



THE GALLIPOLI HISTORICAL
UNDERWATER PARK

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2025 GALLIPOLI HISTORICAL UNDERWATER PARK

An underwater photograph showing two divers exploring a large, rusted metal structure, likely a shipwreck. The divers are equipped with scuba gear and flashlights, illuminating the scene. The water is a deep blue, and many small fish are visible in the background. The overall atmosphere is mysterious and historical.

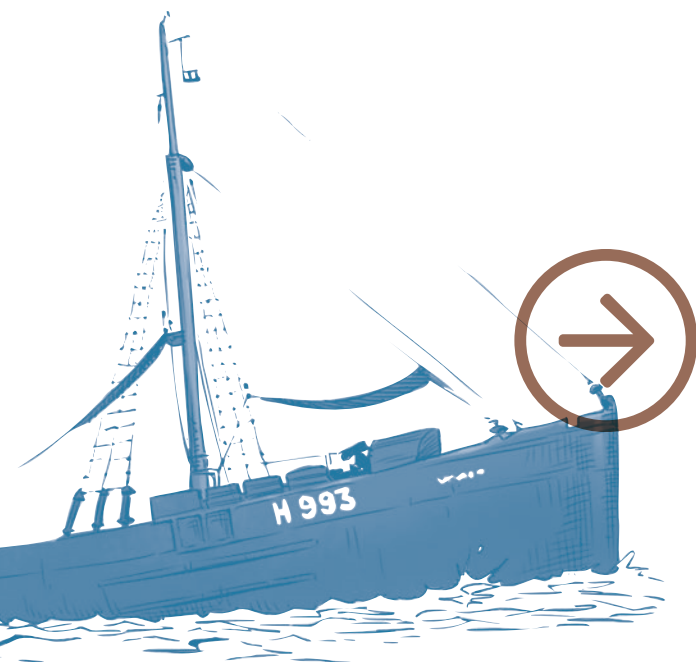
No One Can Protect the Unknown

Blue Heritage Waiting to be Discovered

GALLIPOLI HISTORICAL UNDERWATER PARK



The Gallipoli Historic Site, which is on the UNESCO Tentative List of World Heritage Sites with its battlefields, offers an unrivalled experience for its visitors with its unique natural and historical underwater riches.



WAR WRECKAGES BRING THE NAVAL HISTORY OF THE GALLIPOLI FRONT TO THE PRESENT!

Get ready for a unique Underwater Museum experience with its natural reefs as well as the shipwrecks that have survived from the ancient times to the Gallipoli Battles.

We looking forward for you to discover the blue heritage in Gallipoli Historical Underwater Park, which has 29 different diving locations, especially the Hellenistic Age wreck, a natural reef area, and war wreckage.

DIVE SITES



- 01 SS MILO
- 02 MASSENA
- 03 SAGHALIEN
- 04 VINCENZO FLORIO
- 05 SANTA MARIA DELLA VITTORIA
- 06 TUZLA
- 07 HMS LOUIS
- 08 ARIBURNU LIGHTER
- 09 THE BABY REEFS
- 10 HMS MAJESTIC
- 11-12 HELLES BARGES
- 13 LUNDY
- 14 ARIBURNU BARGE
- 15-16 KÜÇÜKKEMİKLİ BARGES
- 17 ANTI-SUBMARINE NETS
- 18 HMS TRIUMPH
- 19 FRANCO
- 20 MESUDİYE BATTLESHIP
- 21 ÇAMBURNU (AMPHORA WRECK)



- 22 REEF DIVING SITE (SHARK ROCKS)
- 23 THE INVERTED BARGE
- 24 MINESWEEPER
- 25 SS CARTHAGE
- 26 HMAS AE2 SUBMARINE
- 27 MİDİLLİ (SMS BRESLAU)
- 28 HMS HYTHE
- 29 ATILAY SUBMARINE

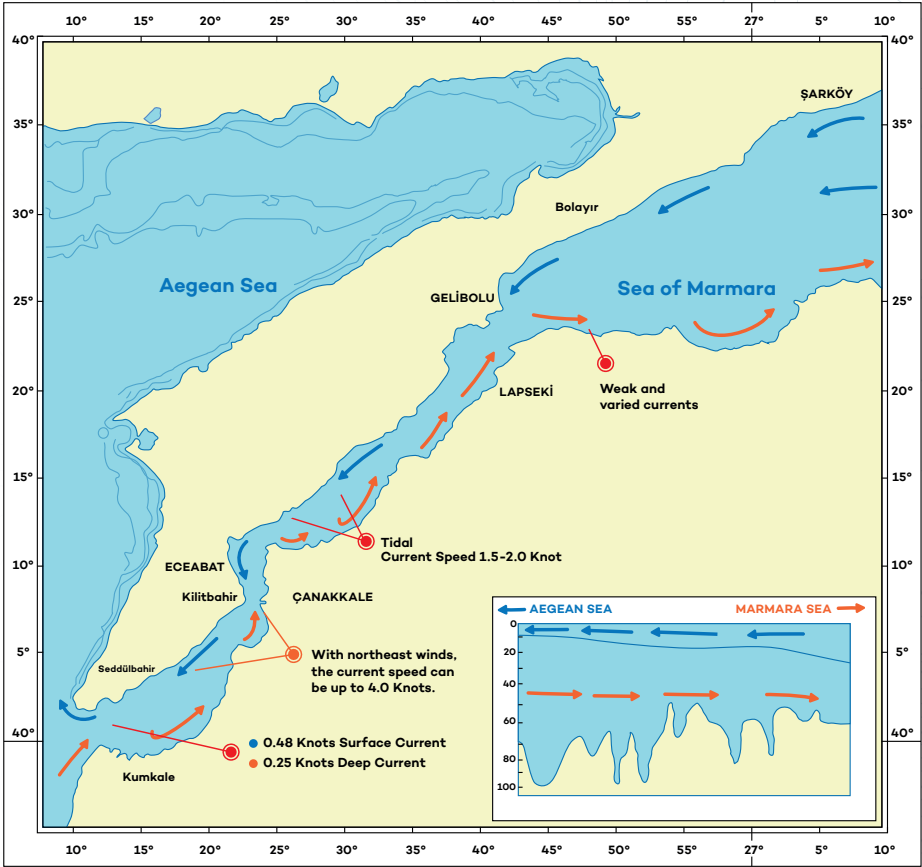
EQUIPMENT INFORMATION FOR DIVING



Equipment used in scuba diving consists of a mask, fins, weight belt, a buoyancy compensator, a cylinder, a diving suit, regulators and gloves.

During the dives in the Gallipoli Historical Underwater Park, 3-5 mm wetsuits can be used between April and October, and 7 mm neoprene, semi-dry or drysuits between November and March.

MAP OF THE DARDANELLES CURRENTS & SEA TEMPERATURE CALENDAR



	 SPRING	 SUMMER	 AUTUMN	 WINTER
SURFACE 0-24 m	9-15 °C	20-25 °C	22-15 °C	8-12 °C
DEPTH 24-90 m	14-18 °C	14-18 °C	14-18 °C	14-18 °C

The sea temperature at the specified depths does not vary much throughout the year.

01

S.S. MILO

GÖKÇEADA

S.S. MILO

GALLIPLI
PENINSULA

ÇANAĞKALE





S.S. Milo



Location
Anzac Cove



Size
74x9 m



Depth
5-7 m



Type
Steam-Powered
Passenger Ship

S.S. Milo was built in 1865. The 860 gross tonned ship that entered the service of the British Royal Navy during the First World War, it was used to dispatch supplies to the troops deployed at the Anzac Cove in the Ariburnu zone during the war.

The ship was moored by being filled with concrete in order to protect the ships approaching the open areas on October 26, 1915. A generator was installed on the ship's deck and the shore was lightened up with searchlights. The ship, which was used for this mission until the end of the war, was sunk during the withdrawal of the allied navy. Today, although the S.S. Milo has been destroyed to a large extent, is still in good condition.

02

MASSENA

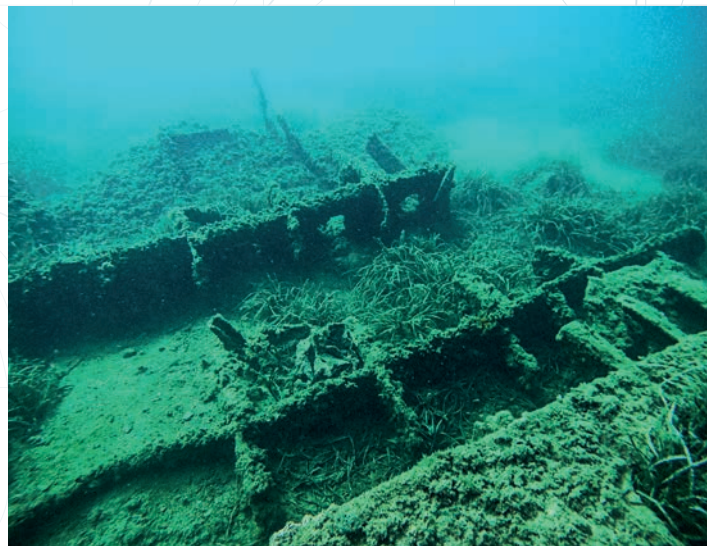
GÖKÇEADA

GALLIPOLI
PENINSULA

ÇANAKKALE

MASSENA





Massena



Location

Ertuğrul Bay



Size

113x20x9 m



Depth

5-7 m



Type

War Ship

The ship *Massena*, named after Andrea Massena, one of the important Marshalls of the French Revolution, was built between 1894-1898.

The ship, weighing 11,735 tons, carried out its last mission by ensuring other ships approaching the shore safely during the evacuation of Gallipoli by the Allies. For this purpose, it had been run aground as a bulwark on November 9, 1915.

03

SAGHALIEN

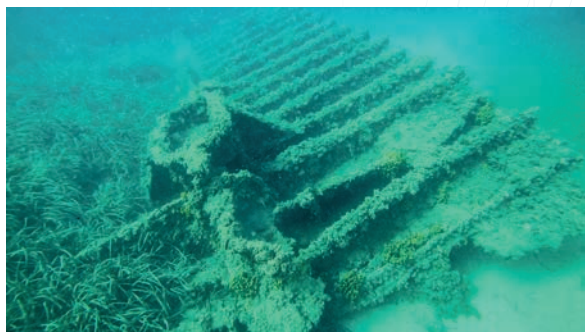
GÖKÇEADA

GALLIPOLI
PENINSULA

ÇANAKKALE

SAGHALIEN





Saghalien



Location
Ertuğrul Bay



Size
113x20x9 m



Depth
5-7 m



Type
Passenger Ship

The ship Saghalien, weighing 4050 gross tons was built in 1880. The ship, that undertook the task of evacuating French citizens from İstanbul during the war had crossed the Dardanelles once in August 1914 before the Battle of Gallipoli. As its final mission, the ship had run aground together with the Massena on December 10, 1915 in Ertuğrul Cove (V Beach) as a bulwark for the safe evacuation of the British and French soldiers.

Although the shipwreck lost its superstructure, it still preserves its form. The ships Massena and Saghalien, performing their last missions together, are among the must-see underwater heritages.

04

VINCENZO FLORIO

GÖKÇEADA

GALLIPOLI
PENINSULA

ÇANAĞKALE

VINCENZO FLORIO





Location
Cape Tekke



Size
113x20x9 m



Depth
5-7 m



Type
Steam-Powered
Merchant Ship

Vincenzo Florio

Vincenzo Florio, with a weight of 2817 gross tons, manufactured by Alexander Stephen & Sons Limited in Govan in 1880, had taken on the task of dispatching the Italian army to Tripoli, in the Battle of Tripoli between Italy and the Ottoman Empire.

It was purchased by the Royal Navy in 1915 and sent to its last mission on the Gallipoli front. It was sunk on July 30, 1915 in order to be used as a floating pier at Cape Tekke.



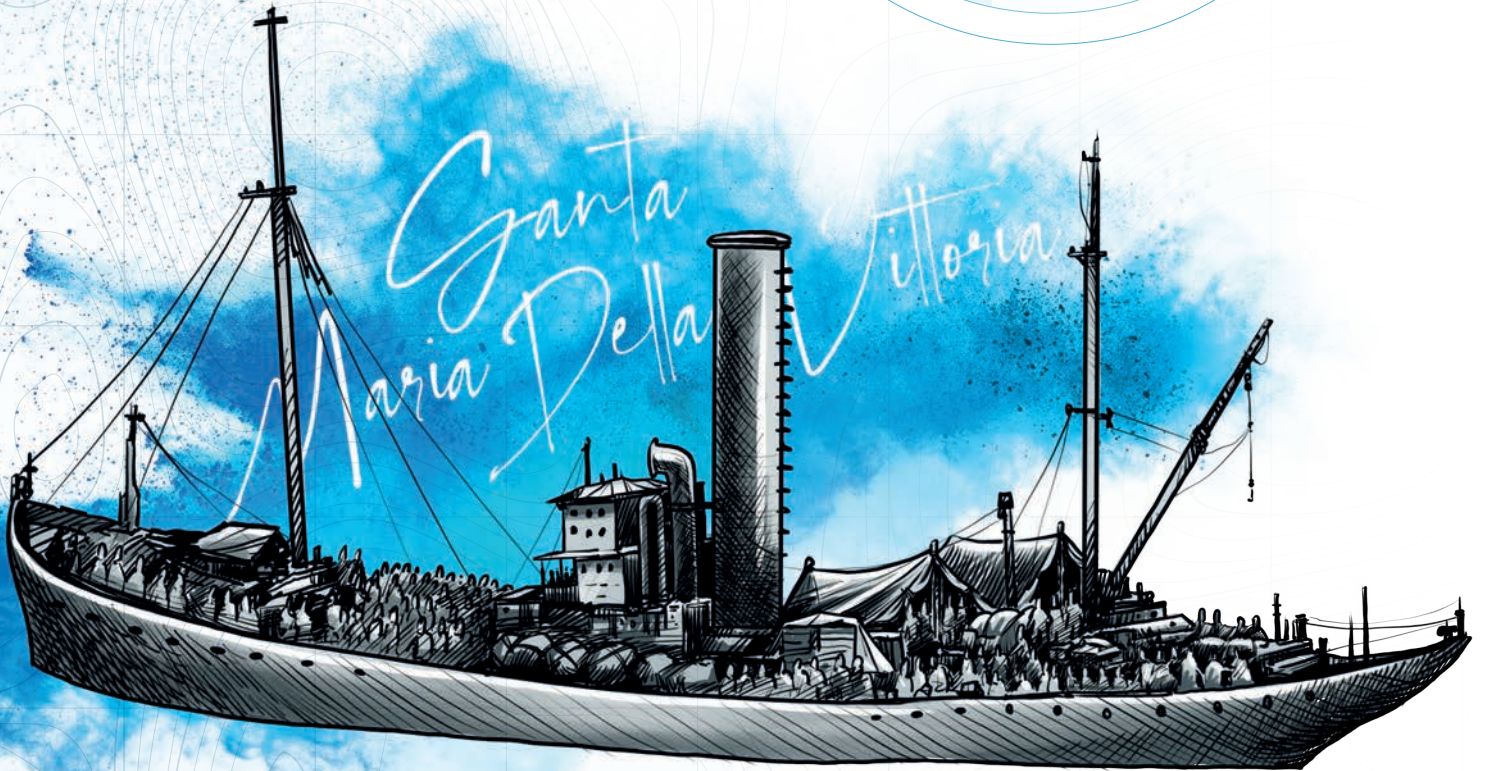
A full-page underwater photograph of a diver in a black wetsuit and mask, holding a red flashlight that illuminates a large, dark, vertical structure covered in coral and seaweed. The diver is positioned on the left side of the frame. The background is a clear blue water column. The foreground is filled with green seagrass and sandy bottom. The text 'VINCENZO FLORIO' is printed in white in the upper right corner, preceded by a series of diagonal slashes. The page number '15' is in the bottom right corner.

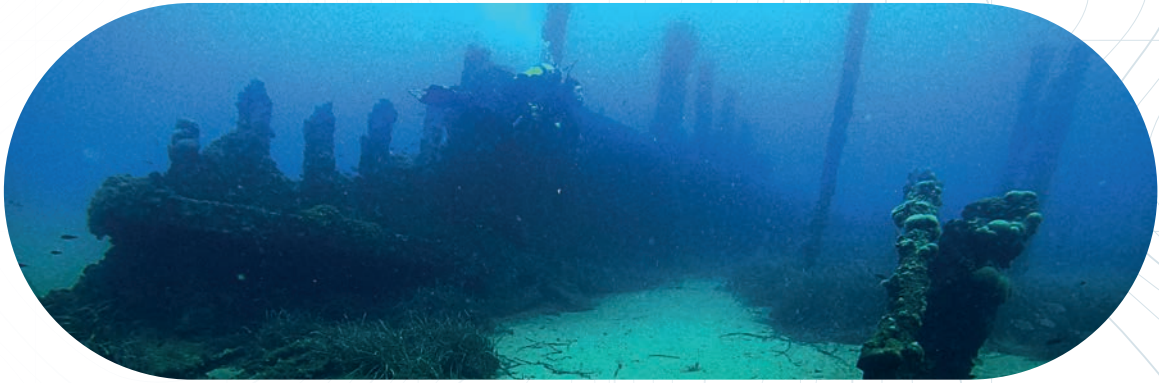
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VINCENZO
FLORIO

05

SANTA MARIA DELLA VITTORIA





Location
Cape Tekke



Size
100x11 m



Depth
5-7 m



Type
Steam-Powered
Merchant Ship

Santa Maria Della Vittoria

There is not much information about the 1882-built Santa Maria Della Vittoria. It is known that there is a Roman church with identical name as the ship, meaning "Saint Mary of Victory", and in this church, the booties gained by the Ottoman army during the 2nd Vienna Siege are exhibited.

The ship, which was sunk on July 30, 1915 in order to create a sheltered port, is waiting with all its magnificence and mystery for the beauties hidden in the depths of the sea to be discovered.

06



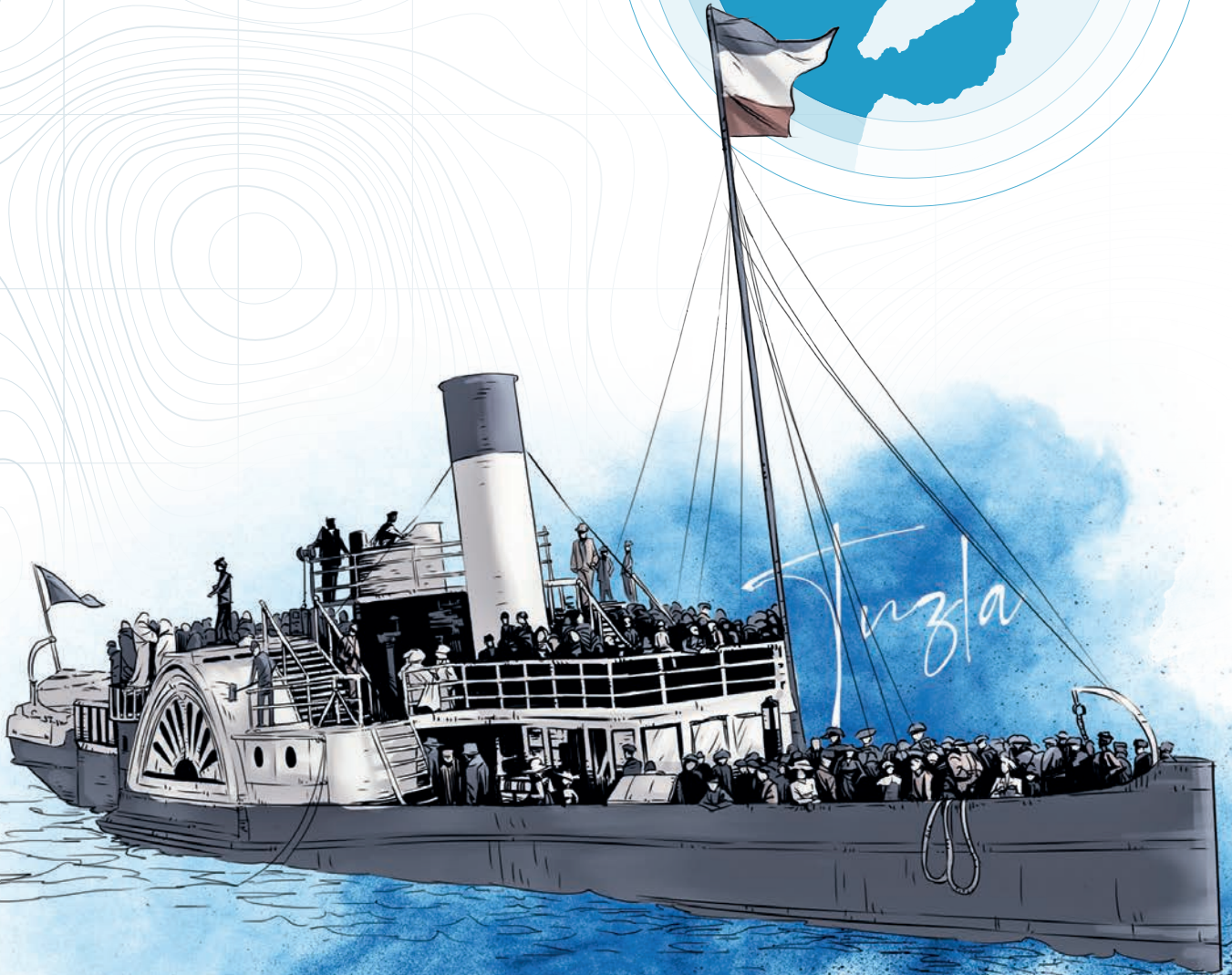
TUZLA

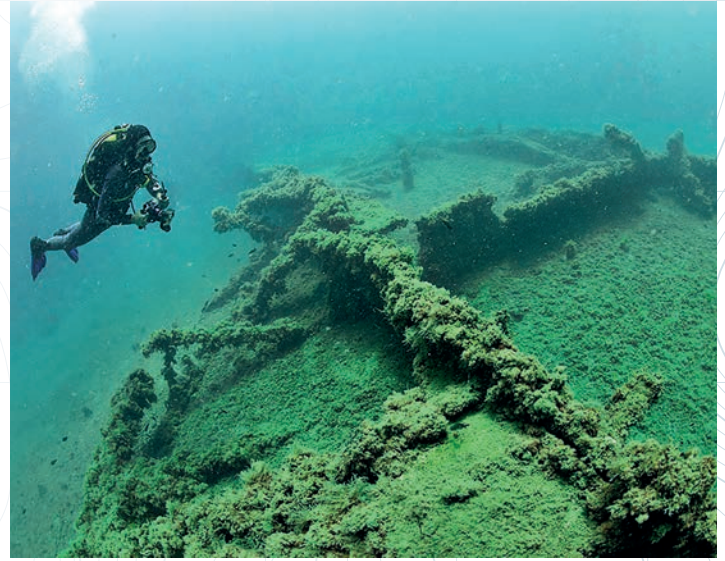
GÖKÇEADA

GALLIPOLI
PENINSULA

TUZLA

ÇANAKKALE





Location
Akbaş Port



Size
65x5 m



Depth
10 m



Type
Steamboat

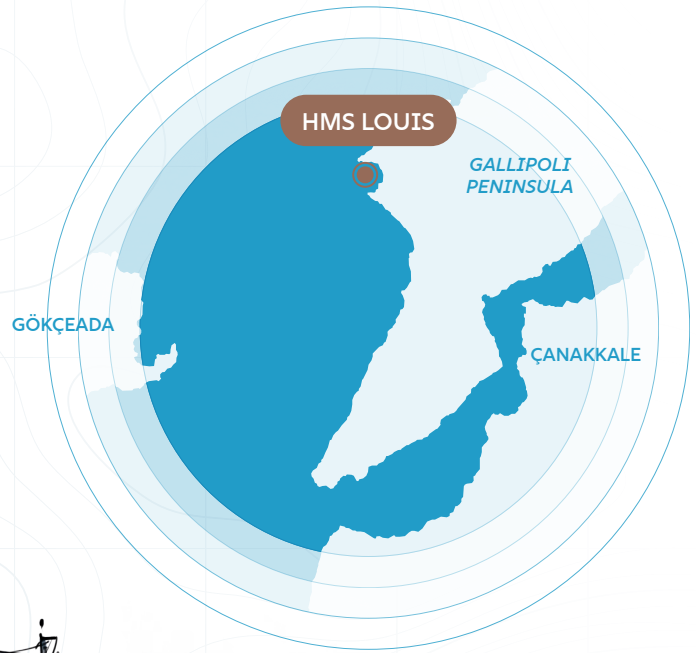
Tuzla

The steamboat, formerly named Worthing Belle, built by Barclay, Curle & Co in 1885, had been purchased by the Şirket-i Hayriye in 1913 in order to be used in passenger transportation and was renamed as "Tuzla".

The paddle steamer, Tuzla, which was assigned to transport ammunition and supplies to the front and the wounded to İstanbul on the Gallipoli Front, was met at Akbaş Port, a supply base for other ships sailing from Marmara during the battles. The 193-ton ship, which left Akbaş Port on August 30, 1915, was sunk by a torpedo shortly afterward.

07

HMS LOUIS





HMS Louis



Location
Suvla Bay



Size
130,8x12,1 m



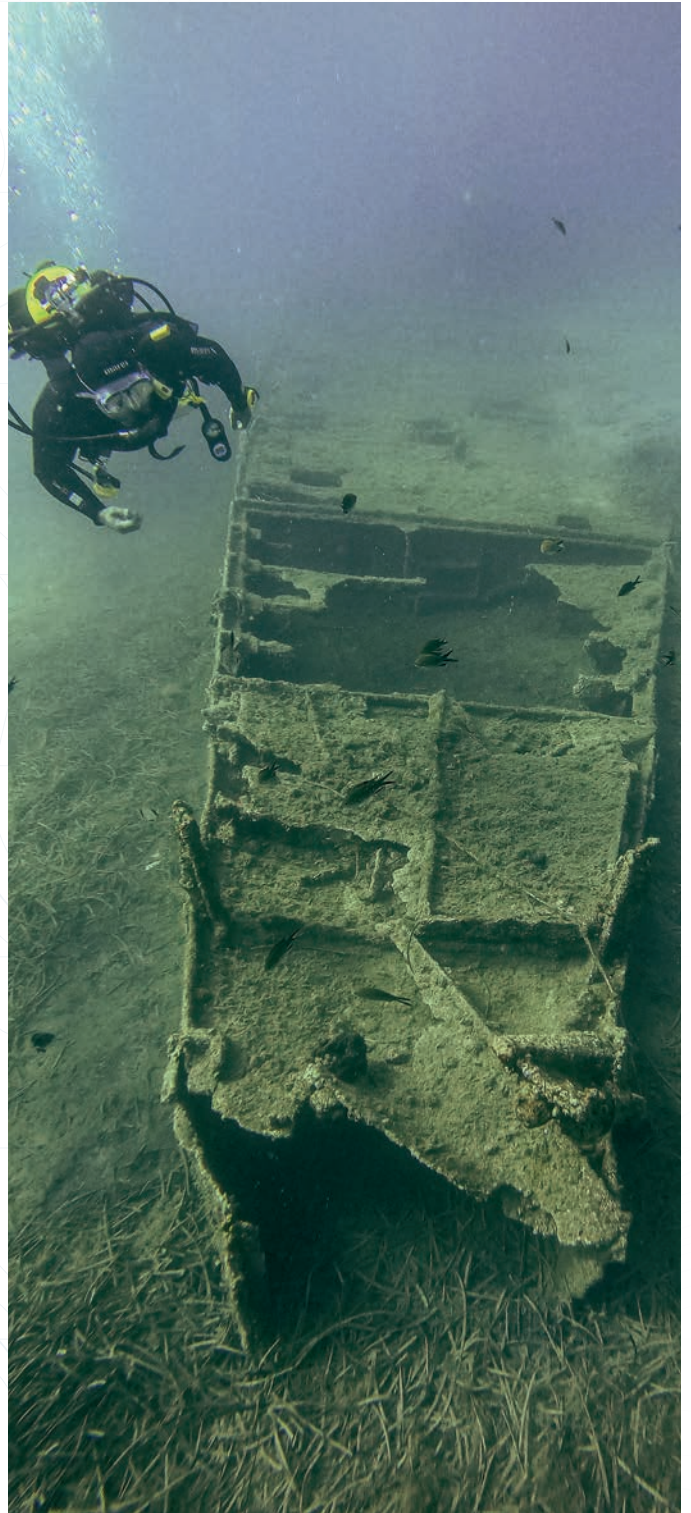
Depth
13 m

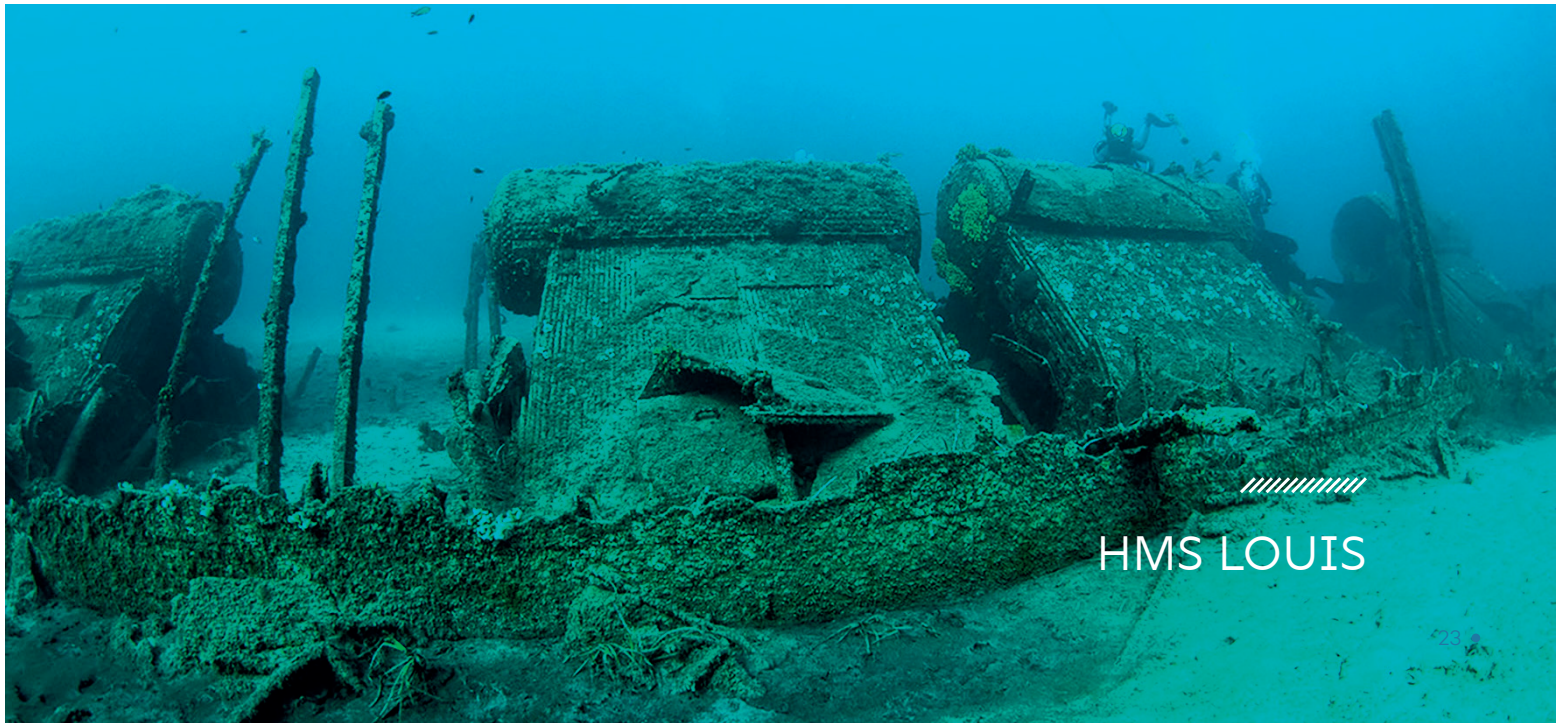


Type
Destroyer

HMS Louis, built in 1912, had been damaged after colliding with a tugboat on October 30, 1915 and ran aground while serving under the command of Harold Dallas Adair-Hall during the Gallipoli Battles.

The ship, which was used for night rescue operations, was painted in a colour compatible with the rocks and used as a wall in order to prevent the Turkish artillery from noticing these works. The ship, weighing 965 tons and at a length of 82 meters long with 45 meters of wreck on the sand and the rest buried under the sand. 4 Yarrow-type boilers from the wreck still exist today.





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HMS LOUIS

08



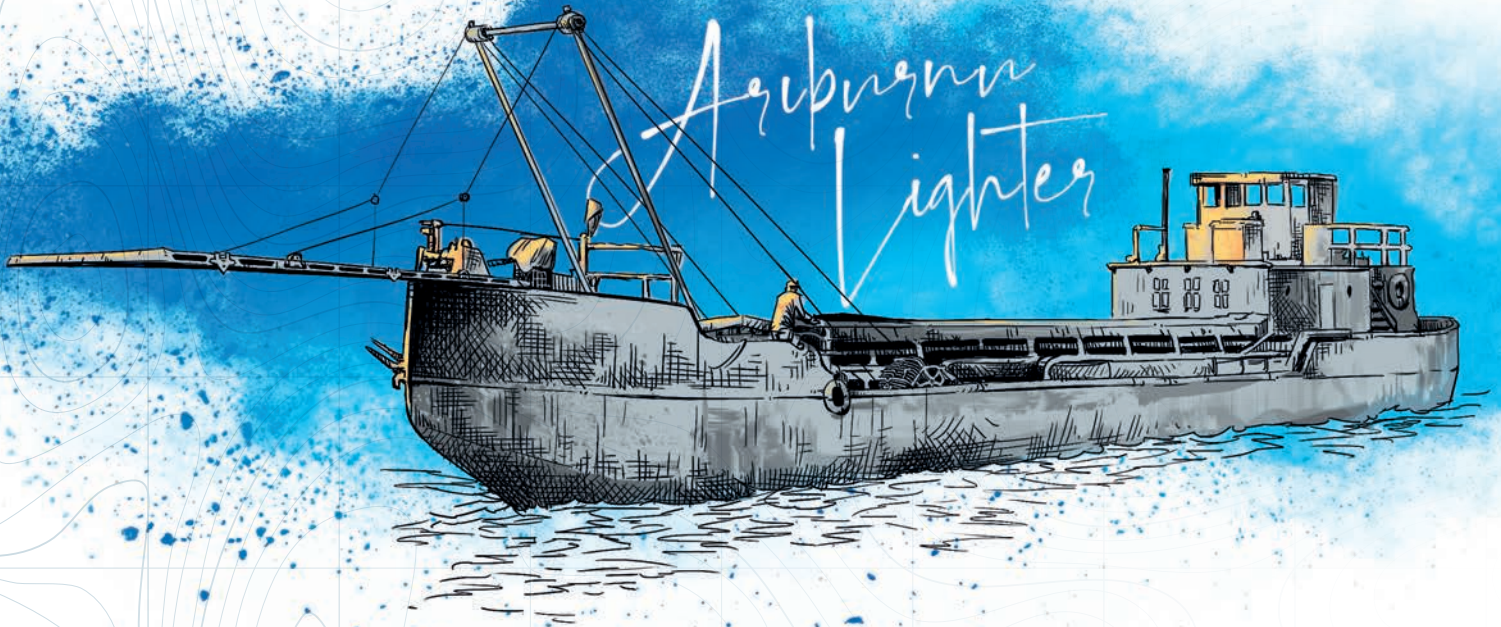
ARIBURNU LIGHTER

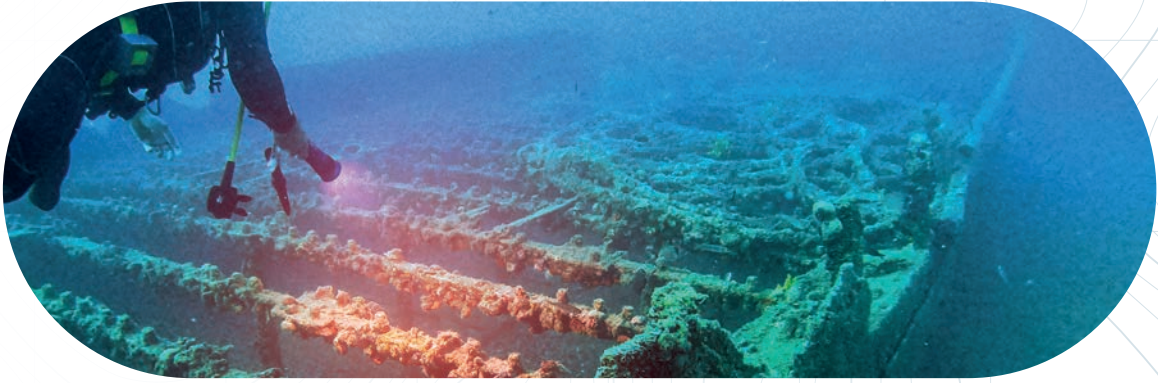
GÖKÇEADA

GALLIPLI
PENINSULA

ARIBURNU LIGHTER

ÇANAĞKALE





Ariburnu Lighter



Location
Ariburnu



Size
11,5x3,5 m



Depth
18 m



Type
Lighter

Lighter type boats, also called “Mule Barges”, were used to transport military needs between the ships moored offshore and the coast.

Ariburnu Lighter, which was sunk after completing its last mission during the retreat in December 1915, awaits the visit of diving enthusiasts at the Küçükkemikli (Nibrunesi Point) zone, 18 meters below the sea.



A diver in a dark suit and mask is positioned on the left side of the frame, holding a bright light that illuminates a large, dark, curved structure, possibly a shipwreck or a large rock formation. The structure has a rough, textured surface and is partially covered in what appears to be coral or marine growth. The water is dark blue and slightly murky, with some bubbles visible near the diver. The overall scene is dramatic and mysterious.

/////////
ARIBURNU
LIGHTER

09

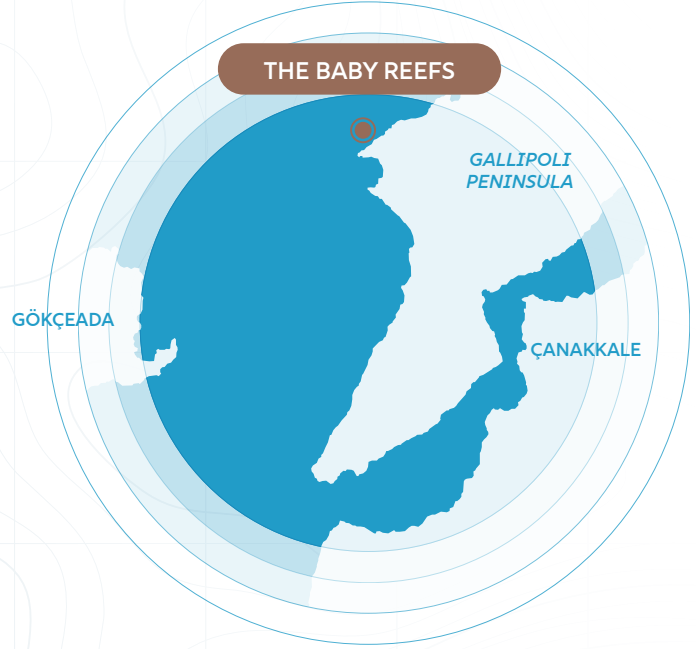
THE BABY REEFS



Location
Büyükkemikli



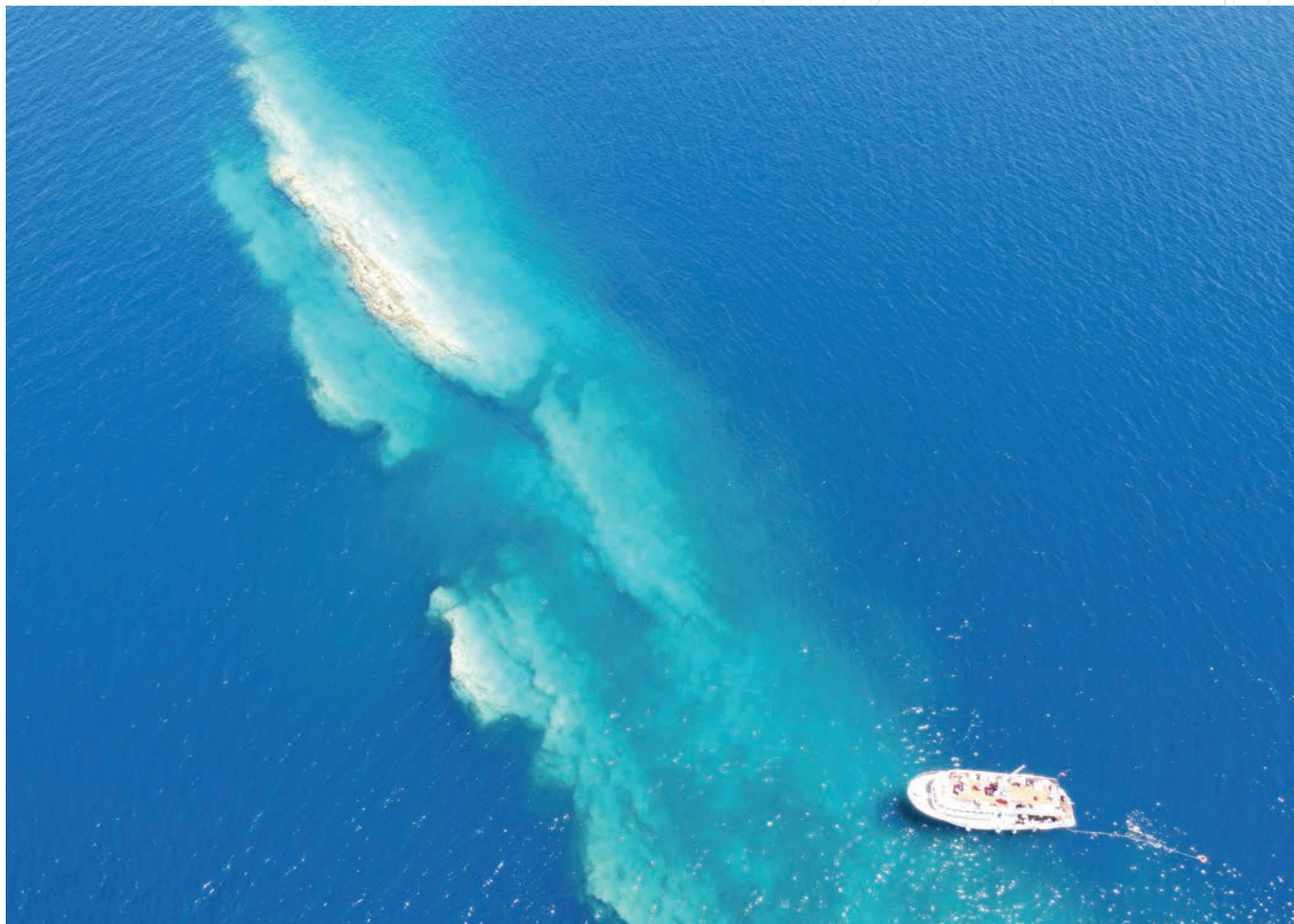
Depth
20 m



The Baby Reefs

The Baby Reefs is the place where Comet Halley was first seen in history and recorded. It is also thought that the Battle of Aegospotami between the Spartans and Athenians in 405 BC took place in this region.

The Bebek Reef, which are home to numerous diving spots and also form a fault line, offers divers wishing to experience drift diving with the opportunity to see hundreds of colours and species of marine life all at once. In the first 20 meters, a dense population of yellow and soft corals is observed. The corals, which open their tentacles at night and feed on zooplankton, feed here during the day due to the intensity of the current. In the Baby Reefs, which has a rich fauna, a high probability of encountering species such as dolphins, angler fish, moray eels and cat sharks exist.

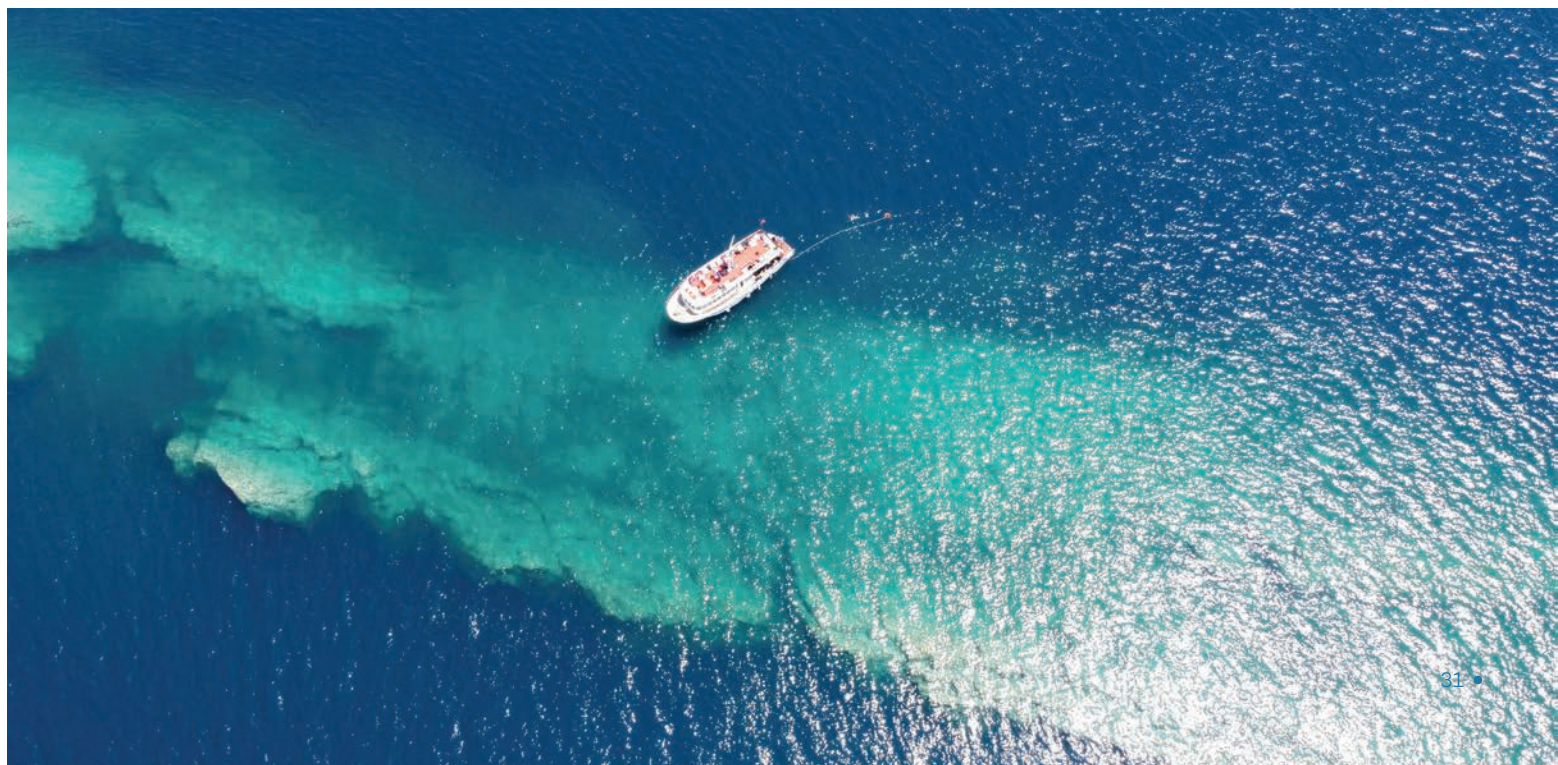






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THE BABY REEFS



10



HMS MAJESTIC

GÖKÇEADA

GALLIPOLI
PENINSULA

ÇANAKKALE

HMS MAJESTIC

Majestic



HMS Majestic

HMS Majestic weighing 14,900 tons was built as a pre-dreadnought battleship at Portsmouth Shipyards by Naval Construction & Armaments Co of Barrow between 1893 and 1895. Majestic was on her first mission as the flagship of the Channel Fleet, guarding the south coast of England.

Despite the fact that Churchill thought the ship was too old for the operation planned to be carried out in Gallipoli, it was still added to the naval fleet due to being thought that the Dardanelles could easily be passed and İstanbul could be reached.

Majestic, having joined the Dardanelles Force on February 24, 1915 carried out its first mission in order to destroy the Dardanos Battery and the Baykuş Battery and to carry out minesweeping works.

Majestic had participated in the assaults to pass the Dardanelles on March 1-4, 1915 and in the final attempt to force the Dardanelles by naval power of 2nd Royal Marine Division on March 18, 1915. After the landing on April 25, 1915, HMS Majestic remained in Gallipoli for moral support.



Location
Seddülbahir



Size
118x23 m



Depth
18-23 m



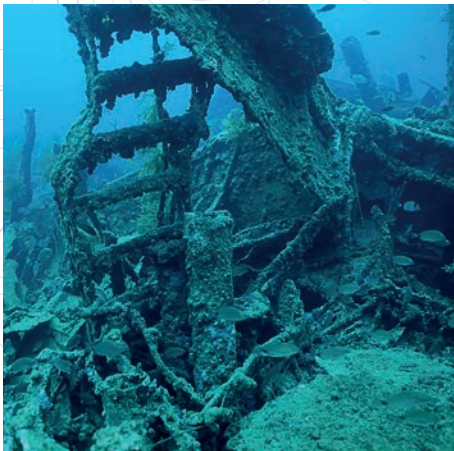
Type
War Ship

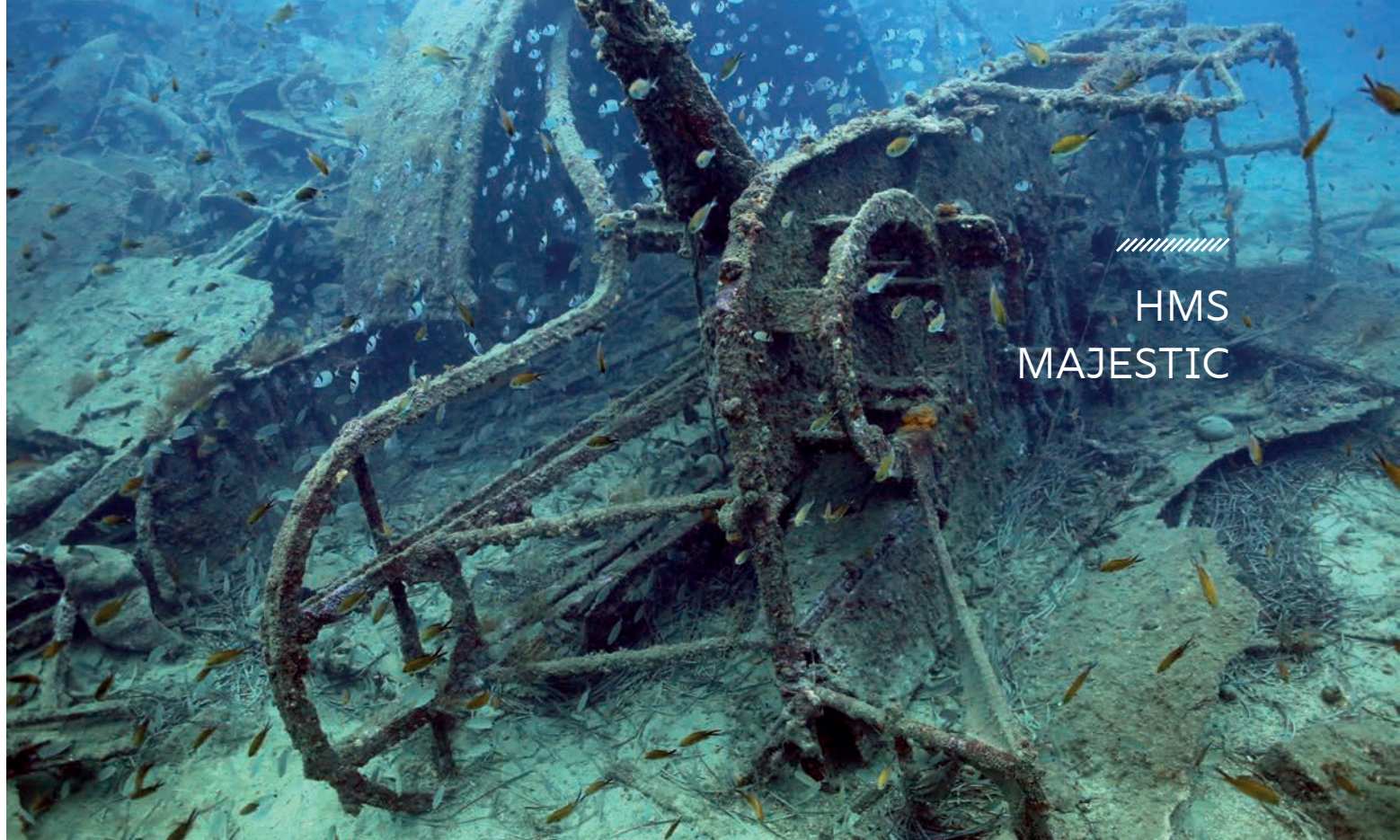




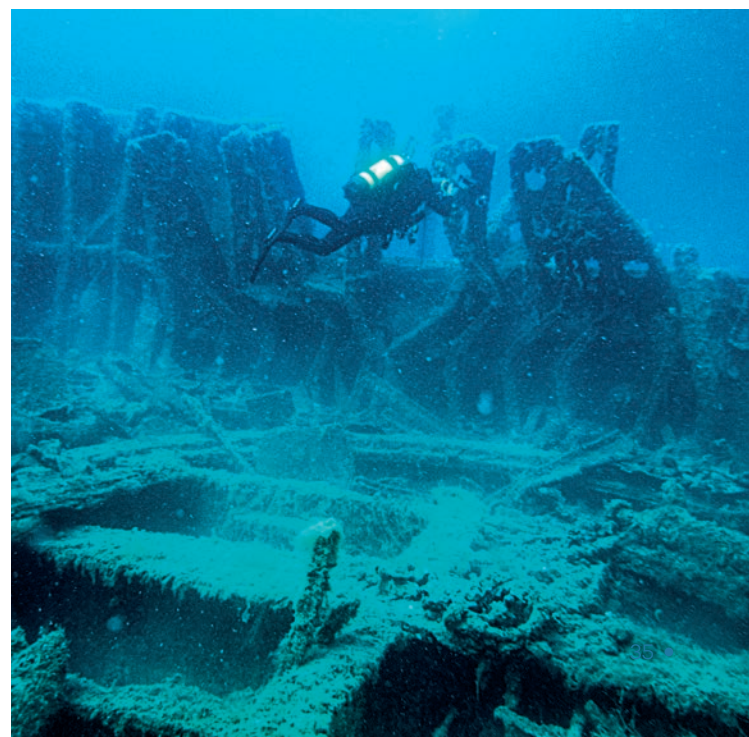
Commanded by Colonel Henry FitzRoy George Talbot, HMS Majestic had anchored as close to the shore as possible so as not to suffer the same fate as HMS Triumph, which was sunk by the submarine U-21 two days earlier. Despite the fact that the ship was surrounded by anti-torpedo nets, it could not escape from being a target and was sunk after being torpedoed by the German submarine U-21 at around 06:30 am on May 27, 1915.

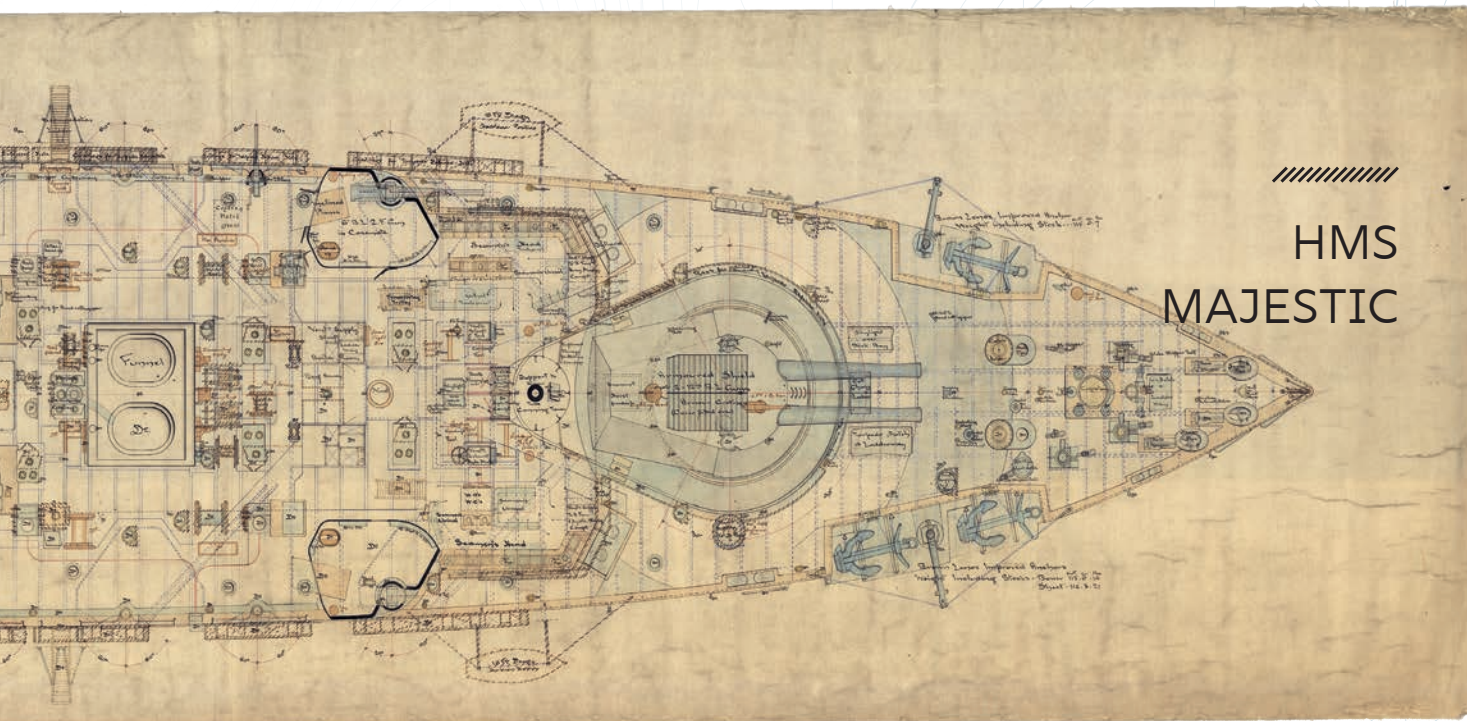
Although it lost its guns in time, HMS Majestic has largely maintained its condition. The shipwreck awaits diving enthusiasts as one of the most important witnesses of the war at a depth of 18-23 meters offshore Seddülbahir.





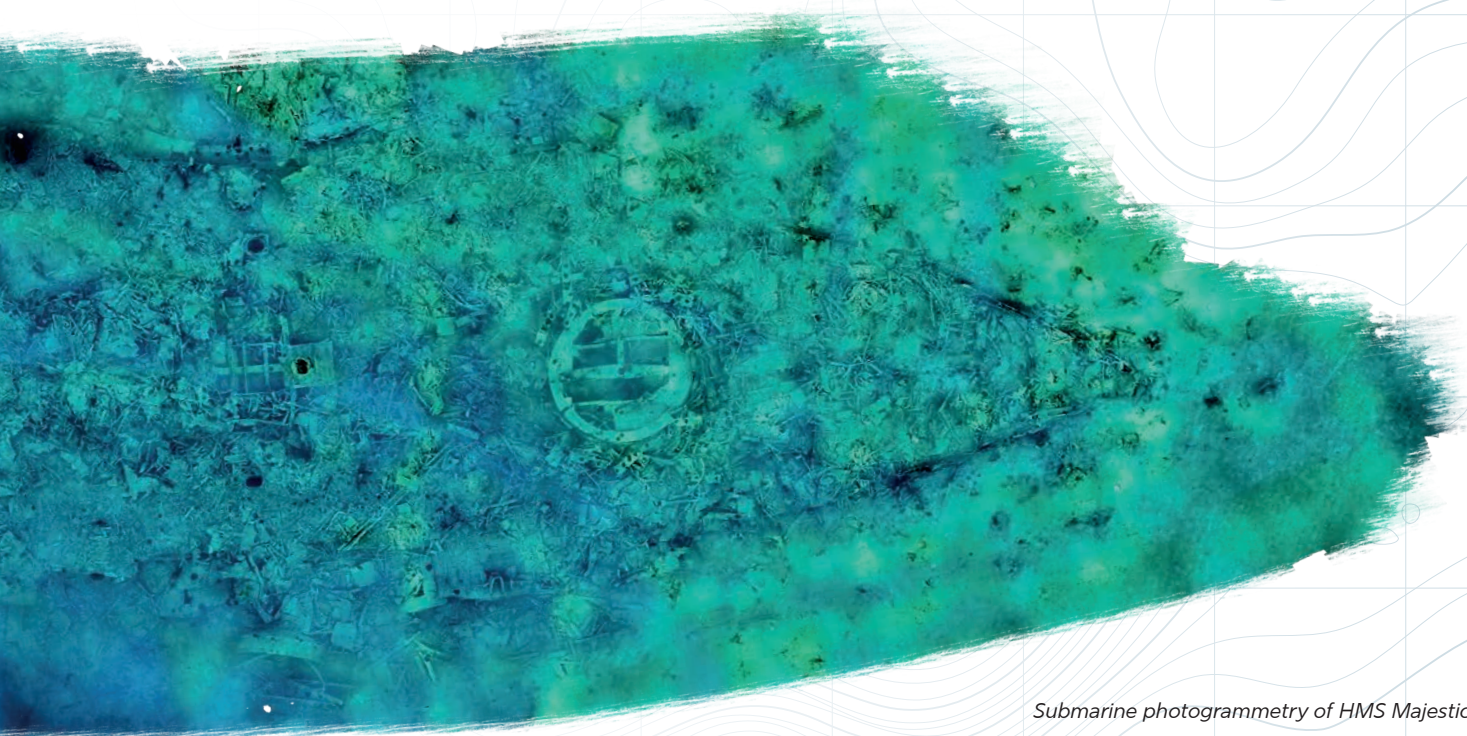
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HMS
MAJESTIC





HMS MAJESTIC

Archived at the Royal Greenwich.



Submarine photogrammetry of HMS Majestic.



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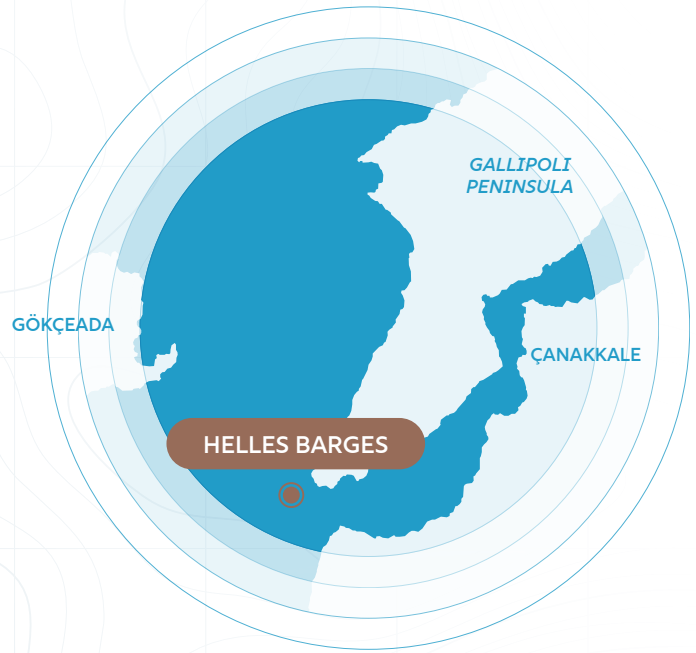
HMS MAJESTIC



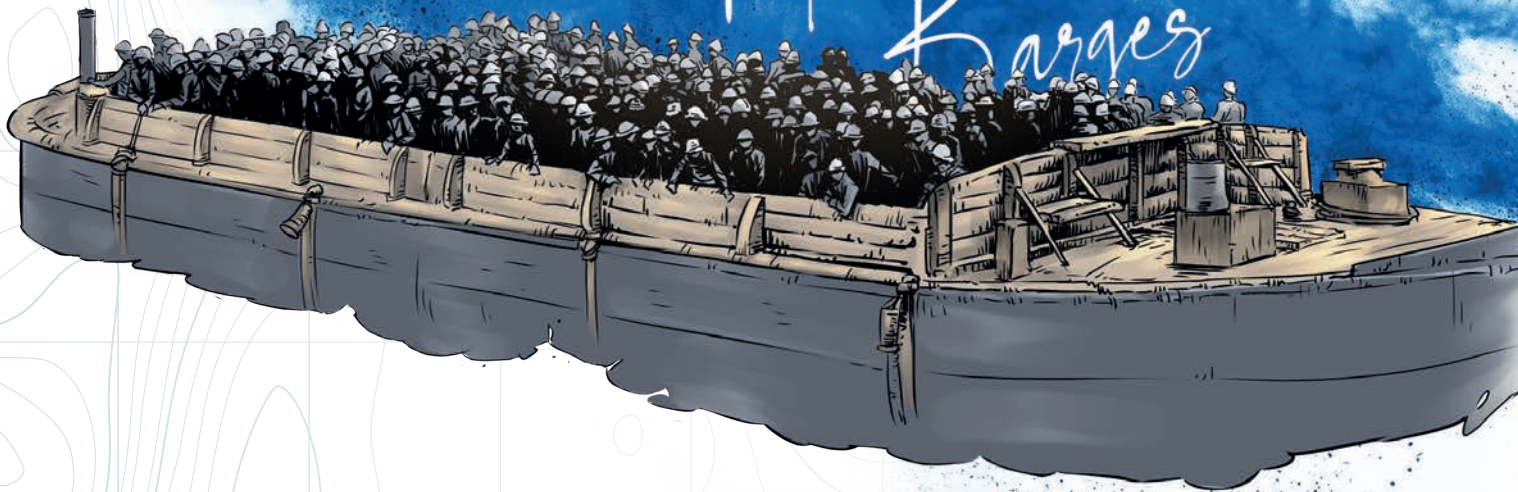
11-12

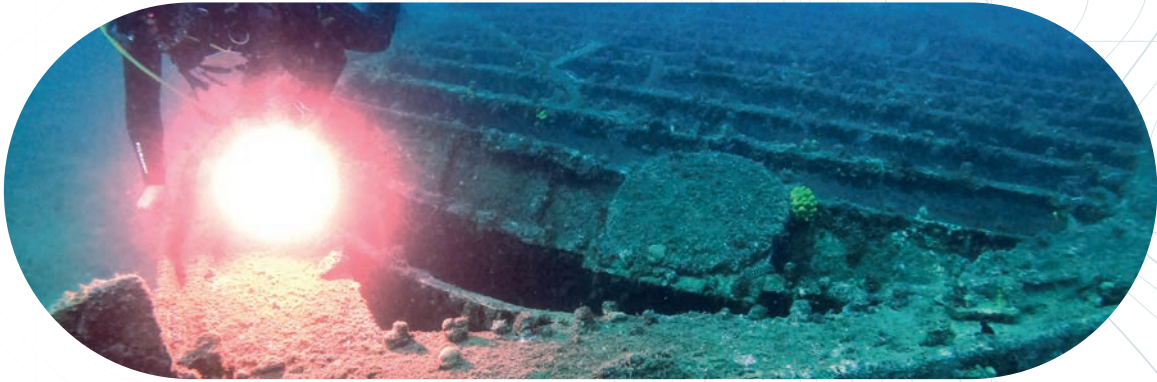


HELLES BARGES



Helles
Barges





Helles Barges



Location
Seddülbahir



Size
18x5,8 m - 23,5x6,6 m



Depth
24-25 m



Type
Barge

Barges, having the characteristics of flat-bottomed, watertight, wide-hulled engine or engineless vehicles, were used to transport soldiers, supplies and mounts for the pier constructions during the Gallipoli landings. It is thought that these two barges were sunk during the landing at Seddülbahir on the morning of April 25, 1915.

The smallest of the barges, located at a depth of 24 and 25 meters offshore Tekke Cove, is 18,2 meters long and its anchor and chain can be seen at the bow. The steam boiler of the other barge, which is 23,5 meters long, can be seen right next to it, lying on the seabed.

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HELLES BARGES

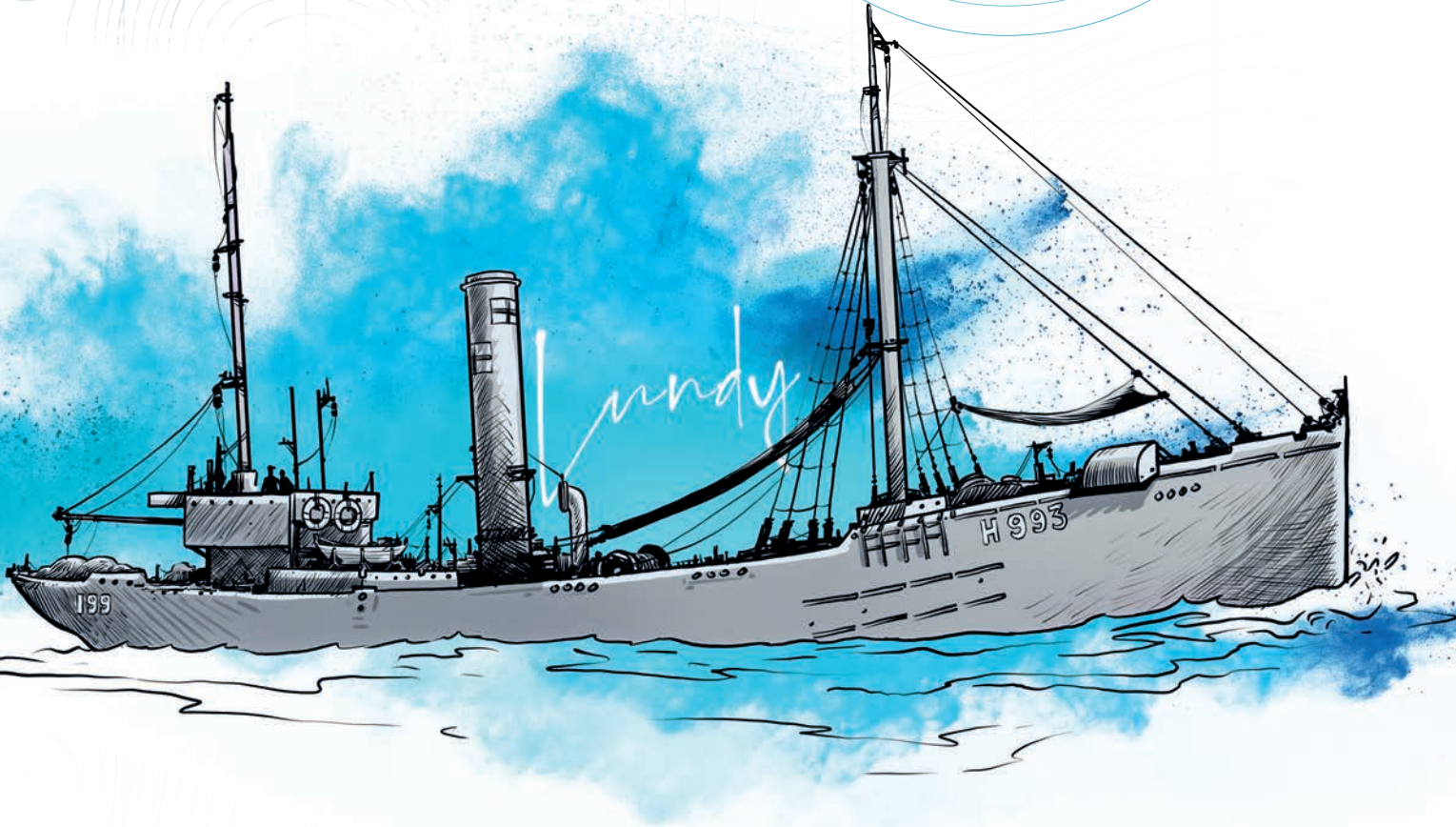


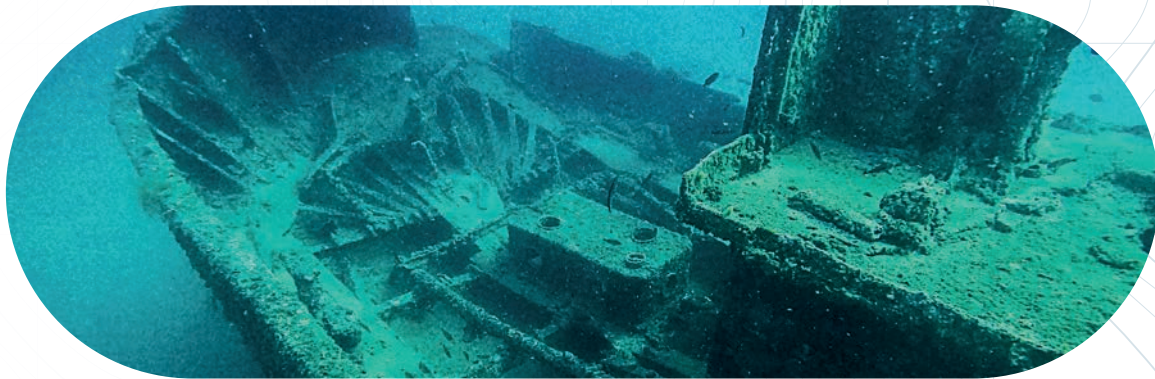


13



LUNDY





Lundy



Location
Suvla Bay



Size
33,6x6,5x3,6 m



Depth
27 m



Type
Minesweeper

The Lundy, built in 1908 in Beverley, England, was originally a trawler owned by the Hull Steam Fishing & Ice Company before the war.

This 188-ton huge ship with a Smith brand engine was previously used in unimilitary works, and with the outbreak of the Dardanelles Campaign, it was assigned to operate as a minesweeper under the command of Henry Charles Taylor.

On August 16, 1915, during an ammunition load, Lundy collided with Kalyan, a vessel trying to escape from Turkish gunfires and sunk at the depths of Suvla. Lundy remains intact with the exception of the damage at her stern.



LUNDY

Maxime Cheminade
LUNDY

Gallipoli Wreck Fest 2025

Second Prize



A full-page underwater photograph with a deep blue monochrome palette. In the upper left, a diver is seen from the side, holding a bright flashlight that creates a strong beam of light. Below the diver, a large, heavily corroded metal structure, possibly a ship's hull or a large anchor, dominates the center of the frame. The structure is covered in rust and marine growth. The background is a vast, slightly hazy blue water column.

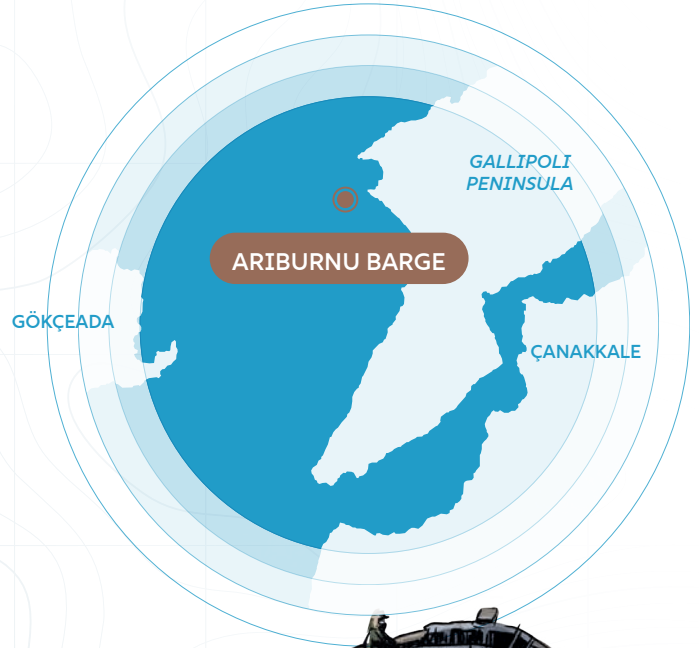
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LUNDY

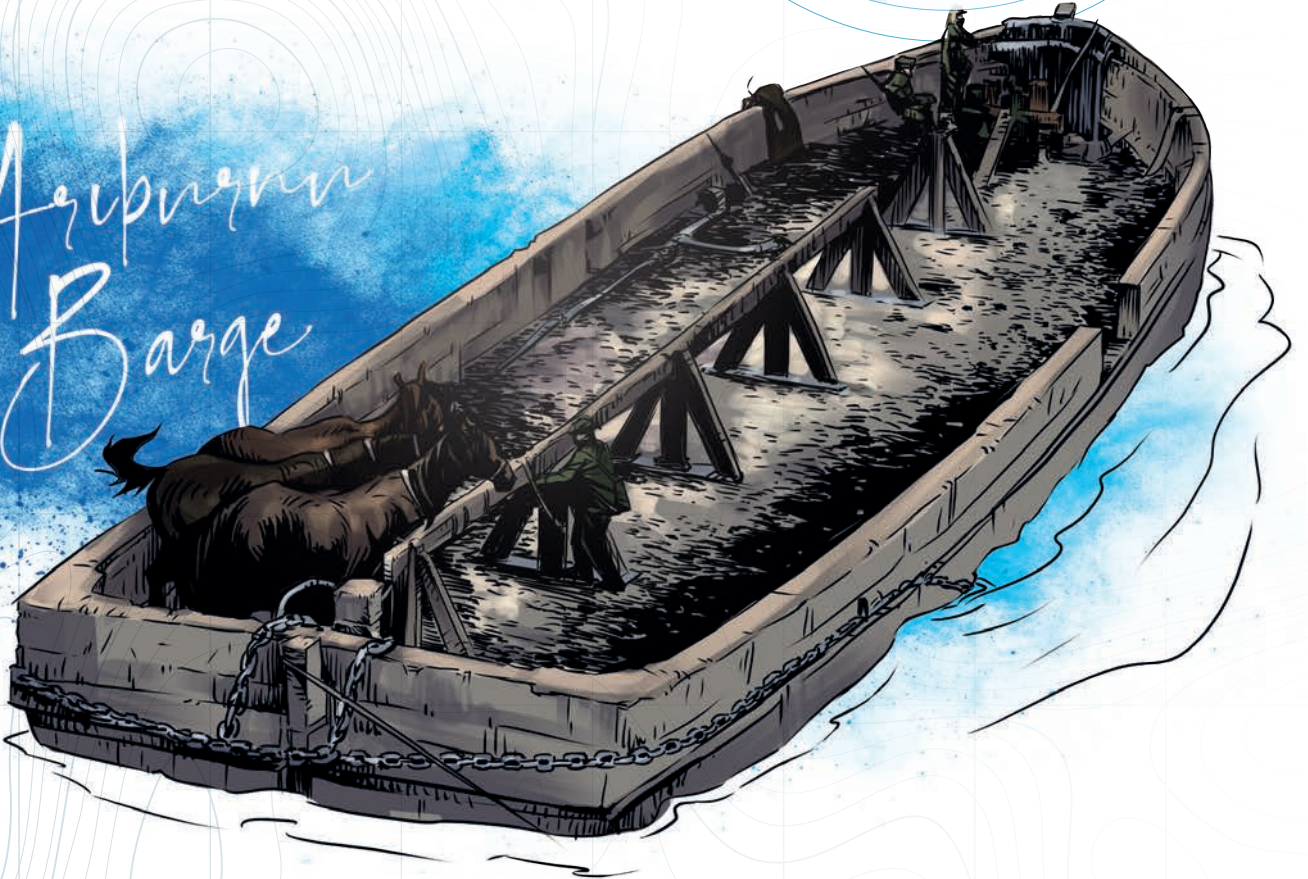
14



ARIBURNU BARGE



*Arıburnu
Barge*





Location
Ariburnu



Size
17,5x6,5 m



Depth
28,5 m



Type
Barge

Ariburnu Barge

Ariburnu Barge, whose sinking date and cause is unknown, still remains a mystery. While the ship's wooden components have decayed, her metal components remain intact. The higher rails on the vessel, which is the most significant difference when compared with others, suggests that the barge was used to transport animals.

There is another barge with the same characteristics at a depth of 54 meters near the wreck.

15-16



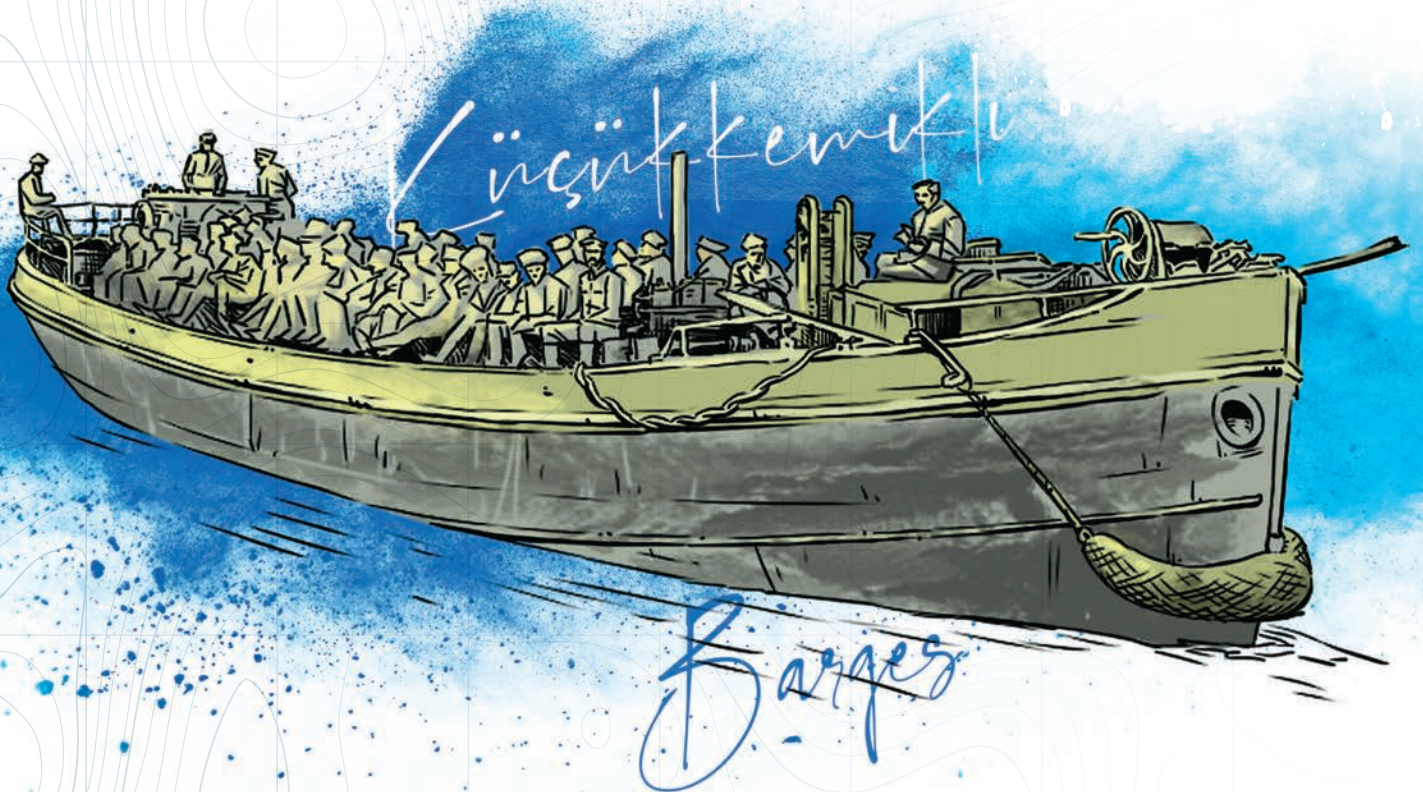
KÜÇÜKKEMİKLİ (NIBRUNESI POINT) BARGES

KÜÇÜKKEMİKLİ (NIBRUNESI POINT) BARGES

GÖKÇEADA

GALLIPOLI
PENINSULA

ÇANAKKALE





Küçükkemikli (Nibrunesi Point) Barges



Location
Küçükkemikli
Nibrunesi Point



Size
17,5x6 m



Depth
30 m



Type
Barge

Küçükkemikli (Nibrunesi Point) Barges, with indeterminate sunken date and cause, were used to land soldiers from the transport vessels to the shore during the landing.

Following the landing, they were used to transport soldiers, animals, food, and ammunition. The wooden components of these wrecks, which their hulls are made of steel and the deck is made of wood. have decayed in time but its metal components remain intact.

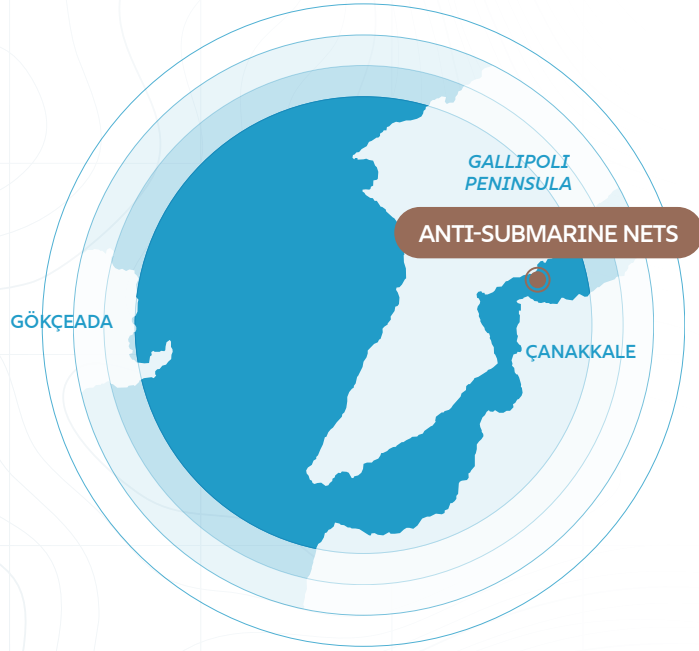


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KÜÇÜKKEMİKLİ
(NIBRUNESI POINT) BARGES



17

ANTI-SUBMARINE NETS



Anti-Submarine Nets

Anti-Submarine Nets, which were produced at Haliç Shipyard, took on the task of preventing the passage of submarines through the straits and had vital importance during the war. The Nets, with a total length of 60 meters and a depth of 30 meters, each part of which is designed to form squares of 4x4 meters, are located between Akbaşı Cove and Nara Point.

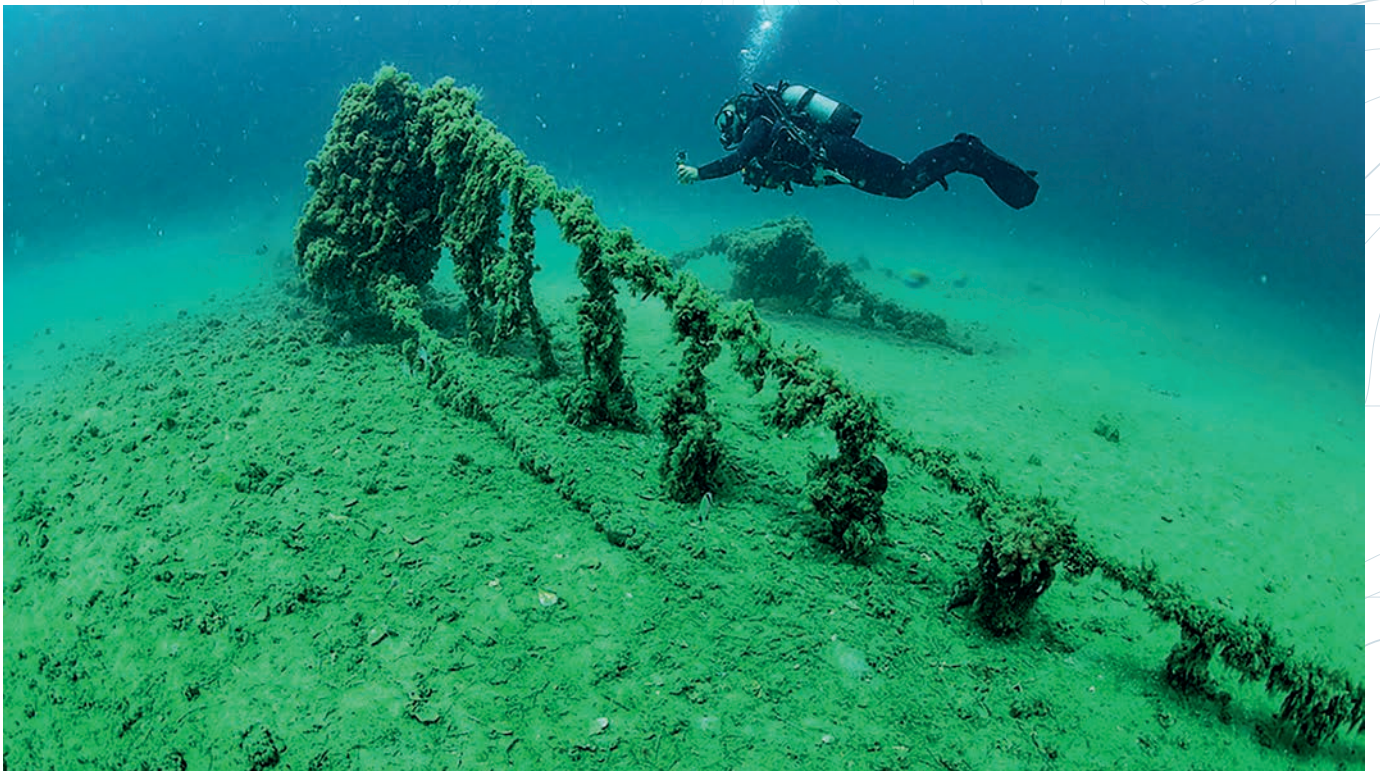
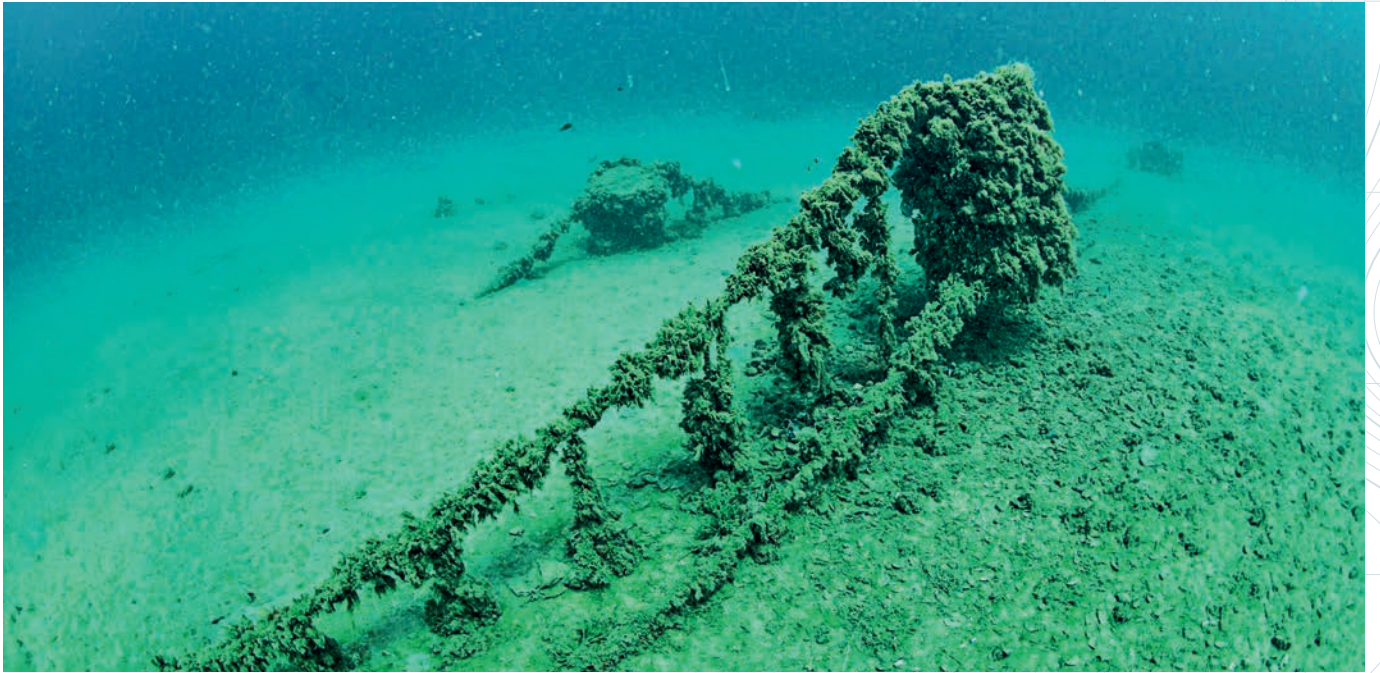
Between June 26 and July 27, 1915, an area of approximately 1500 meters were protected by 25 Anti-Submarine Nets. One of the few surviving examples of nets spread across a large area between the buoys awaits the visitors at Akbaşı Cove, who are interested in underwater history.

Location
Akbaşı Bay



Depth
10-12 m

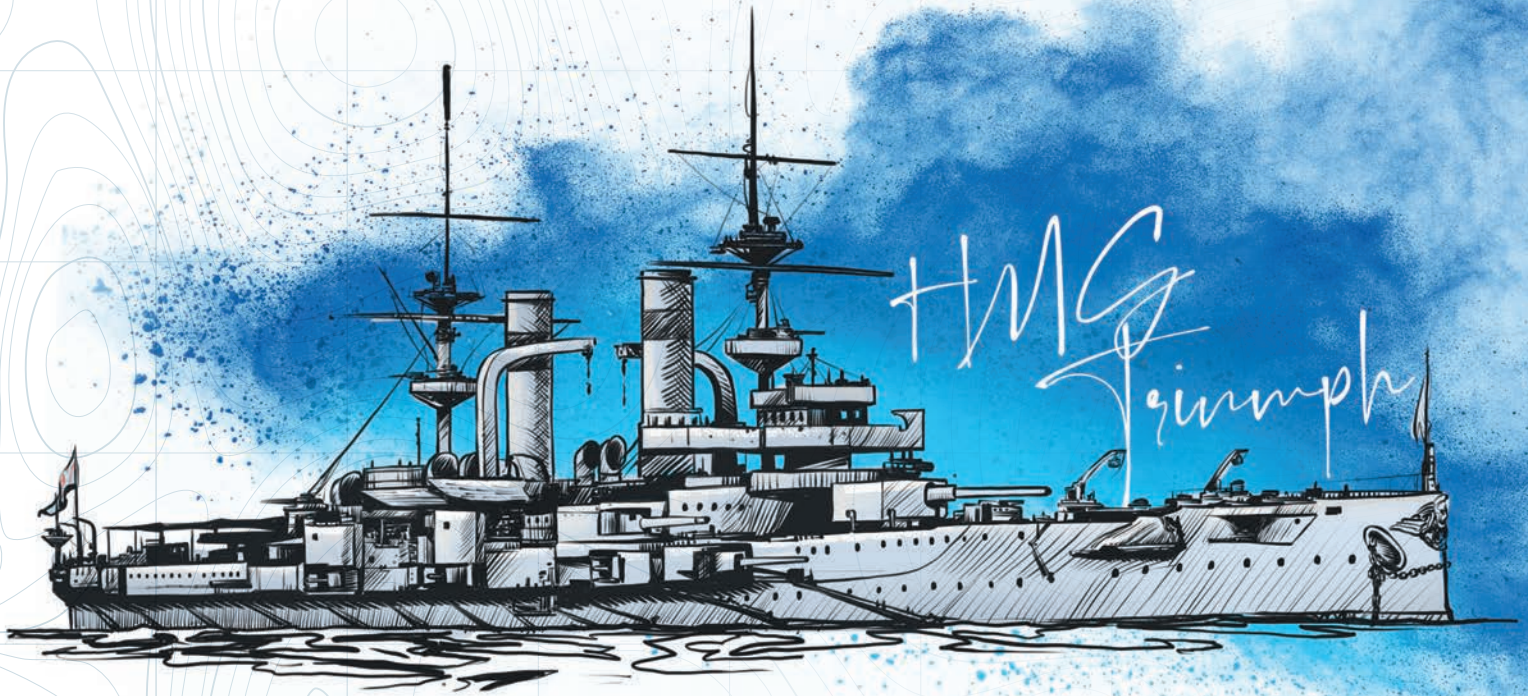
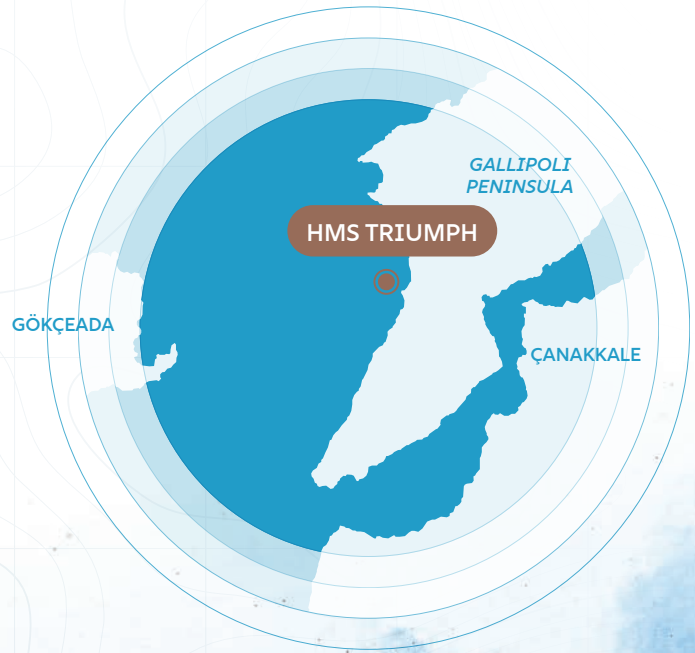




18



HMS TRIUMPH





HMS Triumph



Location
Kabatepe



Size
132,9x21,64x7,72 m



Depth
72 m



Type
War Ship

HMS Triumph is an 11,9 tones Swiftsure-class battleship built by Vickers, Barrow in Furness. The ship started its duty on January 15, 1903. It served in the Channel Fleet, which guarded the south coast of England until March 1909, and then was sent to the Mediterranean. When World War I broke out, she took part in the attack against Tsing Tao, supported by Japanese ships. In January 1915, HMS Triumph came to the Dardanelles to join the Allied fleet.

While bombarding Gaba Tepe (Brighton Beach) under the command of Maurice Swynfen Fitzmaurice on May 25, 1915, it was hit by a torpedo fired by the German submarine U-21 and was sunk in an hour and a half with a crew of 73. The ship, which has retained its structural integrity and has become a memorial tomb, appeals to technical diving enthusiasts.

19



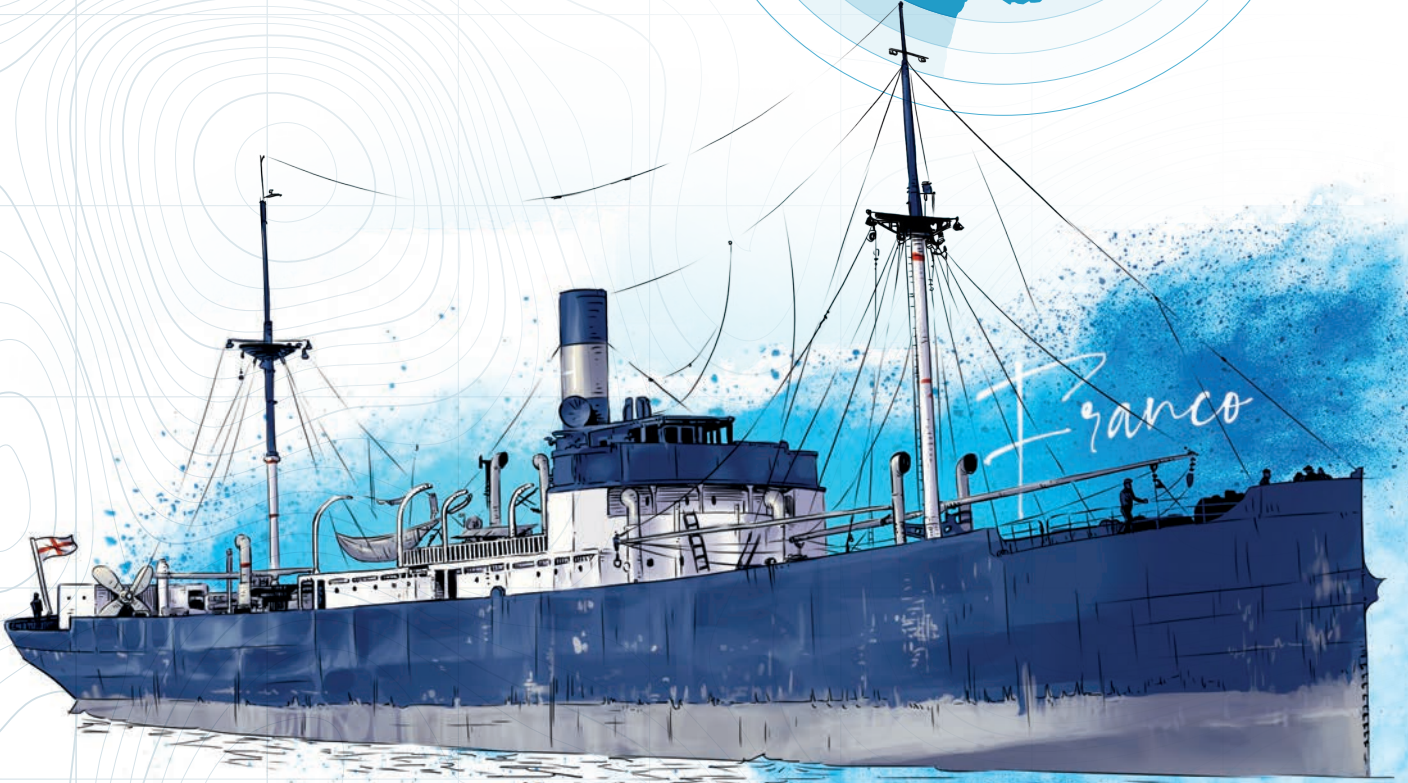
FRANCO

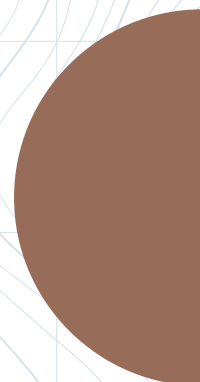
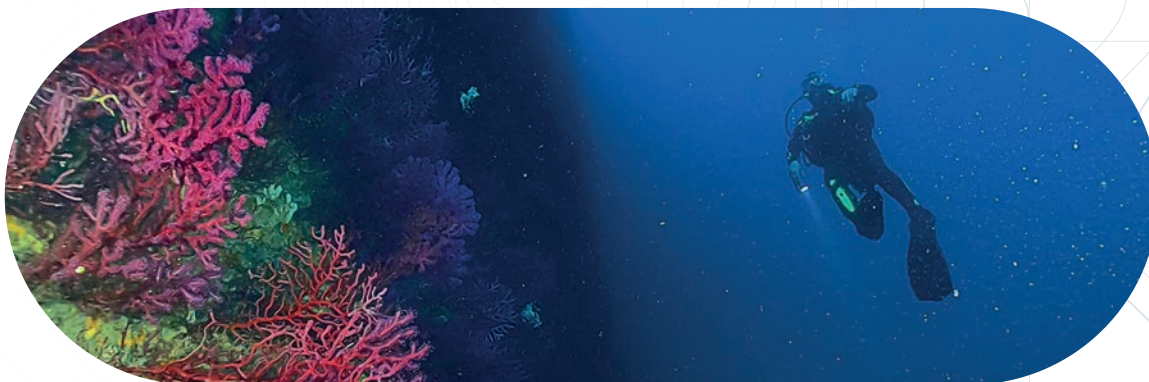
GÖKÇEADA

GALLIPOLI
PENINSULA

FRANCO

ÇANAKKALE





Location
Havuzlar



Size
125 m



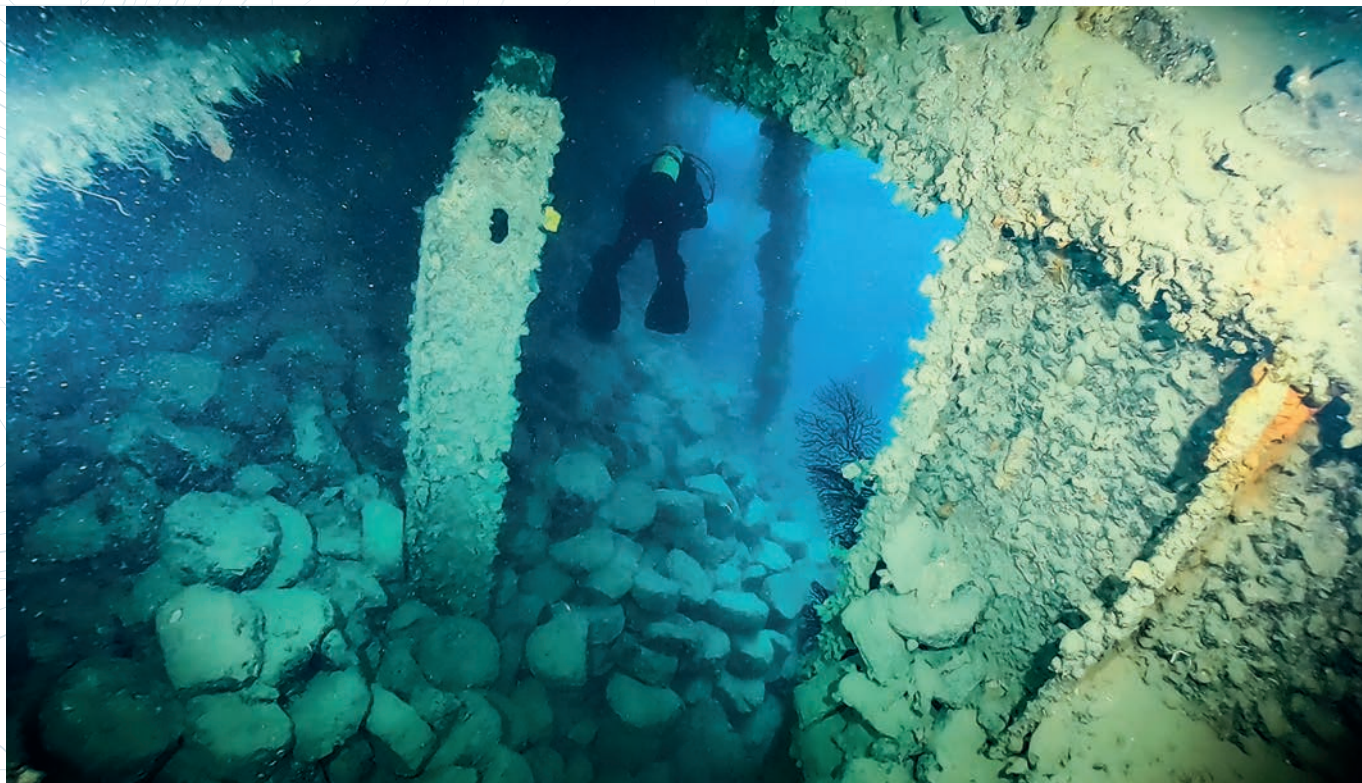
Depth
26-44 m



Type
Cargo Ship

Franco

Franco was a Greek-flagged cargo ship carrying asphalt raw materials. The top-side of the wreck lies at a depth of 26 meters and the bottom at a depth of 44 meters, relatively close to the shore, leaning to the port side. The long and large shipwreck stands intact as a whole. It lies down, where experienced divers can dive due to the strong current. Marine life varies around the shipwreck. Coral formations have started on the ship. The wreck diving spot, which offers a visual feast with its red corals, is also an attraction for diving enthusiasts with its flora and fauna.



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FRANCO



20

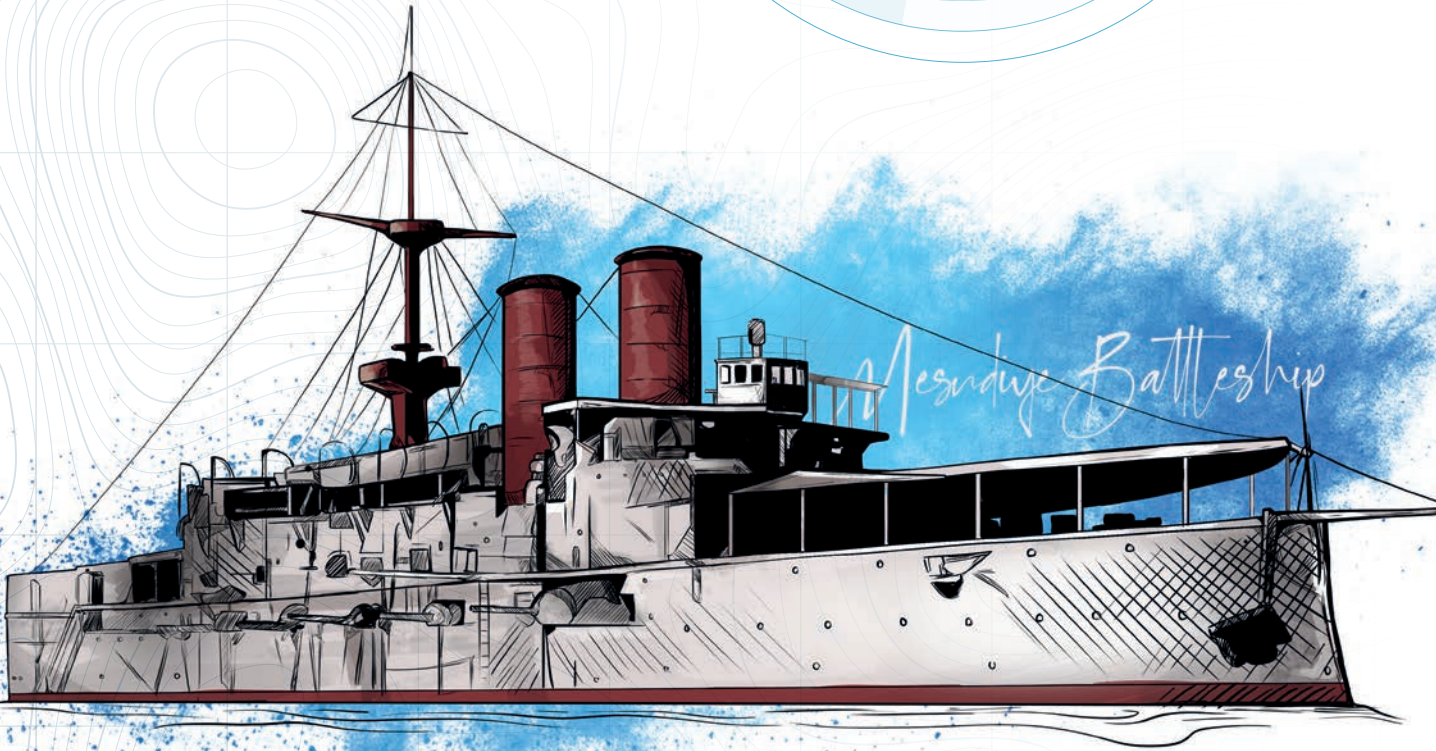
MESUDIYE BATTLESHIP

GÖKÇEADA

GALLI POLI
PENINSULA

MESUDIYE BATTLESHIP

ÇANAKKALE





Mesudiye Battleship



Location
Sarısığlar Bay



Size
101m



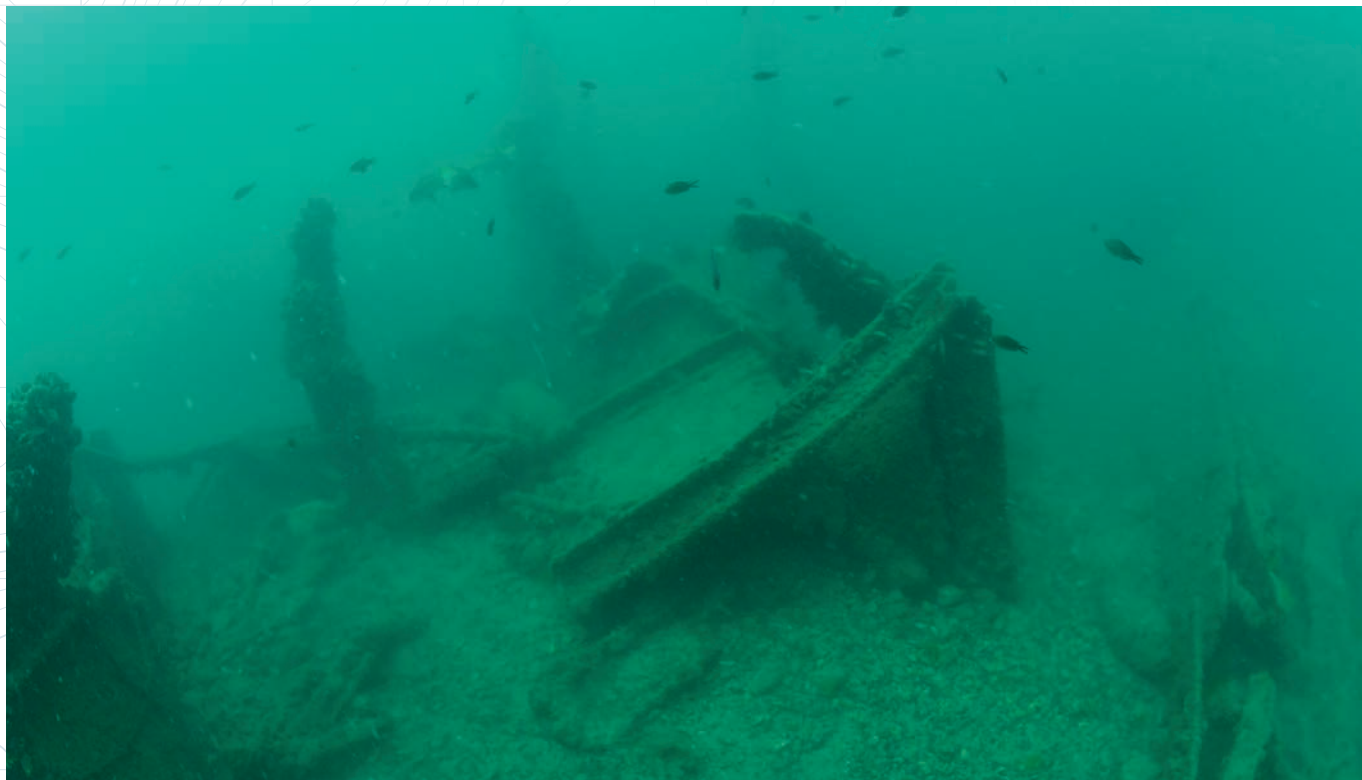
Depth
10-12m



Type
War Ship

Mesudiye, the largest Ottoman armoured ship at the time of its construction, was built in the 1870s. Between 1899 and 1904, the ship underwent a major modernization in Italy, with its armament and propulsion systems updated. It reached a total length of approximately 101 meters.

On December 13, 1914, while anchored in shallow water at Sarısığlar Bay to defend the entrance to the Dardanelles, the battleship Mesudiye was sunk by a torpedo from HMS B11. The wreck, which is suitable for wreck diving, lies very close to the shore and in shallow water. The wreck is located at a depth of 10–12 meters.



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MESUDİYE BATTLESHIP



21



ÇAMBURNU (AMPHORA WRECK)

GÖKÇEADA

GALLIPOLI
PENINSULA

ÇAMBURNU (AMPHORA WRECK)

ÇANAKKALE

*Çamburnu
Amphora Wreck*



Çamburnu (Amphora Wreck)

The Amphora wreck, discovered off the coast of Çamburnu, is generally well-preserved. The wreck contains numerous amphorae clearly visible on the surface. Some of the amphorae are broken, while others remain intact and vertical. This suggests the wreck has been lying undisturbed on the seabed for a long time.

Another noteworthy feature is the physical damage caused by numerous anchors in the wreck area. This damage has caused structural deterioration, particularly in areas where the amphorae are concentrated.

This amphora wreck is considered a strong indicator of ancient maritime trade along the Straits. Furthermore, the wreck's location holds historical significance as a strategic transit point on the route from the Black Sea to the Aegean. The density and well-preserved condition of the amphorae observed at the site suggest that the wreck may have been the result of a single maritime accident.



Location
Çamburnu



Depth
20-32m



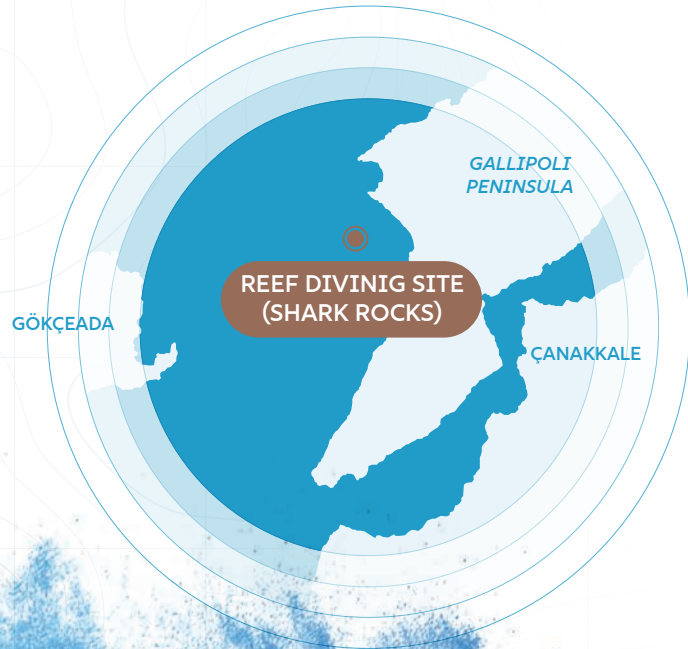


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ÇAMBURNU
(AMPHORA WRECK)



22

REEF DIVING SITE (SHARK ROCKS)





Reef Diving Site (Shark Rocks)



Location
Ariburnu



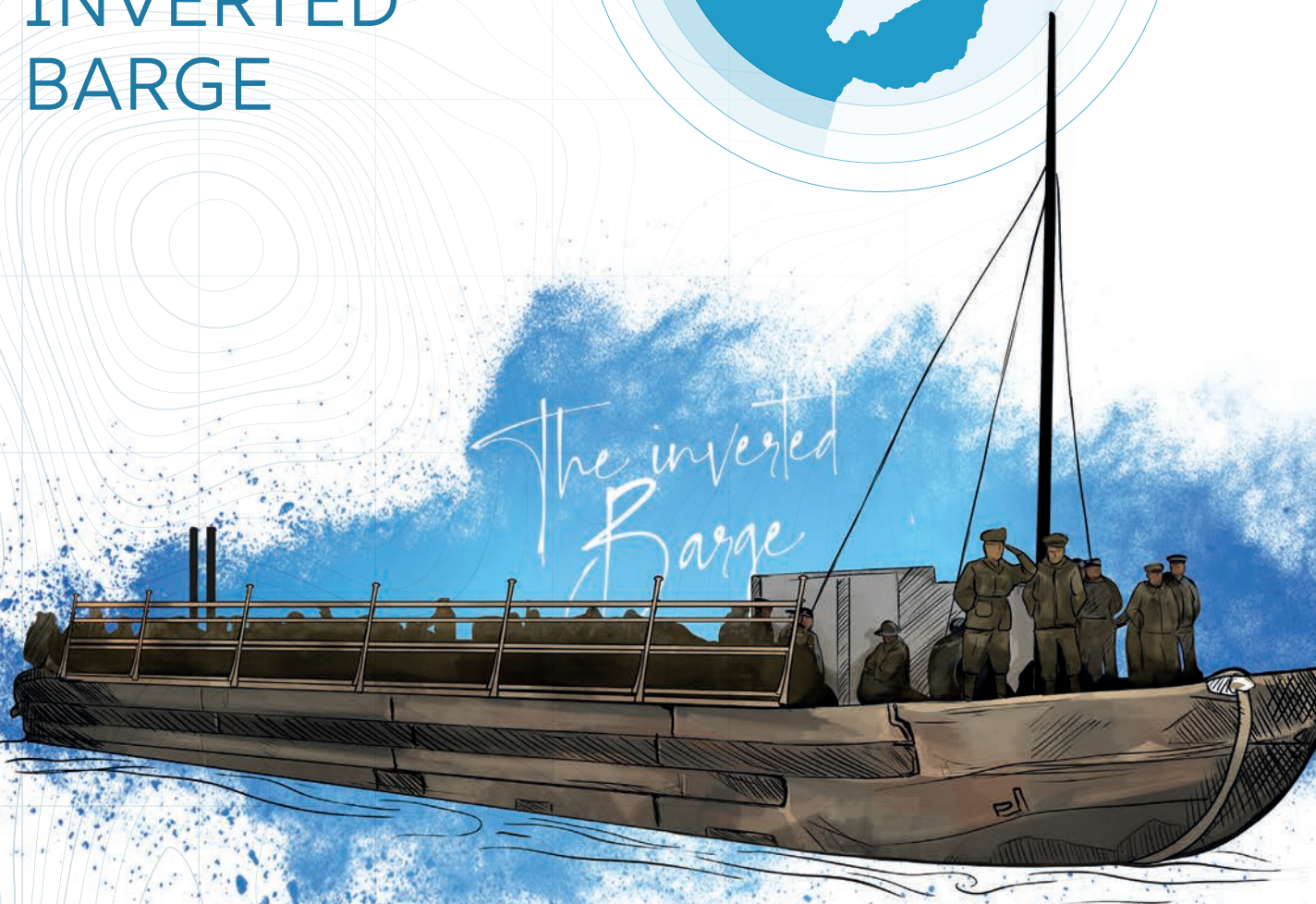
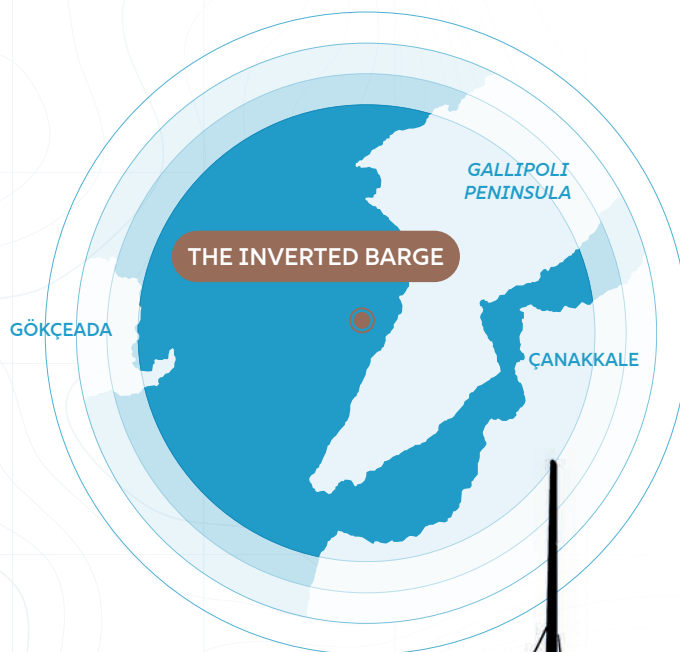
Depth
24-50m

Known as “Shark Stones” in the local diving community, this area, comprised of natural rock/reef structures, is suitable for intermediate to advanced divers. The specified depth range of 24–50 meters is close to the technical/deep dive limits. Therefore, appropriate gas planning, pre-assessment of current and visibility conditions, and surface support are critical, underscoring the natural reef character.

Adherence to the regulations established by the diving infrastructure, authorized centers, and park management in the area minimizes environmental impacts and enhances safety. Typical ecological elements in the area vary depending on the reef topography, including gorgonians, sponge communities, and benthic organisms, but species composition varies according to seasonal and hydrographic conditions.

23

THE INVERTED BARGE





The Inverted Barge



Location
İkiz Bay



Size
17,4m



Depth
54m



Type
Barge

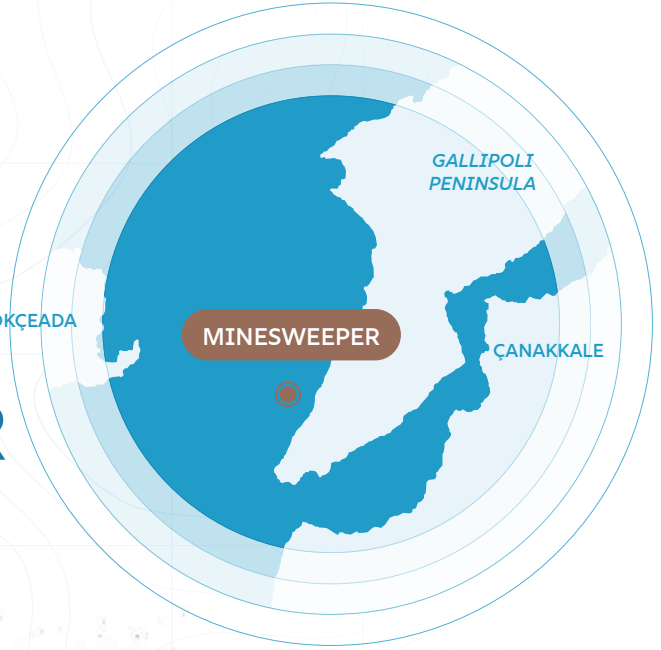
The Inverted Barge is located in the İkiz Bay area at a depth of 54 meters. The vessel is 17.4 meters long and 6.5 meters wide. Its hull is made of steel and has a total of 27 frames.

The barge's railings are higher than normal. The wooden deck that was above the barge is completely rotted away. Two rectangular openings used for access below deck are still visible.

24



MINESWEEPER





Minesweeper



Location
İkiz Bay



Size
53m



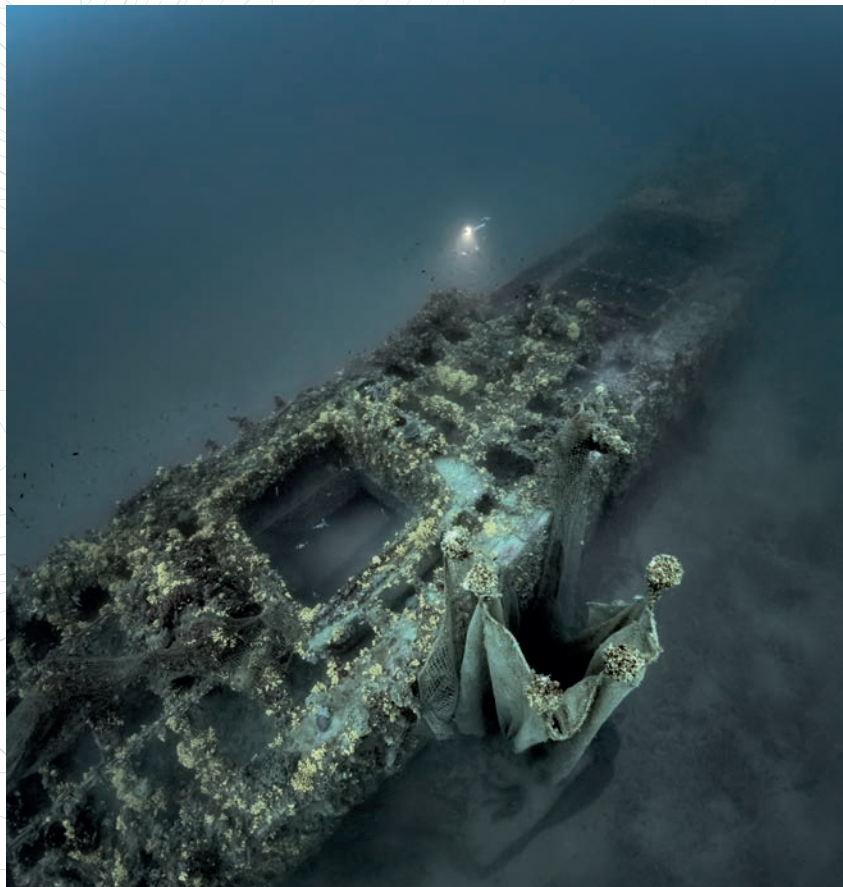
Depth
58m



Type
Minesweeper

Originally a trawler, the vessel was converted into a minesweeper by the Royal Navy during World War I. Built as a civilian vessel, it was later used for military purposes, but the exact cause and date of its sinking are unknown. It is believed, however, that the sinking was linked to mines in the area.

The wreck lies flat at a depth of 58 meters. The engine room is accessible, which makes the wreck an ideal spot for technical dives and offers an attractive exploration area for divers.





MAYIN GEMİSİ

Martin Strmiska
MINESWEEPER

Gallipoli Wreck Fest 2025
Third Prize

25



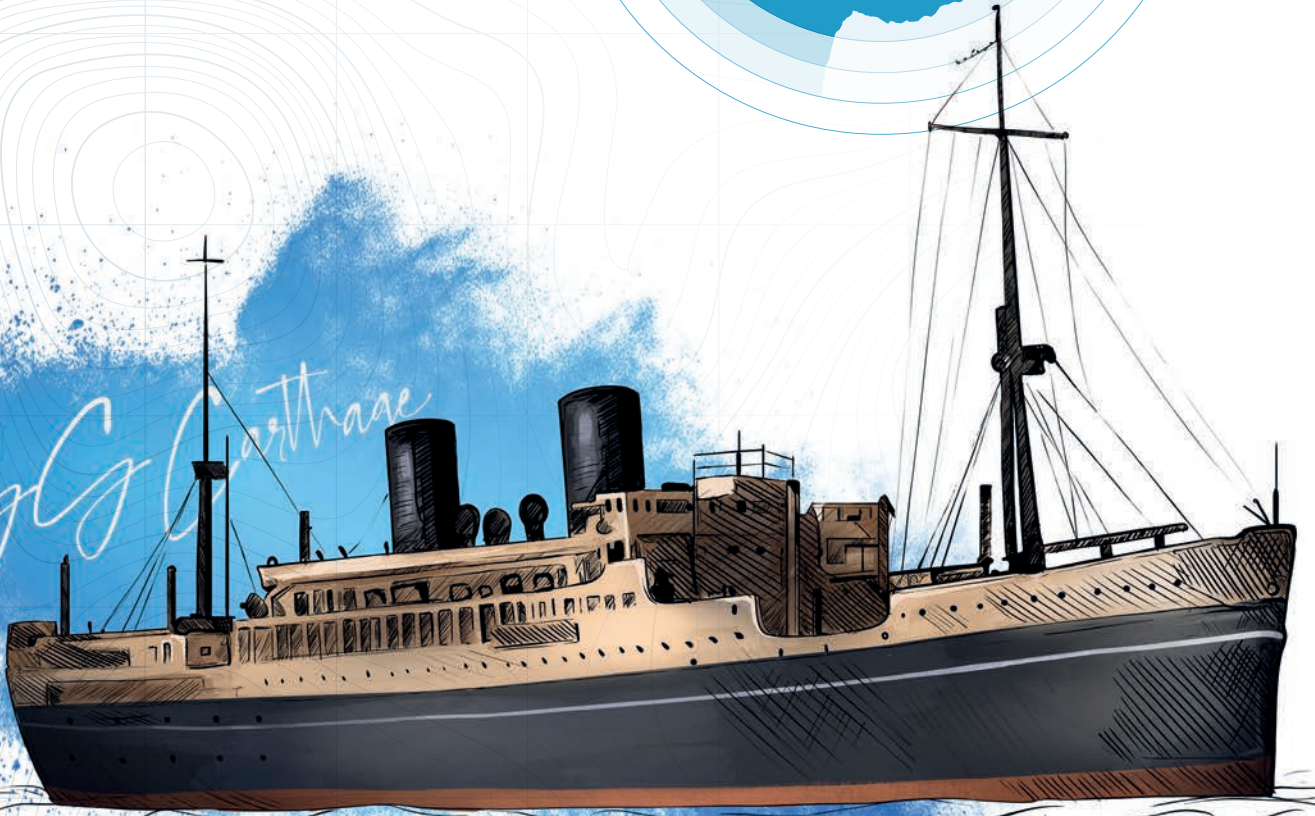
SS CARTHAGE

GÖKÇEADA

GALLIPLI
PENINSULA

ÇANAĞKALE

SS CARTHAGE





SS Carthage



Location
Seddülbahir



Size
123m

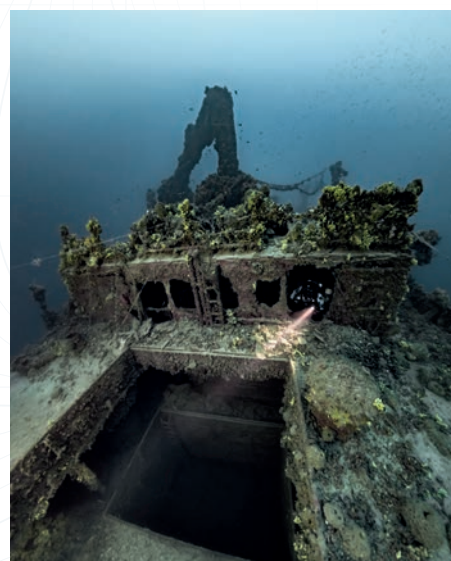
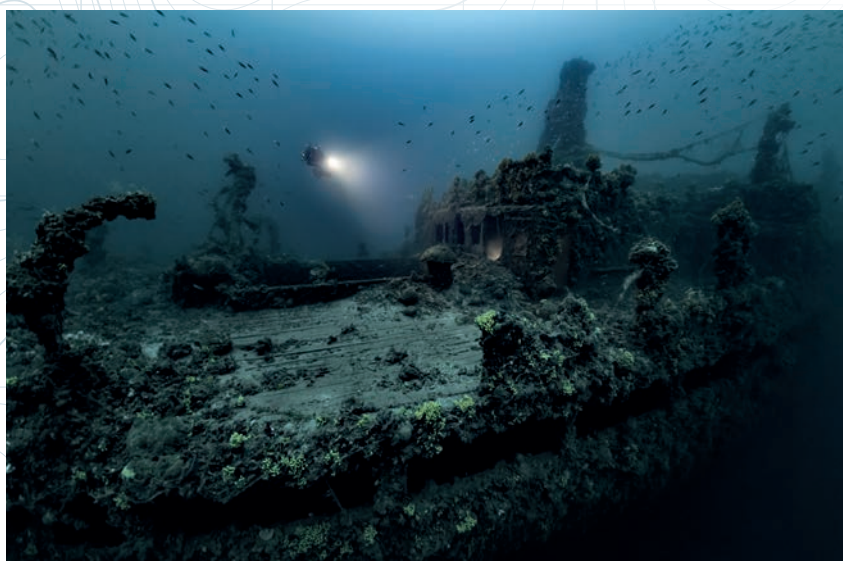
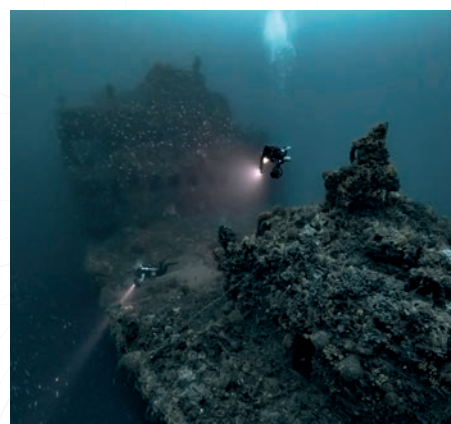
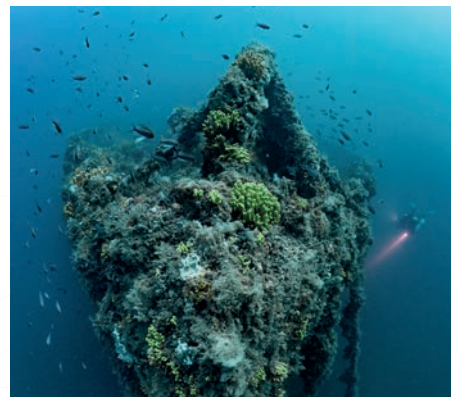
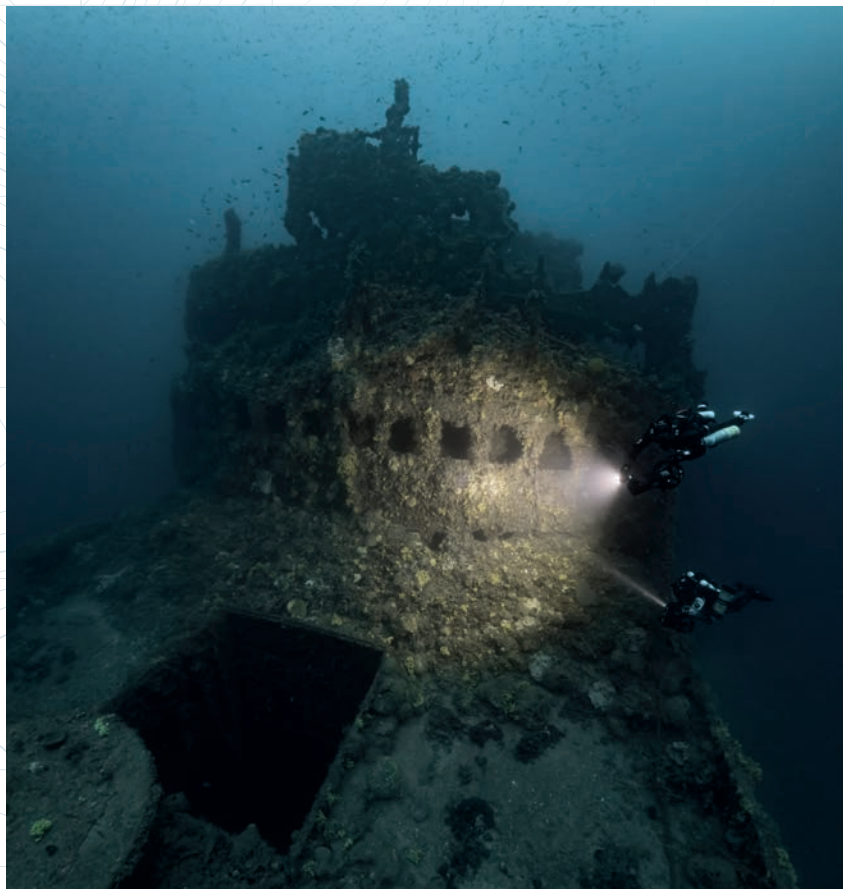


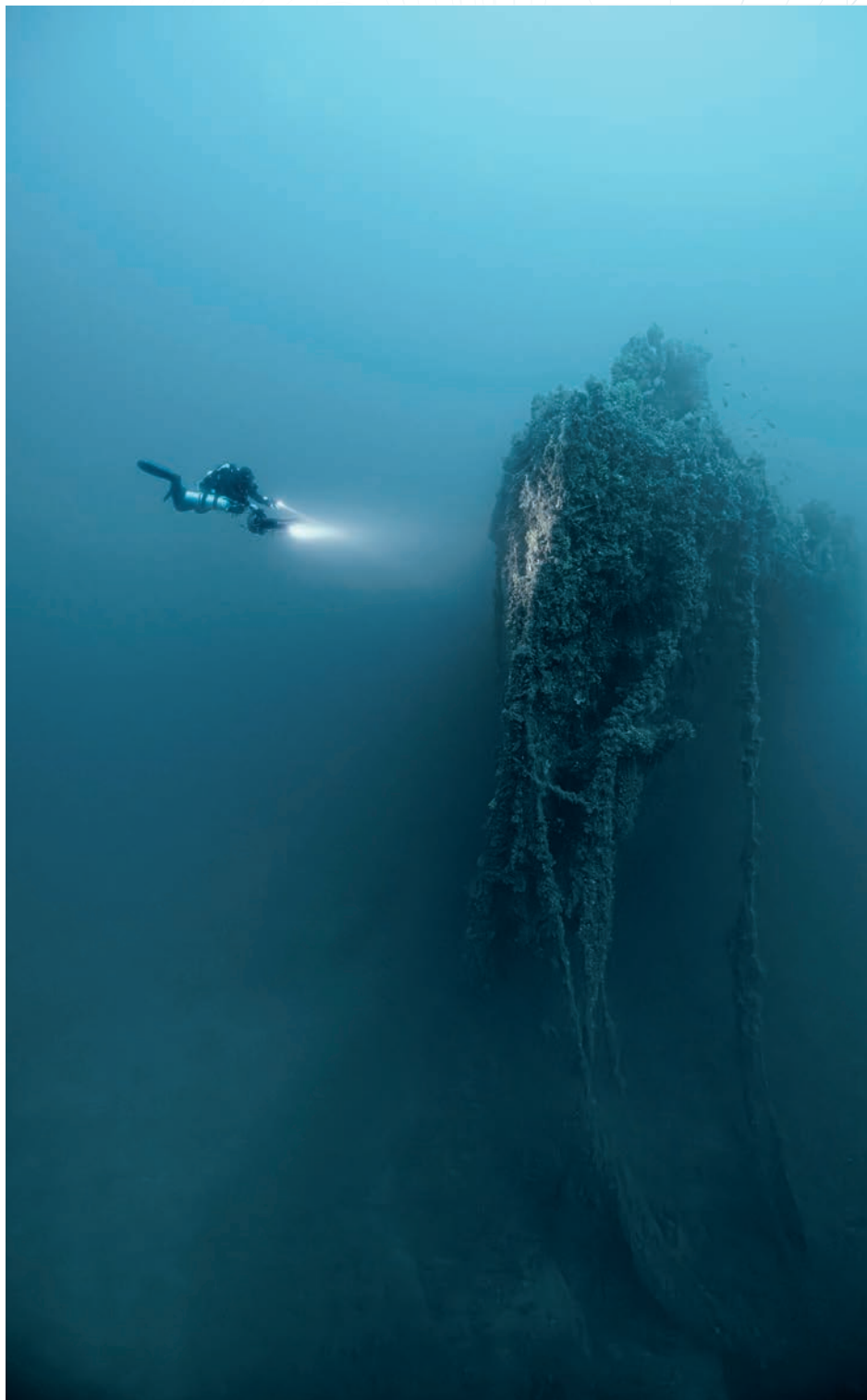
Depth
60-85m



Type
Passenger Ship

SS Carthage was a passenger-cargo ship of approximately 5,600 GRT built in 1910 by Swan Hunter & Wigham Richardson (Newcastle). Measuring 403 ft (~123 m) of length, the ship was armed and used for transport duties in the French Navy during the war. The ship was torpedoed and sunk by U-21 approximately 2 nautical miles off Seddülbahir on July 4, 1915. The wreck has largely retained its structural integrity and is suitable for penetration. It awaits experienced visitors at depths between 60 and 85 metres.





SS CARTHAGE

Przemysław Zyber
SS CARTHAGE

Gallipoli Wreck Fest 2025
First Prize

26



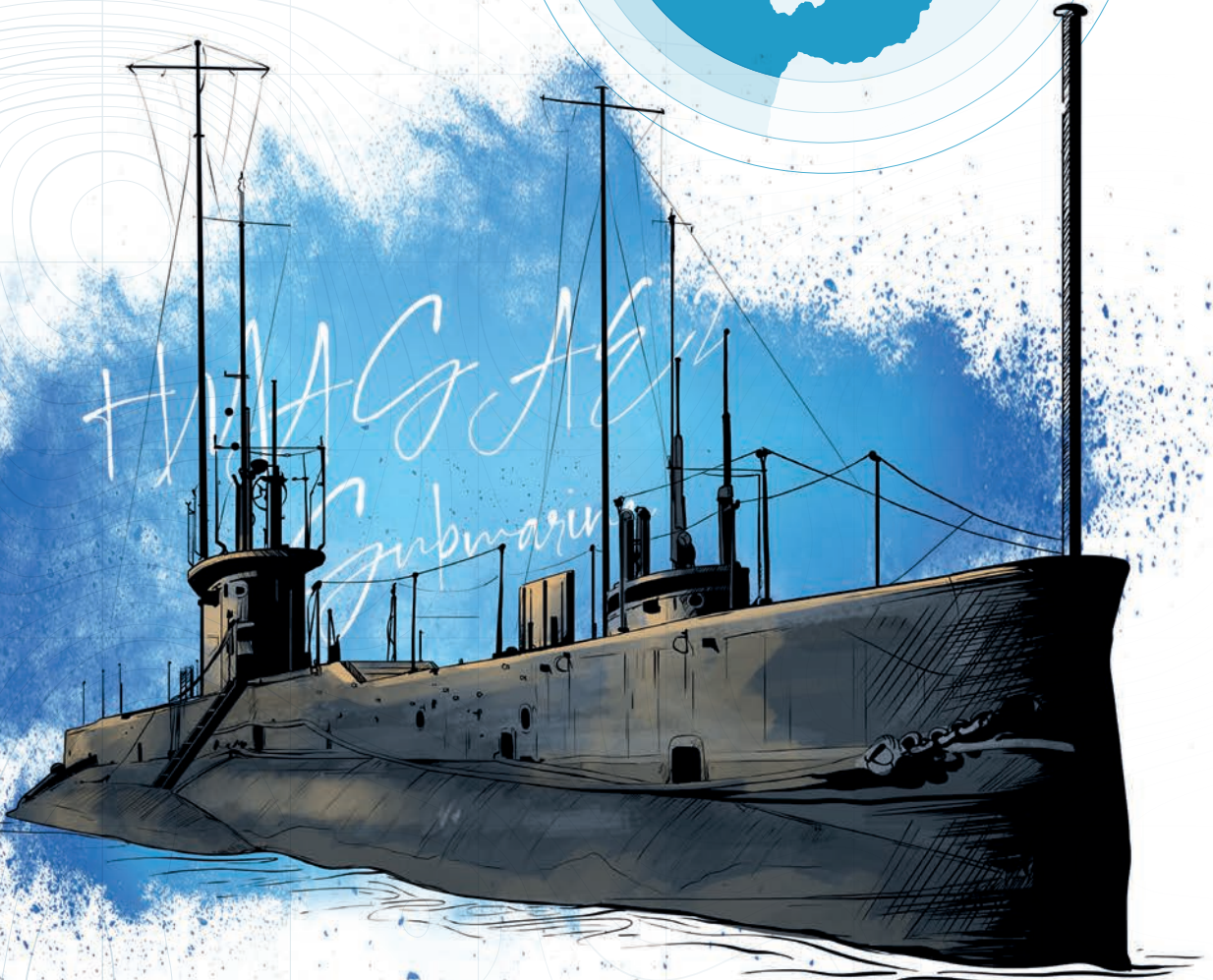
HMAS AE2 SUBMARINE

GÖKÇEADA

GALLIPLI
PENINSULA

HMAS AE2 SUBMARINE

ÇANAĞKALE

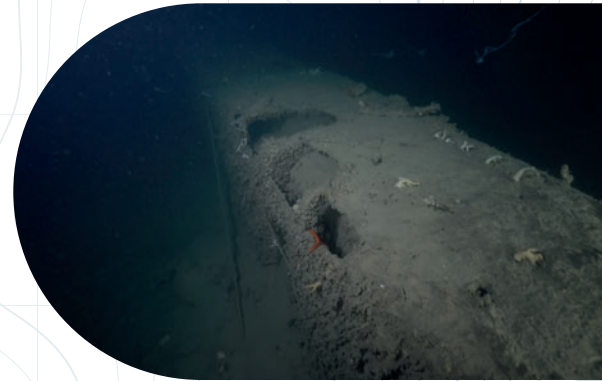


HMAS AE2 Submarine

HMAS AE2 was launched by Vickers Armstrong (Barrow-in-Furness) in 1913 and commissioned in 1914. During the First World War, the AE2 became the first submarine to cross the Dardanelles and reach the Sea of Marmara on April 25, 1915.

Typical characteristics of the E-class include a length of 55 m, a beam of 6.9 m, and a crew of approximately 34. Following contact with the Sultanhisar torpedo boat on April 30, 1915, mechanical problems arose, and the crew abandoned the ship. The submarine was scuttled on the orders of Commander Henry Stoker.

Located at a depth of 72 metres in the section of the Dardanelles opening into the Sea of Marmara, the submarine has been preserved through cathodic protection, implemented as a joint effort between the Turkish and Australian governments.



Location
Karaburun



Size
55m

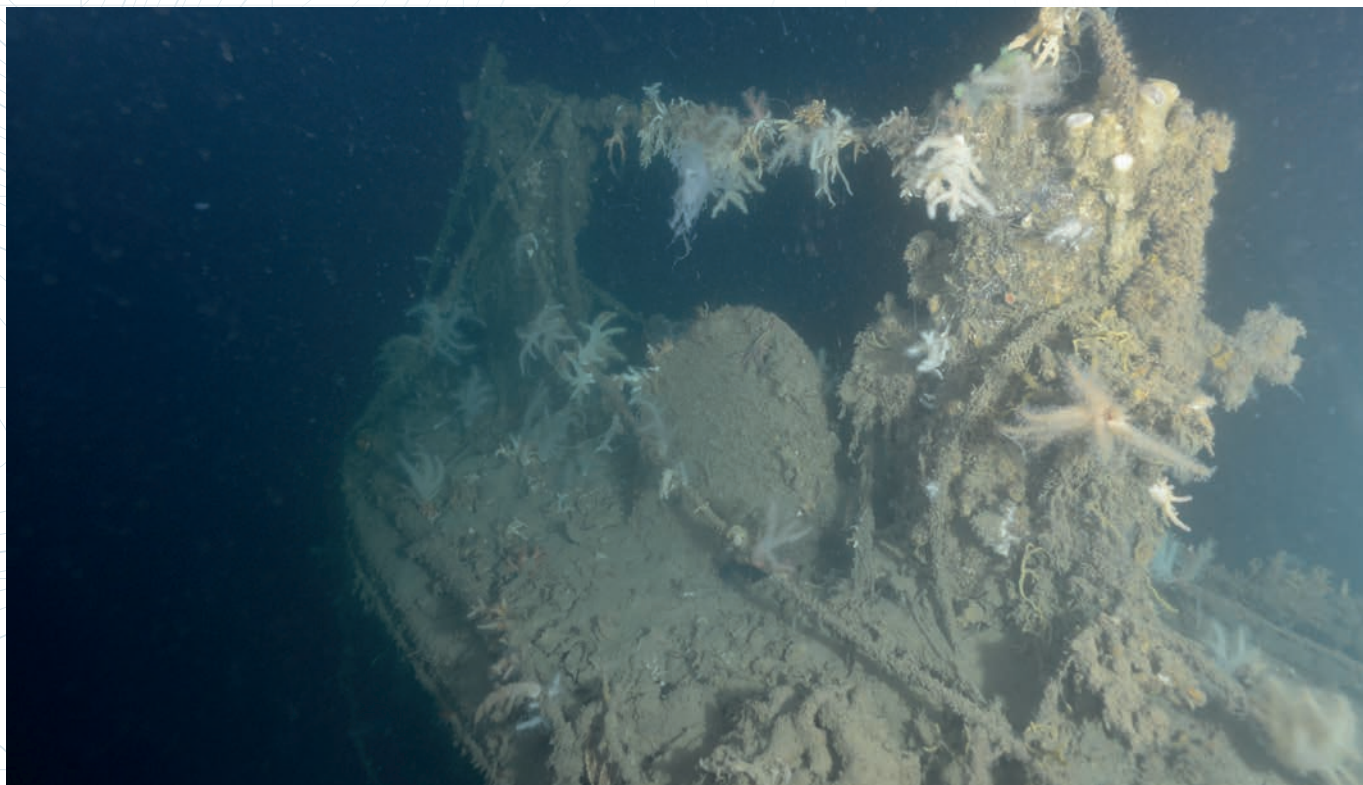


Depth
72-73m



Type
Submarine





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HMAS AE2
SUBMARINE

27

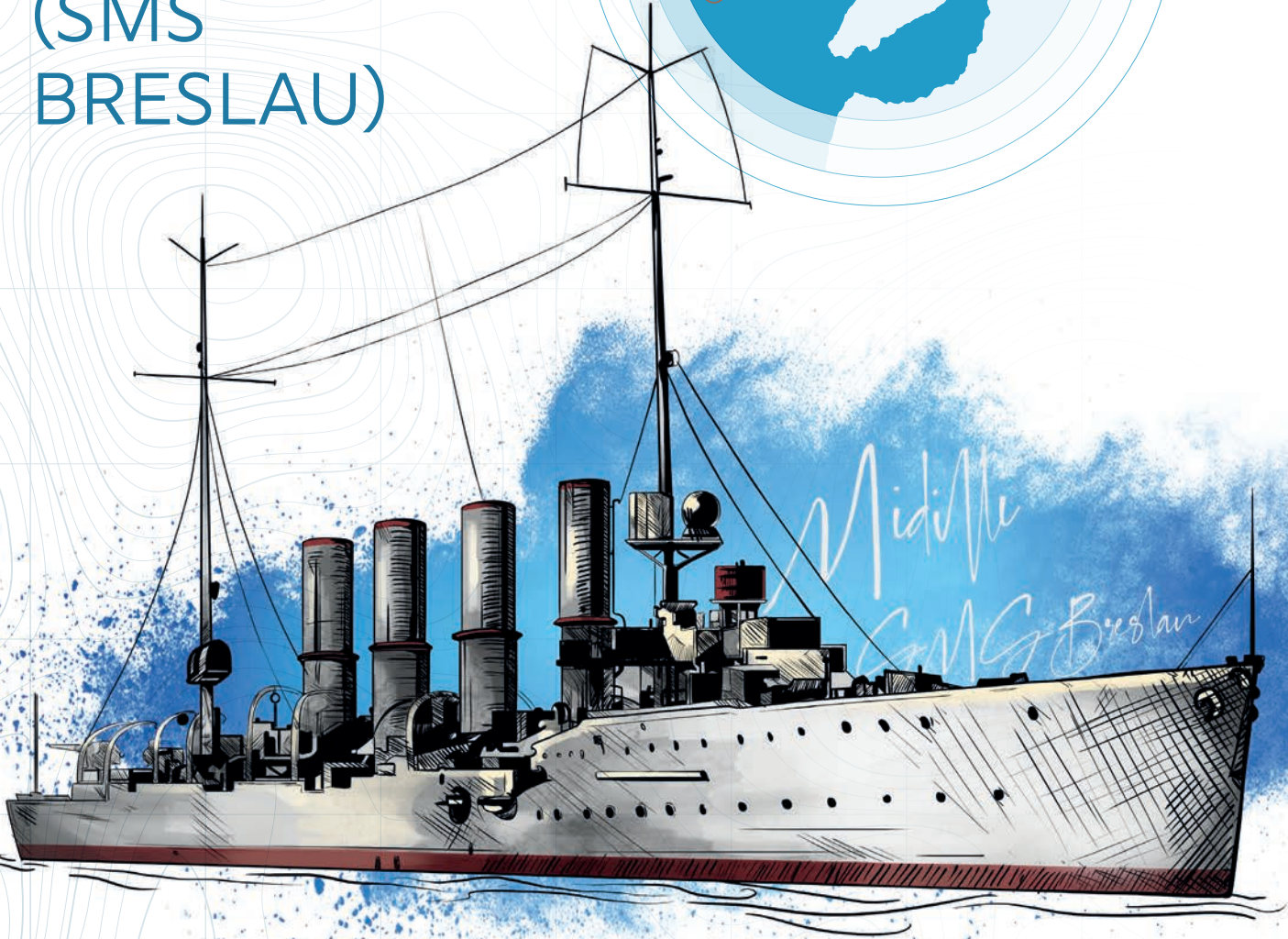
MİDİLLİ (SMS BRESLAU)

GÖKÇEADA

MİDİLLİ (SMS BRESLAU)

GALLİPOLİ
PENİNSULA

ÇANAKKALE





Midilli (SMS Breslau)



Location
Gökçeada /İmroz



Size
138,7m



Depth
76m



Type
War Ship

SMS Breslau is a Magdeburg-class light cruiser of the Imperial German Navy. Commissioned in 1912, the ship was transferred to the Ottoman Navy as Midilli in August 1914. Characteristics of the class include a top speed of ~27.5 knots and 10.5 cm guns, while the ship's overall length reaches 138.7 meters.

The ship sank after striking five mines during the Battle of Imbros on 20 January 1918, together with Yavuz. The wreck, one of the most significant dive sites in the Çanakkale region, was discovered in 1993. Midilli (SMS Breslau) lies at a depth of approximately 76 metres, resting on a sandy bottom in a relatively steep position.





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MİDİLLİ
(SMS BRESLAU)



28



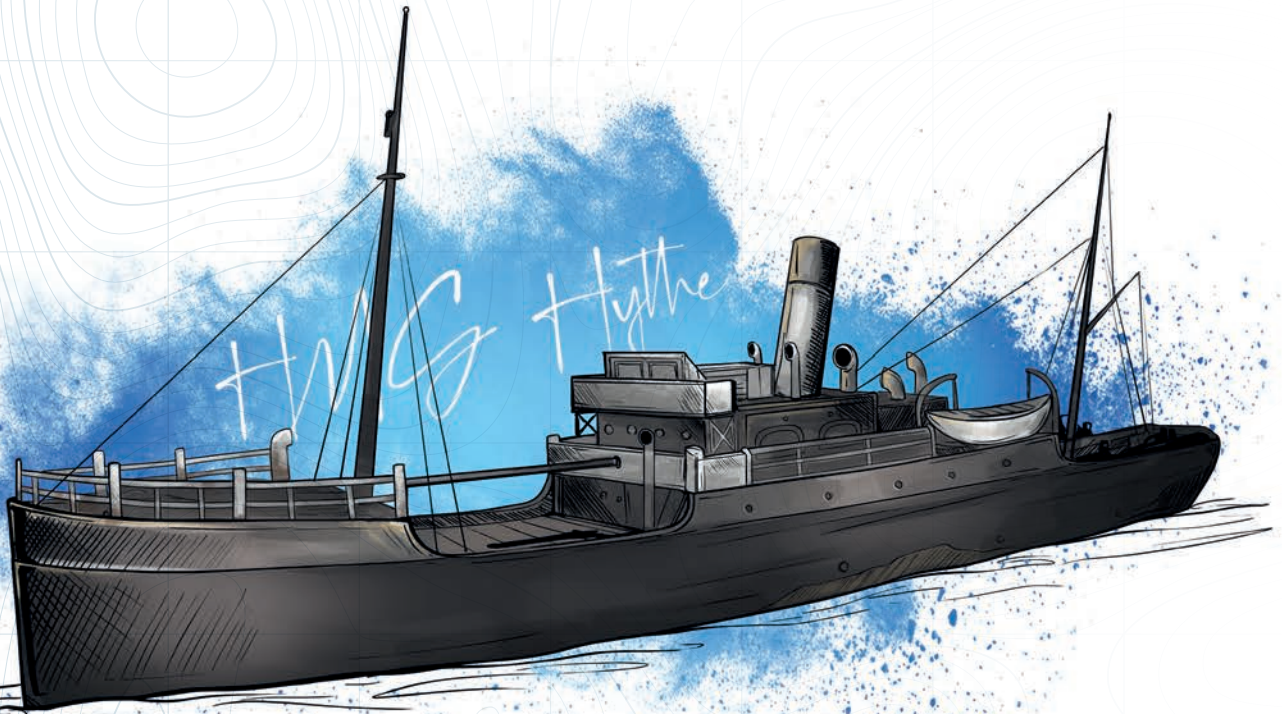
HMS HYTHE

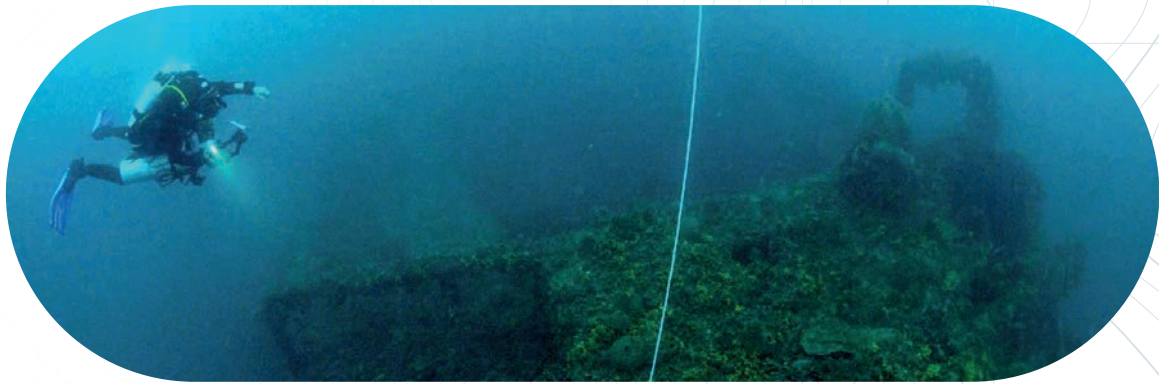
GÖKÇEADA

GALLIPLI
PENINSULA

ÇANAĞKALE

HMS HYTHE





HMS Hythe



Location
Aegean Sea



Size
59,5m



Depth
74m



Type
Minesweeper

Built in 1905 as a civilian ferry, HMS Hythe was converted into an auxiliary minesweeper by the Royal Navy in 1914. The ship's overall length was 195.3 ft (~59.5 m).

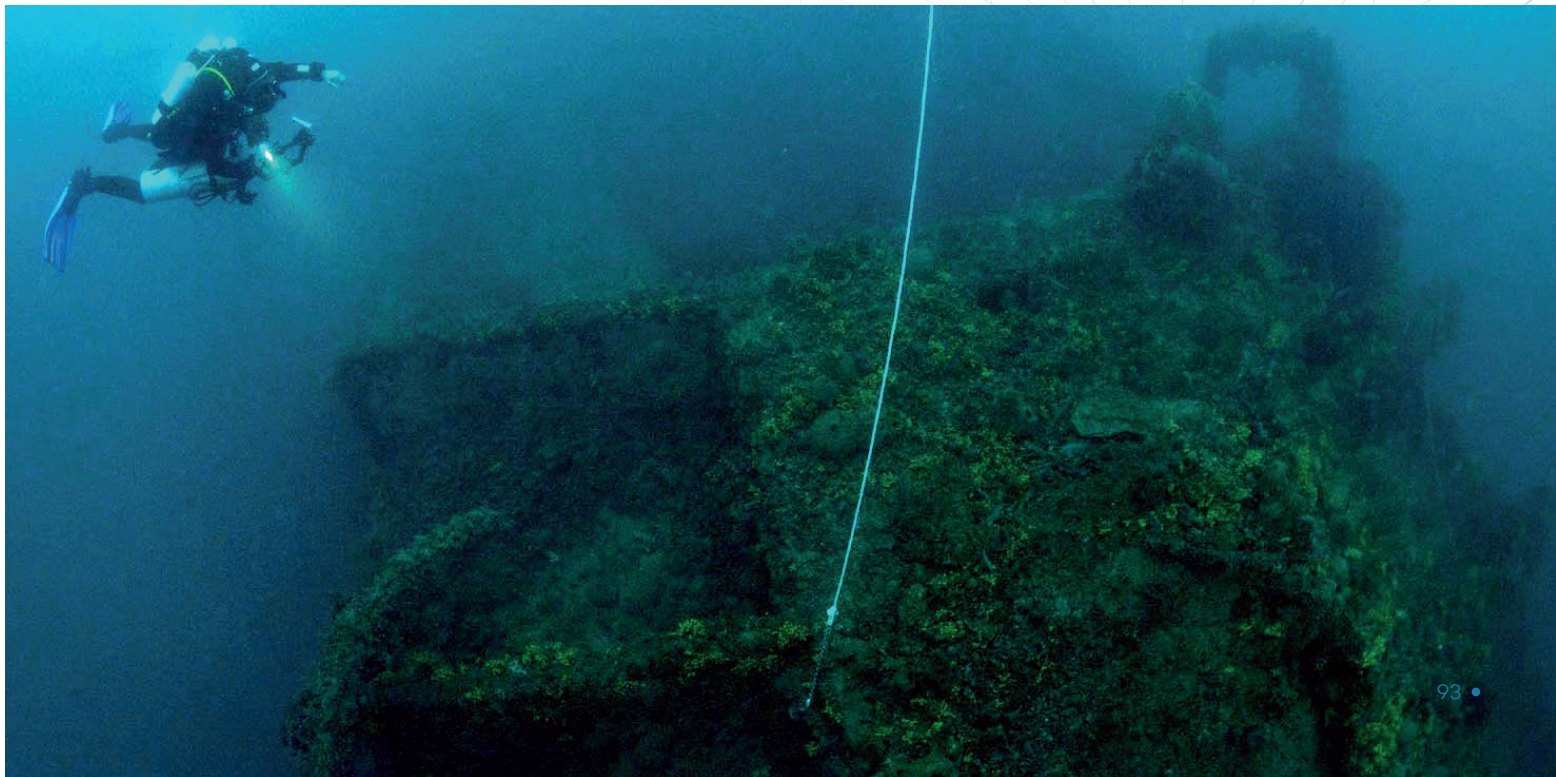
HMS Hythe sank within 10 minutes after colliding with HMS Sarnia off Cape Helles on October 28, 1915. The wreck is a key landmark in Turkish wreck diving, lying at a depth of approximately 74 m.





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HMS HYTE



29



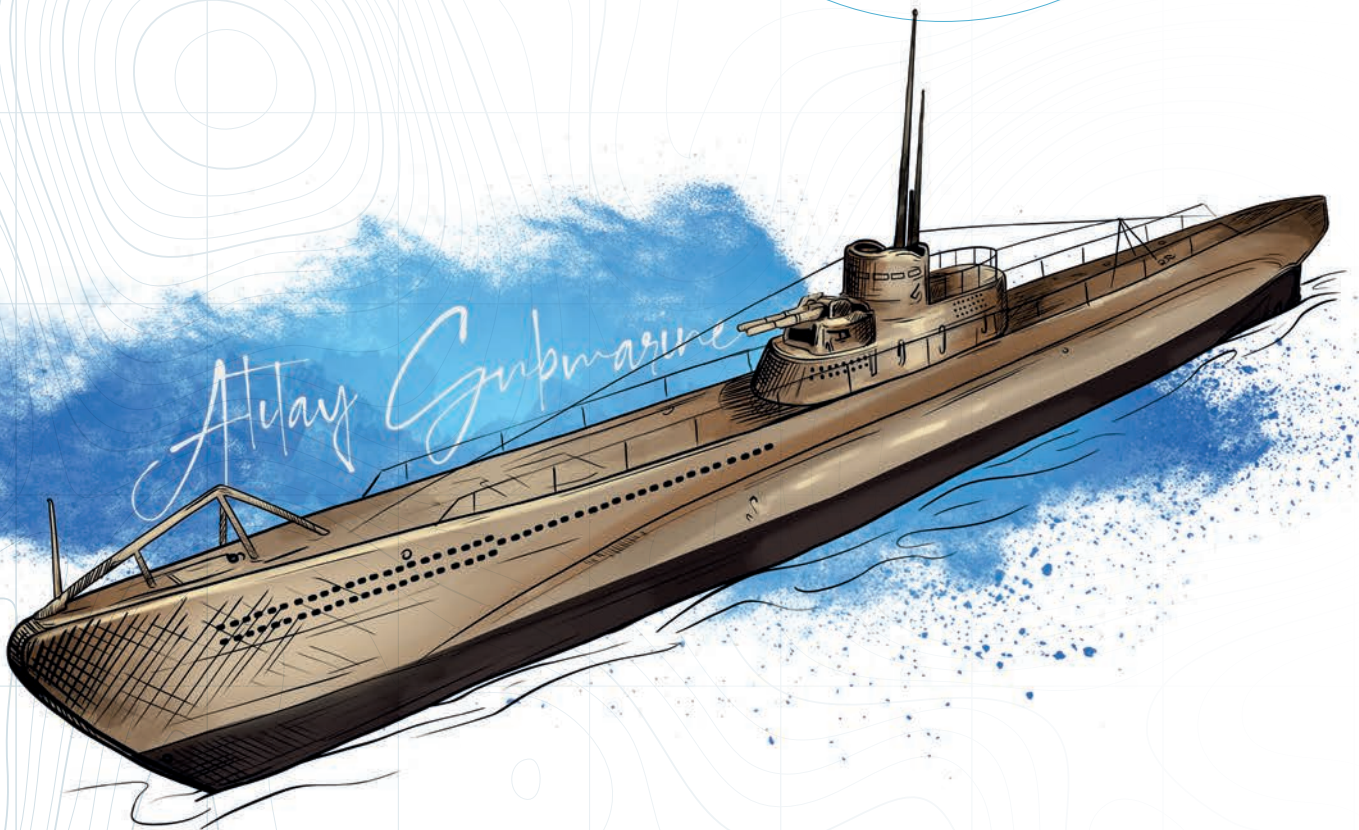
ATILAY SUBMARINE

GÖKÇEADA

GALLIPLI
PENINSULA

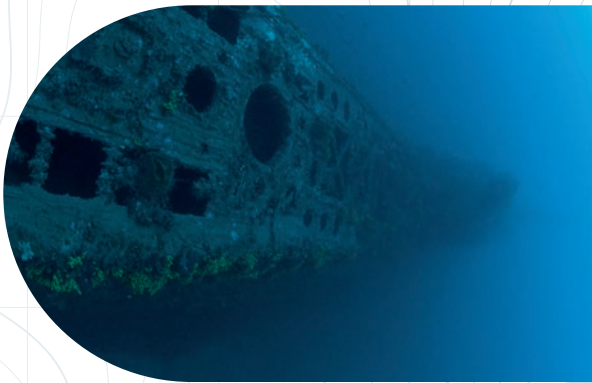
ÇANAKKALE

ATILAY SUBMARINE



Atilay Submarine

The Atilay submarine, a member of the Ay-class, was built at the Germaniawerft in Kiel. Launched in 1938 and commissioned on May 19, 1939, the vessel's specifications include a length of 80 meters, a beam of approximately 6.6 meters, and diesel-electric propulsion. On July 14, 1942, the submarine dived from Morto Bay as part of a test/calibration mission for magnetic safety lines (loops) in the Dardanelles. The submarine is assessed to have sunk after striking a mine dating back to World War I. The submarine, located at a depth of 80 metres, was named by Atatürk.



Location
Aegean Sea



Size
80m

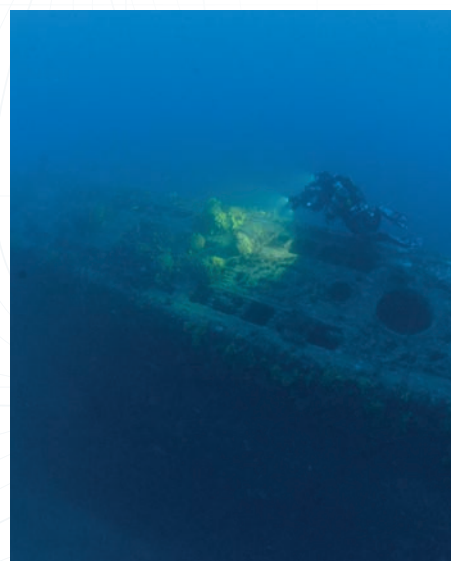
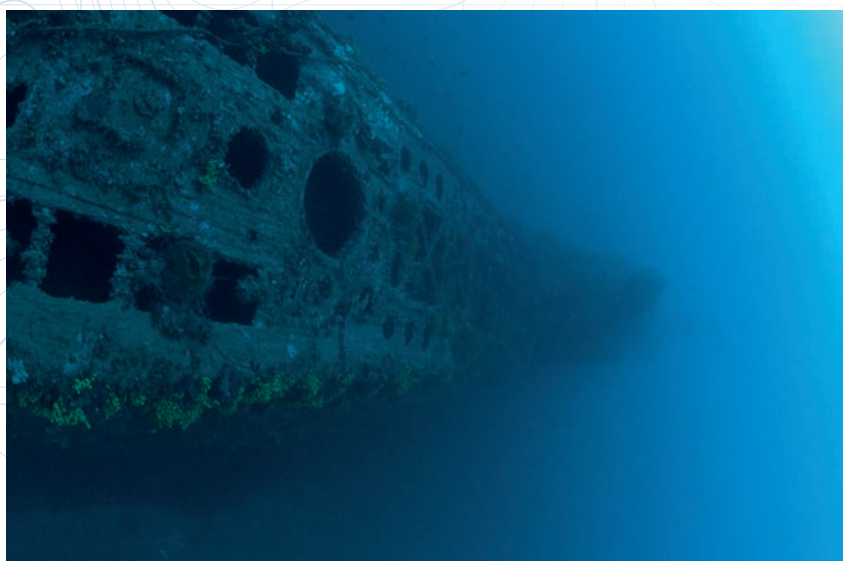
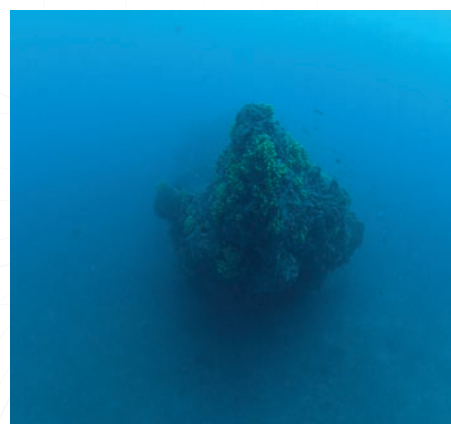


Depth
80m



Type
Submarine



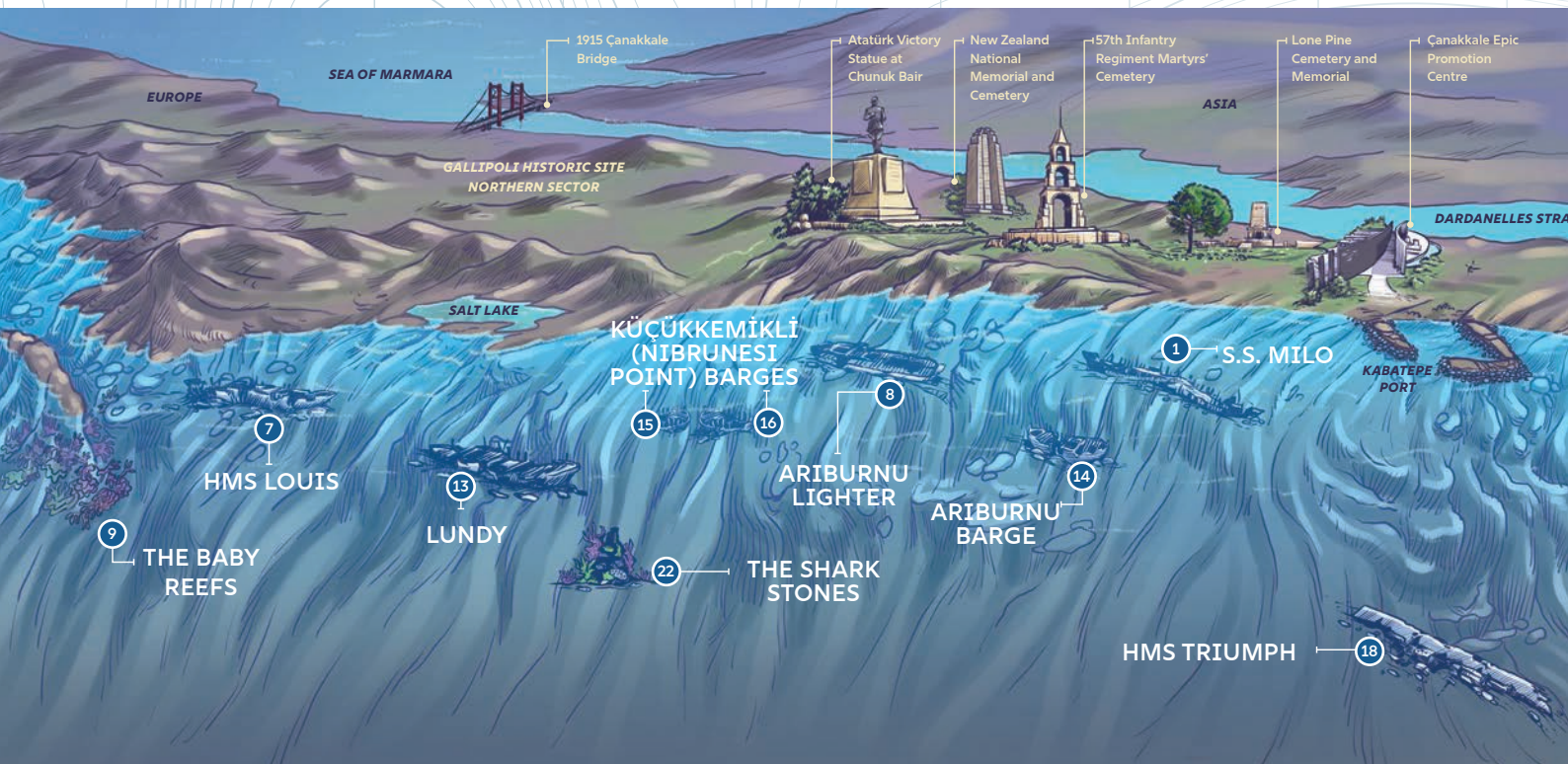




ATILAY SUBMARINE

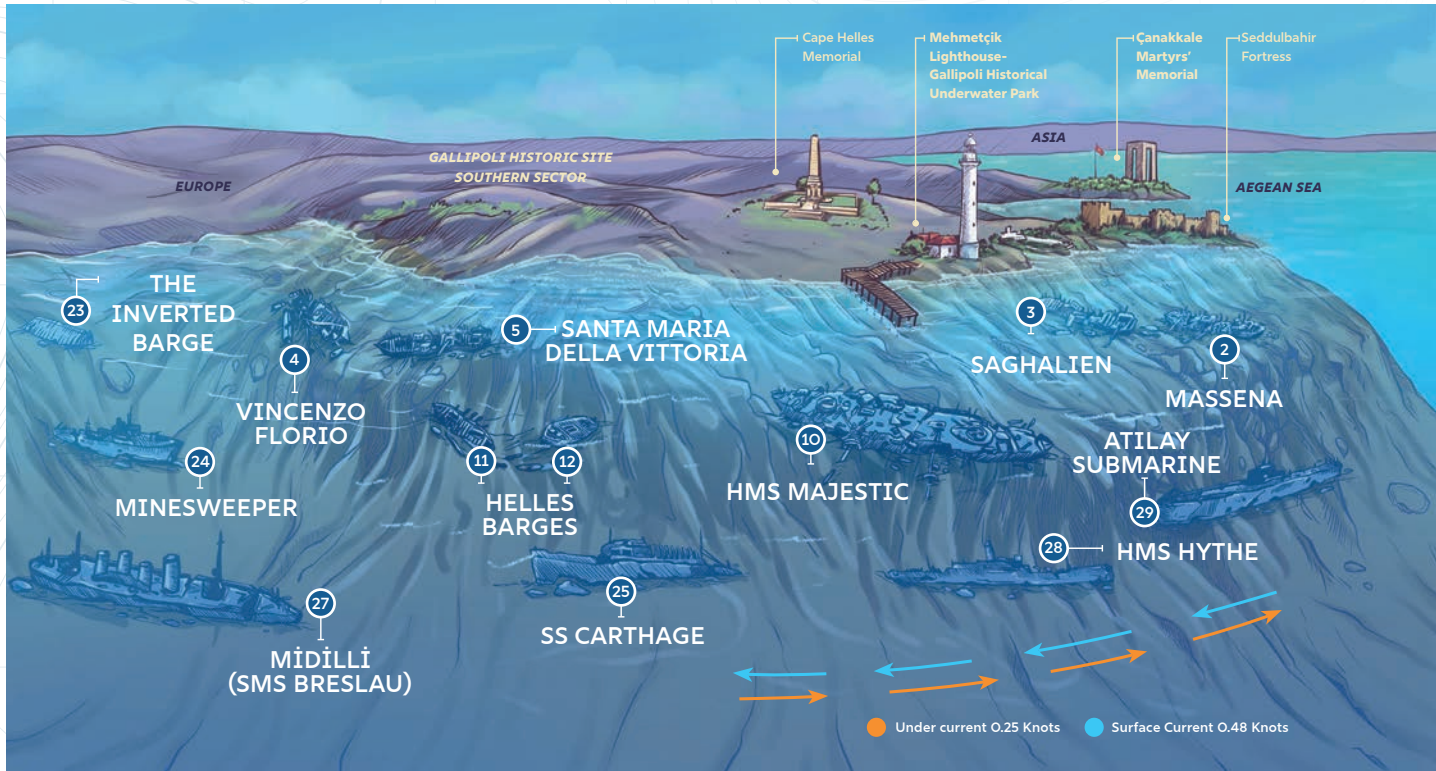
UNDERWATER PANORAMIC MAP

GALLIPOLI HISTORIC SITE NORTHERN SECTOR





GALLIPOLI HISTORIC SITE SOUTHERN SECTOR



PLANNING A TRIP

HOW TO GET TO ÇANAKKALE?

Transportation from İstanbul to Çanakkale

When travelling from the İstanbul's Asian Side to Çanakkale by road, follow the direction of İzmit, Bursa, Karacabey and Bandırma, respectively. Then you will reach the city centre of Çanakkale by following the direction of Biga and Lapseki.

If you are going to start your trip from İstanbul's European side, you can follow the direction to Tekirdağ and Keşan, and then by taking the ferry from either Gelibolu or Eceabat, or by using the 1915 Çanakkale Bridge you will reach Çanakkale.

It takes 2.5 hours from İstanbul Airport to Çanakkale and 4 hours from Sabiha Gökçen Airport.

Transportation from İzmir to Çanakkale

You can travel from İzmir to Çanakkale by road, following the direction of Menemen, Aliağa, Ayvalık, Edremit Akçay, Altınoluk, respectively. Afterwards, you can reach the city centre, in the direction of Küçükkuyu, Ayvacık and Ezine.



Transportation to Çanakkale by Road from the Balkans

It takes 2.5 hours to reach Gallipoli Historical Site by road from Kapıkule or İpsala border gates. You can reach Çanakkale Centre by crossing the Dardanelles either by ferry or 1915 Çanakkale Bridge.

Transportation from Ankara to Çanakkale

From Ankara, you can travel to Çanakkale by road, in the direction of Eskişehir, Bursa, Bandırma, and continuing in the direction of Biga and Lapseki, respectively. You can also use flights between Ankara and Çanakkale.

DIVE SITES





THE GALLIPOLI HISTORICAL
UNDERWATER PARK

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