

Dive Operators



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BRUNEI

ABODE OF PEACE

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✉ Brunei Tourism

BRUNEI MUSEUM OF THE DEEP

an underwater exploration



Explore Brunei's Best Kept Secret

The top dive spots in Brunei are within 30 - 60 mins by boat with dive centers and boat departure points within 30 - 45 mins from the airport or your hotel making for great convenience. They are, as many who have explored them can attest, full of life, diversity and colour. The Brunei waters are indeed teeming with healthy sea life. Marine and human activity around the Brunei coastline is low, allowing the sea life in this area to flourish and frolic blissfully, often with just your dive boat on site.

Brunei as a shipwreck dive destination is captivating dive adventurers looking for the privilege of an exclusive experience. The wrecks are untouched and covered in corals. The relics that travelled with these ships have been left lying in their watery museum. Local and expatriate dive enthusiasts have catalogued more than 30 shipwrecks of varying genres - commercial vessels, war-time ships, barges and decommission oil rigs. These wrecks ranging from 5m to 70m are scattered in an area that is easily reachable from the shore, some only 30 minutes away, each one with a fascinating history and waiting to be visited.

Diving season is long from February to November but the best months are April, May and June. Brunei waters are warm, around 28°C to 30°C, sometimes slipping a tad to 25°C. Visibility can range between 3m to 20m.



Recreational Wrecks

These recreational wrecks of varying depths from 5m to around 40m below the surface, and are suitable for new, advanced and wreck divers. Soft and hard corals thrive on these shipwrecks, lush and inviting, and draw a breathtaking community of marine life to these colourful abodes. Soft and hard corals thrive on these shipwrecks, lush and inviting, and draw a breathtaking community of marine life to these colourful abodes.



Dolphin 88 Wreck

The Dolphin 88 was a Malaysian barge carrying a shipment of granite and timber through Brunei waters when it was struck down by fierce weather. It sank off the Pelong Rocks in 2013 and split in half. The back half sank to a depth of 24m but fortunately all the crew were rescued. Now the wreck is a living museum teeming with schools of juvenile barracudas swarming on the deck like a murmuration of starlings in the sky. Watch groups of big-headed giant trevally giving you the eye as they swim past. The top of the wreck is at 10m, making this an ideal spot for novice divers to explore. There are some excellent wreck penetration opportunities as well for more advanced divers.



Rig Reef

This is a unique site made up of decommissioned oil rig structures purposely sunk by Brunei Shell Petroleum in 1994 as part of their Rigs to Reef program to provide underwater habitats and reduce fish trawling activities at the natural reef sites. Its kaleidoscope of colours made by the forest of corals provides a beautiful backdrop for snapshots. The top of this artificial reef is only 6m and the maximum depth is 18m. It is home to a large variety of marine life. Schools of juvenile barracudas, yellowtails and Jack fish swoop around in hypnotic patterns while giant groupers sashay about with an air of elegant insouciance.



Bolkiah Wreck

Built in 1955 in Hong Kong, this passenger ferry used to sail the waters between Brunei and the Malaysian island of Labuan. As the vessel carried the Brunei royal name, it was not allowed to be sold for scrap, hence it was scuttled by the Royal Navy in 1992 and became an underwater gallery of rich marine life, just south of the Two Fathom Rock at a depth of 24m. Its highest point is at 18m. This is a popular wreck where you can see hordes of big snappers and some large, pretty but lethal lionfish. Patience might reward you with a sighting of a frog fish watching you from its camouflaged hideout.



Penanjung Wreck

The Penanjung was a tugboat that sank to a depth of 24m west of the Brunei coastline. Its highest point is at 17m. These days, this fully intact tugboat serves as a shelter for nurse sharks, sea snakes, mobs of little fishes that flutter in and out, and the occasional puffer fish that hovers casually around the wreck trying to look deceptively harmless. The wreck is teeming with small marine life waiting to be captured on film.



Labuan Wreck

This is the shallowest wreck in Brunei; the top is only at 5m and the bottom lies at a depth of 14m. It rests at the mouth of the Brunei Bay and is filled with soft and hard corals and macro life making it a macro photographer's dream. Divers can explore all the way through to the engine room. There is plenty of sunlight, good visibility and a dive here will reward you with an album of dazzling photographs.

Technical Dive Wrecks

There are some fascinating deep wrecks beyond 55m suitable only for technical divers. Some were World War II vessels which served during tumultuous times before falling to rest in their final resting place.



Yuho Maru

This was a Japanese wartime tanker that sank after being hit by a torpedo in 1944 during the 2nd World War. It sits on the seabed at 55m but only the stern, measuring about 70m, lies in this location. The mystery of its bow is unknown although speculations abound on its current whereabouts.



Pacific Boxer

This perfectly intact anchor handling tug stands upright from the seabed and makes for a stunning photograph. It sank in 1982 after a collision with the stern anchor flukes of a barge. At 38m long, it is one of the deeper wrecks in Brunei resting at 63m.



Petani Mistral

This is a supply ship that sank in 1995 after it got swept onto a leg of an oil rig. The 58m-long wreck sits at a depth of 47m off the coast between Jerudong near the capital city and the town of Kuala Belait. Through the many small tight penetration routes, one may discover plentiful macro life hiding in the nooks and crannies. The wreck is frequented by schools of fishes so be ready to lock eyes with ring-tailed cardinals and yellow-fin groupers.



Baiei Maru

This Japanese oil tanker that sank during World War II met its doom after hitting a Japanese mine. This ship is fully intact and lies upside down with the top at 50m. It is seldom dived as visibility is low due to its depth. Diving is restricted to the surroundings as penetration points are yet to be discovered but one can certainly do a detailed study of the contours of this large 93m tanker sitting in its quiet glory at 60m.



Southern Glory

This big ship, at 93m, once weighed 5000 tons. It now lies at 70m on its port side, its structure complete with its massive anchor and propellers, and the timber cargo it carried is still visible. This vessel sank in heavy weather in 1993. There is penetration access starting at the top at 55m.

