allied forces. There is also the wreck of the HMS Royal Oak; a Revenge Class British Battleship that survived the sea battle of Jutland.

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from vast battleships resting in the heart of Scapa Flow, to smaller blockships dotted along the rugged coastline.

~~High Seas Sunken Fleet and Other Wrecks : Dive Scapa Flow ...~~

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Scapa Flow, its history and photos. Also see a range of historic maps and getting to scapa info.

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The scuttling of the German fleet took place at the Royal Navy's base at Scapa Flow, in the Orkney Islands of

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Scotland, shortly after the First World War. The High Seas Fleet was interned there under the terms of the Armistice whilst negotiations took place over the fate of the ships.

Fearing that all of the ships would be seized and divided amongst the Allies, Admiral Ludwig von Reuter decided to

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scuttle the fleet. The scuttling was carried out on 21 June 1919.

Intervening British guard ships w

~~Scuttling of the German fleet at Scapa Flow - Wikipedia~~

Scapa Flow is a body of water about 120 square miles in area and with an

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average depth of 30 to 40 metres. The Orkney Mainland and South Isles encircle Scapa Flow, making it a sheltered harbour with easy access to both the North Sea and Atlantic Ocean.

~~History of Scapa Flow : Scapa Flow~~

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The strategic importance of Scapa Flow for the Royal Navy made it imperative to remove the wrecks that posed an immediate threat to navigation. The company Cox and Danks bought the rights to exploit the wrecks and began the salvage

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operation. Innovative processes, despite repeated failures, allowed the company to salvage 32 ships.

~~Scapa Flow, the largest shipwreck graveyard in Europe ...~~

Scapa Flow is a body of water in the Orkney Islands, Scotland, sheltered by

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the islands of Mainland, Graemsay, Burray, South Ronaldsay and Hoy. Its sheltered waters have played an important role in travel, trade and conflict throughout the centuries. Vikings anchored their longships in Scapa Flow more than a thousand years ago. It was the United

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Kingdom's chief naval base during the First and Second World Wars, but the facility was closed in 1956. Scapa Flow has a shallow sandy bottom not deeper

~~Scapa Flow - Wikipedia~~

It was the greatest act of naval suicide

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in history. Although many of the ships were subsequently salvaged, 8 remain. These, along with wreckage from salvage sites, wrecks from other naval activity, as well as civilian wrecks, make Scapa Flow a wreck diver's paradise. The question is, how do you dive them?

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WW1 destroyer wreck found after 103 years 09 March 2020. A seemingly ordinary "mound" on the otherwise flat



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seabed in Orkney is actually the last resting place of 15 sailors. One hundred and three years to the day that they were killed when a mine blew the bow off a Royal Navy destroyer, the crumpled section has been located by shipwreck hunters.

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The naval anchorage of Scapa flow is the resting place of many wrecks, including several from the German grand fleet.

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The German High Seas Fleet was one of the most powerful naval forces in the world, and had fought the pride of the Royal Navy to a stalemate at the battle of Jutland in 1916. After the

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armistice was signed, ending fighting in World War I, it surrendered to the British and was interned in Scapa Flow pending the outcome of the Treaty of Versailles. In June 1919, the entire fleet attempted to sink itself in the Flow to prevent it being broken up as war prizes. Of the 74 ships present, 52

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sunk and 22 were prevented from doing so by circumstance and British intervention. Marine archaeologist and historian Dr Innes McCartney reveals for the first time what became of the warships that were scuttled, examining the circumstances behind the loss of each ship and reconciling what was

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known at the time to what the archaeology is telling us today. This fascinating study reveals a fleet lost for nearly a century beneath the waves.

The Bull and the Barriers

On mid-Summer's Day 1919 the

*Page 38/54*

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interned German Grand Fleet was scuttled by their crews at Scapa Flow in the Orkney Islands despite a Royal Navy guard force. Greatly embarrassed, the Admiralty nevertheless confidently stated that none of the ships would ever be recovered. Had it not been for the

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drive and ingenuity of one man there is indeed every possibility that they would still be resting on the sea bottom today. Cox's Navy tells the incredible true story of Ernest Cox, a Wolverhampton-born scrap merchant, who, despite having no previous experience, led the biggest salvage



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operation in history to recover the ships. The 28,000 ton Hindenberg was the largest ship ever salvaged. Not knowing the boundaries enabled Cox to apply solid common sense and brilliant improvisation, changing forever marine salvage practice during peace and war.

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A historian examines what really happened when the British World War II battleship was torpedoed by a German submarine off the coast of Orkney. Sinking the battleship HMS Royal Oak in the Royal Navy's home anchorage, with the loss of more than

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800 of her crew, was Germany's first shattering blow against Britain during World War II. Within six weeks the Germans achieved their goal of breaching the defenses of Scapa Flow. Germany claimed the sinking for the submarine U-47, commanded by Lt. Gunther Prien. Prien and his crew

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instantly became folk heroes, exploited to extract the maximum glory from their deed. A few months later, Prien's autobiography, *Mein Weg Nach Scapa Flow*, was published and sold an astonishing 750,000 copies. However, there are Royal Oak survivors, who, while accepting that their ship was

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torpedoed, say Prien and his crew could never have seen the inside of Scapa Flow because Prien's story differs from the truth. Much has been written on what is now one of the greatest submarine exploits of all time. Yet nobody has managed to sift fact from falsehood and reconcile the

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apparently irreconcilable German and British stories. Author H. J. Weaver has interviewed Royal Oak survivors, members of U-47's 1939 crew, Lt. Prien's widow and members of the firm that published his autobiography. Weaver's quest for the truth led through England, Northern Ireland,

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Wales, Scotland, Orkney, Norway, West Berlin, Cologne, Freiburg, and even distant Amman. Every point of controversy he has patiently investigated until he was able to set down the documented, definitive account of the Royal Oak naval disaster in this book.

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This is a comprehensive and fully revised guide to the Orkney wrecks - the intact remains of the scuttled German fleet, U-boats, steamers, tugs and Churchill's Blockships. The author



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uses a mixture of historical narrative of the scuttling and subsequent salvage to describe the events at the end of World War I. The book includes details of the site and studies much deeper wrecks, with special emphasis on HMS Hampshire, only reached with the advent of technical diving.

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Information on charterers, travel and accommodation is also included.

Naval warfare is the unsung hero of ancient Greek military history, often overshadowed by the more glorified land battles. Owen Rees looks to redress the balance, giving naval

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battles their due attention. This book presents a selection of thirteen naval battles that span a defining century in ancient Greek history, from the Ionian Revolt and Persian Invasion to the rise of external naval powers in the Mediterranean Sea, such as the Carthaginians. Each battle is set in

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context. The background, wider military campaigns, and the opposing forces are discussed, followed by a narrative and analysis of the fighting. Finally, the aftermath of the battles are dealt with, looking at the strategic implications of the outcome for both the victor and the defeated. The battle

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narratives are supported by maps and tactical diagrams, showing the deployment of the fleets and the wider geographical factors involved in battle. Written in an accessible tone, this book successfully shows that Greek naval warfare did not start and end at the battle of Salamis.

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