

HMS Colossus



CISMAS DEBRIS FIELD SURVEY 2005

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Acknowledgements

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Thanks are due to the following for assistance: **Nick Keighley, Angela Baxter, Sean Lewis, Micheal Tangye, Richard & Bridget Larn** and the team at **English Heritage maritime**, especially **Jessica Ransley**.

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Local Heritage *initiative*



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Summary

The Cornwall and Isles of Scilly Maritime Archaeology Society undertook an investigation of the debris field associated with the wreck of HMS *Colossus* in 2004-5. This project was made possible by a grant from the Local Heritage Initiative.

In September 2004 two weeks were spent investigating the *Colossus* debris field. Poor weather conditions resulted in only 27 targets being investigated. A number of items of *Colossus* debris were located.

A geophysical survey of the site was undertaken in April 2005. A caesium vapour magnetometer, sidescan sonar and bathymetric survey were all undertaken. The Site Searcher geophysical survey software from 3H consulting was generously provided by Peter Holt.

The final two weeks debris field survey was undertaken in September 2005. Good weather conditions enabled 65 seabed searches to be made. An area of almost 80,000 square metres of seabed was searched.

A survey of the guns on the Garrison was undertaken to establish which guns could have been salvaged from the wreck of *Colossus*. Similarly, a survey was made of a carved timber in Valhalla, Tresco, which is alleged to be the stern board of *Colossus*.

The research into the documentary history of HMS *Colossus* was undertaken by Janet and Robin Witheridge. As a result of this work we now know where *Colossus* was for almost all of her eleven year lifespan.

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HMS Colossus off Cadiz in 1797, detail from a painting by Thomas Buttersworth National Maritime Museum

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Project Background

Introduction

The Cornwall and Isles of Scilly Maritime Archaeological Society was formed in March 2004, and currently has over 40 members. The society's first project was to survey the debris field of the *Colossus* wreck site in the Isles of Scilly. This was undertaken in three stages. Firstly, the 2004 debris field survey concentrated on investigating the magnetic anomalies identified by the 2002 ADU¹ magnetometer survey. Secondly, a geophysical survey of the debris field was undertaken by CISMAS in 2005. This consisted of a magnetometer survey of the areas not covered by the 2002 ADU survey, a sidescan sonar survey and a bathymetric survey. Lastly, the targets identified in the geophysical survey were investigated and mapped in the 2005 debris field survey. All positions in this report (unless otherwise stated) are given in UTM zone 30 using the WGS84 datum.

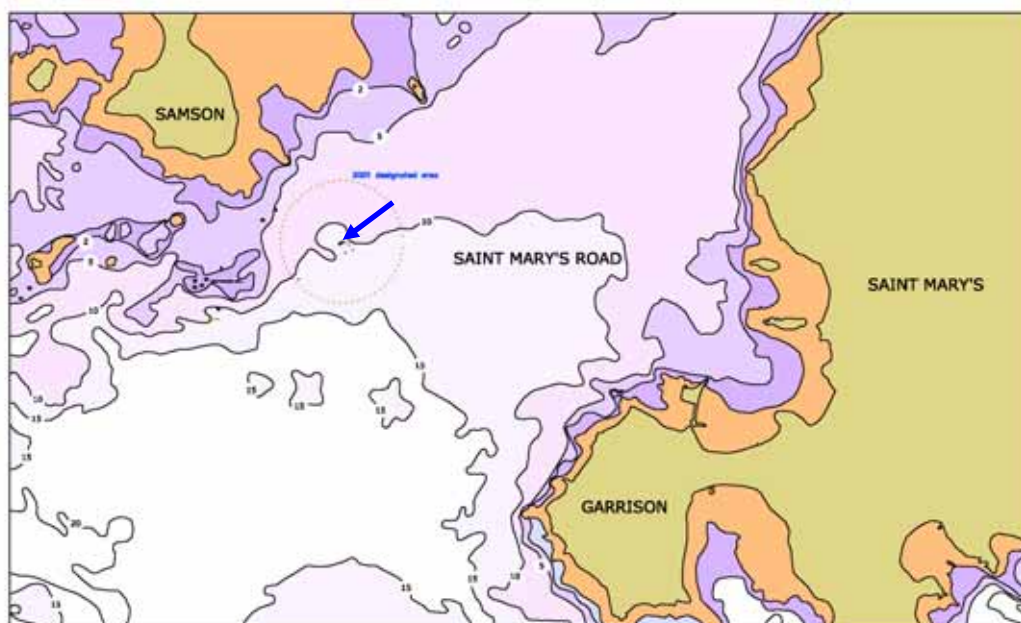


Fig 1 Site location plan

The Site

The wreck of HMS *Colossus* lies to the south of Samson in the Isles of Scilly. To date two main areas of wreckage have been identified, the bow and the stern. In 1975 part of the wreck (probably the bow) was designated under the Protection of Wrecks Act. This designation was revoked in 1984. The current site, the stern, was designated in 2001, and is located at Latitude 49° 55'.471N, Longitude 006° 20'.505W (260154.906E 5535593.077N UTM zone 30, WGS84²).

¹ Archaeological Diving Unit

² The survey work undertaken in 2001-2 used positions and grid references in UTM coordinates using zone 30 based on the WGS84 datum. The designation under the Protection of Wrecks Act gives the position in latitude and longitude.

The Ship

HMS *Colossus* was a 74 gun warship built in 1787 at Gravesend and wrecked off Samson in the Scillies in 1798. These 74 gun ships were one of the most successful types of the period. They were typically about 51m (170 feet) in length and had a crew of over 600. During her relatively short working life (eleven years) she saw action at Toulon, Groix, Cape St Vincent and Cadiz. *Colossus* also took part in the capture of two enemy ships in 1793³. She had no less than nine different captains during her relatively short career. *Colossus* had a complete refit, which took six months, in 1796.

In December 1798 she was on her way home to England with wounded from the battle of the Nile and with cargo including part of Sir William Hamilton's second collection of Etruscan pottery. She was sheltering from a gale in St Mary's Roads when the anchor cable parted and she was driven aground to the south of Samson. All but one member of the crew were taken off safely before *Colossus* turned onto her beam ends and proceeded to break up.

Vital Statistics^{4, 5}

| | |
|----------------------|--|
| Length (MGD) | 172' 3" (52.5m) |
| Breadth | 47' 9" (14.6m) |
| Tonnage | 1703 tons |
| Draught (hold) | 20' 9½" (6.3m) |
| Standard armament | 28 x 32lb main gun deck 28 x 18lb upper gun deck 14 x 9lb quarter deck 4 x 9lb forecastle |
| Ballast ⁶ | 110 tons of iron ballast and 250 tons of shingle |
| Ordered | 13 th December 1781 |
| Laid down | October 1782 |
| Launched | 4 th April 1787 |

³ Le Vanneau, a French 6-gun ship (ADM 52 3006 Masters log) and Vrai Patriot (NMM warships database)

⁴ Warships database - National Maritime Museum.

⁵ Brian Lavery *Ship of the Line, Vol 1*.

⁶ ADM 52 2808 Masters log *Colossus* to December 1797.

Previous Reports

There are now a considerable number of reports concerning the work already undertaken on *Colossus*. These have been produced by various authors and for this reason they are listed below. Those by myself and CISMAS are available to download as PDF files from the CISMAS web site at www.cismas.org.uk . The list is probably not exhaustive – only those which have come to my attention are listed.

| | |
|---|---------------------|
| HMS <i>Colossus</i> (Hutchinson 1979) | Roland Morris |
| HMS <i>Colossus</i> (IMAS Excavating Ships of War) | Ann Birchall |
| Finds from Scillonian Wrecks (IJNA 13.2 1984) | Roland Morris |
| Big Guns from the Seabed (IJNA 13.2 1984) | Roland Morris |
| More Finds from Scilly Islands Wrecks (IJNA 13.3) | Roland Morris |
| HMS <i>Colossus</i> Project Design 2001 | Kevin Camidge |
| HMS <i>Colossus</i> Project Design 2002 | Kevin Camidge |
| Stabilisation Trial Project Design | Kevin Camidge et al |
| Stabilisation Trial Final Report | Kevin Camidge et al |
| HMS <i>Colossus</i> Survey Report 2001 | Kevin Camidge |
| HMS <i>Colossus</i> Survey Report 2002 | Kevin Camidge |
| HMS <i>Colossus</i> Survey Report 2003 | Kevin Camidge |
| HMS <i>Colossus</i> Desk-Based Assessment (2003) | Wessex Archaeology |
| HMS <i>Colossus</i> Survey Report 2004 | Kevin Camidge |
| <i>Colossus</i> Revisited (Minerva Aug 2004) | Ann Birchall |
| HMS <i>Colossus</i> Debris Field Survey 2004 | CISMAS |
| HMS <i>Colossus</i> Designated Site Assessment (2005) | Wessex Archaeology |

Geophysical Survey 2005

Introduction

The magnetometer survey of the debris field carried out by the ADU in 2002 only covered part of the designated area. CISMAS carried out a geophysical survey of the remainder of the designated area in April 2005. The CISMAS survey took six days, and was successfully completed despite less than perfect weather conditions. The survey was carried out by six members of CISMAS. We are indebted to Peter Holt for his assistance and guidance in carrying out the geophysical survey.

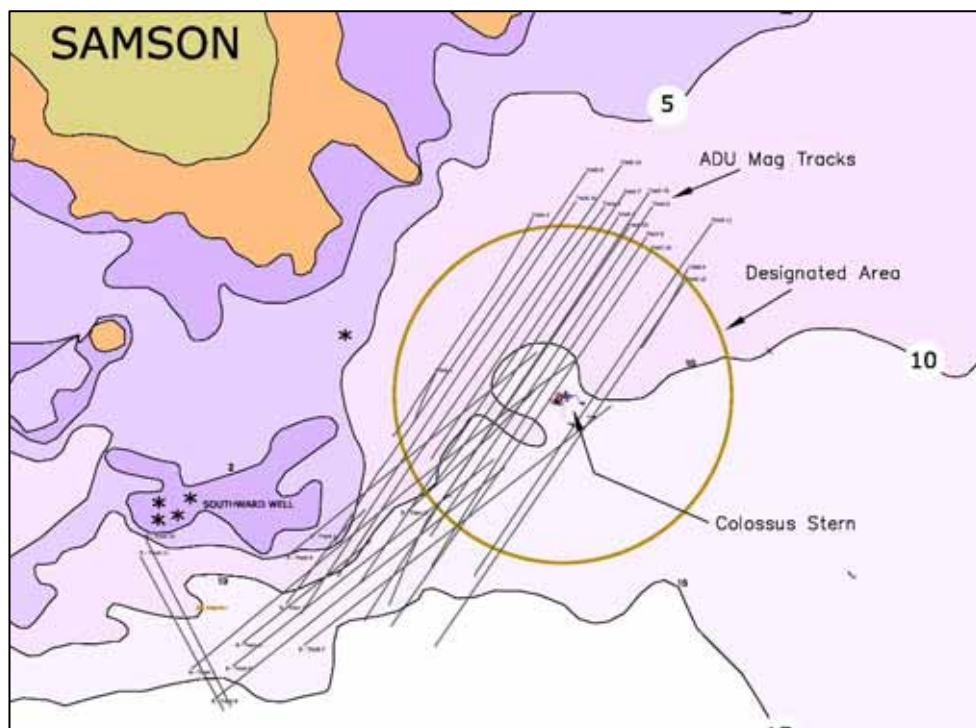


Fig 2 ADU magnetic survey

Methodology

The geophysical equipment employed consisted of a Garmin 76C WAAS/EGNOS enabled GPS unit for position fixing. Bathymetric data was collected using a Garmin Fishfinder 250 with dual frequency (200/50kHz 10/40°) transducer. The magnetic data was acquired using a Geometrics G881 caesium vapour marine magnetometer, and the sidescan sonar used was an Imagenix Sportscan (330 kHz, beamwidth 1.8° x 60°).

The GPS, echo-sounder and magnetometer were all connected via serial interfaces to a laptop computer running Site Searcher, a computer programme developed by Peter Holt, specifically designed for geoprospecting in maritime archaeology. The whole setup was powered by a lead acid battery pack and DC/AC inverter, which avoided possible problems with boat power supplies.

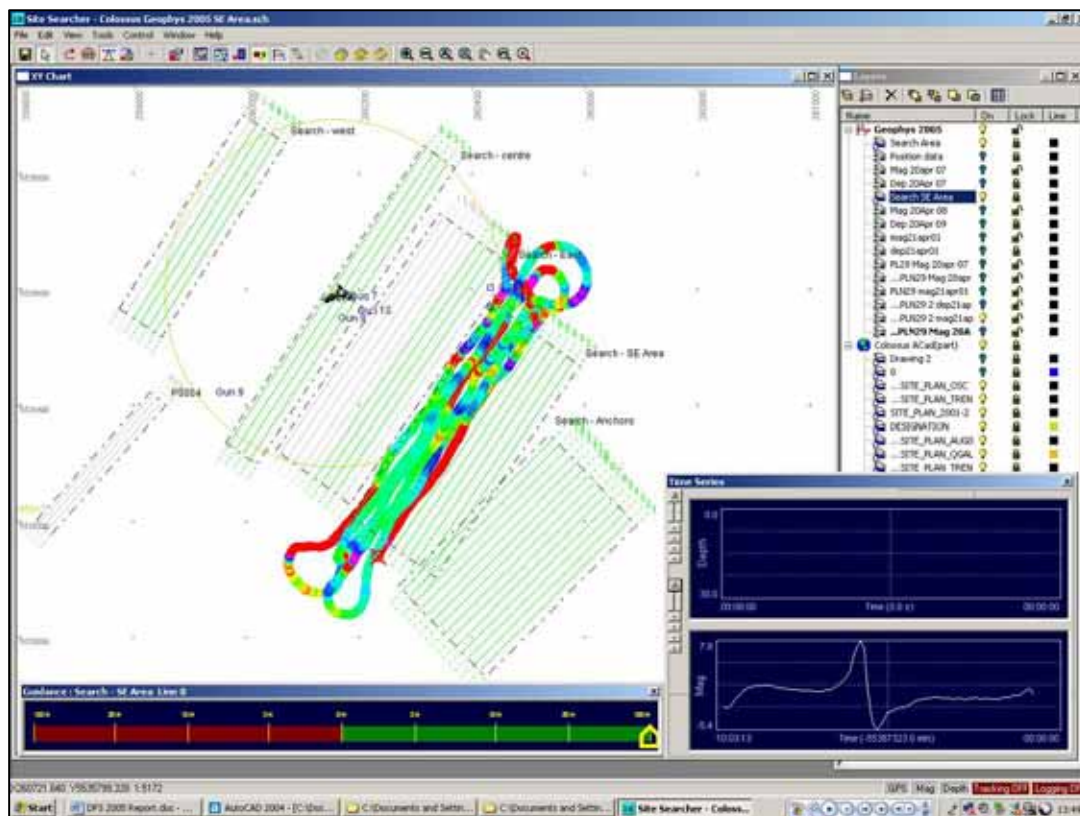


Fig 3 Site Searcher – magnetic survey

The echo-sounder transducer was attached to a scaffold pole fastened to the side of the boat and secured with lines fore and aft. The GPS antenna was placed on the wheelhouse roof of the boat. The aim was to have a completely independent survey suite which could be deployed on any suitable charter boat to collect position, magnetic and bathymetric data simultaneously. The Site Searcher programme is capable of making tidal corrections to the bathymetric data.

As the survey track lines were defined in Site Searcher, the position of the boat was shown on the laptop screen, enabling the boatman to steer along the designated survey track. The magnetic data was plotted in real time as a time-series graph and as a colour coded shape on the site plan. The software also allows the data to be output as CSV files for display or further analysis.

The survey suite worked well after initial teething problems with power supply cables. One problem which became apparent was that of serial to USB connections. Modern laptops rarely have true serial ports (if they do they only have one). They are equipped instead with a number of USB ports. All the equipment used (GPS, Magnetometer and echo-sounder) outputs data through standard serial ports (RS232). To overcome this problem we used a Quatech 4-port RS232 to USB adapter. This worked for the GPS and echo-sounder feeds but problems were experienced with the magnetometer. We suspect the problem is linked to the higher data rate output by the G881 magnetometer (about ten readings per second compared to one per second from the GPS and echo-sounder). A satisfactory solution was found by connecting the magnetometer to the laptop using the native serial port or using a PCMCIA serial port.

The sidescan sonar was used independently of the magnetometer. It was driven by Imagenix software, provided with the sonar unit. The sidescan and GPS unit were connected to the laptop using serial ports. Sea conditions were only suitable for collecting sidescan data on one day of the six day survey.

Magnetometer Survey

The area covered by the 2005 magnetic survey is shown below in fig. 4. The principal aim was to complete those areas within the designation not covered by the 2002 ADU magnetic survey. In addition we were keen to cover other areas in order to locate the original *Colossus* anchors – assuming they had not been salvaged. Finally, an area to the SW of the designation was searched to try to locate the three anchors found by Roland Morris in the 1970s⁷. Location of these anchors (shown on Morris' plan) would enable confirmation of the repositioning of the Morris plan suggested in the Wessex DBA⁸.

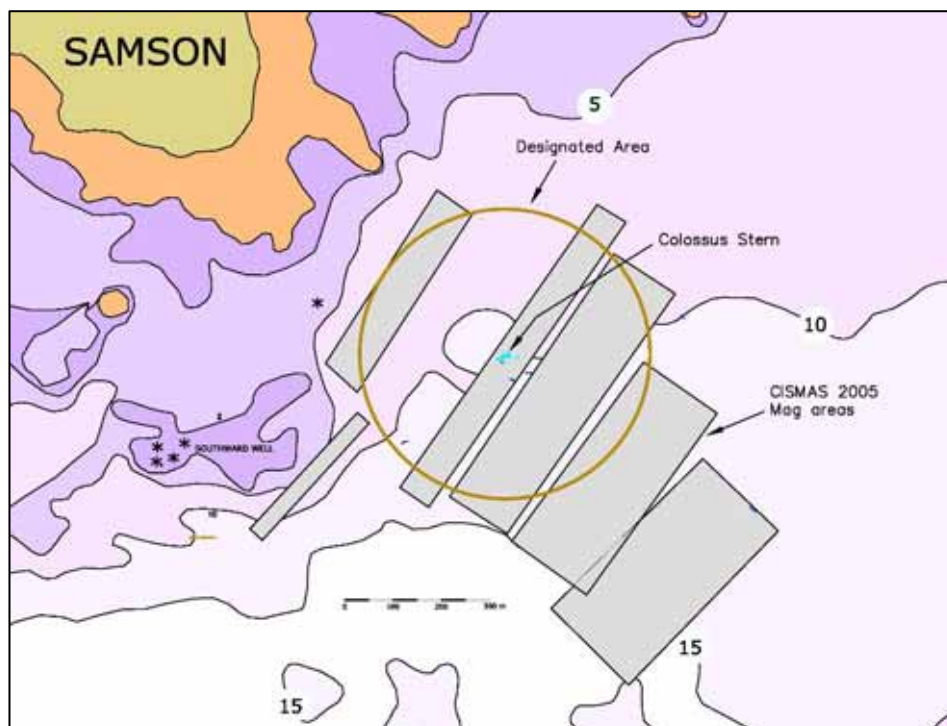


Fig 4 CISMAS 2005 magnetic search areas

The magnetometer fish was towed 25m behind the boat. The total layback of the magnetometer fish⁹ was 29m – this correction was automatically made by the Site Searcher software. The magnetic survey lanes were all run roughly NNE-SSW, as was the original ADU survey. The spacing between survey tracks was 15m. By recording the actual depth of water at the time of survey the distance between the magnetometer fish and seabed was determined for each reading. This allowed an estimation of the mass of the target by using the Hall equation¹⁰. Although this is only an approximation due to a number of unknown factors (true distance from

⁷ These anchors were far too small to have been the bower anchors of *Colossus*

⁸ Wessex Archaeology *HMS Colossus Desk-Based Assessment (2003)*

⁹ The distance between the magnetometer fish and the GPS antenna.

¹⁰ Green, J. *Maritime Archaeology – A Technical Handbook* Elsevier 2004

fish to target, orientation and shape of the object etc) an indication of the magnitude of the target is very useful in determining a search strategy.

Targets were selected using the time series graphs in Site Searcher. A table was constructed showing the position of the magnetic anomaly, the magnitude in nT, the distance from fish to seabed, estimated mass of the anomaly and known concordances. An abbreviated version of this table is reproduced in appendix I of this report. By sorting this list on estimated weight it was possible to consider the targets in order of their probable magnitude.

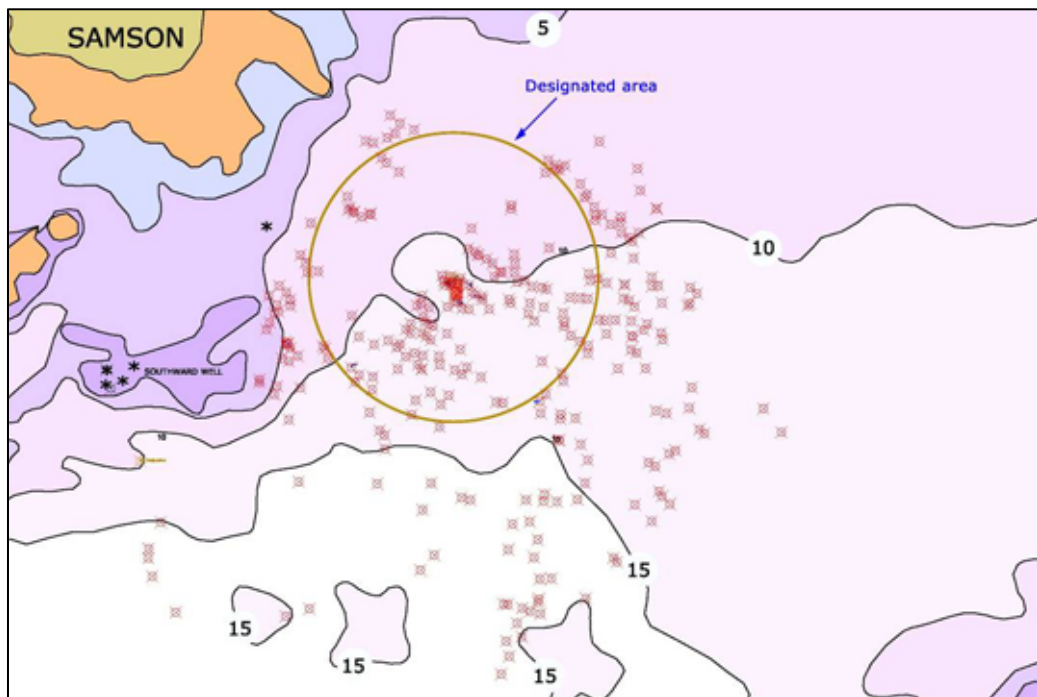


Fig 5 Distribution of 2005 magnetic anomalies

A total of 291 magnetic anomalies were identified. This list of targets was not as daunting as it first appeared; a number of the magnetic anomalies had a known cause, for example the stern site itself or known iron wreckage within the designation such as the *Little Western* (see page 32) stern section. In addition numerous anomalies were plainly registering the same target from adjacent track lines. Some targets were coincident with targets already detected by the 2002 ADU magnetic survey.

The targets had estimated weights varying between 22,000kg (*Colossus* stern section) and 2kg (uninvestigated target).

Reproduced below are a few examples of the magnetic graphs with accompanying descriptions of the targets which produced the anomaly.

Fig 6 Mag target CM0007

This graph shows an 8nT irregular dipole. The predicted mass of the target was 950kg. The anomaly was caused by gun 8 (a 32lb Blomefield), which is 8m from the position indicated by the magnetic anomaly.

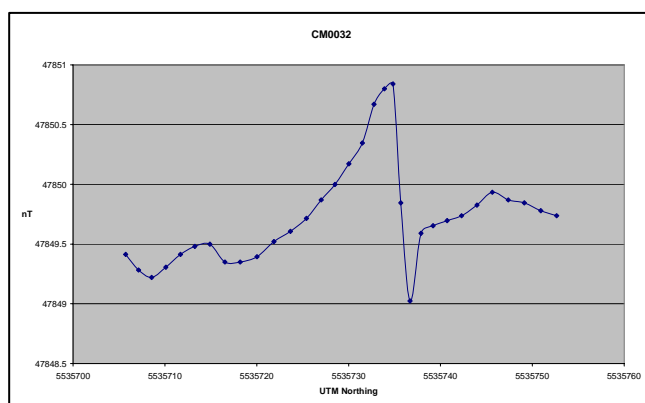
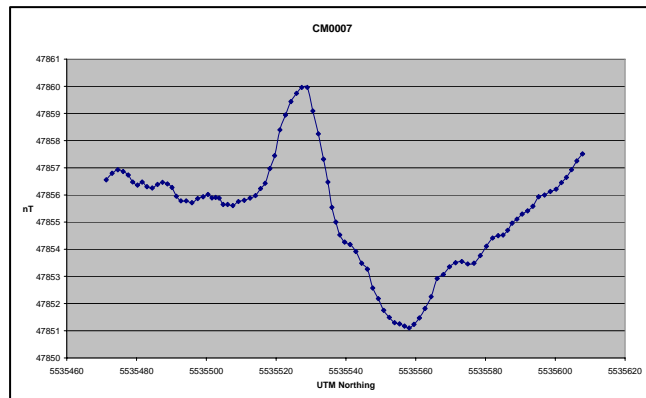
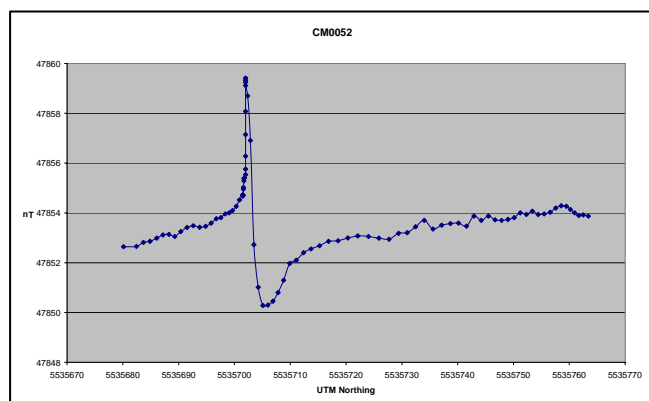


Fig 7 Mag target CM0032

A 2nT irregular dipole. The predicted mass of the target was 150kg. The anomaly was caused by scattered iron concretions; the closest of these was 0.5m from the position indicated by the magnetic anomaly.

Fig 8 Mag target CN0052

This example shows a 10nT dipole. The predicted mass of the target was 730kg. The anomaly was caused by a broken angle crown anchor, which lies 1.5m from the position indicated by the magnetic anomaly.



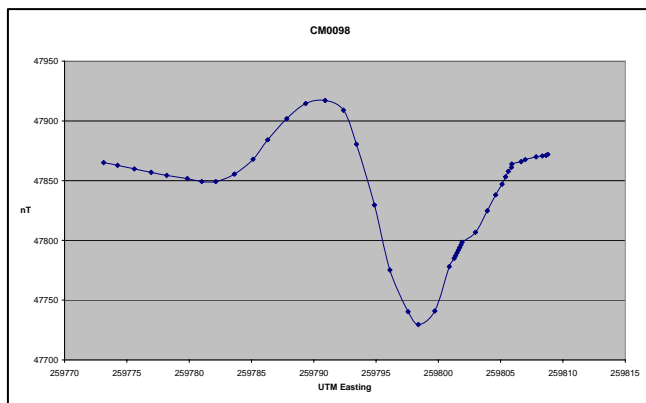


Fig 9 Mag target CM0098

This graph shows a 180nT irregular dipole. The predicted mass of the target was 6000kg. The anomaly was caused by an iron wreck, the bows of the *Little Western*, which sank in 1872¹¹. The wreckage is 3m from the position indicated by the magnetic anomaly.

Fig 10 Mag target CM0145

A 3.5nT irregular dipole. The predicted mass of the target was 370kg. The anomaly was caused by debris including iron concretions, the closest of which was 3m from the position indicated by the magnetic anomaly.

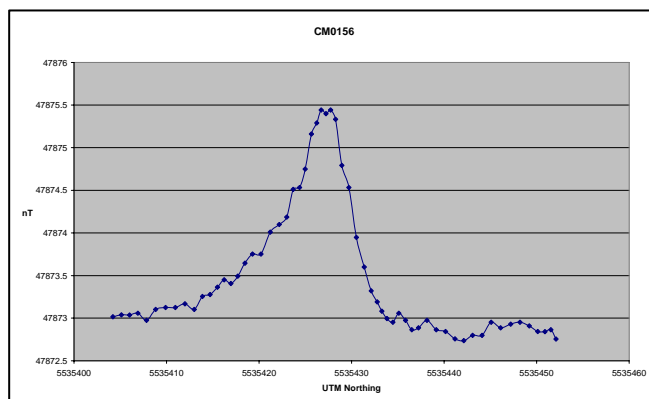
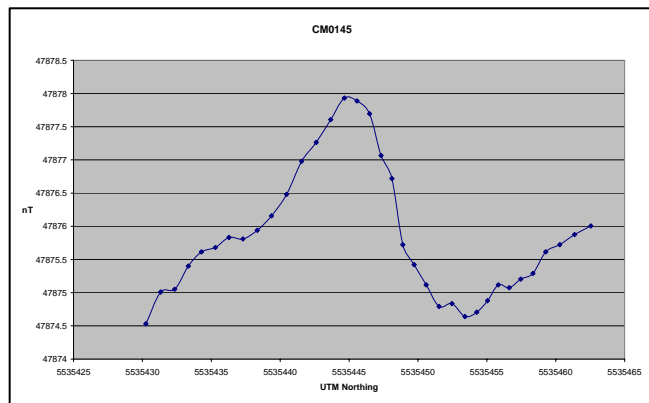


Fig 11 Mag target CM0156

This example shows a 3nT spike. The predicted mass of the target was 140kg. The anomaly was caused by a scattered area of cannon balls and other iron concretion. The closest of these lies 3.5m from the position indicated by the magnetic anomaly.

¹¹ Larn, R. *Cornish Shipwrecks – The Isles of Scilly*. David & Charles 1971

Fig 12 Mag target CM0221

A 7nT spike. The predicted mass of the target was 1750kg. The anomaly was caused by a 19th century iron anchor, which was found 7m from the position indicated by the magnetic anomaly.

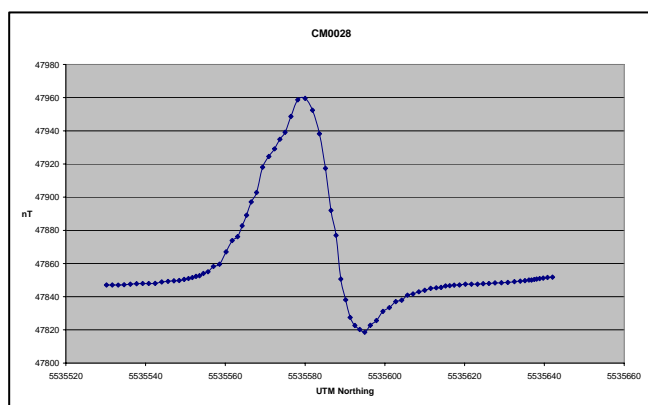
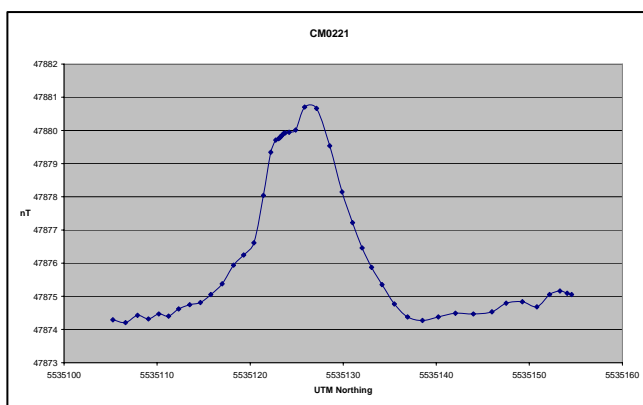
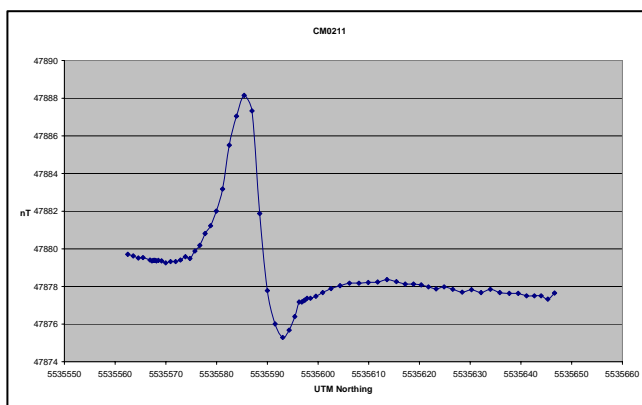


Fig 13 Mag target CM0028

This graph shows a 40nT irregular dipole. The predicted mass of the target was 4250kg. The anomaly was caused by the six iron guns on the stern section of *Colossus*. Gun 3 is 1m from the position indicated by the magnetic anomaly.

Fig 14 Mag target CM0211

The graph shows a 13nT dipole. The predicted mass of the target was 780kg. No iron objects were found which could account for this anomaly.



A problem experienced with the magnetic data collected by CISMAS in 2004/5 and by the ADU in 2002 was that of apparently good anomalies having no corresponding iron objects on the seabed. In difficult search conditions, such as heavy kelp, the phenomenon could be explained as divers not locating the object. However, this also occurred on a seabed of flat sand. We are not certain what the reason for these occasional discrepancies is.

One example of such a case is illustrated in fig 14 above. This 13nT dipole target, with an estimated target mass of 780kg was situated on a flat sand seabed with negligible kelp and weed. The only object found on this search was a very small piece of iron concretion which appeared to be mobile on the seabed. In all 25 dives out of the 65 undertaken in 2005 failed to locate any iron objects which could have accounted for the magnetic anomaly. In 2004 (working with the ADU magnetic data) 10 out of the 27 anomalies investigated similarly failed to locate any significant iron object.

There are a number of possible explanations. The problem could be the interpretation of the data, but the anomalies do not appear to be any different from those which produce positive results. The anomalies could be caused by magnetic geological phenomena, but in this case one would expect the anomalies to be different in character from those produced by iron objects. Alternatively the iron objects producing the anomaly could be buried below the surface of the seabed. A metal detector search of the seabed in these areas would determine if this is the case¹². Unfortunately CISMAS does not own an underwater metal detector. This is an area which needs to be investigated in any future magnetic surveys undertaken by CISMAS.

¹² As long as the object is not buried so deeply that it is beyond the range of the metal detector.

Sidescan Sonar Survey

Only limited sidescan sonar coverage was achieved during the CISMAS 2005 geophysical survey. This was due mainly to adverse sea states during the week of the survey. The main aim of the sidescan survey was to assess the suitability of budget sidescan systems such as the Imagenix Sportscan to archaeological survey.

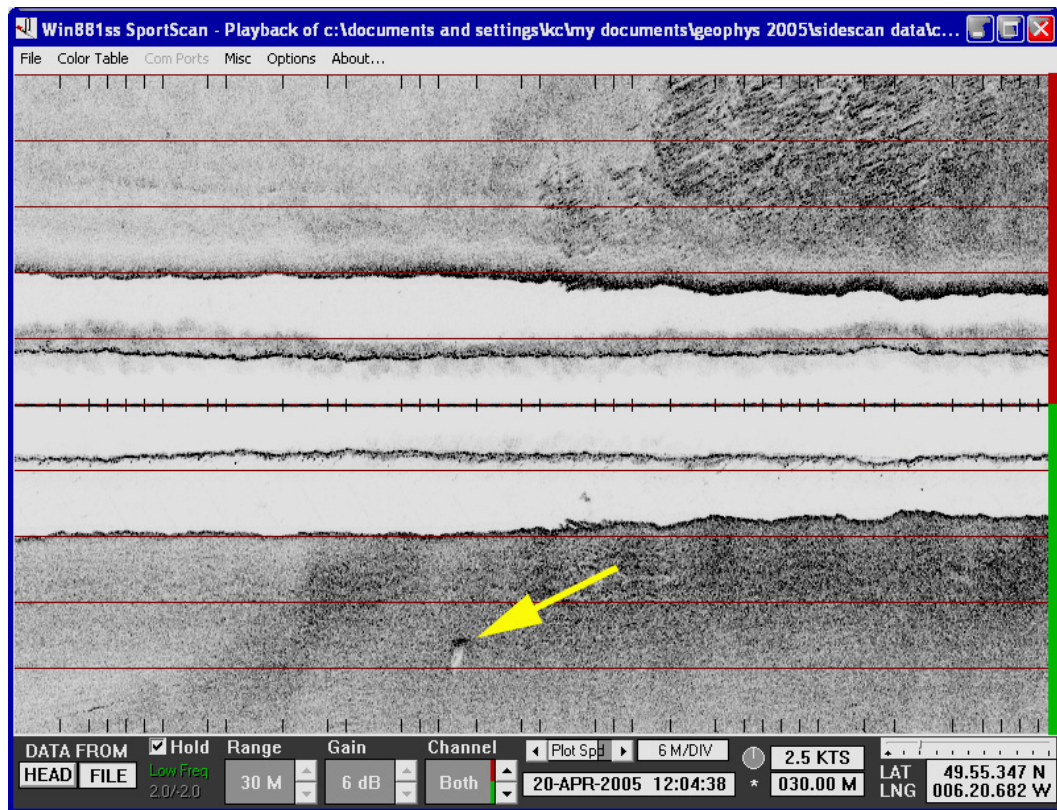


Fig 15 Sidescan sonar target 3.10

Although the sidescan used was of relatively low cost it was able to detect objects such as ships' guns. The main area of concern was that of positioning. The sidescan software supplied (Win 881ss) did not correct for layback of the sonar fish. This had to be done manually in AutoCAD, a tedious and time consuming process. Furthermore, the position data from the GPS unit appeared to update the sonar software at irregular intervals – sometimes as much as 3.5 seconds elapsed between position updates. We know that this was not a problem with the GPS as the position data updated regularly (at about one update per second) in the Site Searcher software used for the magnetometer and bathymetric survey. The result of this is that the positions derived for sonar targets were out by as much as 15m. For example, the target shown arrowed in Fig 15 above (SS 3.10) turned out to be an upstanding rock on a sandy seabed. This object was located and mapped (CM0144/3) and found to be 12.6m from the position predicted by the sidescan software (after manual layback correction).

A total of 59 sidescan targets were identified, which are shown in a table in appendix II. Due to the problems with the positions of the sidescan anomalies it was not practical to attempt to search many of these targets. Obviously better sidescan software needs to be investigated before this type of unit would be useful in searching for archaeological material. Shown below is the sidescan image (starboard side only) on the stern site of *Colossus*. The upstanding guns (G1 to G5) and the acoustic shadows cast by them are clearly visible below in fig 16.

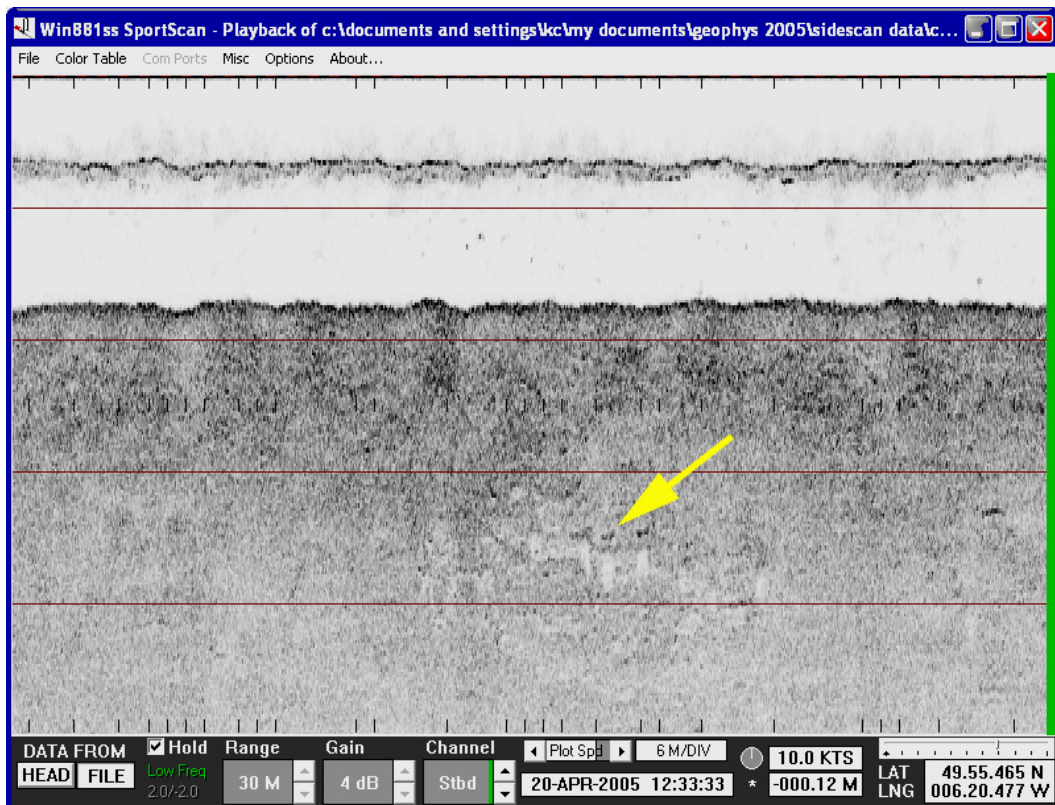


Fig 16 Sidescan image of Colossus stern site

In conclusion this particular sidescan is not particularly useful in searching for relatively small archaeological material due to the positioning inaccuracies and the difficulty of correcting for fish layback. The possibility of using better software with this particular sonar unit needs to be investigated. However, the software packages identified to date all cost in excess of £5000. One application where such a unit may be useful in the future is for rapid survey of upstanding iron wrecks.

Bathymetric Survey

The bathymetric data was collected at the same time as the magnetometer survey. The bathymetry was needed to enable target mass estimation to be performed on the magnetic data. However, collecting a large amount of bathymetric data from the area around *Colossus* also enabled us to produce detailed contour maps of the seabed. This was accomplished using Surfer 8 software, which is available as a trial version to download free from the net. The seabed contour maps were useful in determining possible grounding positions for *Colossus* when she was originally wrecked.

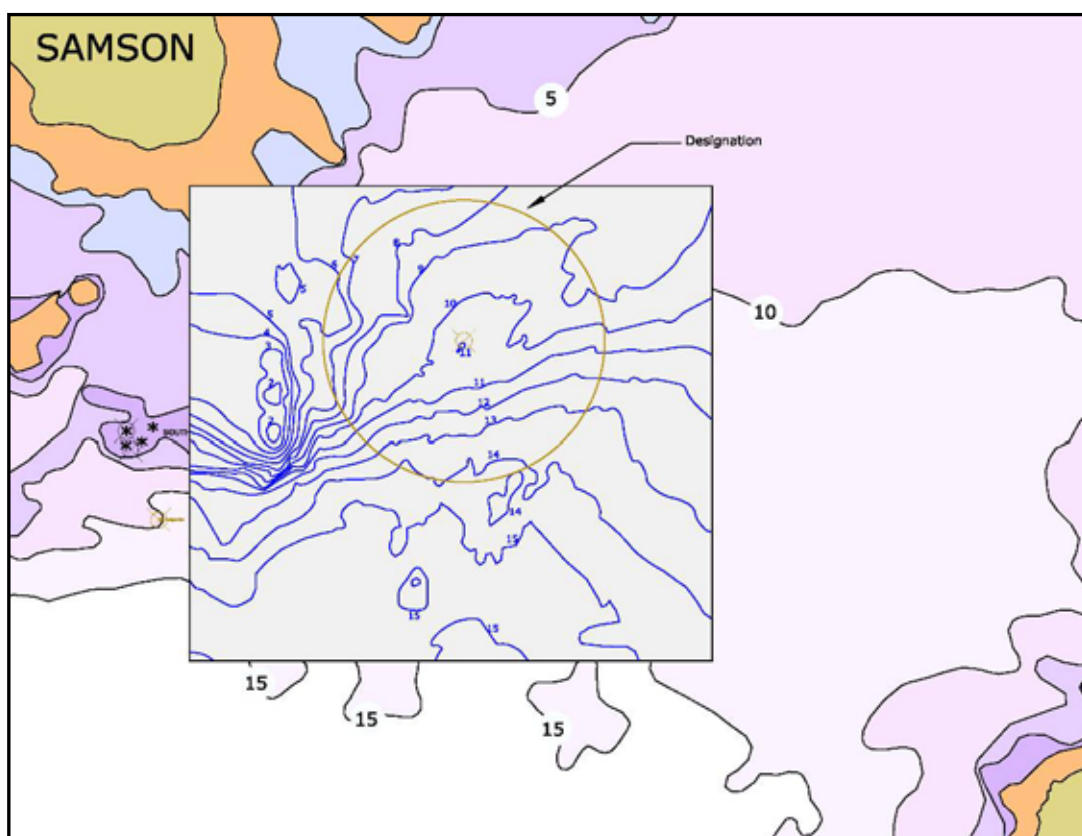


Fig 17 Seabed contours at 1m intervals

All bathymetric data was stored as recorded depth of water, corrected for the depth of the echo-sounder transducer – this was the depth used for target mass estimation by the magnetic survey. These depths were then corrected for tidal height and converted to chart datum (St Marys) within the Site Searcher software. The data was also filtered to correct for swell¹³ (mostly the roll of the boat). The georeferenced depths were then written as CSV files and plotted as contour maps by Surfer 8.

¹³ The sounder was not corrected for roll, pitch or heave. The swell was generally about 0.5m, the effects of this were largely removed by low pass filtering in post processing.

The Debris Field Survey

Introduction

Since the designation of the stern section of *Colossus* in 2001 it has been clear that parts of the wreck were spread over a fairly wide area. There is also some doubt as to exactly where the original discoveries made by Roland Morris were located¹⁴. Although material has been recovered from the area around the wreck of *Colossus*, in most cases the precise location from which it was recovered is not known. For this reason the principle aim of the CISMAS debris field survey was to characterise and map the nature and extent of the surviving debris.

The Wrecking

Captain Murray's Account

After the loss of *Colossus*, Captain Murray gave an account of the circumstances surrounding the sinking of the ship to his court martial¹⁵. This account is reproduced in full in appendix III. There is a great deal to be learned about the wrecking of *Colossus* from this account.

Murray states that the ship was in a poor state of repair prior to her loss. There has been much speculation as to why this should be, but it is unlikely to have been due to damage sustained at the battle of Cape St Vincent as many have speculated. For a fuller discussion of this point see the documentary history section below.

We can deduce roughly where in St Mary Sound the *Colossus* was anchored from Murray's account. The following facts are all contained within Murray's document.

- o The wind was strong from the SE to ESE
- o *Colossus* was in relatively calm water as she was in the lee of the land
- o *Colossus* was anchored in 11 fathom of water (20m)
- o The seabed shoaled gradually towards each shore
- o *Colossus* was anchored on a whole cable (100 or 120 fathoms)
- o *Colossus* only had 3 main anchors (bower, small bower and sheet)
- o The anchor cable parted at 4pm on 10th December.
- o The small bower AND the sheet anchor were then deployed
- o *Colossus* first touched bottom 6pm
- o Everything possible done to lighten ship but NOT the guns
- o Wind veered southward 8pm – ship sailed more inshore
- o Deeper water ahead of *Colossus*
- o *Colossus* attempted to reach deeper water using anchors

¹⁴ See discussion of this in Wessex archaeology *HMS Colossus Archaeological Desk Based Assessment* 2003

¹⁵ ADM 1 5348 Murray's account of the loss of HMS Colossus

- o Ship struck with great violence as the tide ebbed
- o Ship now leaking badly – water gaining on the pumps
- o About midnight the rudder was beaten off
- o The water was up to the cills of the upper deck
- o People ordered onto Quarter deck and poop
- o Ship struck again breaking several of the beams
- o First boatload taken off (wounded & sick) 8am
- o All taken off by 3pm

Anchorage

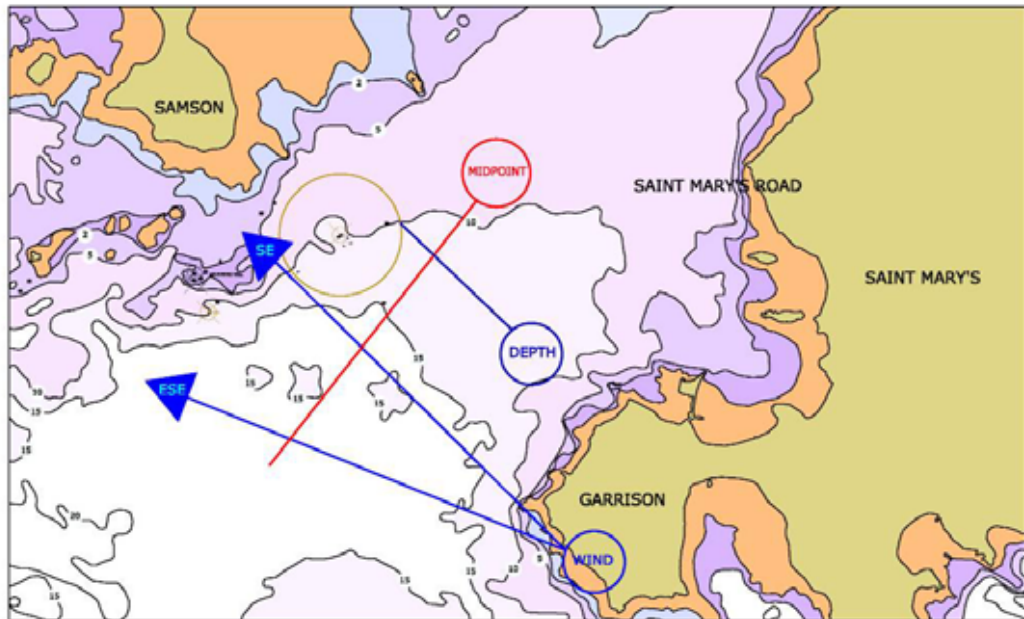


Fig 18 Area of *Colossus* anchorage

The plan above shows the information from Murray's account plotted graphically. The wind was from the SE to ESE, shown by the wind arrows. As we are also told that *Colossus* was in relatively calm water due to the shelter from the land we know that she must have been anchored to the NE of the SE wind line. We are also told that soundings established that the sea bottom shoaled gently towards each shore – this would suggest that she was anchored somewhere near the midpoint between the Garrison and Samson (shown as the MIDPOINT line above). Finally we are told that *Colossus* was anchored in 11 fathoms of water (20m); unfortunately we are not told if this depth is at high, mid or low tide. However she must have been to the SW of the DEPTH line shown above to have had 20m of water at any state of the tide.

From the above the approximate position of the *Colossus* anchorage was established and included in the geophysical survey to enable any surviving *Colossus* bower anchor to be located.

First Grounding

From Captain Murray's report we know that *Colossus* first touched ground at 6pm on the 10th December 1798. *Colossus* drew 21' 1" (6.5m) at the stern; the tidal height at that time was approximately 5.2m above chart datum¹⁶. So she probably first touched bottom somewhere within the area shown hatched in red on the plan below.

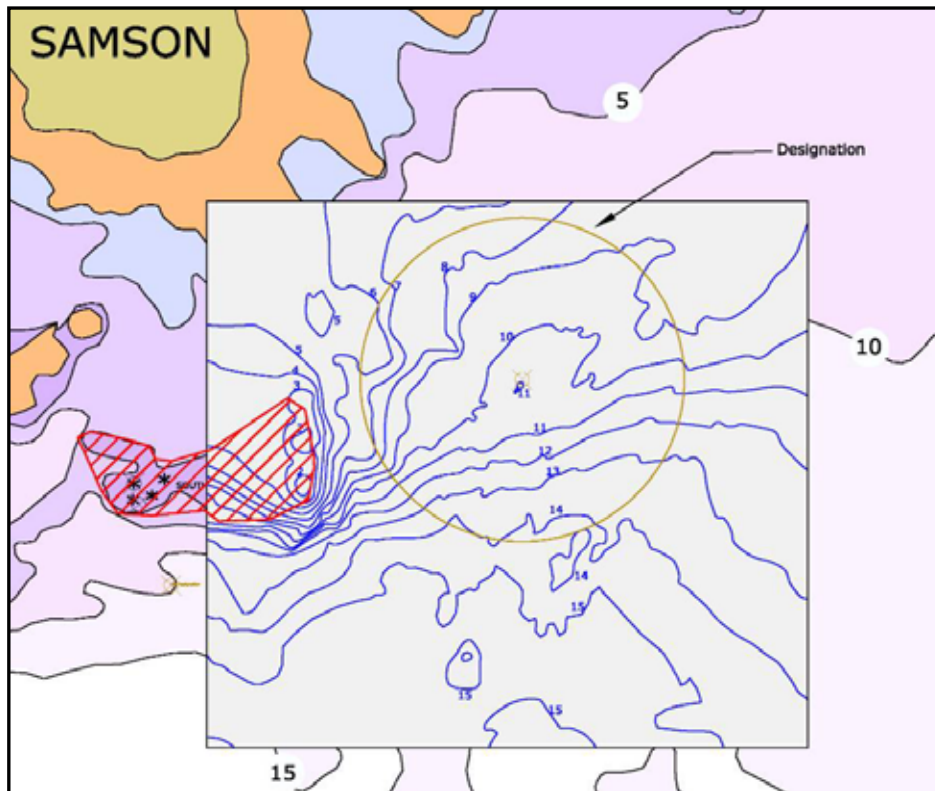


Fig 19 Grounding - 2m below chart datum

However, although this grounding was the beginning of the end for *Colossus*, she did not hit the bottom with much force – *'About 6 o'clock the ship struck the ground, but not so hard as to appear to me of much consequence'*.¹⁷ Jettisoning the guns was considered, but not undertaken; however *'all other measures were taken to lighten ship'* (presumably by throwing stores or cargo overboard). The wind shifted to the south and *Colossus* was pushed further towards the shore (Samson). The captain says he was attempting to pull the ship towards deeper water ahead of the ship. Two hours later at shortly after 8pm *Colossus* again hit ground, this time with great violence, and shortly afterwards she was leaking badly with the water gaining on the pumps. The draught of *Colossus* would now

¹⁶ Using Tidecalc (Hydrographic Office) software, with the ref port set to St Marys and the date to 10th December 1798.

¹⁷ ADM 1 5348 Murray's account of the loss of HMS Colossus

be increasing, making a bad situation worse. The crew were manning the pumps and using buckets and tubs to bale with, but the water continued to rise within the ship. About midnight the rudder was beaten off.

Final Grounding

Shortly after midnight the captain was obliged to order the 'people' onto the quarter deck and poop as the water was now up to the gun port cills on the upper deck. If, as seems most probable, Murray is here referring to the upper gun deck cills the *Colossus* was now drawing over 11m of water, and must have been some way from where she originally touched ground. The tide at midnight was 1.5m above chart datum, so for *Colossus* to be afloat she must have been in more than 9.5m of water (chart depth).

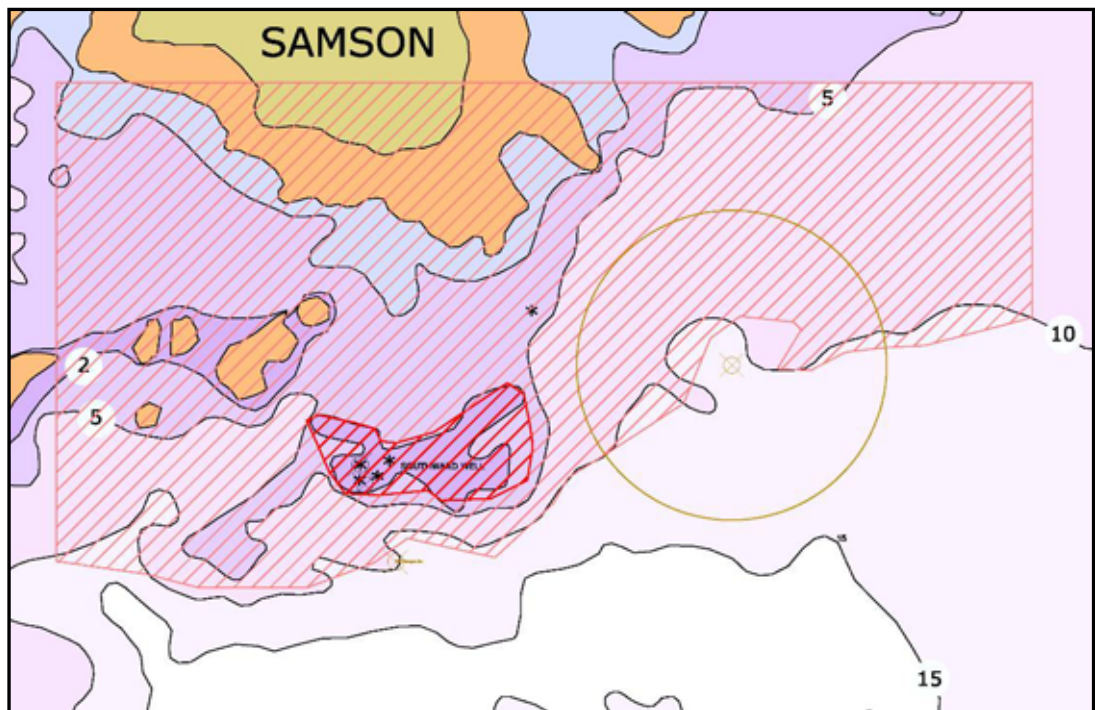


Fig 20 Grounding - 9.5m below chart datum

Colossus struck bottom again sometime after midnight, this time with so much force that beams on the quarterdeck were broken. This could have been anywhere along the bottom edge of the larger shaded rectangle in fig. 20 above. Interestingly the present location of the *Colossus* stern is very close to the 9.5m contour which forms the limit of this region.

At daylight the first of the small boats were on their way to *Colossus* to rescue the crew and by 3 o'clock all were safely taken off. By that evening (11th December) '*the ship fell over and was on her beam ends*'.¹⁷

It has always been assumed that the site of this final wrecking was towards Southward Well rock (to the WSW of the current designation) and indeed this is the area in which Roland Morris found the sherds of Hamilton

pottery and evidence of the bows of the wreck. However, in the light of the above it is at least possible that she foundered elsewhere and that the two halves of the wreck drifted to their present locations. To clarify this situation we must look at the nature and distribution of the debris on the seabed.

Methods

The methods used in the 2005 debris field survey were the same as those used in 2004 with minor improvements suggested by experience. The principal aim of the survey was to investigate the magnetic anomalies identified in the CISMAS 2005 magnetic data. To achieve this the position of each anomaly was entered by USB link directly from computer to a hand held Garmin 76C GPS unit¹⁸, which avoided any possible keying errors from entering the positions manually. In practice the GPS unit proved to be extraordinarily accurate, the mean distance from shot to located iron object being only 5.5m over all the 2004 dives where iron objects were detected. A validation dive was also made in 2004 by dropping the shot onto one of the positions reported by Wessex Archaeology for their acoustic beacon array, deployed by them during their work on site in June-July 2004. The acoustic beacons were anchored in position with sand bags, which remained on the seabed after the beacons were recovered, so the position was still apparent from the sandbags. The shot line was deployed at the position of one of these beacons¹⁹ - it was found to be only 0.75m from the sandbags on the seabed.

A 25kg shot line was dropped into the water when the GPS unit indicated it was 2m or less from the target position. A pair of divers descended the shot line and conducted a circular search of the seabed using a distance line marked in metres attached to the shot line. The position of any artefacts located was recorded by the measurement indicated on the distance line and a compass bearing taken with a hand-held compass back along the distance line to the shot.

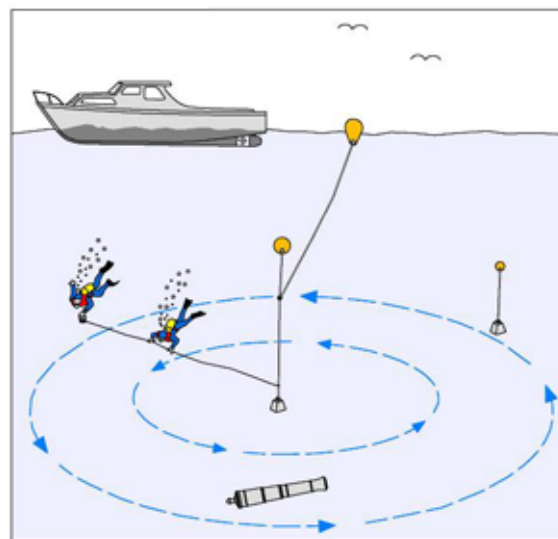


Fig 21 Searching technique

¹⁸ The unit is EGNOS enabled (the European version of WAAS); when the EGNOS satellite is functioning the unit is said to be capable of accuracy of 2-3m.

¹⁹ Wessex Archaeology Dive 192, beacon B position 260038.83E 5535519.86N UTM zone 30, WGS84 datum. CISMAS dive DFS17.

Any artefacts were sketched, photographed (using small digital cameras in underwater housings), measured and described. All recording was done on pre-printed underwater sheets to assist volunteers in the recording process (see dive record sheet appendix V). The resulting records were entered daily into the computerised record using 3H Site Recorder and AutoCAD for the master site plan. Where possible, those divers who had not taken part in the 2004 survey undertook practice searches in Mounts Bay prior to the start of the project.

Great emphasis was placed on the need to search each area thoroughly. Seabed searches can be very difficult to undertake effectively. This is especially important when using volunteer recreational divers; each diver was repeatedly briefed on the need to search thoroughly and systematically. The dive briefings always included the credo that it was better to have searched a 3m circle thoroughly than a 20m circle incompletely.

Search results

During the 2004 debris field survey five of the twelve available days were lost to bad weather. This year 13 full days diving were achieved, with the result that significantly more targets were investigated.

The full search log is reproduced below in appendix IV. It is not possible to be certain if the artefacts found were indeed from *Colossus*. Where objects were datable on typological or technological grounds it was sometimes possible to exclude them from the list of possible *Colossus* material. The search log contains an estimate of how likely an object was to be derived from the wreck of *Colossus*. The table below summarises the material located in the 2004 and 2005 debris field surveys.

| TASK | 2005 DFS | 2004 DFS | TOTAL |
|-----------------------------------|----------------------|----------------------|------------------------|
| Searches undertaken | 65 | 27 | 92 |
| Magnetic targets investigated | 103 | 26 | 129 |
| Sidescan targets investigated | 14 | - | 14 |
| Other targets searched | 10 | 1 | 11 |
| Total area searched ²⁰ | 79,934m ² | 22,575m ² | 102,509 m ² |

Shown below are the searches undertaken in 2004 and 2005. The final search plan (fig 24) shows all the CISMAS searches along with the searches undertaken by Wessex Archaeology in 2004. This gives a visual impression of the total area searched. In addition to these 'plotted' searches significant areas of the debris field have been visited by local Scilly divers, including Todd Stevens, Mac Mace and Terry Hiron. This work is outlined in the Wessex Archaeology DBA.¹⁴

²⁰ Some parts of 2005 search circles overlap with some of the searches done in 2004; for this reason the grand total represents the area searched and not the total ground covered.

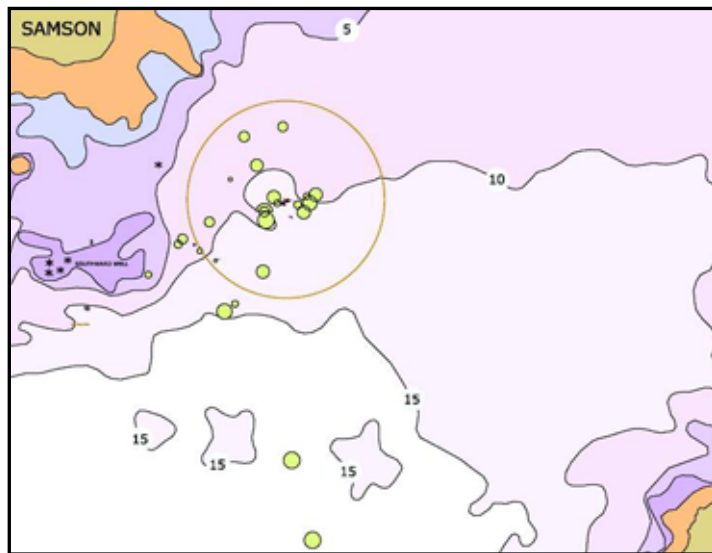


Fig 22 CISMAS 2004 searches

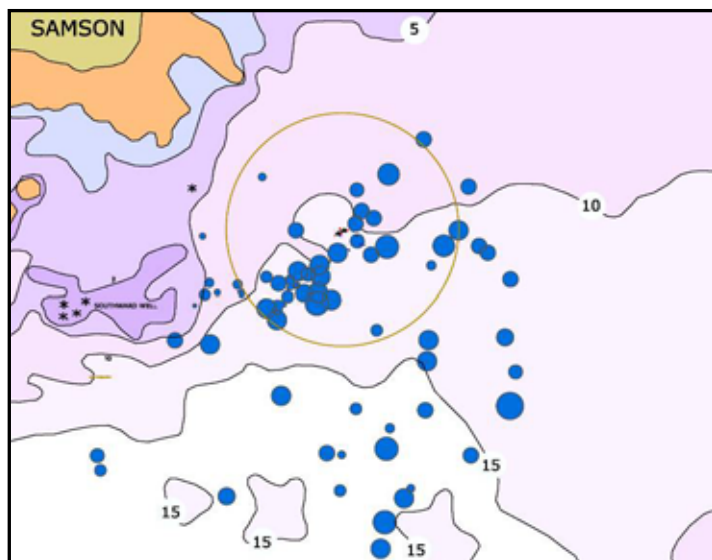


Fig 23 CISMAS 2005 searches

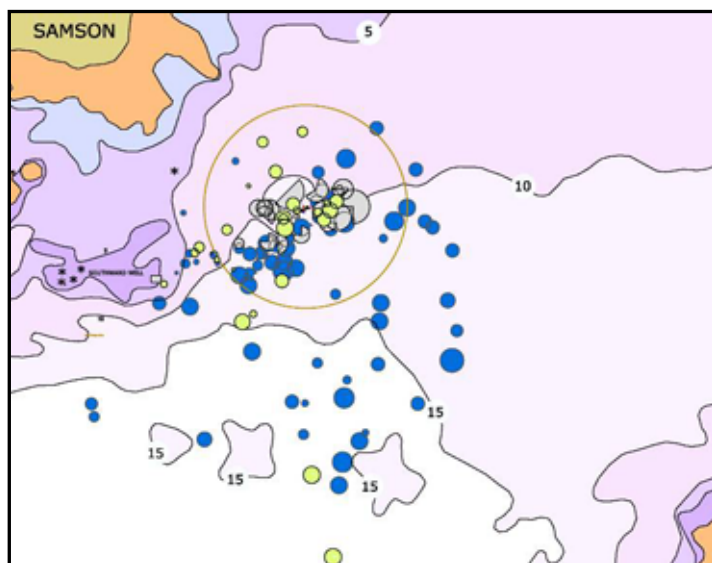


Fig 24 CISMAS and Wessex searches

Object Types Discovered

Although 11 anchors were found, only the three angle-crown anchors (12/1788, CM0052/1 & CM0242/1) are of the correct type to have been from *Colossus*. None of them is large enough to have been one of the three bowers known to have been on board *Colossus*. If any of these anchors were from *Colossus* they would have to be the kedge anchor, which was the smallest of the anchors a 74 would normally have carried. The dimensions of these anchors accord well with the published dimensions of the kedge anchor of a 74²¹.

| | |
|---------------------------------|-------|
| Shank length | 2.90m |
| Arm length (crown to fluke tip) | 1.15m |
| Ring diameter | 0.45m |

Of these anchors 12/1788 is the most likely candidate for the *Colossus* kedge anchor on the grounds of location. It was found some 70m to the SW of the main stern site, while the other two anchors were some considerable distance away.

Of the copper alloy objects the two copper alloy fastening bolts (CM0270/3 & Fill01/3) were of the similar size and appearance to those found on the stern site of *Colossus*. All eight areas of iron shot located (CM0155, CM0178, CM0125, B9/2935a, B9/2935b, 13/4708 & B3/2790) are probably from *Colossus*. The pieces of copper sheathing are also likely to be from *Colossus*. The single item of lead CM0145/1 was a scupper of the same type already observed on the stern site.

| MATERIAL TYPE | 2004 | 2005 | TOTAL |
|----------------------|------|------|-------|
| Anchors | 3 | 8 | 11 |
| Ceramics | | 11 | 11 |
| Copper alloy objects | 3 | 3 | 6 |
| Copper sheathing | 2 | 4 | 6 |
| Glass | | 6 | 6 |
| Guns | 4 | 2 | 6 |
| Iron objects | 5 | 29 | 34 |
| Areas of iron shot | 3 | 5 | 8 |
| Lead | | 1 | 1 |
| Modern objects | | 4 | 4 |
| Iron wrecks | | 2 | 2 |
| Timbers | | 6 | 6 |
| TOTAL | 21 | 81 | 102 |

Fig 25 Search result summary

²¹ Lavery B. *The Arming and fitting of English ships of War 1600-1815*.

| | | |
|--------------------------|-------|---------|
| The kedge anchor of a 74 | | |
| Shank | 9' 6" | (2.89m) |
| Arm | 3' 2" | (0.96m) |
| Ring | 1' 3" | (0.38m) |
| Weight | 8cwt | (406kg) |

The 'modern' objects found were two concrete mooring blocks with attached chain (CM0148 & FILL/01) a lobster pot (CM0001) and a length of modern rope anchored to the seabed with iron sash weights (CM0156).

The two iron wrecks found are probably both from the same vessel, although the areas of wreckage were found some 200 metres apart. The first (CM0182) was the stern of a small iron vessel within the designated area. This was found close to the reported position²² of a wreck identified locally as the *Little Western*, which sank in 1872¹¹. The bows of a very similar vessel (CM0098) were located over 200m to the SW of this wreckage, outside the designated area. Both wrecks appear to have broken at the same point and their size and construction are very similar. Thus it seems likely that they are the two halves of the same vessel. It is interesting to observe that this reflects the situation of *Colossus*, with the bows being situated some distance to the SW of the stern of the wreck. Both wrecks probably came to grief on the reefs around the Southward Well rocks.

²² Personal correspondence with Todd Stevens

The Debris Field Distribution

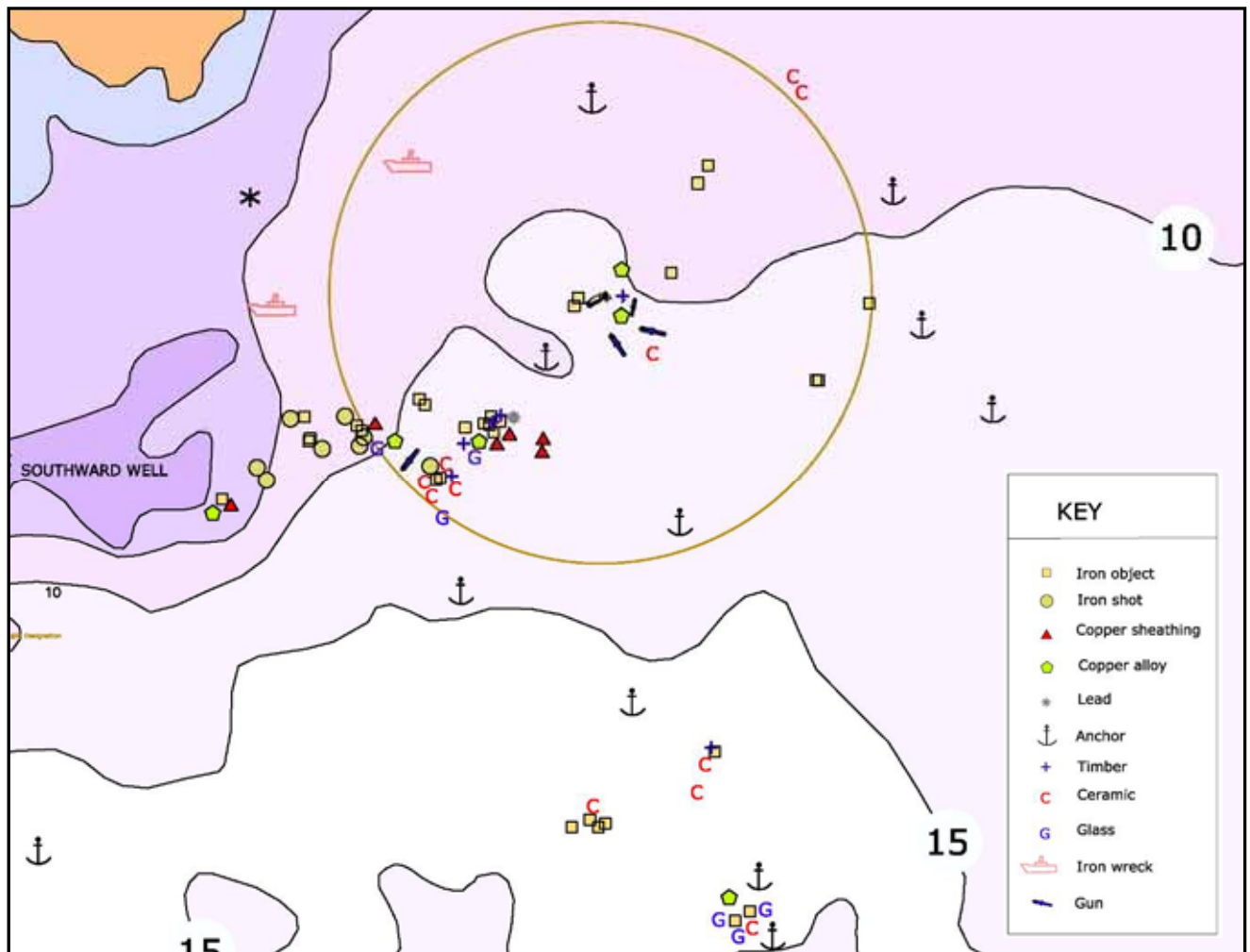


Fig 26 Debris distribution by type

Shown above are the objects located during the 2004 and 2005 CISMAS debris field survey. This should be viewed in conjunction with the plans showing the areas actually searched (figs 22-24). It is clear from the above that the debris is largely clustered to the SW of the current designation, the stern site. It is also apparent that much of the debris is situated outside the current designation. Most of the material found is situated along a line running roughly SW from the stern site. Almost no debris was found in the northern and southern halves of the designated area. This probably reflects the main tidal flows across the area.

The search for the *Colossus* bower anchors was, sadly, bootless. *Colossus* was carrying three bower anchors, all of which were deployed before she foundered. One remained at the original anchorage and the other two she dragged towards the shoals to the north of this position. The *Colossus* bower anchors would have been 18'6" (5.6m) long and weighed 71cwt (3.5 tonne)²¹. The magnetic targets were searched in order of magnitude

with the hope of locating one of these bower anchors, but all the anchors found were either too small or of a later type. There are still a number of magnetic targets to be searched in the likely areas but their estimated weights are all less than two tonnes (see Table of Magnetic Anomalies – appendix I). It is possible that all the *Colossus* bowers were salvaged, indeed Murray thought that they would be: '*I fear that few stores will be saved from the Colossus except her anchors and cables*'.¹⁵⁰ Unless one of the bowers comes to light in the future then there is little more to be learned from the anchors.

The iron shot found was all located to the SW of the stern site, much of it in an area outside the area of the designation. Iron shot was located on the stern site during the excavation carried out in 2003, but no exposed shot has been seen anywhere in the vicinity of the stern site. This is possibly due to the SW wreckage having broken up, while the stern site wreckage remains largely intact and thus still contains the shot, preventing its dispersal. The areas of shot found to the SW of the designation (CM0156, CM0178, CM0185, B3/2790, 9/5048 & 13/4708) are very close to the area thought to represent the original grounding position of *Colossus* (see *Initial Grounding* above). This leads to the interesting speculation that this shot may be part of the material Murray had thrown overboard in an attempt to lighten the ship after the initial grounding.¹⁵

Unidentifiable iron wreckage is more widely dispersed, but the difficulty here is deciding whether this material is from *Colossus* or not. The nature of concreted iron often makes positive identification of the object difficult.

One area of debris located is of particular interest. This is centred on location 260037E 5535448N, some 170m SW of the stern. Debris in this vicinity was located by searches CM0025, CM0128, CM0145 & Fill02. The material exposed on the seabed included two lengths of ship's planking, two copper fastening bolts, five iron objects, glass and copper sheathing. Examination of the timber in particular suggested that this may be a small section of ships' structure. A proper survey of this material may reveal what part of the wreck this small structure represents.

A concentration of concreted ironwork was found some 270m south of the designated area. This contained a mass of iron concretion as well as two small anchors. To the south of this (70m) there is a small iron steam engine, well known to local divers. These items may represent the remains of a small wreck or could possibly be dumped material.

The Guns

The *Colossus* Guns

Colossus should have been armed with 28 32lb guns on the lower gun deck, 28 18lb guns on the upper gun deck and 18 9lb guns (14 on the quarterdeck and 4 on the foredeck). By the time *Colossus* was wrecked, 74s were starting to carry carronades on the quarterdeck and foredeck, but this was often at the captain's discretion²¹.

What Remains on the Seabed?

The upper deck guns in position on the stern of *Colossus* are 18lb guns of the Armstrong pattern. Five of these (G1 – G5) are standing proud of the seabed, still inside their respective gun ports with their muzzles buried in the sand. A sixth (G6) lies on the seabed close to the empty gun port from which it came. Apart from these six guns, there are only four others which remain on the seabed (G7 – G10). It seems likely that the magnetic survey would have located any further guns, especially as all four guns which have been located produced strong, distinctive magnetic anomalies.

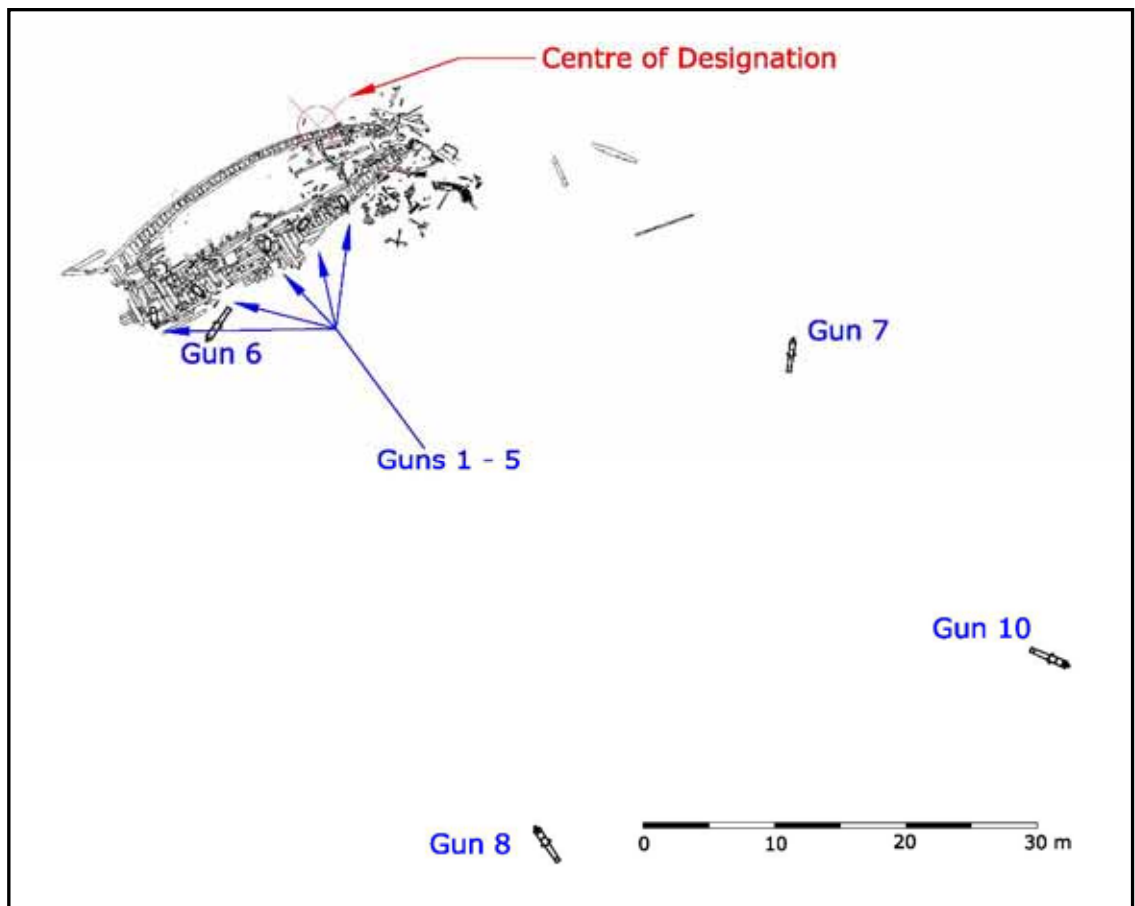


Fig 27 Distribution of stern guns

Three of these guns lie in a small cluster to the SSE of the stern; these consist of two 32lb Blomefield (G8 & G10) and a single 9lb Armstrong (G7). It is interesting to speculate how these three guns came to be distributed as they are. Their proximity to the stern section of wreck suggests that they may have their origin there. What mechanism caused their current positions remains unclear. One possibility is that they were part of the (now missing) starboard side of the stern wreckage, and that they became detached from that while it was still mobile. Another possibility suggested is that they have been moved from the stern by unsuccessful salvage efforts²³. The fourth gun, also a 32lb Blomefield (G9), lies to the SW, just inside the designation. This gun presumably originated in the bow section of the wreck.

In summary the known guns still on the seabed consist of

| Number | Type | From |
|--------|-----------------|----------------|
| 3 | 32lb Blomefield | Main gun deck |
| 6 | 18lb Armstrong | Upper gun deck |
| 1 | 9lb Armstrong | Quarterdeck |

One area of speculation is whether *Colossus* carried mixed gun types on the same gundeck. For example did she have any 32lb Armstrong guns or were all the 32lb guns Blomefields?

Sadly it seems unlikely that further *Colossus* guns will be discovered in the debris trail. One place where further guns may be buried is within the buried stern wreckage, or even beneath it. It would have been possible for main deck guns to fall through the gun ports and now be under the hull timbers. The very large estimated mass for the magnetometer readings of the stern wreckage (22 tonnes) would support this possibility. Otherwise we are forced to conclude that the majority of the guns (64) have been salvaged. By far the largest group of guns recovered about which we have information are the guns salvaged by Roland Morris

The Morris Guns

Roland Morris excavated on the site from 1967 to 1983. He was primarily interested in the Hamilton pottery but he was also a well known collector of iron guns and anchors for his maritime museum in Penzance. The plan of his excavations reproduced in the Wessex DBA⁸ shows 22 guns on the seabed. None of these guns were detected on either the CISMAS or ADU magnetic surveys. Furthermore, seabed searches by CISMAS and Wessex archaeology have failed to locate any of these guns. It is probably reasonable to assume that Mr Morris followed his usual practice of

²³ Todd Stevens in personal correspondence

removing all 'nautifacts' from the seabed. Indeed in an IJNA article he mentions recovering four 12lb guns, one 24lb gun, 2 carronades and 3 1⁵/₈" swivel guns²⁴. Interestingly, the standard armament for *Colossus* does not include either 12 or 24lb guns. It should be noted that distinguishing between 24/18lb and 12/9lb guns is not easy when they have been on the seabed for any length of time.

In another article he shows a photograph with the caption '*12lb big guns, during cleaning, from Colossus sunk in 1798*'²⁵. The guns shown are clearly of the older Armstrong pattern. In the same article he also illustrates the lifting of a 32lb gun, which is also of the Armstrong pattern. If the claims in this article are accurate then *Colossus* had guns of mixed type on the lower gun deck. It has not been possible to establish how unusual this would have been. Furthermore, if Mr Morris has correctly identified and reported the calibres of his *Colossus* recoveries then she was carrying a number of non-standard calibre guns (especially the 24lb gun). These guns could have been cargo or alternatively Mr Morris may have made a mistake in identifying and reporting his guns. As the location of these guns is now unknown I suspect we shall never know for certain.

The Upstanding Guns

The port side upper deck guns of the stern are a remarkable sight, standing up from the seabed still within their gun ports. It is interesting to speculate as to how they came to be in such a position. It seems likely

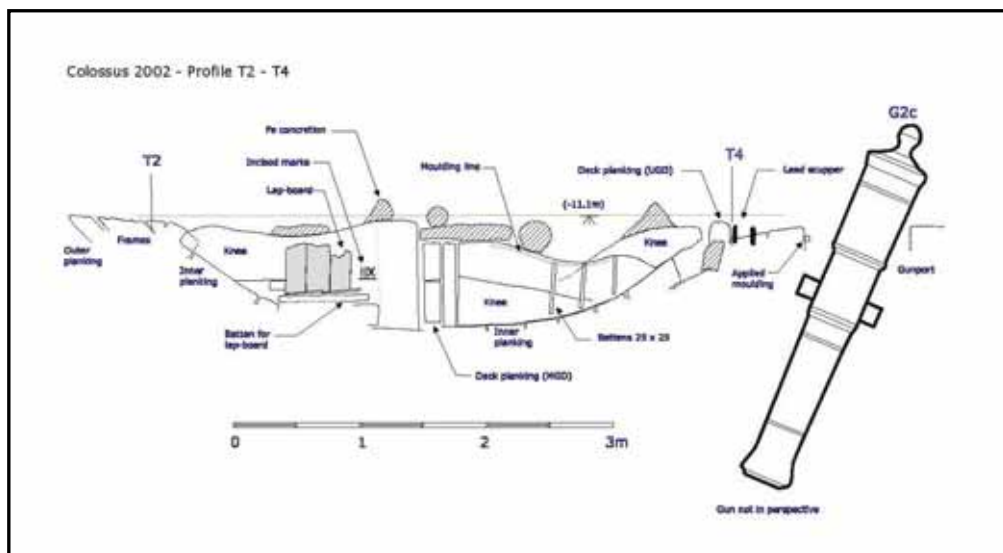


Fig 28 Section across the wreck

²⁴ Morris, R. *Ancient pottery from the Scillonian seabed* IJNA 1984 13.2

²⁵ Morris, R. *Big guns recovered from the seabed* IJNA 1984 13.2

that they fell through the gun ports when the ship rolled onto her side. What is less clear is how the guns came to be buried so deeply. It seems unlikely that they would sink so far into coarse sand. It seems even more unlikely that the whole port side stern would also have sunk into the sand by more than a metre.

The section across the wreck (fig 28 above) was recorded during the 2002 exploratory excavation on the stern. Gun 2 is shown complete to illustrate the depth to which it is buried (in fact only the part above the seabed is visible). This shows the extent to which these guns are buried. The most likely scenario is that the guns fell through their ports and came to rest on the seabed, which was some distance below due to the curvature of the hull. The sediments then built up around the upstanding hull structure, effectively preserving the hull and burying the muzzles of the guns.

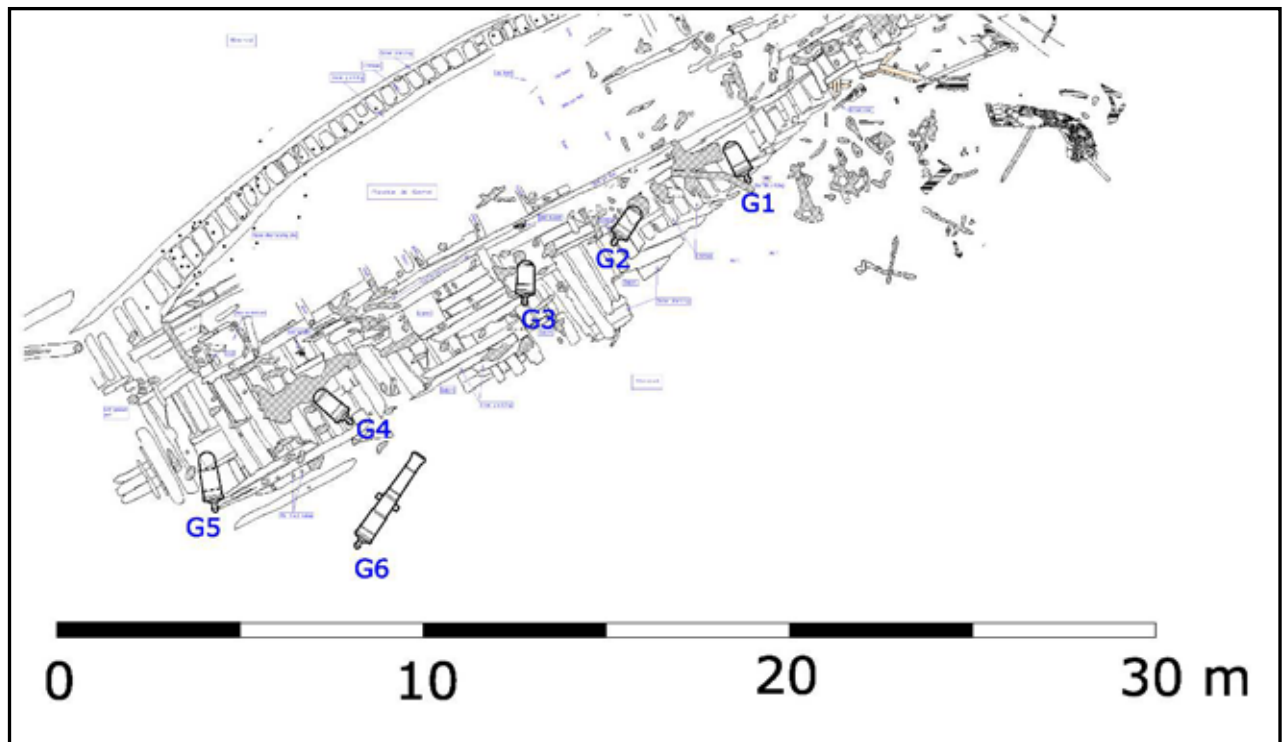


Fig 29 Plan of the stern timbers showing the upper deck guns

From the plan of the stern timbers (fig 29 above) it is apparent that all the guns are leaning in more or less the same direction, muzzles pointing down and north. All the guns are positioned with their undersides facing upwards, as is readily apparent from the remains of the gun carriages visible on three of them. It is possible that this is how the guns would fall naturally when the ship rolled over – given that they would have been lashed with their muzzle faces hard against the upper cill beam of the gun port.⁵

Gun Carriages

Three of the stern section upper deck guns (G3, G4 & G5) still have the remains of gun carriage fastenings attached. Two of the guns on the seabed also have remains of gun carriages attached (G9 & G7). This seems quite remarkable given that they were only attached by the trunnion straps. It suggests to me that these guns were not subjected to any great trauma before they came to rest in their present locations. It would be interesting to know how common it is for gun carriages of this period to remain attached.

Gun Attitudes

All five of the guns lying flat on the seabed are positioned in the same attitude – that is upside-down. Even the five ‘upstanding’ guns (G1 – G5) are essentially upside-down. Why this should be is not clear, but the fact that they are all upside-down is probably a result of the balance and dynamics of these gun/carriage combinations.

Material Recovered by Others

Probably the largest group of material removed from the site was that recovered by Roland Morris. Sadly the whereabouts of this material is unknown. Roland Morris ceased work on the site shortly before it was de-designated in 1984. Since that date, a number of local Scilly divers have recovered material from the wreck. Two of these individuals have kindly supplied lists of the material they have recovered.

Mr T Stevens has been recovering material from *Colossus* for a number of years, and some of this material is on display in the St Marys museum. The full list as supplied to me is reproduced in appendix VII below. The locations listed for the material are regional rather than coordinates; the areas mentioned are outlined in the Wessex DBA⁸. Below is a rough summary of the material recovered.

| Object type | No recovered | Object type | No recovered |
|----------------------------|--------------|--------------|--------------|
| Ships' timbers | 5 | Stone | 2 |
| Other timber | 8 | Pewter | 1 |
| Timber gun carriage bed | 1 | Lead | 12 |
| Bone | 2 | Leather | 7 |
| Buttons (material?) | 23 | Musket balls | 300 |
| Copper alloy objects | 47 | Coins | 3 |
| Ceramic | 9 | Gun flints | 62 |
| Glass (vessel) | 5 | Textiles | 3+ |
| Glass (flat) | 7 | Rope | 7 |
| Munitions (excluding shot) | 9 | Iron objects | 6 |
| Iron shot | 10+ | | |

Mr T Hiron supplied the following list of material recovered from *Colossus* by himself and M Mace, M Groves and M Horobin. The location for the recovered items is given as Southward Well.

| Object | No recovered |
|----------------------------|--------------|
| Gold cufflink (marked JSM) | 1 |
| Ships octant | Pieces |
| Iron shot | 4 |
| Glass | 'Quantity' |
| Pewter container | 1 |
| Sword scabard | 1 |
| Lead shot | 'Quantity' |
| Pottery | 'Quantity' |
| Musket flints | 'Quantity' |
| Musket parts | 'Quantity' |
| Copper nails | 'Quantity' |
| Copper barrel hoops | 'Quantity' |
| Copper bolts | 'Quantity' |
| Box lock | 2½ |
| Brass buttons | Various |
| Brass and lead | Various |

The Gun Carriage

Mr T Stevens recovered part of a gun carriage from the site. This was sent to MRAS²⁶ for conservation and is now on display in the St Marys museum. It has the following legend carved into it: 'T32P No 12'. As can be seen in the photograph below, the 'T' is not complete and could be interpreted as another character.

The importance of this item is not only the positive identification of the wreck but also the other information contained in the inscription. The 32P fairly obviously refers to the gun calibre to which this carriage belongs – in this case a 32lb, main deck gun. The No 12 is even more informative as this gives us the exact position on *Colossus* from which this carriage came. Apparently the guns were numbered starting at the bows, odd numbers on the starboard side and even numbers on the port side²⁷. Thus gun 12 would have been the sixth gun (counting from the bows) on the starboard side of the main gun deck. There were 14 guns per side on the main gun deck, so this carriage was from forward of the mainmast.

²⁶ Mary Rose Archaeological Services

²⁷ Boudriot, J. *The Seventy-four Gun Ship Vol 2* states that the gun carriages were marked with the name of the ship, the calibre of the gun and the number of the gun. The guns are numbered from the bows, odd-numbers on the port side and even numbers on the starboard side.



Fig 30 Markings on the gun carriage [N^o 12]



Fig 31 Markings on gun carriage [T32P COLOSSUS]

The Stern Board

In the ships figurehead collection at Valhalla on Tresco there is a carved board which is labelled as the stern board from HMS *Colossus*. During the Debris Field Survey the opportunity was taken to record this stern board. The stern board seems rather small to have been the stern board from *Colossus*. Hopefully the drawing will enable expert opinion to be sought on the likely origin of this carving. David Antscherl, a model maker and expert on 18th century ship construction is of the opinion that the Valhalla timber is not a ships stern board at all.²⁸



Fig 32 The 'Colossus' stern board in Valhalla

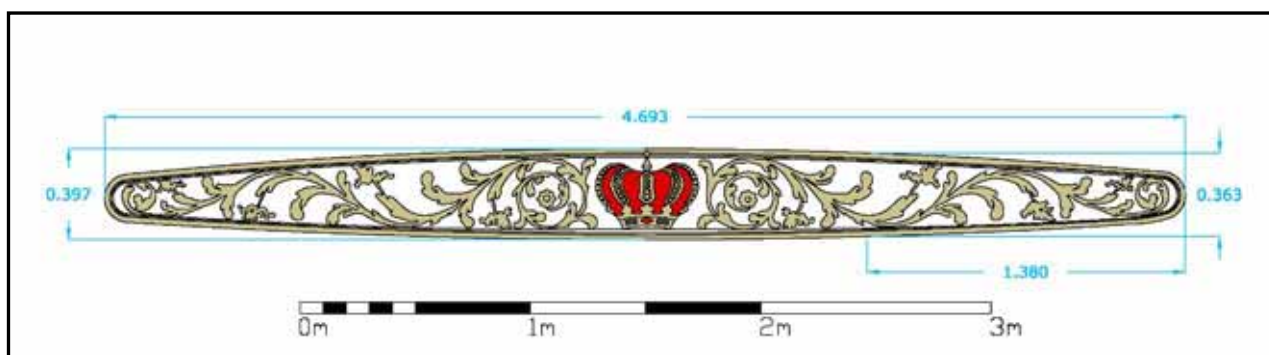


Fig 33 'Colossus' stern board drawing

²⁸ Antscherl, D – Personal correspondence '...if it were from the stern of any ship, there would be a curve to the piece longitudinally. Secondly, the style of the crown is distinctly Continental, not British. My guess is that this is off a French ship, and was attached to a beam at the break of a deck'

The Garrison Guns

There is a local tradition on St Marys that many of the guns on the Garrison came from the wreck of *Colossus*. A report from the Lieutenant Governor of the Scilly Isles, George Vigoureux, about the state of the Garrison stated that '*For many years there were only a few guns in some batteries, but after the wreck of the Colossus the guns of that ship were placed in them*'.²⁹

CISMAS undertook a survey of the guns on the Garrison and on the quay in order to determine how many of these guns could be from *Colossus*. Enquiries to English Heritage (who look after the Garrison Walk guns) has so far failed to bring to light any records concerning these guns.

Which guns are from *Colossus*?

Of the seventeen guns recorded in this survey five are wholly consistent with what we know about the *Colossus* guns. These are GG7 to GG11 inclusive. A further four guns could be from *Colossus*: GG3 - GG4 on the Garrison and GG16 – GG17 on the quay. These last four are all 32lb Armstrong pattern guns. While these are of the right period for *Colossus* we have only seen smaller calibre Armstrong guns around the wreck to date.

²⁹ Adams, F & P. *Star Castle & its Garrison* 1984

Garrison Gun Survey

Gun Number G.G. 1
Battery Higher Battery
Position 49° 54.921 N
 006° 19.117 W

Dimensions
B. Ring To Muzzle 1.810m
B. Ring To Trunnion 0.770m
B. Ring Circumference 1.210m
B. Ring Diameter 0.385m
Trunnion Diameter 0.095m
Bore Diameter 0.095m
Type Of Gun: Blomefield
Markings On Trunnions 1: *H8.Co*
 2: *N 116*

Markings On Barrel Broad arrow
 Crest

Markings On Carriage Cast iron 7 pdr, light field piece, english 1800 on reproduction travelling carriage



Comments: Not a sea service gun

Gun Number G.G. 2
Battery Higher Battery
Position 49° 54.916 N
 006° 19.118 W

Dimensions
B. Ring To Muzzle 1.835m
B. Ring To Trunnion 0.780m
B. Ring Circumference 1.500m
B. Ring Diameter 0.477m
Trunnion Diameter 0.135m
Bore Diameter 0.135m
Type Of Gun: Blomefield
Marked On Trunnions 1: Wc
 2: 194 (?)

Marked On Barrel Crest

Marked On Carriage Cast iron 18 pdr, English gun early 19th century on reproduction garrison carriage



Comments: Too late to be from *Colossus* if the label on the gun's carriage is accurate. Also all the 18lb guns located on the seabed (6) are of the Armstrong pattern

Gun Number G.G. 3
Battery Garden Battery
Position 490 54.858 N
0060 19.128 W

Dimensions
B. Ring To Muzzle 2.850m
B. Ring To Trunnion 1.225m
B. Ring Circumference 1.690m
B. Ring Diameter 0.537m
Trunnion Diameter 0.160m
Bore Diameter 0.145m
Type Of Gun: Armstrong
Markings On Trunnions Restored

Markings On Barrel Crest
Broad Arrow
Bunged Bore
(Inscribed Near Crest): 10
Markings On Carriage 32 P.~P



Comments: This gun was apparently recovered from within the quay during alterations. Could be from *Colossus*; however no 32lb Armstrong pattern guns have been observed on the seabed.

Gun Number G.G. 4
Battery Garden Battery
Position 490 54.851 N
0060 19.127 W

Dimensions
B. Ring To Muzzle 2.880m
B. Ring To Trunnion 1.260m
B. Ring Circumference 1.650m
B. Ring Diameter 0.525m
Trunnion Diameter 0.160m
Bore Diameter 0.140m
Type Of Gun: Armstrong
Markings On Trunnions Restored

Markings On Barrel Crest
Broad Arrow
Bunged Bore
Mark Near Crest: 20
Markings On Carriage 32 P.~P



Comments: This gun was apparently recovered from within the quay. Could be from *Colossus*; however no 32lb Armstrong pattern guns have been observed on the seabed.

| | |
|------------------------------|---|
| Gun Number | G.G. 5 |
| Battery | Upper Benham Battery |
| Position | 490 54.789 N 0060 19.086 W |
| Dimensions | |
| B. Ring To Muzzle | 1.820m |
| B. Ring To Trunnion | 0.780m |
| B. Ring Circumference | 1.510m |
| B. Ring Diameter | 0.480m |
| Trunnion Diameter | 0.140m |
| Bore Diameter | 0.130m |
| Type Of Gun: | Blomefield |
| Markings On Trunnions | 1: Wc0 |
| Markings On Barrel | Crest Broad Arrow |
| Markings On Carriage | Cast iron, 18 Pdr, English gun, early 19th century on reproduction garrison carriage |



Comments: Too late to be from *Colossus* if the label on the gun's carriage is accurate. Also all the 18lb guns located on the seabed (6) are of the Armstrong pattern

| | |
|------------------------------|---|
| Gun Number | G.G. 6 |
| Battery | Morning Point Battery |
| Position | 490 54.531 N 0060 19.106 W |
| Dimensions | |
| B. Ring To Muzzle | 1.810m |
| B. Ring To Trunnion | 0.775m |
| B. Ring Circumference | 1.500m |
| B. Ring Diameter | 0.477m |
| Trunnion Diameter | 0.130m |
| Bore Diameter | 0.135m |
| Type Of Gun: | Blomefield |
| Markings On Trunnions | 1: 78489 Carron 1811 |
| 2: 18 P | |
| Markings On Barrel | Crest |
| Broad Arrow | |
| Markings On Carriage | Cast iron, 18 Pdr, English gun, early 19th Century on reproduction garrison carriage |



Comments: Too late to be from *Colossus* (date on trunnion).

Gun Number G.G. 7
Battery Woolpack Battery
Position 490 54.508 N
0060 19.366 W

Dimensions
B. Ring To Muzzle 2.850m
B. Ring To Trunnion 1.240m
B. Ring Circumference 1.775m
B. Ring Diameter 0.565m
Trunnion Diameter 0.160m
Bore Diameter 0.170m
Type Of Gun: Blomefield
Markings On Trunnions
Markings On Barrel



Markings On Carriage Crest
Broad Arrow Or Cross
Two horizontal holes in touch plate (flintlock attachment?)
Cast iron, 32 pdr, sea service gun, late 18th century on early 19th century open frame carriage
00051505

Comments: Possibly from *Colossus*

Gun Number G.G. 8
Battery Woolpack Battery
Position 490 54.506 N
0060 19.340 W

Dimensions
B. Ring To Muzzle 2.870m
B. Ring To Trunnion 1.245m
B. Ring Circumference 1.770m
B. Ring Diameter 0.563m
Trunnion Diameter 0.160m
Bore Diameter 0.175m
Type Of Gun: Blomefield
Markings On Trunnions
Markings On Barrel



Markings On Carriage Crest
Broad arrow or cross
Two horizontal holes in touch plate (flintlock attachment?)
Cast iron, 32 pdr, sea service gun, late 18th century on early 19th century open frame carriage
00051508

Comments: Possibly from *Colossus*

| | |
|------------------------------|-------------------------------|
| Gun Number | G.G. 9 |
| Battery | Woolpack Battery |
| Position | 490 54.508 N 0060 19.347 W |
| Dimensions | |
| B. Ring To Muzzle | 2.120m |
| B. Ring To Trunnion | 0.925m |
| B. Ring Circumference | 1.355m |
| B. Ring Diameter | 0.431m |
| Trunnion Diameter | 0.100m |
| Bore Diameter | 0.120m |
| Type Of Gun: | Armstrong 9lb (7ft version) |
| Markings On Trunnions | |
| Markings On Barrel | Crest Broad arrow |
| Markings On Carriage | 00052391 |



Comments: Possibly from *Colossus*

| | |
|------------------------------|--|
| Gun Number | G.G. 10 |
| Battery | Woolpack Battery |
| Position | 490 54.510 N 0060 19.349 W |
| Dimensions | |
| B. Ring To Muzzle | 2.110m |
| B. Ring To Trunnion | 0.925m |
| B. Ring Circumference | 1.345m |
| B. Ring Diameter | 0.428m |
| Trunnion Diameter | 0.105m |
| Bore Diameter | 0.115m |
| Type Of Gun: | Armstrong 9lb (7ft version) |
| Markings On Trunnions | |
| Markings On Barrel | Crest Broad arrow Gr And 22-2-7 (forward of base ring) |
| Markings On Carriage | 00052392 |



Comments: Possibly from *Colossus*

Gun Number G.G. 11
Battery King Charles' Battery
Position 490 54. 948 N
0060 19. 416 W

Dimensions
B. Ring To Muzzle 2.782m
B. Ring To Trunnion 1.183m
B. Ring Circumference 1.790m
B. Ring Diameter 0.569m
Trunnion Diameter 0.159m
Bore Diameter 0. 19m
Type Of Gun: Blomefield 32lb
Markings On Trunnions 1: J44
2:

Markings On Barrel Crest
Broad arrow
Bunged bore
Two horizontal holes in touch plate (flintlock attachment?)
Markings On Carriage EH 1994



Comments: Possibly from *Colossus*

Gun Number G.G. 12
Battery King Charles' Battery
Position 490 54. 953 N
0060 19. 417 W

Dimensions
B. Ring To Muzzle 1.922m
B. Ring To Trunnion 0.802m
B. Ring Circumference 1.600m
B. Ring Diameter 0.509m
Trunnion Diameter 0.060m
Bore Diameter 0.190m
Type Of Gun: ?Blomefield

Markings On Trunnions
Markings On Barrel Crest
Broad arrow
Bunged bore
Two horizontal
holes in touch plate (flintlock attachment?)
Markings On Carriage EH 1994



Comments: Short 32lb gun (6 ft), possibly a Blomefield, almost certainly 19th century
Too late to be from *Colossus*

Gun Number G.G. 13
Battery King Charles' Battery
Position 49° 54. 958 N
006° 19. 402 W

Dimensions
B. Ring To Muzzle 2.050m
B. Ring To Trunnion 0.782m
B. Ring Circumference 1.040m
B. Ring Diameter 0.331m
Trunnion Diameter 0.080m
Bore Diameter 0.091m
Type Of Gun: 17th C field gun

Markings On Trunnions
Markings On Barrel

Two horizontal
holes in touch
plate (flintlock attachment?)

Markings On Carriage Cast iron, 4 pdr, Swedish gun, late 17th century
on reproduction ships carriage
A.M. 1975



Comments: Small field gun – unlikely to have been from *Colossus*

Gun Number G.G. 14
Battery King Charles' Battery
Position 49° 54. 959 N
006° 19. 396 W

Dimensions
B. Ring To Muzzle 2.332m
B. Ring To Trunnion 0.993m
B. Ring Circumference 1.210m
B. Ring Diameter 0.385m
Trunnion Diameter 0.089m
Bore Diameter 0.140m
Type Of Gun: Blomefield
Markings On Trunnions 1: *B/P Or 6/P*
2: *223 CARRON*

1812

Markings On Barrel

Crest
Broad arrow
Cross
Two horizontal holes in touch plate (flintlock
attachment?)

Markings On Carriage *H.B.M.C 1991*



Comments: Too late (1812) to be a *Colossus* gun

Gun Number G.G. 15
Battery King Charles' Battery
Position 49° 54. 962 N
006° 19. 388 W

Dimensions
B. Ring To Muzzle 2.345m
B. Ring To Trunnion 0.995.M
B. Ring Circumference 1.210m
B. Ring Diameter 0.385m
Trunnion Diameter 0.090m
Bore Diameter 0.098m
Type Of Gun: Blomefield 6lb
Markings On Trunnions 1: 26
2: WC⁰

Markings On Barrel Crest
Broad arrow
Cross (X2)
Two horizontal holes in touch plate (flintlock attachment?)

Markings On Carriage EH 1994

Comments: Unlikely to be from *Colossus*



Gun Number G.G. 16
Battery Quayside bollard
Position 49° 55.031 N
006° 19.041 W

Dimensions
B. Diameter 0.216m
Muzzle Circumference 0.330m
Muzzle To Ground 0.340m
Muzzle To Reinforce
(Closest To Ground) 0.290m
Muzzle To Reinforce 0.210m

Comments: Probably an Armstrong 32lb gun.
Set muzzle up into the quay as a mooring bollard. Possibly from *Colossus*



Gun Number G.G. 17
Battery Quayside bollard
Position 49° 55.046n
006° 19.031 W

Dimensions
B. Diameter 0.215m
Muzzle Circumference 0.310m
Muzzle To Ground 0.595m
Muzzle To Reinforce
(Closest To Ground) 0.410m
Muzzle To Reinforce 0.390m

Comments: Probably an Armstrong 32lb gun.
Set muzzle up into the quay as a mooring bollard. Possibly from *Colossus*



Conclusions

Geophysical Survey

The magnetic survey was successfully completed and subsequent investigations of these targets established that many of the targets were caused by *Colossus* debris. Some searches of magnetic anomalies did not locate any iron objects. Further work, possibly with an underwater metal detector, is required to establish whether these objects are buried beneath the seabed.

The bathymetric data collected was used to estimate the mass of magnetic targets and to produce detailed contour maps of the area around *Colossus*. These helped in looking into the possible grounding sites for the ship.

The use of the Imagenix sidescan sonar was hampered by the weather and the software supplied with the unit. Further investigation into the suitability of this unit for archaeological survey will be undertaken with alternative software. Until better software can be identified this type of sonar will not be deployed by CISMAS in future surveys.

Debris Field Survey

In all, 129 targets have been investigated in the 2004-5 CISMAS debris field survey. A total of over 100,000 square metres of seabed have been searched resulting in 102 artefacts being mapped and recorded.

Combining the information from Captain Murray's account and the bathymetric survey it was possible to suggest where *Colossus* was anchored, first grounded and where she may have finally foundered. Areas of iron shot found close to the suggested first grounding zone may represent material thrown overboard to lighten ship.

Searches for the *Colossus* bower anchors were not successful, but a number of magnetic anomalies remain to be investigated.

The debris field is fairly widespread to the SW of the stern section. This area of debris also extends beyond the limit of the designated area. There is relatively little debris around the surviving stern timbers of the wreck. This may be the result of the more comprehensive breaking-up of the bows of the wreck while the stern has remained relatively intact. An area of wreckage some 170m SW of the stern wreck was located. This appears to be a small section of articulate wreckage. A proper survey of this area of wreckage should be undertaken.

Unfortunately a great deal of material has been removed from the seabed around *Colossus* over the years. The distribution of material mapped by CISMAS represents the objects other divers have missed or chosen to

leave on the seabed. The large quantity of *Colossus* material on display in St Marys museum is testament to the information on the wrecking of *Colossus* which is now sadly lost.

Garrison Guns

The local tradition that some of the Garrison guns were salvaged from *Colossus* has turned out to be correct according to documentary sources. Accordingly, a survey of the guns displayed on the Garrison has been made. This has shown that of the 17 guns located, 5 are wholly consistent with what we know about the *Colossus* guns. A further 4 guns could have been from *Colossus* if she had both Armstrong and Blomefield 32lb guns on her main gun deck.

The *Colossus* Sternboard

The carved timber in Valhalla which is reputedly from *Colossus* may not be a stern board at all. This has now been drawn and expert opinion will be sought as to its identification.

Documentary History

Thanks to the work of Janet and Robin Witheridge we now know the whereabouts of *Colossus* for almost the whole of her eleven-year lifespan. This information is contained in the timeline in appendix VI.

Documentary History – Janet & Robin Witheridge

Introduction

This documentary is the result of extensive research into HMS *Colossus* and her service history. It was undertaken to answer questions raised during initial investigation as background to our practical work on the site. It fills in many of the gaps left by other researchers. The work, mostly undertaken on Saturdays in the early part of 2005, has involved reading 53 logs of 26 different vessels and consulting numerous other documents and has established where she was serving for most of her career. Full details are given below in the time line.

Most of the original documents are at the Public Records Office but sources at the National Maritime Museum and the British Library were also consulted. The task was a painstaking but fascinating exercise which has underlined to us the importance of attention to detail, and the need to consult primary rather than secondary sources, which may sensationalise or perpetuate myths.

Janet and Robin Witheridge
September 2005

Background

HMS *Colossus* was a Courageux (also known as Leviathan Class) Class 74-gun, 3rd rate ship-of-the-line, built at Gravesend by William Cleverley and launched in 1787. She was wrecked off the island of Samson in Scilly only eleven years later on 10th December 1798³⁰.

The Courageux class ships were built from the lines of the French vessel *Courageux* captured by *Bellona* in 1761³¹. *Colossus* was one of four ships of this class built (*Carnatic* launched 21.1.1783, *Colossus* launched 4.4.1787, *Leviathan* launched 9.10.1790 and *Minotaur* launched 6.11.1793).

Vital statistics^{31 32}

| | |
|-------------------------|---|
| Length (main gun deck) | 172' 3" (52.5m) |
| Length (keel) | 140' 1" (42.7m) |
| Breadth | 47' 9" (14.6m) |
| Tonnage | 1703 tons |
| Draught (hold) | 20' 9½" (6.3m) |
| Light draught abaft | 21' 1" (6.5m) |
| Light draught afore | 17' 6" (5.3m) |
| Main armament | 28 x 32lb main gun deck 28 x 18lb upper gun deck 14 x 9lb quarter deck 4 x 9lb forecastle (74 guns) |
| Ballast ³³ | 110 tons of iron ballast 250 tons of shingle |
| Ordered ³⁴ | 13 th December 1781 |
| Contract ³⁵ | 22 nd February 1782 for completion February 1786 |
| Laid down ³⁰ | October 1782 |
| Launched | 4 th April 1787 |

³⁰ Progress Books Vol 5, 1 – 161 Page 102.

³¹ Admiralty Progress Dimensions Book 1783 – 1793 National Maritime Museum

³² Warships database – National Maritime Museum.

³³ ADM 52 2808 Master's log HMS Colossus Feb 1796 – Dec 1796

³⁴ Lavery B The Ship of the Line, Vol I, p180

³⁵ MID/8/1 MS 79/115 [32] Report of Mr Brimmer's inspection of ships building in the merchant's yards Sept 1785

Service History

List of Captains – HMS *Colossus*

| | | | |
|---------------------------------|--|--|--|
| Captain Hugh Cloberry Christian | 6 th June 1787 – 20 th June 1788 | | ADM 52 2230 ADM 51 206 |
| Captain Hugh Cloberry Christian | 21 st June 1788 – 20 th June 1789 | | ADM 52 2241 ADM 51 206 |
| Captain Hugh Cloberry Christian | 21 st June 1789 – 20 th June 1790 | | ADM 52 2240 ADM 51 206 |
| Captain Hugh Cloberry Christian | 14 th June 1790 – 16 th October 1790 | | ADM 51 206 |
| Captain Henry Harvey | 21 st Oct 1790 – 17 th Sept 1791 | | ADM 51 206 |
| | | Undergoing refit / in ordinary | |
| Captain Charles Morice Pole | 26 th Feb 1793 – 25 th Feb 1794 | Under Vice-Admiral Hotham | ADM 52 3066 ADM 51 202 |
| Captain Charles Morice Pole | 26 th Feb 1794 – 10 th April 1794 | | ADM 52 2868 |
| Captain Mitchell | 10 th April 1794 - 25 th Feb 1795 | | ADM 52 2868 |
| Captain Charles Morice Pole | 3 rd Jan 1795 – 3 rd June 1795 | Certificate of 5 th Lieutenant Thomas Hill | ADM / L / C 166 |
| Captain J Monkton (Acting) | 4 th June 1795 – 2 nd Sept 1795 | | ADM 51 1147 |
| Captain Edward Oliver Osborne | 3 rd – 30 th September 1795 | | ADM 51 1114 |
| Captain Henry Jenkins | 30 th Sept 1795 – 12 th Feb 1796 | Flagship of Rear Admiral Charles Morice Pole under Admiral Hugh Cloberry Christian | ADM 51 1118 |
| Captain Richard Grindal | 13 th Feb 1796 – 14 th Dec 1796 | | ADM 51 1179 ADM 52 2808 |
| Captain George Murray | 15 th Dec 1796 – 12 th Dec 1798 | | ADM 51 1192 ADM 52 2808 ADM 1 5348 |

During her working life she saw action at Toulon (1793), Isle de Groix (1795) Cape St Vincent (1797) and Cadiz (1797).

Gaps in the Record

The Wessex DBA reported that there are no records of HMS *Colossus* until 1793³⁶ but logs exist for the whole of 1787 – 1791. Captain's, Lieutenant's or Master's logs, or all three exist for almost all of her 11 years service (see table above). The gaps in the logs are as follows: -

- September 1791 (Hamoaze) to February 1793 (Hamoaze). Captain Harvey left the ship having stripped her of all stores in preparation for a refit: the next log starts over a year later in February 1793 when she was being re-rigged. Study of Steele's Navy List has confirmed that she was "in ordinary" from at least October 1791 to January 1793³⁷.
- February 4th 1798 to her sinking in December 1798 when Captain Murray was in command. Day to day information about the *Colossus* whereabouts in 1798 has been obtained by reference to logs of other ships in the area. The short gaps that remain are as follows.
 - 27th May (Cadiz) to 5th July (Cadiz)
 - 15th July (Cadiz) to 21st July (Tagus)
 - 22nd July (Tagus) to 4th August (Tagus)
 - 6th August (Tagus) to 12th August (Cadiz)
 - 26th August (Off Island of Alborase) to 4th September (south of Majorca)
 - 5th September (south of Majorca) to 12th September (south of Sardinia)
 - 21st September (off Messina) to 28th September (Naples Bay)
 - 15th October (Malta) to 11th November (Gibraltar).

Laid up 'in ordinary'

In peacetime, most ships of the navy were laid up in ordinary. They were kept moored close to the yards with guns, stores and topmasts removed. They were manned by their standing officers only. The standing officers were the gunner, carpenter, boatswain, purser and cook. In addition there would be a small number of 'servants' on board, four were allowed for a 74 gun ship³⁸.

³⁶ Wessex DBA 3.2.3.

³⁷ Steele's Navy List August 1791 (in commission) and October 1791, April, July and October 1792 and January 1793 (in Ordinary) and February 1793 (in commission).

³⁸ Lavery B *Nelson's Navy – The ships, men and organisation 1793 – 1815* London 2000

Service Highlights

1787 to 1792

Between her launch and the beginning of 1793 her career was undistinguished. She remained in home waters and seems to have spent her time on guard duty in and around Portsmouth^{39, 40, 41, 42}. She was stripped of all rigging and stores in September 1791 in the Hamoaze⁴³ and there is no record of her until January 29 1793 when she entered dry dock in the Hamoaze prior to being re-rigged and restocked. In Steele's Navy List (see above) she was classified as being in Ordinary during this period.

1793

After completion of the refit in the early part of 1793 she was part of the Channel fleet under Lord Howe which was based at Spithead, Portsmouth. One of the main tasks of the fleet was blockading the French fleet in Brest and much time was spent cruising off Ushant⁴⁴.

On the 11th May 1793 she set sail for the Mediterranean with Captain Charles Morice Pole. In June, off Cape Finisterre, she took a prize – *Le Vanneau* a French 6 gun ship of forty four men. In July she was reported to have taken another prize "*Vrai Patriot*"⁴⁵ with *Leviathan* but this was not confirmed in the Captain's⁴⁶ or Master's⁴⁷ logs. Between July and December that year *Colossus* was engaged in the defence of Toulon under Vice-Admiral Hood. On patrol she chased and intercepted "strange sails"⁴⁸.

1794

In the early part of the year she was on duty in western Spain and Portugal. In March she was in Portsmouth for repairs. In May and June she was under command of Lord Howe mainly off Ushant and from July she was under command of Admiral Cauldwell on duty in the Channel.

1795

On 12th June 1795 *Colossus* sailed from Spithead with the British Channel Fleet with acting Captain Monkton, under the command of Lord Bridport.

³⁹ ADM 52 2230 Masters Log HMS Colossus June 1787 to June 1788, Journal of William McKinley Master.

⁴⁰ ADM 52 2241 Masters Log HMS Colossus June 1788 to June 1789, Journal of William McKinley Master.

⁴¹ ADM 52 2240 Masters Log HMS Colossus June 1789 to June 1790, Journal of William McKinley Master.

⁴² ADM 51 206 Captains Log Colossus 4 logs covering June 1788 – September 1791.

⁴³ Hamoaze – Estuary of the river Tamar, Plymouth

⁴⁴ ADM 51 202 Captain's log HMS Colossus 25th Feb 1793 to 19th Feb 1794 Captain Charles Morice Pole.

⁴⁵ Clowes Wm Laird. "The Royal Navy – A history from the earliest times to the present" ISBN 1861760116.m.

⁴⁶ ADM 51 202 Captain's log HMS Colossus 25th Feb 1793 to 19th Feb 1794 Captain Charles Morice Pole.

⁴⁷ ADM 52 3066 Masters log HMS Clossus, Journal of William Cowling, Jan 1793 – Feb 1794.

⁴⁸ ADM 51 202 Captain's log HMS Colossus 25th Feb 1793 to 19th Feb 1794 Captain Charles Morice Pole.

The fleet was providing cover for the landing of an émigré French Royalist Army in Quiberon Bay. When the French fleet was sighted *Colossus* was sent in pursuit and was soon followed by the rest of the fleet. The French fleet, under Rear-Admiral Louis-Thomas Comte de Villaret-Joyeuse, was engaged off the Isle de Groix and beaten on 23rd January in what is sometimes called "Lord Bridport's action"⁴⁹.

On 15th November 1795 *Colossus* set sail from Portsmouth with Captain Henry Jenkins in a squadron under the command of one of *Colossus'* former captains, Rear-Admiral Hugh Cloberry Christian. The destination was the West Indies and the order was in response to the French recapture of Guadalupe. The squadron was made up of two hundred ships, including eight ships of the line, one hundred and thirty seven transports and additional support vessels and carried eighteen thousand seven hundred and forty men^{50, 51, 52}.

On the morning of 18th November the squadron was hit by a severe storm in the Channel, said to have been one of the worst storms in the eighteenth century and sometimes called "the great gale". This caused the loss of six ships on Chesil Beach alone. Rear-Admiral Christian ordered a rendezvous back at St Helens but the rudder on his ship broke off forcing her to anchor. *Colossus* towed her into St Helen's the next morning^{53, 54}.

A second attempt to sail to the West Indies was made on 5th December 1795 but this was also prevented by gales in which *Colossus* sustained damage to her decks^{55, 56}.

1796

Soon after this (February 1796), she returned to the Hamoaze for a refit and all her men were transferred to HMS *Carnation*. She was thus not with Rear-Admiral Christian when he finally reached the West Indies in the spring of 1796⁵⁷.

⁴⁹ "Fleet Battle and Blockade" (1996). Editor Robert Gardiner – Chatham Publishing. ISBN 184067 363X.

⁵⁰ "Fleet Battle and Blockade" (1996). Editor Robert Gardiner – Chatham Publishing. ISBN 184067 363X.

⁵¹ "The Age of Sail – the international annual of the Historic sailing ship" (2002) Ed Nicholas Tracey, Conway Maritime. ISBN0-85-1777-925-5.

⁵² ADM 51 1118 Captain's log HMS Colossus Sept 1795 to Feb 1796 Captain Henry Jenkins.

⁵³ "The Age of Sail – the international annual of the Historic sailing ship" (2002) Ed Nicholas Tracey, Conway Maritime. ISBN0-85-1777-925-5.

⁵⁴ ADM 51 1118 Captain's log HMS Colossus Sept 1795 to Feb 1796 Captain Henry Jenkins.

⁵⁵ "Fleet Battle and Blockade" (1996). Editor Robert Gardiner – Chatham Publishing. ISBN 184067 363X.

⁵⁶ ADM 51 1118 Captain's log HMS Colossus Sept 1795 to Feb 1796 Captain Henry Jenkins.

⁵⁷ "Fleet Battle and Blockade" (1996). Editor Robert Gardiner – Chatham Publishing. ISBN 184067 363X.

1797

On 5th January Captain George Murray, her last captain, took over command of the ship. On 19th January Lord Bridport detached five ships of the line, including *Colossus*, and a frigate to Gibraltar under Rear-Admiral Sir William Parker to reinforce Admiral Sir John Jervis. They joined the fleet off Cape St Vincent on 6th February, just before the battle of Cape St Vincent against the Spanish. *Colossus* was damaged early in the battle and took little further part in the victorious action^{58, 59}.

In June 1797 *Colossus* was part of the close blockade of Cadiz under the command of Admiral Lord St Vincent. The main fleet anchored off the town in a crescent formation. *Colossus* was one of five ships which formed the inshore squadron anchored in the mouth of the harbour under Admiral Nelson. There is a painting by Thomas Buttersworth showing *Colossus* at Cadiz in the National Maritime Museum. She remained in the Cadiz region until the autumn. She returned to the Tagus on 4th November and was anchored there until 20th December^{60, 61}.

1798

In the early part of the year she was active around western Spain and Portugal including some convoy duty. In May Lord St Vincent sent her to join Rear-Admiral Horatio Nelson in the Mediterranean. In a letter to Lord St Vincent Nelson said, "I shall bring Murray from Lisbon, for the *Colossus* is now most powerfully manned, and he is too good a fellow to be left there when there is so much to be done"⁶². In October she was in Naples where Captain Murray wrote to Nelson offering to assist in the blockade of Malta. Nelson accepted the offer "until his other ships were ready" but *Colossus* was in fact only there for a few days. In November she sailed from Gibraltar to Lisbon and thence to Scilly.

⁵⁸ Clowes Wm Laird. "The Royal Navy – A history from the earliest times to the present" ISBN 1861760116.m.

⁵⁹ ADM51 1192. Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray.

⁶⁰ "Fleet Battle and Blockade" (1996). Editor Robert Gardiner – Chatham Publishing. ISBN 184067 363X.

⁶¹ ADM51 1192. Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray.

⁶² *Letters and Despatches of Lord Nelson. Vol III Jan 1798 – August 1799. (Page 15). Edited N H Nicholas.*

Commentary

A number of questions have been raised which may have a bearing on the wrecking of *Colossus* and the logs have been used to address these questions.

Was Colossus badly damaged in the battle of Cape St Vincent?

It has been suggested that *Colossus* was badly damaged in the battle of Cape St Vincent and “never really recovered”⁶³. According to the Captain’s and master’s logs the damage sustained in the battle was not substantial. She was disabled by “the loss of her fore-yard and fore-topsail yard” early in the battle so took relatively little part in the action⁶⁴. Only 5 crew in *Colossus* were injured in this action compared to 56 wounded and 24 killed in Nelson’s ship *Captain*. After the battle repairs were made in Lagos Bay and she sailed with the fleet after only 6 days under the command of Lord St Vincent in the *Ville de Paris*.

She had had a similar injury sustained by strong winds on 10th May 1797⁶⁵. The extract from the log reads “Carried away her topmast, main topsail yard, main and mizzen topgallant masts. All hands employed cleaning the wreck”. The next day “All hands employed getting a fore top mast up for a main top mast. Carpenters employed fishing the main cross trees”. She was sailing again the following day.

A contemporary narrative of the battle of Cape St Vincent indicates that there was a collision between *Culloden* and *Colossus* early in the battle⁶⁶ but this occurred the day before the battle commenced (12th February 1797). It is clearly recorded in both the Captain’s⁶⁷ and Master’s logs⁶⁸.

It is difficult to gauge the level of damage following the battle of Cape St Vincent or the collision the day before. After initial repairs in Lagos Bay she followed the fleet to Lisbon where more extensive work was carried out. There are also records of additional work in April/May and June/July. (See The state of the vessel and the timeline below). She went on to Cadiz, Gibraltar and Lisbon and was engaged in active service throughout 1797.

⁶³ Aldridge Barry, (2001). “My Dear Murray”, PFB 1800 Murray George, 140 pill Limited Edition. NMM.

⁶⁴ ADM 51 1192 Captains log HMS Colossus Feb 1797 – Dec 1797, Captain Murray.

⁶⁵ ADM 51 1192 Captain’s log HMS Colossus Feb 1797 – Dec 1797, Captain Murray.

⁶⁶ Bethune, Col. Drinkwater (1797). “A Narrative of the Battle of St Vincent” National Maritime Museum 355.49 (469.6), Published by Conway Maritime Press.

⁶⁷ ADM 51 1192 Captain’s log HMS Colossus Feb 1797 – Dec 1797, Captain Murray.

⁶⁸ ADM 52 2808 Master’s log HMS Colossus 13th February 1797 – 31st December 1797.

Was Colossus carrying wounded from the Battle of the Nile when she was wrecked?

Many sources refer to the fact that *Colossus* was bringing home wounded from the battle of the Nile. For example a recent publication⁶⁹ documents that “over 200 sick and wounded seamen were laid in the dark in the Orlop deck”. Many cite Roland Morris’ book as the source. He, in fact, made reference to the Naval Chronicle. The Naval Chronicle carried what appears to be an eyewitness report of the “Loss of His Majesty’s Ship *Colossus*”⁷⁰. The letter dated 15th December, Scilly, is not attributed to any author. It states “The inhabitants of the island exerted themselves to the utmost of their ability in cutters and open boats, and by Tuesday evening every person was taken out and safely landed, the sick and the wounded first, whereof many were from the Battle of the Nile, the most worthy Captain, and most to be commiserated, remaining to the very last”.

On her final voyage the “Record of Service” book⁷¹ records a total of thirty nine supernumeraries of which three disembarked in Lisbon and two were the pilots (one at Lisbon and one at Scilly). As the wounded would have been supernumeraries the maximum number of wounded carried would have been thirty four. This accords with Murray’s account⁷² he mentions that he “directed the sick and invalids to go in the first boat, and the people by Divisions in the other boats as they came”. Two hundred invalids would have been unlikely to have fitted into one small boat. Morris⁷³ stated that the “wounded were lashed into the rigging” whereas Murray’s account states that they “spent the night on deck”. Twenty three of the supernumeraries in *Colossus* are listed as coming from ships which took part in the battle of the Nile⁷⁴.

It is concluded that the contemporary account which mentions wounded from the Battle of the Nile is probably correct but the numbers are unlikely to be as many as 200 and where they were lodged on board cannot be corroborated.

Did Colossus take part of the Battle of the Nile?

Because of the assertion that the *Colossus* was carrying wounded from the battle of the Nile there has been debate as to whether *Colossus* took part in this battle. The Wessex DBA reports that “in May 1798 *Colossus* was in Lisbon”... “She was too late to join the battle of the Nile because Murray was in charge of stores ships sailing to join Nelson’s squadron and this caused delay”⁷⁵.

⁶⁹ Fenwick V and Gale A (1998). “Historic Shipwrecks, discovered, protected and investigated”.

⁷⁰ Naval Chronicle Volume 1. Monthly Register of naval Events 1799.

⁷¹ ADM 36 12119 Record of Service Book, HMS *Colossus*, 1798.

⁷² ADM 1 2136 cap M 384 – Letter from Commander George Murray to Evan Nepean at the Admiralty dated 12th December 1798.

⁷³ Morris R (1979). “HMS *Colossus*: The story of the salvage of the Hamilton Treasures”. Published by Hutchinson & Co (London).

⁷⁴ ADM 36 12119, Record of Service Book, HMS *Colossus*, 1798.

⁷⁵ Wessex DBA 3.2.8.

None of the histories of the battle of the Nile, for example^{76, 77, 78}, list *Colossus* as part of the force which took part. Nor is she one of the fourteen ships in a list of the force of the English and French fleets at the Battle of the Nile⁷⁹ sent from Sir Horatio Nelson to Lady Hamilton on September 13th 1798. There is evidence that she was in the Tagus on 21st July⁸⁰ and 4th / 5th August⁸¹. The battle of the Nile took place on 1st August. It would have been impossible for *Colossus* to sail the approximately two thousand nautical miles between Alexandria and Lisbon in four days.

It is concluded that *Colossus* did not take part in the battle of the Nile and was probably in the Tagus when it took place.

⁷⁶ Lavery B, (1988). "Nelson and the Nile; The naval war against Bonaparte 1798".

⁷⁷ Clowes Wm Laird. "The Royal Navy – A history from the earliest times to the present" ISBN 1861760116.m.

⁷⁸ Hannay D, (1909). "A Short History of the Royal Navy; 1689 – 1815".

⁷⁹ The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II 1789 – 1894 No 335. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

⁸⁰ ADM 1/2136/capM380. Letter from Colossus in the Tagus 28th July 1798 from Captain Murray to Evan Nepean Secretary to the lords of the Admiralty.

⁸¹ ADM 51 1239 Captain's log HMS La Sensible –Aug / Sept 1798, Captain JB Hay.

Was Colossus employed in the Blockade of Malta?

The blockade of Malta started in September 1798 and became effective on 12th October, the point when Admiral Nelson joined the blockade and took charge⁸². A letter photographed and transcribed in "My Dear Murray"⁸³, dated October 4th 1798, Naples, and signed by Horatio Nelson, gratefully accepts an offer from Captain Murray to assist in the Blockade "till some of the ships under my orders may be ready".

It has been confirmed from contemporary logs that *Colossus* was in Naples until 7th October having arrived with a store ship, *Alliance* and a convoy on 28th September. She departed Naples in company of HMS *Alexander*⁸⁴, *Bonne Citoyenne*⁸⁵ and *Terpsichore*⁸⁶ and sailed with them to Malta and remained off Malta / Gozo between 9th and the 14th October. *Alexander* reported her parting company on 14th October⁸⁷.

It can be concluded that she was off Malta in the early part of the blockade but she left soon after Nelson and the rest of the fleet arrived.

Was Colossus a store ship in 1798?

Some sources have described *Colossus* as a store ship prior to her return from the Mediterranean. Those that cite a source^{88, 89} cite Roland Morris "HMS *Colossus*"⁹⁰. The Wessex DBA states that the ship was "worn and in need of repair" which is why the vessel was demoted to store ship⁹¹ and "HM Ship *Colossus* was subsequently used as a store ship and ordered back to England transporting wounded"⁹².

Morris describes her as one of only four armed store ships on the Navy Lists in 1798. In September 1798 there were twelve store ships, of which four were listed as armed⁹³ - See Table below. Only one of the twelve store ships listed was based in the Mediterranean - HMSS *Alliance*. *Colossus* was not listed as an armed store ship or a store ship at any point during 1798⁹⁴. She was certainly not working as a store ship up to the end of 1797 as the logs show that she was with Sir William Parker's squadron until the end of

⁸² Clowes Wm Laird. "The Royal Navy – A history from the earliest times to the present" ISBN 1861760116.m.

⁸³ Aldridge Barry, (2001). "My Dear Murray", PFB 1800 Murray George, 140 pill Limited Edition. NMM.

⁸⁴ ADM 51 1260 Captain's log HMS *Alexander*, 1st January 1798 – 31st December 1798.

⁸⁵ ADM 52 2777 Master's log HMS *Bonne Citoyenne* August 1797 – August 1799.

⁸⁶ ADM 51 4507 Captain's log HMS *Terpsichore* March 1797 – March 1799.

⁸⁷ ADM 51 1260 Captain's log HMS *Alexander*, 1st January 1798 – 31st December 1798.

⁸⁸ Wessex DBA 3.3.3.

⁸⁹ Aldridge Barry, (2001). "My Dear Murray", PFB 1800 Murray George, 140 pill Limited Edition. NMM.

⁹⁰ Morris R (1979). "HMS *Colossus*: The story of the salvage of the Hamilton Treasures". Published by Hutchinson & Co (London).

⁹¹ Wessex DBA 3.3.3.

⁹² Wessex DBA 3.2 10.

⁹³ Steele's Royal Navy List September 1798.

⁹⁴ Steele's Royal Navy List 1798.

that year. The only reference to her assisting / fitting out other ships during this period was in December 1797 when moored in the Tagus her men were employed fitting a new set of lower rigging for HMS *Kingfisher*⁹⁵. Without either of the Captain's, Lieutenant's or the Master's logs for 1798 it is difficult to be sure of her movements / status. We know that she was in the service of the Commander-in-chief⁹⁶ and by referring to the logs of his and other vessels in the Mediterranean in 1798 (see table below) her movements for most of 1798 can be listed. Many of these contemporary logs list sightings of *Colossus* in company of transports and stores ships including the *Alliance*.

It would seem unlikely that *Colossus* was a Store Ship herself, but was delegated to escort convoys of transports at times during 1798.

Store-ships listed in "Steel's Royal Navy List for September 1798

| Type | Name | Base |
|--------------------------|--|-------------------|
| Store-ships (SS) | <i>Alliance</i> | Lisbon |
| | <i>Adventure</i> | Jamaica |
| | <i>Buffalo</i> | NSW |
| | <i>Camel</i> | Portsmouth |
| | <i>Charm</i> | Ireland |
| | <i>Chichester</i> | Cape of Good Hope |
| | <i>Dromedary</i> | West Indies |
| | <i>Experiment</i> | Ireland |
| | <i>Grampus</i> | West Indies |
| | <i>Roebuck</i> | West Indies |
| | <i>Serapis</i> | Coasting Convoy |
| | <i>Woolwich</i> | Spithead |
| Armed Store-ships (ASsp) | <i>Leighton</i> (armed with carronade) | Long Reach |
| | <i>Ulysses 44</i> | Gibraltar |
| | <i>William 22</i> (armed with carronade) | Sheerness |
| | <i>Zenaphon</i> (armed with carronade) | Gallions |

Ships in the Mediterranean in 1798

| Ship | Guns / Status | Ship | Guns / Status |
|-----------------------|---------------|------------------------|---------------|
| Ville de Paris | 110 | <i>Lion</i> | 64 |
| <i>Foudroyant</i> | 80 | <i>Leander</i> | 50 |
| <i>Gibraltar</i> | 80 | <i>Seahorse</i> | 38 |
| <i>Alexander</i> | 74 | <i>Emerald</i> | 36 |
| <i>Audacious</i> | 74 | <i>Flora</i> | 36 |
| <i>Bellerophon</i> | 74 | <i>Terpsichore</i> | 32 |
| <i>Colossus</i> | 74 | <i>Bonne Citoyenne</i> | 20 |
| <i>Culloden</i> | 74 | <i>Mutine</i> | 16 |
| <i>Defence</i> | 74 | <i>Alcmene</i> | Frigate |
| <i>Goliath</i> | 74 | <i>Arsenal</i> | Frigate |
| <i>Hector</i> | 74 | <i>Caroline</i> | Frigate |
| <i>Majestic</i> | 74 | <i>Thalia</i> | Frigate |
| <i>Minotaur</i> | 74 | <i>Falon</i> | Brig |
| <i>Orion</i> | 74 | <i>Transfer</i> | Brig |
| <i>Princess Royal</i> | 74 | <i>Earl St Vincent</i> | Cutter |
| <i>Swiftsure</i> | 74 | <i>Stag</i> | Cutter |
| <i>Thesius</i> | 74 | <i>L'Aigle</i> | Sloop |
| <i>Vanguard</i> | 74 | <i>Petterell</i> | Sloop |
| <i>Zealous</i> | 74 | <i>Alliance</i> | Store ship |

⁹⁵ ADM 51 1192 Captain's log HMS *Colossus* , 14th Feb 1797 – 31st December 1798.

⁹⁶ ADM 50 93 Admiral's log Ville de Paris, Admiral Lord St Vincent 2nd April 1797 – 19th August 1799.

The Shipwreck

On November 12th 1798 Captain Murray received orders from Lord Vincent to proceed to the Tagus and thence to England⁹⁷. The orders included the instruction to “receive on board such remittances in spices, ‘bullion’ cochineal and indigo as the merchants at Lisbon may have occasion to make; the two latter articles paying freight as ‘bullion’ with the corpse of the late admiral Viscount Shulldham”.

Admiral Lord Shulldham

Admiral Lord Shulldham (1717/18? – 1798) (variously described as Baron Molyneux Shulldham and Viscount Shulldham) went to sea at the age of 10 and died in Lisbon aged 80 after a long and distinguished career in the navy. He became a Lieutenant after 12 years service and a captain in 1746 after 29 years in the service. His first commission as Captain took him to Scotland but he spent most of his active service in North America and the West Indies. In 1755 he was in the West Indies and was captured by the French and imprisoned for two years in Poitiers. Subsequent Courts Martials acquitted him of all blame for the loss of the Warwick (60). He later distinguished himself in the reduction of Guadeloupe. After a brief spell of service in Plymouth he was appointed Governor and Commander-in-chief of the Newfoundland station. In 1775 he was advanced to be Rear-admiral of the white, was elected Member of Parliament for Fowey, Cornwall in the general election and appointed Commander-in-chief on the Coast of North America (St Lawrence river to Cape Florida). The task of covering the operations of the troops and preventing colonial trade proved to be beyond his resources and he was superseded by Lord Howe. He was recognised as a brave and capable officer and given an Irish Peerage as Baron Shulldham. He returned to England in 1777 and served as port Admiral in Plymouth for five years. He was promoted Admiral of the blue in 1787 and Admiral of the white in 1793. He was married at the age of 73 and died without heir in Lisbon in 1798. None of his biographies state why he was in Lisbon. (Sources: Naval Chronicle Monthly Register Vol 1 1797, The Oxford Dictionary of National Biography 50 (2004) ISBN 0-19-861400-4, “Biographia Navalis from the year 1600 to the present time” John Charnock Vol V 1797).

On 7th December 1798 *Colossus* arrived in Scilly in the company of the convoy she was escorting. She was sheltering from a gale in St Mary’s Roads when the anchor cable parted and she was driven aground to the south of Samson. All but one member of the crew, Richard King, Quartermaster, who was lost in the act of sounding, were taken off safely before *Colossus* turned onto her beam ends and proceeded to break up. (see table below)

⁹⁷ Letter given by Earl St Vincent, Knight of the Bath, Admiral on board The Leviathan, Gibraltar – 12th November 1798. (Document attached to Courts Martial ADM 1/5348).

Significant events in the wrecking of HMS *Colossus* (from Captain Murray's account).

| December 1798 | | |
|---------------------|-----------------------------|--|
| Date & time | Wind | Event |
| 6 th | E strong | At sea, returning with convoy to England. |
| 7 th | | <i>Colossus</i> (and convoy) "anchored in St Mary's Sound in 11 fathoms of water with the "best bower" and veered to a whole cable". |
| 8 – 9 th | SE to ESE strong | "Wind being offshore the water was smooth". |
| 10 th | Gale increased considerably | "Master sent to sound around the ship" – "found the ground clear and shoaling to each shore". "Other two anchors ready to go". |
| About 16.00 | | Anchor cable parted. Small bower let go. Could not put to sea as not possible to clear the rocks before dark. Yards & topmasts struck. Sheet anchor let go. |
| 17.30 | | "Small bower came home". (dragged) "Obliged to veer and ride between both". |
| 18.00 | | Struck ground (but not too hard). Still hopes of getting to sea at daylight with the flood tide. "Guns not jettisoned but everything else to lighten ship was done". |
| 20.00 | Veered to southward | "Ship tailed more inshore". Tried sounding from the boat and found more water ahead of the ship". "Hove in to half cable on anchors". "As the tide ebbed the ship struck with great force". "Water gained, all pumps manned, baled with buckets and tubs". |
| midnight | Continued to blow hard | "Rudder beaten off". "Distress signals constantly repeated". "Water gained fast". |
| 11 Dec | | |
| Before daylight | | "Obliged to order people on the quarter deck and poop". "Water up to the cills of upper deck". "As the ship rolled struck with so much violence against the quarter deck broke several of the beams". |
| 08.00 | | "Saw several boats coming to assist". |
| 15.00 | | "All saved except 1". "Many of the boats forced to bear away to Bryher – not being able to pull to windward". |

Source: *Murray's account ADM 1/5348* and *Murray to Napean ADM1/2136*

Cargo

As well as the coffin of the late Admiral Shuldhham *Colossus* cargo also included Sir William Hamilton's second collection of Greek funerary pottery. These were packed in 8 cases⁹⁸ "deep in the hold"⁹⁹.

Sir William was devastated by the loss of his collection which he was hoping to sell for a great deal of money (about £12,000, including some pictures)¹⁰⁰. Even when hope of recovery seemed slight he was still pressing his nephew for news¹⁰¹. It was with great delight that, when unpacking boxes after his return to England, Sir William discovered that part of the collection had been left off *Colossus* by mistake¹⁰².

Anchors

Colossus did not have a full complement of anchors when she anchored in St Mary's road. The courts martial papers¹⁰³ mention the cable parting, the small bower followed by the sheet anchor being let go. In his letter reporting the loss of *Colossus*¹⁰⁴ Captain Murray states that "The other two anchors were ready for letting go - the third anchor having been supplied to the *Vanguard* at Naples." *Vanguard* reported receiving a sheet anchor in Naples at the time that *Colossus* was there but did not specify that *Colossus* was the source¹⁰⁵.

Cables

The cable used on the anchor "had never been used before". This is mentioned by Captain Murray in his letter reporting the loss of the ship¹⁰⁶ and by the witnesses at the courts martial¹⁰⁷. First Lieutenant, Richard

⁹⁸ The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, No 381 ALS from Sir W. Hamilton to Charles Greville. Dated Palermo April 8th 1799.

⁹⁹ The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, no 372, 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

¹⁰⁰ The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol 1, no 282, 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

¹⁰¹ The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, nos 381, April 8th 1799; 384, April 28th 1799; 405, July 14th 1799; 444, January 25th 1800; 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

¹⁰² The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, no 544, 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

¹⁰³ ADM 1 5348 Courts Martial and accompanying documents, 1799.

¹⁰⁴ ADM 1 2136 Cap M 384 – Letter from Commander George Murray to Evan Nepean at the Admiralty detailing the loss of HMS *Colossus*.

¹⁰⁵ ADM 51 1288 Captains log HMS *Vanguard*.

¹⁰⁶ ADM 1 2136 Cap M 384 – Letter from Commander George Murray to Evan Nepean at the Admiralty detailing the loss of *Colossus*.

¹⁰⁷ ADM 1 5348 Courts Martial and accompanying documents, 1799.

Cheesman, said "It (the cable) must have been dry rotten. It was a new cable and we took it from England with us" and Master, David Wallace, said "It (the cable) had been a cosy time in the ship". There is a record of her having received a new cable when anchored in the Tagus in 1797 having had to fit a new one when the anchor cable was found to be "very bad" when anchored in Largos Bay on 22nd February¹⁰⁸.

On an earlier occasion when anchored in Torbay in strong gales (14th October 1794) the log reports that in a great sea the small bower and the best bower parted and the ship was brought up on the sheet anchor¹⁰⁹. She later received two new cables on 4th December at Spithead.

The State of the Vessel

Colossus was only 11 years old, had spent a year in Ordinary, had had several refits and underwent substantial repairs following the Battle of Cape St Vincent. (Work between March and July totalled 94 days work for the carpenter and his mate, 237 days work for the crew and 40 days work by the blacksmith). The table below gives details of the dates and places where refit and repair took place.

Refits and repair

| Year | Period | Place | Description |
|--------------|---|--------------------------|---|
| 1787 | June | Woolwich | Copper Fitted ¹¹⁰ |
| 1791 | 17 th September | Hamoaze | Stripped out in preparation for refit ¹¹¹ |
| 1791 1793 | October to January | | In Ordinary ¹¹² |
| 1793 | January / February | | Copper removed and re-coppered ^{113, 114} |
| 1793 | 25 th February to 21 st March | Hamoaze / Plymouth Sound | Moored along side the <i>Medway</i> – receiving hulk, for part of the period, "joiners on board, stowing iron and shingle ballast, got in guns, painted" ^{115, 116, 117} |
| 1794 | 22 nd March | Portsmouth | All sails and guns and shingle ballast removed, iron ballast moved for recaulking in dock ¹¹⁸ , copper repaired and refit ¹¹⁹ . |
| 1796 | 11 th Feb – | Hamoaze | Complete refit ^{120, 121, 122} , copper repaired ¹²³ |

108 ADM 51 1192 Captain's log HMS Colossus, 14th Feb 1797 – 31st December 1798.

109 ADM 52 2868 Masters log, Journal of William Cowling, Feb 1794 – Feb 1795.

110 Progress books Vol 5, 1 – 161. page 102.

111 Colossus ADM 51 206 Captains Log Colossus 21st October Feb 1790 to 17th Sept 1791, Captain Henry Harvey.

112 Steele's Navy List 1791, 1792 and 1793.

113 ADM 1 2136 cap M 383 – Letter from Commander George Murray to Evan Nepean at the Admiralty. An accompanying document - The defects of HMS Colossus.

114 Progress books Vol 5, 1 – 161. page 102.

115 ADM 51 202 Captain's log Colossus 25th Feb 1793 to 19th Feb 1794 Captain Charles Morice Pole.

116 Colossus ADM 52 3066 Masters log Colossus Jan 1793 to end Feb 1794.

Journal of William Cowling Master under Captain Pole.

117 Progress books Vol 5, 1 – 161. page 102.

118 ADM 52 2868 Masters log, HMS Colossus, Journal of William Cowling, Feb 1794 – Feb 1795.

119 Progress books Vol 5, 1 – 161. page 102.

120 ADM 51 1118 Captain's log HMS Colossus Sept 1795 to Feb 1796 Captain Henry Jenkins.

121 ADM 51 1179 Captain's log HMS Colossus Feb to Dec 1796 Captain Richard Grindal.

| Year | Period | Place | Description |
|------|--|---------------|--|
| | 8 th July | | |
| 1797 | 1 st March – 11 th April | Tagus | Major repairs (Full list in box below) ¹²⁴ . 31 days work each for the carpenter and his mate and 171 days work for the crew and 40 days work for a blacksmith |
| 1797 | 24 th April to 25 th May | Mediterranean | Underwent 8 days work for both carpenter and mate + 33 days for crew ¹²⁵ . |
| 1797 | 10 th – 14 th June | Cadiz | 5 days work from the caulkers and 5 days of painting etc ¹²⁶ . |
| 1797 | 23 rd June to 9 th July | Cadiz | Repairs - Underwent 8 days work for both carpenter and mate + 33 days for crew ¹²⁷ |
| 1797 | 7 th and 8 th November | Tagus | Struck top gallant masts, got main top gallant mast upon deck, struck main. top mast for sending a new main cross trees. The master builder came on board to survey the defects of the ship ¹²⁸ |
| 1797 | 14 th November | Tagus | Caulking the poop ¹²⁹ |

List of repairs undertaken in the Tagus from 1st March to 11th April 1797¹³⁰.

Making a foretopmast, two topgallant masts, one topsail yard, four studding sail
? yard two st???g sail yards, Two pair of Top Gallt Cross trees, fitting the fore and above
yards. Making the Gun Deck Ports and scuttles and hanging them, making
Port Gang Board. Stuffing a Piece of Black Streak and a piece of Wale, unbolting
Standard? skirts of the Sides. Driving out Lodging, hanging Knee and Port cill bolts
Fitting two pieces of Channel Wale, two Pieces between the Gun Deck Ports
Port Sheer Streak. A Plank under the Shear Streak, two short top timbers,
?????? stuff between the upper deck ports, a piece of upper
Spurketting. a Piece String and Quick Work repairing the Fore
And main Channells and Main Top, Bolting Standard Knees, Port cells and
??? ring and eye bolts. Making new accommodation Carlings and Grateings
?? ing the Laceing Piece and Standards in the head, Repairing the Head sails
? and ?????? in the Head. Making a Skylight, hammock boards,
these sails end Shrouds? To the Side. Repairing Ladder Grateings, half Ports,
? chest Quarter Gallery, Launch, Chain Pumps and Copper on the Bottom
Caulking the New Work in the side of Wales etc
Blacksmiths employed in making Ring Bolts Eye, Standard, knee, Port cell
Both clamps for the Laceing piece in the Head and Both for the Eye Bolts for
Bowsprite the shrouds crosstree bolts. Making and repairing Gangway and Waist
portions etc etc.

122 ADM 52 2808 Master's log HMS Colossus Feb 1796 – Dec 1796.

123 Progress books Vol 5, 1 – 161. page 102.

124 ADM /L/C 166 Colossus 1795 – 1798 National Maritime Museum. Lieutenant's log – Report attached to the journal of the proceedings of HM Ship Colossus, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray.

125 ADM /L/C 166 Colossus 1795 – 1798 National Maritime Museum. Lieutenant's log – Report attached to the journal of the proceedings of HM Ship Colossus, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray.

126 ADM51 1192. Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray.

127 ADM /L/C 166 Colossus 1795 – 1798 National Maritime Museum. Lieutenant's log – Report attached to the journal of the proceedings of HM Ship Colossus, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray.

128 ADM51 1192. Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray.

129 ADM51 1192. Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray.

130 ADM /L/C 166 Colossus 1795 – 1798 National Maritime Museum. Lieutenant's log – Report attached to the journal of the proceedings of HM Ship Colossus, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray.

The state of repair of the vessel prior to the voyage back to England from the Mediterranean is detailed in the carpenter's report appended to a letter sent to the Admiralty when the *Colossus* first arrived in Scilly¹³¹.

List of defects

The defects of HMS *Colossus*, Commander George Murray (accompanying letter ADM 1/2136/capM 383)

The defects of his Majesty's ship *Colossus*. George Murray Esq Commander
Sheer Strake String. Carvel Wale, Gun Deck and Upper Deck,
Spurketings Gun Deck Clamp and several timbers on the Starboard side broke, the work started as low down as the Orlop Deck, Timbers for the security of the Anchor on the Larboard side broke.
Figure and Main Top Decayed.
Knee of the Head Channels. Ladders, Gratings, hatches, half Port Dead lights. Carve work, Shot lockers, Bulkheads, Boats and Copper on the Bottom want repairs.
Lower Masts complains much.
Mast yards, Pumps, Capstan & Blocks want inspection.
Decks and Boilers much worn.
Ship complains much and when on the larboard tack Blowing a fresh gale makes from 2 to three feet water a hour.

Ship wants caulking
Glass wanting.
Coppered Jan 1793
Painted May 1796

J Loney - Carpenter

Captain Murray also mentioned the state of the vessel when he wrote to Earl St Vincent from the Tagus to justify his decision to set off without further delay "as the state of the *Colossus* is such as to require her getting to England if possible before the Easterly winds set in in the Channel. Every days delay may be of consequence"¹³².

The eyewitness account published in the Naval Chronicle¹³³ and referred to above also seems to have been the source of often quoted reference to the poor state of the vessel and her serving as a store ship. "The ship is said to have been distressed in order to supply other vessels of His Majesty's fleet, and also to have been in a bad state before and worse since she left Lisbon".

A modern day account of Captain Murray's life states that she "never really recovered from the Battle of St Vincent"¹³⁴. She underwent several

131 ADM 1 2136 cap M 383 – Letter from Commander George Murray to Evan Nepean at the Admiralty. An accompanying document - The defects of HMS Colossus.

132 Extract of a letter from Captain G Murray of His Majesty's ship Colossus to Earl St Vincent (document attached to Courts Martial ADM 1/5348).

133 Naval Chronicle Volume 1. Monthly Register of naval Events 1799.

134 Aldridge Barry, (2001). "My Dear Murray", PFB 1800 Murray George, 140 pill Limited Edition. NMM.

extended periods of repair in 1797 (documented above) and was surveyed by a Master Builder when moored in the Tagus on 9th November 1797¹³⁵.

Goodwin¹³⁶ lists defects observed from some sixty two line-of-battle ships and eighty frigates, including *Colossus*. "74 *Colossus*, Jenkins, Jan 96, Wales, topsides, stern frame and standards, work very much".

She also seems to have been damaged in earlier years. There is a report of parts of the deck being stove in during a heavy gale on 26th January 1796¹³⁷ and this immediately preceded her return to the Hamoaze for a refit. All men were transferred to another vessel.

She was not built at a royal dockyard but was contracted out to a merchant yard William Cleverly in Gravesend. This dockyard had not been used in the previous war¹³⁸. Two other naval vessels were constructed by this yard during the same period – 64 gun *Director* and 50 gun *Cato*¹³⁹. A report of an inspection of work being undertaken in Merchant yards by Mr Brimmer in September 1785¹⁴⁰ states that the contract was for 22nd February 1792 for completion by February 1786. The report stated that work was at the stage of "Planking the bottom" and "Materials and workmanship (were) very good". She was not seriously over schedule at that stage but did not meet her contract deadline of completion by February 1786 so it is unlikely that work was rushed or that prescribed seasoning periods would have been compromised¹⁴¹. (For a ship of the line a year of seasoning was recommended once the frames had been built "unless the Service should require it sooner".)

There is no evidence that she had sustained any substantial damage or that she was relegated to the role of stores ship as has been suggested by some accounts (see above). She was refitted at regular intervals, re caulked and re coppered as necessary. See table above.

135 ADM 51 1192 Captains log HMS Colossus 15 12 1796 – 31 12 1797, Captain Murray. "Master Builder came on board to survey the defects of the ship".

136 Goodwin P, (1997). "The influence of iron in ship construction: 1660 – 1830".

137 ADM 51 1118 Captain's log HMS Colossus Sept 1795 – Feb 1796.

138 MID/8/1 Building Fitting and repair of Ships. MS 79/115 [16] Places where Line of Battle ships and others are building this war more than the former.

139 MID / 8 /1 MS 79 / 115 [19]. Navy Office report dated December 1781 – An account of the number and names of His Majesty's Ships building by contract on 20th December 1759 and 20th December 1781.

140 MID/8/1 MS 79/115 [32] Report of Mr Brimmer's inspection of ships building in the Merchants yards Sept 1785.

141 MID/8/1/ MS 79/115 [14] Observations on the methods observed for seasoning Ships while building, pointing out some that have been found very conducive thereto.

After the Wreck

Immediate assistance was given by two naval ships who were also in Scilly at the time of the shipwreck. HM Gun Brig *Hecate* arrived in time to witness the wrecking of *Colossus* and helped rescue the crew. HM Gun Brig *Fearless* was moored in New Grimsby, Scilly. She provided stores for the stranded crew. from *Colossus*¹⁴² (*Fearless* dispatched with one hundred and six crew and *Hecate* with eighty¹⁴³). No wounded were mentioned. The officers and crew were transferred to the HMS *Cambridge* who in turn transferred to the HMS *Castor* but these are likely to have been the able bodied men¹⁴⁴.

The Break up of the Wreck

The Captain's log of HM Gun Brig *Hecate*¹⁴⁵ for 12th December reads "am heavy gales and squally, the *Colossus* fell on her beam ends, at 8, the gale still increasing, at meridian very heavy squalls of wind"

Captain Murray observed that she had fallen on her beam-ends at daylight on the morning of 12th December and added that by 14th December "the main mast was gone" and "part of her larboard side appears beat in & the guns of course fell over".¹⁴⁶

The Gun Brig *Fearless* under the command of Lieutenant Pardoe arrived back in Scilly on 6th January and immediately "went on shore to see after the stores of the His Majesty's late ship *Colossus*"¹⁴⁷. By 14th January the log indicates that the men were being "employed breaking up the wreck". There is no evidence that work continued for very long (as is indicated by Roland Morris "...calmer weather brought increasing raids on the wreck by outsiders. On the night of the 8th May he (Lieutenant Pardoe) noticed a deal of small boat duty.." ¹⁴⁸). The log of the *Hecate*¹⁴⁹ documents her movements between, New Grimsby, Scilly, Plymouth, St Mary's and Penzance but there is no mention of *Colossus* after 14th January.

The speedy break up of the wreck was confirmed by a letter from *Colossus* in St Mary's on 16th December 1798 from Captain Murray to Evan

142 ADM 52 3004 log *Fearless*, 6th September 1796 – 5th June 1792.

143 ADM 1 2136 Cap M 385. Letter from HMS *Colossus* in St Mary's to Evan Nepean. Dated 16th Dec 1798.

144 ADM 51 1231 Captain's log HMS *Cambridge* – Captain Richard Boyer January 1790 – December 1798.

145 ADM 51 4456 Captain's log HM Gun Brig *Hecate*. Dec 11th 1798 – Dec 24th 1798.

146 ADM 1 2136 Cap M 384 Letter from Captain Murray to the Admiralty detailing the loss of the ship. Written from St Mary's, Scilly December 12th 1798.

147 ADM 52 4015 log HM Gun Brig *Fearless*, 26th December 1798 – 4th June 1802.

148 Morris R (1979). "HMS *Colossus*: The story of the salvage of the Hamilton Treasures". Published by Hutchinson & Co (London).

149 ADM 51 4456 Captain's log HM Gun Brig *Hecate*. Dec 11th 1798 – Dec 24th 1798.

Nepean¹⁵⁰ the secretary to the Lords of the Admiralty "I much fear few stores will be saved from the *Colossus* except her anchors and cables and, in calm weather, perhaps her guns as the gale continued so long that she's gone to pieces".

Initial Salvage

The inhabitants of Scilly played a part in the immediate salvage. A letter from Major Bowen, Commander of the local fort, was discovered by Mr John Reeve of the British Museum's Education Service between the leaves of a volume purchased in a Hampstead second-hand bookshop¹⁵¹. (The bookshop's proprietor kept the document and subsequently presented it to the Museum). This letter¹⁵², dated nearly a year after the wreck, was sent in response to enquiries made by Charles Greville on Sir William's behalf, regarding the collection. It contains a description of the people of St Martin's finding some packages floating in Crowe Sound but being unable to recover them due to the size of the packages and the state of the pottery "each giving way in their hands like wet dough". It also gives details of the recovery of certain items from the inhabitants of St Martin's. According to a subsequent letter from Charles Greville to Sir William¹⁵³ these consisted of ten vases and pateras which were returned to Sir William. One was described as being of consequence - A drinking cup with the boar and sheep's head. (This is on show in the British Museum).

Charles Greville gave an account of the recovery of the coffin of Admiral Lord Shulldham in a letter to Sir William Hamilton dated 10th January 1799¹⁵⁴. "to avoid the superstition of sailors they put him in a lead coffin and enclosed it in a long box, to be unlike a coffin. Some one who knew that it was between decks & likely to be got at, told the Scilly people that there was great treasure in a box, describing it & when the guns &c. had broken all before them & the ship was on its side, they got the box & you may suppose their disappointment when their prize proved a dead admiral".

150 ADM 1 2136 Cap M 385 - letter from *Colossus* in St Mary's 16th December 1798 from Murray to Evan Nepean.

151 Jenkins I and Sloan K (March 1996). "Vases and Volcanoes Sir William Hamilton and his collection". Published for the trustees of the British Museum Press. ISBN 0714117668 – 709.2JEN.

152 Letter from Major HJ Bowen dated 26th November 1799 sent in response to enquiries made by Charles Greville on Sir William's behalf. Housed in the archives of the British Museum (on loan from the Greek & Roman).

153 The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, no 396 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.

154 The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1. No 372 ALS from Charles Greville to Sir W. Hamilton. Dated January 10th, 1799. 1789 – 1894.

Peter Miller of Bryher relates a story passed down to him from his great grandfather Ernest Horatio Jenkins¹⁵⁵. Ernest was the head boatman for Tresco and was born around 1850. While returning from an angling trip he reported "As we came past Southward Well we saw the men standing up in the scaffs (kelp)". Some have thought this story may have related to statues in William Hamilton's collection but when the stern carving was found the story was remembered. However the stern carving, being from the port side, probably never stood in any position of prominence. It is more likely that what was seen was the line of guns still upstanding on the south side of the wreck.

Later Salvage Work

The wreck of the *Colossus* has been the subject of a number of salvage operations over the years.

Ralph Tonkin and John Braithwaite 1803 – 1806. Sherbourne Mercury¹⁵⁶.

John Deane and William Edwards were engaged to undertake salvage work by the Admiralty in 1883 using a diving helmet which had been invented by John and his brother Charles¹⁵⁷. Correspondence with the Admiralty describes some of the items recovered. Letters on 9th September¹⁵⁸ refer to guns, on 16th October to 17cwt of sheet copper and nails¹⁵⁹ and on 21st November to guns again,¹⁶⁰; There was an accident when one of the recovered guns exploded when it was hit with a hammer on the quay at St Mary's¹⁶¹.

Hampshire Telegraph 1833 Nov 4th p2

It is now thirty-five years since his Majesty's ship *Colossus* was wrecked in St Mary's Roads, Scilly. A few weeks since, two young men (brothers) were there with a diving apparatus of a new construction, and succeeded in bringing-up several pieces of a cannon, &c. from the wreck. The following extraordinary fact merits investigation: one of the guns exploded on being struck with a hammer, while lying near St. Mary's quay, and the wadding &c. fell on Rat Island. Master-Gunner Ross was severely injured in the leg by the accident.

John meticulously recorded some of the more significant artefacts he recovered from the *Colossus* and the colour illustrations are now held in Portsmouth City archives¹⁶².

155 Personal communication.

156 Sherbourne Mercury 20th March 1806 ref Earl of Abergerveny CD.

157 Bevan J. (1996). "The Infernal Diver". Published by Submex Ltd, London. 0 9508242 16.

158 WO 45/204. A – E Register 1833. D – M Number 33 / 1725. Date Nov 21st, received Nov 22nd. Marked to S1951. Marked from S 1943. Answered 16th Sept. NB this is a record of the correspondence not the actual letter.

159 ADM 12 291 (31.0). Customs records of General Admiralty correspondence. Storekeeper General informed Oct 16th.

160 WO 45 204. A – E Register 1833. D – M Number 33 / 1768. Date Nov 21st, received Nov. 22nd. Marked to 34/3487, Deane J Colossus HMS/late., respect Guns recovered from. Marked from S 2014. Not referred to anyone. Read 25th Nov, put by W Dicks. NB this is a record of the correspondence not the actual letter.

161 Hampshire Telegraph 1833 Nov 4th p2.

162 Bevan J. (1996). "The Infernal Diver". Published by Submex Ltd, London. 0 9508242 16

Search and Excavation

Roland Morris searched for the wreck of *Colossus* for many years¹⁶³ and his team finally found a section of the wreck in 1974, after seven years of searching¹⁶⁴. The site was designated under the Protection of Wrecks Act 1973 (position 49 55' 15"N 006 21' 02"W). During the excavation which followed, which was funded by the British Museum, over thirty thousand sherds of Greek pottery from Lord Hamilton's collection were salvaged and are now housed in the British Museum. Some vases were partially reconstructed based on etchings by the artist Johann Heinrich Wilhelm Tischbein carried out before the collection left Italy¹⁶⁵.

Many artefacts recovered from the ship were housed in Roland Morris's Maritime Museum in Penzance until after his death. They were auctioned and widely dispersed in 2002.

Following the excavation the site was de-designated in 1984. Since then local divers have recovered further potsherds some of which have been donated to the British Museum.

The Recent Discovery

In 2001 a new part of the wreck was reported to the Archaeological Diving Unit (ADU) having been discovered by local divers on Scilly, in shallow water about half a mile to the East of the original site. This is the subject of the current designation under the Protection of Wrecks Act 1973 (position 49 55'.471N 006 20'.505W).

Conclusion

This documentary includes details of HMS *Colossus* from her launch in 1797 to her current status as a designated wreck site. The research has looked at all aspects of her naval career and fills in gaps not previously documented. It addresses questions where secondary sources have differed and explodes some myths perpetuated in recent publications. The Time Line (see appendix VI) gives full details of her location and activities.

163 Fenwick V and Gale A (1998). "Historic Shipwrecks, discovered, protected and investigated".

164 Morris R (1979). "HMS Colossus: The story of the salvage of the Hamilton Treasures". Published by Hutchinson & Co (London).

165 The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II, no 444, 1789 – 1894. Printed for private circulation 1893. In the British Library ref L.R. 41 2.1

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| Warships database | | | NMM |
| Steele's Navy List | | 1791 - 1798 | NMM and PRO |
| ADM 1 2136 Cap M 378 | Letter from Captain Murray from Lisbon | 1798 | PRO |
| ADM 1 2136 Cap M 379 | Letter from Captain Murray from Lisbon | 1798 | PRO |
| ADM 1 2136 Cap M 380 | Letter from Captain Murray from Lisbon | 1798 | PRO |
| ADM 1 2136 Cap M 381 | Letter from Captain Murray from Lisbon | 1798 | PRO |
| ADM 1 2136 Cap M 382 | Letter from Captain Murray from St Mary's reporting arrival in Scilly | 1798 | PRO |
| ADM 1 2136 Cap M 383 | Letter from Captain Murray re movements of convoy and attaching carpenters report | 1798 | PRO |
| ADM 1 2136 Cap M 384 | Letter from Captain Murray to Evan Nepean reporting the loss of HMS <i>Colossus</i> | 1798 | PRO |
| ADM 1 2136 Cap M 385 | Letter from Captain Murray from St Mary's | 1798 | PRO |
| ADM 1 5348 | Courts Martial and accompanying documents | 1798 | PRO |
| | | | |
| ADM 51 206 | Captain's log <i>Colossus</i> | 1787 | PRO |
| ADM 52 2230 | Masters log HMS <i>Colossus</i> | 1787 | PRO |
| ADM 51 206 | Captain's log <i>Colossus</i> | 1788 | PRO |
| ADM 52 2241 | Masters log HMS <i>Colossus</i> | 1788 | PRO |
| ADM 51 206 | Captain's log <i>Colossus</i> | 1789 | PRO |
| ADM 52 2240 | Masters log HMS <i>Colossus</i> | 1789 | PRO |
| ADM 51 206 | Captain's log <i>Colossus</i> | 1790 | PRO |
| ADM 51 202 | Captain's log HMS <i>Colossus</i> | 1793 | PRO |
| ADM 52 3066 | Masters log HMS <i>Colossus</i> | 1793 | PRO |
| ADM 52 2868 | Masters log HMS <i>Colossus</i> | 1794 | PRO |
| ADM 52 2868 | Masters log HMS <i>Colossus</i> | 1795 | PRO |
| ADM 51 1147 | Captain's log HMS <i>Colossus</i> | 1795 | PRO |
| ADM 51 1114 | Captain's log HMS <i>Colossus</i> | 1795 | PRO |
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| ADM 51 1179 | Captain's log HMS <i>Colossus</i> | 1796 | PRO |
| ADM 52 2808 | Masters log HMS <i>Colossus</i> | 1796 | PRO |
| ADM 51 1192 | Captain's log HMS <i>Colossus</i> | 1797 | PRO |
| | | | |
| ADM 35 352 | Pay Book HMS <i>Colossus</i> | 1796 - 1803 | PRO |
| | | | |
| ADM 36 12119 | Record of Service <i>Colossus</i> | 1798 | PRO |
| | | | |
| ADM /L/C 166 <i>Colossus</i> | <ul style="list-style-type: none"> - Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, Charles Pole Commander commencing 3rd Jan 1795 and ending 26th August 1795. Lieut Thomas Hill – 5th Lieutenant - Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, John Monkton Esq Commander commencing 4th June 1795 and ending 2nd September 1795. - Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 26th August 1795 and ending 9th September 1795. Lieut Henry Elcock – under command of Edward Osborn - Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, Henry | 1795 – 1798 | NMM |

| Ref no | Description | Year | Location |
|-------------|--|------|----------|
| | <p>Jenkins Commander commencing 19th Sept 1795 and ending 12th Feb 1796. Lieut Thomas Hill – 4th Lieutenant</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, Edward Oliver Osborn Commander commencing 3rd Sept 1795 and ending 29th September 1795.</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 13th Feb 1796 and ending 22nd June 1796. Lieut Thomas Bowen under the command of Richard Grindall</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, Henry Jenkins Captain commencing 30th Sept 1795 and ending 12th Feb 1796.</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 13th Feb 1796 and ending 14th Dec 1796. Under the command of Richard Grindall</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 14th July 1796 and ending 13th July 1797. Lieut Charles Napier under the command of Richard Grindall</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray</p> <p>- Lieutenant's log - A journal of the proceedings of HM Ship <i>Colossus</i>, commencing 20th June 1797 and ending 4th Feb 1798 under the command of Captain George Murray. Lieut William Bolton.</p> | | |
| ADM 51 4456 | Captain's log HM Gun Brig <i>Hecate</i> | 1798 | PRO |
| ADM 52 3004 | Master's log HM Gun Brig <i>Fearless</i> | 1798 | PRO |
| ADM 51 4015 | Captain's log HM Gun Brig <i>Fearless</i> | 1799 | PRO |
| ADM 51 1231 | Captain's log HMS <i>Cambridge</i> | 1799 | PRO |
| ADM 51 305 | Captain's log HMS <i>Castor</i> | 1798 | PRO |
| ADM 52 3820 | Master's log HMS <i>Castor</i> | 1798 | PRO |
| ADM 51 1212 | Captain's log HMS <i>Irresistible</i> | 1797 | PRO |
| ADM 52 3128 | Master's log HMS <i>Irresistible</i> | 1797 | PRO |
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| ADM 51 1266 | Captain's log HMS <i>Ville de Paris</i> | 1798 | PRO |
| ADM 51 1278 | Captain's log HM SS <i>Alliance</i> | 1798 | PRO |
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| ADM 51 1248 | Captain's log HMS <i>Seahorse</i> | 1797 | PRO |
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| ADM 51 1262 | Captain's log HMS <i>Beleroophon</i> | 1798 | PRO |
| ADM 52 2755 | Master's log HMS <i>Beleroophon</i> | 1798 | PRO |

| Ref no | Description | Year | Location |
|--|---|-------------|----------------------------------|
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| ADM 52 2656 | Master's log HM Gun Brig <i>Alfred</i> | 1798 | PRO |
| ADM 50 93 | Admirals log aboard HMS Ville de Paris | 1798 | PRO |
| ADM 36 13299 | Muster and paybook HMS <i>Castor</i> | 1798 - 1800 | PRO |
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| | | | |

Appendix I – Table of magnetic anomalies 2005 survey

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|------------------------------------|---------------------------|
| | E | N | nT | m | m | kg | kg | | |
| CM0001 | 260192.309 | 5535694.48 | 2.3 | 4 | 14.1 | 237 | 47 | | |
| CM0002 | 260131.142 | 5535596.51 | 17.0 | 4 | 14 | 1700 | 340 | 8/1419 | |
| CM0003 | 260087.555 | 5535538.32 | 4.0 | 4 | 14.1 | 412 | 82 | 12/1788 (12m) | Straight arm anchor |
| CM0004 | 260002.001 | 5535274.81 | 5.0 | 4 | 20.4 | 2205 | 441 | 11/5880 (1.9m) RC anchor | |
| CM0005 | 260088.857 | 5535402.4 | 3.0 | 4 | 17 | 659 | 132 | CM0018 (12m) | |
| CM0006 | 260141.572 | 5535476.18 | 1.5 | 4 | 14.4 | 169 | 34 | | |
| CM0007 | 260172.956 | 5535528.93 | 8.0 | 4 | 14.6 | 953 | 191 | 11/3447 (8.4m) & B7/414 (11.5m) | Gun 8 |
| CM0008 | 260199.493 | 5535556.8 | 4.5 | 4 | 14.8 | 567 | 113 | 16/2035 (10m) & B7/216 (12m) | Gun 10 |
| CM0009 | 260235.606 | 5535621.36 | 5.0 | 4 | 14.4 | 562 | 112 | 11/2611 (4m) | Uninvestigated ADU target |
| CM0010 | 260374.484 | 5535816.6 | 2.0 | 4 | 13.4 | 166 | 33 | 11/680 (13m) | Uninvestigated ADU target |
| CM0011 | 260457.239 | 5535874.82 | 2.0 | 4 | 13.1 | 151 | 30 | | On the turn |
| CM0012 | 260364.551 | 5535825.21 | 3.0 | 4 | 13.4 | 249 | 50 | 11/680 (6.5m) | Uninvestigated ADU target |
| CM0013 | 260223.512 | 5535631.15 | 4.5 | 4 | 14.4 | 506 | 101 | 11/2611 (12.5m) | Uninvestigated ADU target |
| CM0014 | 260186.811 | 5535576.61 | 9.5 | 4 | 14.6 | 1131 | 226 | Gun 7 (4.5m) | Gun 7 |
| CM0015 | 260162.918 | 5535540.98 | 7.0 | 4 | 14.7 | 858 | 172 | Gun 8 (9.5m) | Gun 8 |
| CM0016 | 260108.091 | 5535462.5 | 1.5 | 4 | 15.7 | 240 | 48 | B7/1220 (11.5m) | Uninvestigated ADU target |
| CM0017 | 260091.685 | 5535430.66 | 2.6 | 4 | 16.7 | 533 | 107 | CM0037 (18m) | |
| CM0018 | 260081.259 | 5535411.78 | 1.5 | 4 | 16.6 | 300 | 60 | CM0005 (12m) | |
| CM0019 | 260185.078 | 5535652.46 | 2.0 | 4 | 14.4 | 225 | 45 | CM0153 (8m) | |
| CM0020 | 260143.183 | 5535583.48 | 75.0 | 4 | 14.4 | 8436 | 1687 | North of Site | |
| CM0021 | 260104.145 | 5535530.46 | 3.0 | 4 | 14.4 | 337 | 67 | 12/1788 (11m) | Straight arm anchor |
| CM0022 | 260044.186 | 5535454.29 | 1.5 | 4 | 15.2 | 211 | 42 | CM0145 (9m) | |
| CM0023 | 259986.054 | 5535360.26 | 1.0 | 4 | 17.1 | 225 | 45 | | |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|--|---------------------------|
| CM0024 | 260039.398 | 5535402.66 | 0.8 | 4 | 16.7 | 164 | 33 | | |
| CM0025 | 260055.925 | 5535428.61 | 1.0 | 4 | 16.4 | 191 | 38 | | |
| CM0026 | 260089.33 | 5535476.95 | 1.0 | 4 | 15.2 | 140 | 28 | B7/1220 (12m) | Uninvestigated ADU target |
| CM0027 | 260104.758 | 5535495.81 | 4.0 | 4 | 14.7 | 490 | 98 | CM0035 (9m) CM0147 (10m) B7/1220 (25m) | |
| CM0028 | 260151.907 | 5535583.59 | 40.0 | 4 | 14.2 | 4245 | 849 | Gun 3 on Site | |
| CM0029 | 260198.789 | 5535645.87 | 3.5 | 4 | 14.4 | 394 | 79 | CM0153 (8m) CM0033 (12m) CM0019 (15m) | |
| CM0030 | 260274.793 | 5535742.34 | 1.0 | 4 | 13.6 | 88 | 18 | | |
| CM0031 | 260351.301 | 5535835.88 | 2.0 | 4 | 13.2 | 156 | 31 | 11/680 (19m) | Uninvestigated ADU target |
| CM0032 | 260274.062 | 5535734.83 | 2.0 | 4 | 14 | 200 | 40 | | |
| CM0033 | 260207.408 | 5535638.12 | 3.5 | 4 | 14.3 | 382 | 76 | CM0029 (12m) | |
| CM0034 | 260166.742 | 5535580.78 | 29.0 | 4 | 14.4 | 3262 | 652 | SE of Site | |
| CM0035 | 260112.969 | 5535492.06 | 1.0 | 4 | 14.4 | 112 | 22 | CM0027 (9m) | |
| CM0036 | 260098.547 | 5535470.46 | 1.5 | 4 | 15.5 | 228 | 46 | B7/1220 (1.5m) | Uninvestigated ADU target |
| CM0037 | 260074.448 | 5535435.8 | 1.5 | 4 | 15.9 | 253 | 51 | CM0017 (18m) | |
| CM0038 | 259980.802 | 5535312.59 | 1.0 | 4 | 17.8 | 263 | 53 | CM0017 (18m) | |
| CM0039 | 260519.336 | 5535675.18 | 2.0 | 4 | 13.6 | 177 | 35 | CM0228 (10m) | |
| CM0040 | 260481.314 | 5535643.58 | -2.0 | 4 | 13.8 | 188 | 38 | | |
| CM0041 | 260448.176 | 5535711.8 | 2.0 | 4 | 12.8 | 136 | 27 | | |
| CM0042 | 260503.089 | 5535685.56 | 2.0 | 4 | 13.4 | 166 | 33 | | |
| CM0043 | 260438.568 | 5535586.18 | 1.0 | 4 | 15 | 133 | 27 | CM0211 (16m) | |
| CM0044 | 260333.629 | 5535334.81 | 1.0 | 4 | 18 | 274 | 55 | CM0222 (19m) | |
| CM0045 | 260338.261 | 5535572.02 | -2.0 | 4 | 14.8 | 252 | 50 | CM0051 (10m) | |
| CM0046 | 260502.171 | 5535718.03 | -1.5 | 4 | 13.1 | 113 | 23 | | Spikey |
| CM0047 | 260341.549 | 5535531.03 | 2.0 | 4 | 15.2 | 281 | 56 | | |
| CM0048 | 260321.912 | 5535502.31 | 1.2 | 4 | 16 | 207 | 41 | | |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|------------------------------|-------------------------------------|
| CM0049 | 260212.1 | 5535386.06 | 1.0 | 4 | 17.5 | 246 | 49 | | Spikey |
| CM0050 | 260309.903 | 5535517.32 | 1.5 | 4 | 15.5 | 228 | 46 | | |
| CM0051 | 260347.816 | 5535568.46 | -1.5 | 4 | 15 | 200 | 40 | CM0045 (10m) | A bit flat |
| CM0052 | 260480.36 | 5535702.87 | 10.0 | 4 | 13 | 729 | 146 | | Dipole |
| CM0053 | 260446.769 | 5535739.12 | 1.5 | 4 | 12.9 | 106 | 21 | | |
| CM0054 | 260313.127 | 5535539.66 | 2.0 | 4 | 15 | 266 | 53 | | Flat top |
| CM0055 | 260125.684 | 5535282.54 | -1.0 | 4 | 18 | 274 | 55 | | |
| CM0056 | 260108.958 | 5535165.88 | 1.0 | 4 | 19.5 | 372 | 74 | | |
| CM0057 | 260128.878 | 5535329.41 | -1.0 | 4 | 16.4 | 191 | 38 | | |
| CM0058 | 260182.273 | 5535405.92 | 1.5 | 4 | 15.8 | 246 | 49 | CM0095 (0m) | |
| CM0059 | 260273.613 | 5535539.94 | 1.0 | 4 | 13.4 | 83 | 17 | CM0139 (8m) | Small but nice |
| CM0060 | 260302.569 | 5535586.55 | 1.6 | 4 | 12.2 | 88 | 18 | | |
| CM0061 | 260353.137 | 5535653.81 | -1.5 | 4 | 12.2 | 83 | 17 | | |
| CM0062 | 260280.672 | 5535640.79 | -1.0 | 4 | 13.6 | 88 | 18 | | |
| CM0063 | 260251.017 | 5535604.19 | 3.0 | 4 | 14.2 | 318 | 64 | 16/2301 (6.5M) Nothing Found | Lump rather than spike |
| CM0064 | 260213.721 | 5535552.89 | 7.0 | 4 | 14.2 | 743 | 149 | 16/2035 (4.8m) Gun 10 | Classic dipole |
| CM0065 | 260125.189 | 5535429.25 | 1.3 | 4 | 16.4 | 248 | 50 | CM0068 (18m) | |
| CM0066 | 260011.623 | 5535265.25 | 2.0 | 4 | 18.4 | 597 | 119 | 11/5880 (15m) & 16/610 (1m) | Round crown anchor & uninvestigated |
| CM0067 | 260076.43 | 5535337.75 | -1.0 | 4 | 16.5 | 195 | 39 | | Shallow spike |
| CM0068 | 260126.062 | 5535411.12 | 1.5 | 4 | 15.5 | 228 | 46 | CM0065 (18m) | |
| CM0069 | 260214.88 | 5535546.47 | 6.5 | 4 | 13.9 | 631 | 126 | B7/216 (7.5m) | Gun 10 |
| CM0070 | 260255.864 | 5535603.59 | 2.0 | 4 | 13.9 | 194 | 39 | 16/2301 (11m) | ADU Target - nothing found |
| CM0071 | 260418.051 | 5535786.98 | 3.0 | 4 | 12.4 | 178 | 36 | | |
| CM0072 | 260425.924 | 5535758.59 | 1.0 | 4 | 12 | 51 | 10 | | |
| CM0073 | 260281.087 | 5535603.35 | 3.0 | 4 | 13.4 | 249 | 50 | CM0151 (19m) | Dipole |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|-------|------------|-------------|------------------|----------------|-----------------------------|-------------------|
| CM0074 | 260228.746 | 5535526.84 | 0.8 | 4 | 14.1 | 82 | 16 | | |
| CM0075 | 260169.32 | 5535443.11 | -1.5 | 4 | 14.9 | 194 | 39 | | |
| CM0076 | 260107.408 | 5535354.68 | 2.0 | 4 | 16.4 | 381 | 76 | Tim Timber (28m) | |
| CM0077 | 260068.195 | 5535307.54 | -1.0 | 4 | 17.5 | 246 | 49 | | |
| CM0078 | 260013.188 | 5535236.96 | 1.8 | 4 | 18.1 | 505 | 101 | 40m S of RC anchor | Spikey |
| CM0079 | 260157.705 | 5535400.62 | 2.0 | 4 | 16.5 | 391 | 78 | CM0140 (17m) | Spikey |
| CM0080 | 260286.403 | 5535583.19 | 2.0 | 4 | 12.5 | 123 | 25 | | Good |
| CM0081 | 260431.42 | 5535764.65 | 2.0 | 4 | 12.1 | 106 | 21 | | |
| CM0082 | 260462.49 | 5535723.93 | 2.5 | 4 | 12.1 | 133 | 27 | | Dipole |
| CM0083 | 260317.082 | 5535573.64 | -4.0 | 4 | 13.7 | 365 | 73 | | |
| CM0084 | 260128.878 | 5535329.41 | 0.8 | 4 | 16.5 | 156 | 31 | | |
| CM0085 | 260243.339 | 5535334.07 | 5.0 | 4 | 17 | 1099 | 220 | CM0088 (14m) | Clean spike |
| CM0086 | 260416.353 | 5535550.01 | -5.0 | 4 | 14.5 | 579 | 116 | CM0212 (17m) | |
| CM0087 | 260384.327 | 5535499.16 | 3.5 | 3 | 15.5 | 684 | 137 | CM0213 (7m) CM0201 (19m) | Dipole |
| CM0088 | 260257.373 | 5535332.33 | 2.0 | 4 | 17.2 | 460 | 92 | CM0085 (14m) | Dipole |
| CM0089 | 260268.585 | 5535027.68 | 1.8 | 4 | 19 | 608 | 122 | | Spikey |
| CM0090 | 260539.402 | 5535685.47 | 3.0 | 4 | 12.5 | 184 | 37 | | Bit spikey |
| CM0091 | 260575.548 | 5535735.58 | 1.0 | 4 | 12.2 | 55 | 11 | | Spike |
| CM0092 | 260435.574 | 5535600.5 | 1.0 | 4 | 13.8 | 94 | 19 | | Flat topped spike |
| CM0093 | 260396.333 | 5535551.06 | 1.6 | 4 | 14.7 | 196 | 39 | | Twin peaked spike |
| CM0094 | 260090.327 | 5535110.31 | 1.0 | 4 | 16.8 | 210 | 42 | | Spike asym |
| CM0095 | 260182.273 | 5535405.92 | -2.0 | 4 | 15.6 | 312 | 62 | CM0058 (0m) CM0140 (17m) | Clean spike |
| CM0096 | 259972.889 | 5535875.77 | 2.5 | 4 | 10.4 | 66 | 13 | | Good spike |
| CM0097 | 259859.417 | 5535705.43 | 1.0 | 4 | 10.4 | 26 | 5 | | Symmetrical spike |
| CM0098 | 259794.057 | 5535574.98 | 176.0 | 4 | 11 | 6037 | 1207 | | Classic dipole |
| CM0099 | 259772.33 | 5535554.62 | 100.0 | 4 | 7 | 270 | 54 | | Asym dipole |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|-------|------------|-------------|------------------|----------------|--------------------------------|------------------------------|
| CM0100 | 259789.154 | 5535535.72 | 4.0 | 4 | 9.5 | 67 | 13 | | Asym odd shape |
| CM0101 | 259791.927 | 5535521.44 | -2.0 | 4 | 9.7 | 37 | 7 | | Shallow depth |
| CM0102 | 259806.773 | 5535459.27 | -1.5 | 4 | 10 | 32 | 6 | CM0177 (8m) | Spike |
| CM0103 | 259813.59 | 5535418.47 | 1.0 | 4 | 11.5 | 42 | 8 | | Blunt top spike |
| CM0104 | 259837.656 | 5535363.62 | 1.3 | 4 | 15.4 | 193 | 39 | | Z dipole |
| CM0105 | 259837.884 | 5535638.99 | -16.0 | 4 | 10.5 | 439 | 88 | CM0110 (18m) | Spike |
| CM0106 | 259989.075 | 5535872.03 | 2.4 | 4 | 11.8 | 114 | 23 | | Spike with Shoulders |
| CM0107 | 260023.76 | 5535929.14 | 2.0 | 4 | 11.3 | 78 | 16 | | Spike |
| CM0108 | 260017.414 | 5535882.56 | 8.4 | 4 | 12 | 430 | 86 | CM0170 (19m) | Dipole |
| CM0109 | 259935.114 | 5535760.33 | 2.5 | 4 | 12 | 128 | 26 | | Spike-not sharp |
| CM0110 | 259848.286 | 5535623.97 | 20.0 | 4 | 10.6 | 575 | 115 | CM0105 (18m) | Dipole |
| CM0111 | 259808.062 | 5535561.44 | 43.0 | 4 | 10.5 | 1181 | 236 | | Dipole |
| CM0112 | 259783.545 | 5535517.56 | -8.0 | 4 | 8.3 | 64 | 13 | | Hump |
| CM0113 | 259773.813 | 5535498.52 | -2.5 | 4 | 6 | 2 | 0 | | Spike |
| CM0114 | 259767.132 | 5535484.75 | 5.0 | 4 | 6.6 | 9 | 2 | | Spike |
| CM0115 | 259752.463 | 5535374.39 | 2.0 | 4 | 6.2 | 2 | 0 | B9/3296 (17m) fe bar | Two lobed spike |
| CM0116 | 259817.348 | 5535446.32 | 3.4 | 4 | 11 | 117 | 23 | 9/5048 (15m) Shot CM0177 (10m) | Symmetrical Dipole-odd shape |
| CM0117 | 259851.917 | 5535603.22 | 12.0 | 4 | 11.6 | 527 | 105 | CM0173 (0m) | Spike |
| CM0118 | 259937.086 | 5535733.13 | 105.0 | 4 | 11.8 | 4983 | 997 | Little Western | Dipole |
| CM0119 | 260005.943 | 5535841.04 | 2.5 | 4 | 12 | 128 | 26 | | Spike |
| CM0120 | 259948.462 | 5535729.14 | 170.0 | 4 | 12 | 8704 | 1741 | Little Western | Asym |
| CM0121 | 259811.809 | 5535456.09 | 4.2 | 4 | 10.8 | 132 | 26 | 9/5048 (16m) Shot | Dipole |
| CM0122 | 259808.68 | 5535451.97 | 6.0 | 4 | 10.6 | 172 | 34 | CM0177 (0m) | Asym dipole |
| CM0123 | 259964.144 | 5535718.68 | 10.0 | 4 | 11.8 | 475 | 95 | CM0187 (0m) Little Western | |
| CM0124 | 259983.492 | 5535725.46 | -3.0 | 4 | 12 | 154 | 31 | | Hump |
| CM0125 | 259987.817 | 5535386.61 | 1.2 | 4 | 14.8 | 151 | 30 | | Spike |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|----------|--------------|------------|-------|------------|-------------|------------------|----------------|----------------------------------|----------------------------|
| CM0126 | 259950.66 | 5535375.2 | 1.3 | 4 | 14.3 | 142 | 28 | | Spike |
| CM0127 | 259990.248 | 5535453.39 | 3.8 | 4 | 12.6 | 242 | 48 | | Asymmetric hump |
| CM0128 | 260019.295 | 5535461.84 | -4.0 | 4 | 13 | 292 | 58 | | Hump |
| CM0129 | 260066.65 | 5535496.82 | 5.0 | 4 | 12.6 | 318 | 64 | SS 1.90 (18m) | Flattish hump |
| CM0130 | 260078.908 | 5535534.09 | -2.0 | 4 | 12.4 | 119 | 24 | 12/1788 (16m) | Straight arm anchor |
| CM0131 | 260089.824 | 5535554.32 | 1.0 | 4 | 12.2 | 55 | 11 | 8/1219 (Spike) | ADU Target - nothing found |
| CM0132 | 260152.897 | 5535577.09 | 400.0 | 4 | 12.2 | 22055 | 4411 | South of stern site | Spike |
| CM0133 | 260345.27 | 5535809.84 | 1.0 | 4 | 11.2 | 37 | 7 | | Spike |
| CM0134 | 260367.255 | 5535817.33 | 1.5 | 4 | 11.2 | 56 | 11 | 11/680 (12.3m) | Uninvestigated ADU target |
| CM0135 | 260385.255 | 5535824.53 | -1.5 | 4 | 11.3 | 58 | 12 | 11/680 (15m) | Uninvestigated ADU target |
| CM0136 | 260536.137 | 5535818.62 | 3.0 | 4 | 10.5 | 82 | 16 | | Asymmetric spike |
| CM0137 | 260541.823 | 5535773.29 | 3.0 | 4 | 11.1 | 107 | 21 | | Spike |
| CM0138 | 260500.532 | 5535706.74 | 3.5 | 4 | 11.5 | 148 | 30 | | Hump |
| CM0139 | 260269.83 | 5535547.32 | 2.8 | 4 | 13.5 | 240 | 48 | CM0059 (8m) | Hump |
| CM0140 | 260172.5 | 5535391.44 | 2.0 | 4 | 15.5 | 304 | 61 | CM0079 (17m) CM0095 (17m) | Flat top hump |
| CM0141 | 260144.988 | 5535347.9 | -2.0 | 4 | 16.3 | 372 | 74 | | Hump |
| CM0142 | 259996.91 | 5535164.69 | 3.0 | 4 | 18 | 823 | 165 | | Odd dipole |
| CM0143 | 259833.999 | 5535168.77 | 4.0 | 4 | 13.5 | 343 | 69 | SS 1.50 (27m) | Very sharp spike |
| CM0144 | 259959.175 | 5535390.32 | 1.3 | 4 | 15 | 173 | 35 | | Ragged dipole |
| CM0145 | 260037.399 | 5535448.1 | 3.7 | 4 | 14 | 370 | 74 | CM0022 (9m) | Symmetrical dipole |
| CM0146 | 260065.962 | 5535476.61 | 3.5 | 4 | 13.2 | 273 | 55 | SS 9.30 (25m) Todd 1999 (30m) | Hump |
| CM0147 | 260095.982 | 5535500.76 | 3.0 | 4 | 13.2 | 234 | 47 | CM0027 (10m) | Shallow dipole |
| CM0148 | 260142.313 | 5535531.79 | 4.5 | 4 | 13.2 | 350 | 70 | SS 6.40 (15m) G8 (30m) | Spikey dipole |
| CM0148.5 | 260160.35 | 5535541.86 | 2.8 | 4 | 13.1 | 211 | 42 | Gun 8 (11.4m) | Spike |
| CM0149 | 260193.142 | 5535562.12 | 16.0 | 4 | 13.1 | 1206 | 241 | G7 & G10 | Classic dipole |
| CM0150 | 260240.016 | 5535594.54 | 5.0 | 4 | 12.7 | 329 | 66 | 18/2301 (12m) Hump | ADU Target - nothing found |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|---------|------------|-------------|------------------|----------------|-------------------------|--------------------------------|
| CM0151 | 260282.211 | 5535622.01 | 1.8 | 4 | 12.5 | 111 | 22 | CM0073 (19m) | Spike |
| CM0152 | 260448.87 | 5535721 | 2.0 | 4 | 11.2 | 75 | 15 | | Asymmetric spike |
| CM0153 | 260204.459 | 5535640.12 | 4.0 | 4 | 13 | 292 | 58 | CM0029 (8m) | Spike |
| CM0154 | 260134.603 | 5535585.7 | 36.0 | 4 | 12.8 | 2453 | 491 | North of Site | |
| CM0155 | 259958.643 | 5535469.64 | 2.2 | 4 | 12.6 | 140 | 28 | B3/3186 (14m) Spike | Uninvestigated ADU target |
| CM0156 | 259901.271 | 5535427.75 | 2.8 | 4 | 11.9 | 138 | 28 | B3/2790 (12m) Spike | Shot |
| CM0157 | 259942.4 | 5535405.82 | 5.0 | 4 | 12.7 | 329 | 66 | Gun 9 (2m) | Flat hump |
| CM0158 | 260092.441 | 5535510.64 | 9.0 | 4 | 13.5 | 772 | 154 | 12/1788 AC Anchor (19m) | |
| CM0159 | 260086.147 | 5534985.59 | -3.0 | 4 | 20 | 1229 | 246 | | Asym hump |
| CM0160 | 260114.806 | 5535016.43 | 2.5 | 4 | 20 | 1024 | 205 | | Hump |
| CM0161 | 260377.107 | 5535308.61 | 3.6 | 4 | 18.7 | 1144 | 229 | CM0164 (10m) | Spikey dipole |
| CM0162 | 260529.933 | 5535532.14 | 9.0 | 4 | 16 | 1555 | 311 | CM0237 (17m) | Classic Dipole but End of Line |
| CM0163 | 260523.341 | 5535502.19 | -2.0 | 4 | 17 | 439 | 88 | | Hump |
| CM0164 | 260376.886 | 5535298.98 | 2.0 | 4 | 18.7 | 635 | 127 | CM0161 (10m) | Hump |
| CM0165 | 260373.17 | 5535254.13 | 2.0 | 4 | 19.1 | 689 | 138 | CM0193 (2m) | Hump |
| CM0166 | 260407.365 | 5535300.68 | -1.0 | 4 | 18.5 | 305 | 61 | CM0192 (0m) | Spike |
| CM0167 | 260524.892 | 5535469.77 | -1.0 | 4 | 17.2 | 230 | 46 | CM0191 (2m) | Spike |
| CM0168 | 260586.973 | 5535540.1 | -1.3 | 4 | 16.2 | 236 | 47 | | |
| CM0169 | 260044.141 | 5535912.65 | 1.2 | 4 | 11.4 | 49 | 10 | | Spike |
| CM0170 | 260034.014 | 5535891.9 | -0.8 | 4 | 11.6 | 35 | 7 | CM0108 (19m) | Spike |
| CM0171 | 260005.943 | 5535841.04 | 2.5 | 4 | 12 | 128 | 26 | | Spike |
| CM0172 | 259940.675 | 5535737.47 | ## # | 4 | 12 | 6144 | 1229 | Little Western | Asym spike |
| CM0173 | 259851.917 | 5535603.22 | 11.0 | 4 | 10.6 | 316 | 63 | CM0117 (0m) | Nice spike |
| CM0174 | 259816.612 | 5535546.87 | 4.0 | 4 | 11 | 137 | 27 | | Hump |
| CM0175 | 259810.547 | 5535454.83 | 3.0 | 4 | 11 | 103 | 21 | CM0177 (3) | Hump |
| CM0176 | 259811.293 | 5535454.89 | 4.2 | 4 | 11 | 144 | 29 | CM0177 (3m) | Dipole |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|-------|------------|-------------|------------------|----------------|--|-----------------------|
| CM0177 | 259808.68 | 5535451.97 | 6.7 | 4 | 11 | 230 | 46 | CM0122 (0) CM0175 (3) CM0176 (3) CM0121 (5) CM0102 (8) CM0116 (10) 9/5048 (20) | Asym spike |
| CM0178 | 259832.234 | 5535429.86 | 1.5 | 4 | 11.8 | 71 | 14 | | Asym spike |
| CM0179 | 259813.533 | 5535297.62 | 0.6 | 4 | 17.2 | 138 | 28 | | Spike |
| CM0180 | 260073.239 | 5535899.45 | 2.0 | 4 | 11.6 | 88 | 18 | | Asym dipole |
| CM0181 | 260015.789 | 5535830.76 | 1.0 | 4 | 12.4 | 59 | 12 | | Asym spike |
| CM0182 | 259948.006 | 5535727.88 | 176.0 | 4 | 12.2 | 9704 | 1941 | Little Western | Asym dipole |
| CM0183 | 259874.039 | 5535605.36 | -1.0 | 4 | 10.4 | 26 | 5 | | Spike |
| CM0184 | 259816.819 | 5535533.73 | 1.0 | 4 | 10.6 | 29 | 6 | | Spike |
| CM0185 | 259799.72 | 5535424.85 | 1.0 | 4 | 9.9 | 21 | 4 | | Asym spike |
| CM0186 | 259788.814 | 5535366.93 | 1.0 | 4 | 10.1 | 23 | 5 | | Hump |
| CM0187 | 259964.144 | 5535718.68 | 12.0 | 4 | 11.8 | 569 | 114 | CM0123 (0m) Little Western | Hump |
| CM0188 | 260041.755 | 5535811.94 | -1.0 | 4 | 12 | 51 | 10 | | Hump |
| CM0189 | 259982.085 | 5535722.96 | -3.0 | 4 | 12 | 154 | 31 | | Hump |
| CM0190 | 259753.121 | 5535381 | 2.5 | 4 | 6.2 | 3 | 1 | | Twin peaked spike |
| CM0191 | 260525.967 | 5535471.02 | -1.0 | 4 | 17.2 | 230 | 46 | CM0167 (2m) | Asym spike |
| CM0192 | 260407.365 | 5535300.68 | -2.0 | 4 | 18.5 | 610 | 122 | CM0166 (0m) | Shallow spike |
| CM0193 | 260374.3 | 5535255.53 | 2.0 | 4 | 18.9 | 662 | 132 | CM0165 (2m) | Hump |
| CM0194 | 260305.207 | 5535131.23 | -1.0 | 4 | 20 | 410 | 82 | | Spike |
| CM0195 | 260495.763 | 5535403.39 | 0.8 | 4 | 17.5 | 197 | 39 | | Spike |
| CM0196 | 260523.302 | 5535442.56 | 1.9 | 4 | 18 | 521 | 104 | CM0200 (12m) | Irregular spike |
| CM0197 | 260548.833 | 5535483.85 | 1.0 | 4 | 17.2 | 230 | 46 | CM0198 (15m) | Dipole |
| CM0198 | 260556.239 | 5535496.14 | 1.0 | 4 | 16.5 | 195 | 39 | CM0197 (15m) | Small central plateau |
| CM0199 | 260640.548 | 5535534.04 | 1.5 | 4 | 16 | 259 | 52 | CM0208 (6m) | Spike |
| CM0200 | 260533.858 | 5535436.05 | 1.2 | 4 | 18 | 329 | 66 | CM0196 (12m) | Dipole |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|------------------------------|------------------|
| CM0201 | 260382.39 | 5535518.62 | -1.0 | 4 | 19 | 338 | 68 | CM0087 (19m) | Hump |
| CM0202 | 260312.807 | 5535085.73 | 1.0 | 4 | 20 | 410 | 82 | | Asym spike |
| CM0203 | 260343.477 | 5535142.42 | -1.0 | 4 | 20 | 410 | 82 | CM0288 (15m) | Spike |
| CM0204 | 260418.627 | 5535245.99 | 1.0 | 4 | 19 | 338 | 68 | | Spike |
| CM0205 | 260584.89 | 5535477.39 | -1.5 | 4 | 17.2 | 345 | 69 | CM0209 (12m) | Spike |
| CM0206 | 260645.176 | 5535571.74 | 1.5 | 4 | 16 | 259 | 52 | CM0207 (18m) | Spikey dipole |
| CM0207 | 260659.359 | 5535559.53 | -2.0 | 4 | 16 | 346 | 69 | CM0206 (18m) | Asym spike |
| CM0208 | 260644.598 | 5535538.9 | 1.6 | 4 | 16 | 276 | 55 | CM0199 (6m) | Dipole |
| CM0209 | 260588.525 | 5535463.65 | 6.0 | 4 | 17.5 | 1476 | 295 | CM0205 (12m) | Classic dipole |
| CM0210 | 260552.997 | 5535404.02 | 1.2 | 4 | 19 | 405 | 81 | | Ragged spike |
| CM0211 | 260454.524 | 5535590 | 13.2 | 4 | 12.4 | 782 | 156 | CM0043 (16m) CM0216 (19m) | Classic dipole |
| CM0212 | 260433.229 | 5535548.51 | -3.5 | 4 | 13.4 | 291 | 58 | CM0086 (17m) | Asym dipole |
| CM0213 | 260384.689 | 5535491.78 | 5.2 | 4 | 14.4 | 585 | 117 | CM0087 (7m) | Ragged dipole |
| CM0214 | 260338.16 | 5535418.4 | 1.0 | 4 | 15.1 | 137 | 27 | | Spike |
| CM0215 | 260397.934 | 5535472 | 3.2 | 4 | 14.5 | 370 | 74 | | Spike |
| CM0216 | 260472.2 | 5535581.07 | 2.3 | 4 | 14.8 | 290 | 58 | CM0211 (19m) | Asym dipole |
| CM0217 | 260526.013 | 5535667.63 | 7.0 | 4 | 10.5 | 192 | 38 | CM0228 (0) | Spike |
| CM0218 | 260579.032 | 5535576.03 | 3.7 | 4 | 13 | 270 | 54 | CM0227 (13m) | Asym dipole |
| CM0219 | 260528.109 | 5535632.61 | 10.8 | 4 | 11.7 | 493 | 99 | | Dipole |
| CM0220 | 260171.564 | 5535135.53 | 3.6 | 4 | 17.5 | 886 | 177 | CM0221 (18m) | Spike |
| CM0221 | 260189.769 | 5535131 | 7.3 | 4 | 17.4 | 1756 | 351 | CM0220 | Very asym dipole |
| CM0222 | 260346.233 | 5535350.12 | 1.6 | 4 | 16.2 | 291 | 58 | | Ragged hump |
| CM0223 | 260379.352 | 5535394.35 | -1.6 | 4 | 15.5 | 243 | 49 | CM0232 (17m) | Hump |
| CM0224 | 260416.559 | 5535460.27 | 3.2 | 4 | 14.6 | 381 | 76 | CM0231 (18m) | Asym spike |
| CM0225 | 260456.575 | 5535504.98 | -1.5 | 4 | 14.4 | 169 | 34 | | Asym spike |
| CM0226 | 260509.277 | 5535577.63 | 3.6 | 4 | 13 | 262 | 52 | | Asym spike |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|---------------------------------|----------------------|
| CM0227 | 260565.863 | 5535574.46 | 3.0 | 4 | 13 | 219 | 44 | CM0218 (13m) | Asym spike |
| CM0228 | 260526.013 | 5535667.63 | 6.3 | 4 | 11.3 | 245 | 49 | CM0217 (0m) CM0039 (10m) | Spike |
| CM0229 | 260507.464 | 5535549.33 | 15.0 | 4 | 13.5 | 1286 | 257 | CM0237 (12m) | Spike |
| CM0230 | 260468.937 | 5535503.38 | 1.6 | 4 | 14.2 | 170 | 34 | | Dipole |
| CM0231 | 260433.491 | 5535451.16 | 2.0 | 4 | 15 | 266 | 53 | CM0224 (18m) | Hump |
| CM0232 | 260382.633 | 5535378 | 1.5 | 4 | 15.5 | 228 | 46 | CM0223 (12m) | Dipole |
| CM0233 | 260335.553 | 5535310.74 | -2.0 | 4 | 16 | 346 | 69 | | Hump |
| CM0234 | 260433.175 | 5535434.55 | 1.5 | 4 | 15 | 200 | 40 | | Hump |
| CM0235 | 260471.893 | 5535475.52 | -2.0 | 4 | 14.5 | 232 | 46 | | Hump |
| CM0236 | 260489.94 | 5535504.45 | 2.5 | 4 | 13.8 | 235 | 47 | Lons G (9m) | Hump |
| CM0237 | 260518.576 | 5535544.75 | -7.0 | 4 | 13.2 | 545 | 109 | CM0162 (17m) CM0229 (12m) | Spike |
| CM0238 | 260566.014 | 5535593.29 | 3.3 | 4 | 12.5 | 203 | 41 | | Dipole |
| CM0239 | 259856.306 | 5534905.12 | 1.5 | 4 | 20 | 614 | 123 | Morris anchors? | Spike on hump |
| CM0240 | 259807.412 | 5534889.69 | -0.6 | 4 | 19.7 | 232 | 46 | Morris anchors? | Spike |
| CM0241 | 259579.111 | 5534897.65 | -0.8 | 4 | 21.2 | 407 | 81 | Morris anchors? | Spike |
| CM0242 | 259530.569 | 5534972.22 | 1.7 | 4 | 20.1 | 709 | 142 | Morris anchors? | Classic dipole |
| CM0243 | 259522.587 | 5535010.13 | 1.5 | 4 | 19.7 | 580 | 116 | CM0244 (19m) Morris anchors? | Dipole |
| CM0244 | 259523.031 | 5535029.97 | 1.0 | 4 | 20.4 | 441 | 88 | CM0243 (19m) | Spike |
| CM0245 | 259783.534 | 5535349.7 | -0.8 | 4 | 12 | 41 | 8 | | Spike with shoulders |
| CM0246 | 259888.695 | 5535444.96 | 10.0 | 4 | 11.8 | 475 | 95 | B3/2780 & 13/4708 shot | Dipole |
| CM0247 | 259944.531 | 5535513.23 | 4.0 | 4 | 13.5 | 343 | 69 | 5/3513 (12m) uninvestigated | Asym spike |
| CM0248 | 259884.606 | 5535450.49 | 7.2 | 4 | 11.6 | 316 | 63 | 13/4708 (9m) shot | Dipole |
| CM0249 | 259547.949 | 5535084.74 | 1.0 | 4 | 19.8 | 394 | 79 | | Spike |
| CM0250 | 260253.624 | 5534769.39 | -4.0 | 4 | 18 | 1098 | 220 | | Hump |
| CM0251 | 260428.885 | 5534926.64 | -1.0 | 4 | 19.4 | 365 | 73 | | Spike (noisy) |
| CM0252 | 260493.579 | 5535002.26 | -3.7 | 4 | 18.8 | 1199 | 240 | CM0256 (12m) | Spikey hump |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|--------------|----------------------------|
| CM0253 | 260834.453 | 5535271.25 | -2.4 | 4 | 16.3 | 447 | 89 | | Spike |
| CM0254 | 260603.284 | 5535122.19 | 1.5 | 4 | 18 | 412 | 82 | | Asym spike |
| CM0255 | 260565.547 | 5535086.51 | 1.2 | 4 | 18.4 | 358 | 72 | | Classic dipole |
| CM0256 | 260486.299 | 5535010.74 | 3.4 | 4 | 19.4 | 1242 | 248 | CM0252 (11m) | Ragged dipole |
| CM0257 | 260587.181 | 5535138.58 | -2.9 | 4 | 17.6 | 729 | 146 | CM0259 (12m) | Hump |
| CM0258 | 260796.957 | 5535320.76 | 2.5 | 4 | 16.2 | 454 | 91 | | Dipole |
| CM0259 | 260580.606 | 5535148.92 | -2.0 | 4 | 17.8 | 526 | 105 | CM0257 (12m) | Asym spike |
| CM0260 | 260264.26 | 5534837.88 | 12.0 | 4 | 19.5 | 4469 | 894 | | Single point spike on hump |
| CM0261 | 260270.488 | 5534806.43 | -1.0 | 4 | 19.6 | 380 | 76 | | Spike |
| CM0262 | 260334.913 | 5534894.91 | 1.7 | 4 | 19.5 | 633 | 127 | | Asym spike |
| CM0263 | 260331.583 | 5534925.45 | 1.2 | 4 | 19.5 | 447 | 89 | CM0269 (6m) | Dipole |
| CM0264 | 260357.36 | 5534967.78 | 1.3 | 4 | 19.8 | 513 | 103 | | Dipole |
| CM0265 | 260614.579 | 5535233.46 | -1.0 | 4 | 17.5 | 246 | 49 | CM0274 (14m) | Spike |
| CM0266 | 260664.39 | 5535277.41 | 1.2 | 4 | 16.7 | 246 | 49 | CM0267 (14m) | Dipole |
| CM0267 | 260674.844 | 5535268.75 | 0.6 | 4 | 17 | 132 | 26 | CM0266 (14m) | Dipole |
| CM0268 | 260530.735 | 5535121.1 | 1.0 | 4 | 18.4 | 299 | 60 | | Spikey dipole |
| CM0269 | 260329.747 | 5534919.24 | 1.5 | 4 | 20.2 | 638 | 128 | CM0263 (6m) | Spike |
| CM0270 | 260313.953 | 5534899.75 | -1.5 | 4 | 20.3 | 650 | 130 | CM0276 (18m) | Spike |
| CM0271 | 260296.552 | 5534846.8 | 2.0 | 4 | 19.8 | 789 | 158 | | Spike |
| CM0272 | 260333.809 | 5534966.83 | 1.0 | 4 | 19.7 | 387 | 77 | | Dipole |
| CM0273 | 260572.448 | 5535200.61 | 2.0 | 4 | 18 | 549 | 110 | CM0277 (15m) | Dipole |
| CM0274 | 260601.716 | 5535226.53 | 3.0 | 4 | 17.2 | 690 | 138 | CM0265 (14m) | Single point spike on hump |
| CM0275 | 260286.621 | 5534875.1 | 1.2 | 4 | 19.3 | 430 | 86 | | Asym spike |
| CM0276 | 260297.186 | 5534906.64 | 1.2 | 4 | 19.7 | 464 | 93 | CM0270 (18m) | Blunt top spike |
| CM0277 | 260559.482 | 5535208.53 | 1.5 | 4 | 18 | 412 | 82 | CM0273 (15m) | Dipole |
| CM0278 | 260259.413 | 5534914.46 | 1.3 | 4 | 20 | 532 | 106 | CM0279 (8m) | Blunt top spike |

| No | Position UTM | | Mag | Fish depth | Water depth | Est weight point | Est weight 5:1 | Concordance | Comments |
|--------|--------------|------------|------|------------|-------------|------------------|----------------|--------------|----------------------------|
| CM0279 | 260267.337 | 5534914.09 | 2.0 | 4 | 20.2 | 850 | 170 | CM0278 (8m) | Spike |
| CM0280 | 260321.501 | 5535011.14 | -1.0 | 4 | 20 | 410 | 82 | | Spike |
| CM0281 | 260643.364 | 5535322.06 | -1.5 | 4 | 16.5 | 293 | 59 | | Single point spike on hump |
| CM0282 | 260596.167 | 5535310.59 | 1.0 | 4 | 17 | 220 | 44 | | Asym spike |
| CM0283 | 260411.881 | 5535131.84 | 1.0 | 4 | 19 | 338 | 68 | | Spike |
| CM0284 | 260329.502 | 5535048.73 | -1.0 | 4 | 20 | 410 | 82 | | Spike |
| CM0285 | 260427.329 | 5535165.81 | 1.3 | 4 | 18.1 | 364 | 73 | | Dipole |
| CM0286 | 260574.526 | 5535315.76 | 2.5 | 4 | 17.5 | 615 | 123 | | Spike |
| CM0287 | 260368.816 | 5535127.38 | 3.2 | 4 | 18 | 878 | 176 | | Hump |
| CM0288 | 260341.369 | 5535128.23 | 1.0 | 4 | 19.2 | 351 | 70 | CM0203 (15m) | Dipole |
| CM0289 | 260432.996 | 5535213.77 | -1.0 | 4 | 18.5 | 305 | 61 | | Spike |
| CM0290 | 260648.721 | 5535364.14 | -2.0 | 4 | 16.5 | 391 | 78 | | Spike |
| CM0291 | 260277.408 | 5535080.79 | 1.5 | 4 | 20 | 614 | 123 | | Dipole |

Appendix II – Table of sidescan targets 2005 survey

| Target | Position UTM | | Size | Description | Comments |
|--------|--------------|-----------|------|---|----------------------------------|
| | Northings | Easting | | | |
| 1.10 | 5535267.8 | 260248.4 | 3.3m | Broken target | |
| 1.20 | 5535165.39 | 260206.97 | 1m | Hard and round | |
| 1.30 | 5535168.91 | 260148.45 | 2.7m | Hard target on sand | |
| 1.40 | 5535100.92 | 260148.66 | 1.8m | Small hard lump | |
| 1.50 | 5535141.47 | 259831.5 | 1.8m | Two targets, on sand long thin and hard within 4m | |
| 1.60 | 5535235.79 | 259843.14 | 2m | Small, hard target on sand | |
| 1.70 | 5535363.74 | 259855.26 | 3m | Cannon shaped, hard on edge of sand/rock | |
| 1.80 | 5535498.05 | 259966.97 | 5.5m | Hard shadow, thin object | Scan 3.2 near same mag hits |
| 1.90 | 5535504.30 | 260083.23 | 2.8m | Thin object on sand | 1.92 & 3.30 closer to same mag. |
| 1.92 | 5535538.42 | 260078.09 | | | 20m from 8/1219. 3.30 very close |
| 1.95 | 5535596.31 | 260177.2 | 2.2m | Small thin object ?? | 10m from 5.6 |
| 2.10 | 5535418.77 | 260512.67 | 4m | Group of points on slope? | |
| 2.20 | 5535403.32 | 260501.8 | 0.5m | Small hard point 15m from 2.10 | |
| 2.30 | 5535348.97 | 260453.39 | 1m | | |
| 2.40 | 5535307.68 | 260389.17 | 1.5m | Small hard target with shadow | |
| 2.50 | 5535277.90 | 260301.49 | 9m | Long thin target | 5 meters from 2.60 |
| 2.60 | 5535280.76 | 260297.72 | 0.5m | Small hard target 15m from 2.50 | 5 meters from 2.50 |
| 2.70 | 5535227.34 | 260182.59 | 0.5m | Small hard point | 2.7m from 2.8 |
| 2.80 | 5535233.49 | 260180.06 | 0.5m | Small hard target 7m from 2.70 | 2.7m from 2.7 |
| 3.10 | 5535387.85 | 259954.53 | 1.5m | Small high target with shadow | |
| 3.20 | 5535485.22 | 259946.27 | 0.5m | Small hard target with good shadow | |
| 3.30 | 5535540.74 | 260074.79 | 1.5m | Small group of targets within 5m of each other | |
| 3.40 | 5535517.30 | 260046.25 | 0.5m | Soft low target another within 2m | |
| 4.10 | 5535841.88 | 260372.09 | 5m | Long thin target - not very high | |
| 4.20 | 5535871.89 | 260361.95 | 0.5m | Very small hard target on sand | |
| 4.30 | 5535623.80 | 260176.71 | 3m | Faint but has shadow | |
| 4.40 | 5535467.49 | 259970.52 | 3m | ? | |
| 5.10 | 5535566.19 | 260065.79 | <1M | Centre of 3 small ethos all within 10m of this one | |
| 5.20 | 5535584.26 | 260094.31 | <1M | Centre of 3 small ethos all within 10m of this one | |
| 5.30 | 5535611.56 | 260113.32 | 3M | Hard object no shadow | |
| 5.40 | 5535567.44 | 260141.95 | 6M | Near site slight shadow | |
| 5.50 | 5535581.90 | 260161.07 | 3M | Biggest hit on main site | |
| 5.60 | 5535597.79 | 260187.04 | <1M | Approx. 50m from site centre of 3 echo's within 5m | |
| 5.70 | 5535604.72 | 260197.46 | 10M | Scour shadow at least 10m long Approx 75m from site | |
| 5.80 | 5535642.69 | 260255.1 | <1M | Small but hard target with shadow | |

| Target | Position UTM | | Size | Description | Comments |
|--------|--------------|-----------|------|--|---------------------------|
| | Northing | Easting | | | |
| 5.90 | 5535525.30 | 260003.05 | 2M | Slight shadow | |
| 6.10 | 5535579.58 | 260159.36 | 10M | Good shadow, another 13m shadow within 10m. | 3m from 5.50 |
| 6.20 | 5535577.07 | 260146.71 | 3M | Biggest and most central of ethos from main site | |
| 6.30 | 5535562.27 | 260125.19 | 6M | Hard echo and curved shadow approx 75m from site | |
| 6.40 | 5535527.29 | 260130.19 | <1M | Small echo with shadow | |
| 7.10 | 5535413.11 | 259925.21 | 6M | Echo with shadow on rocks | |
| 7.20 | 5535181.01 | 260076.15 | 1.2M | Small with slight shadow on flat sand | |
| 7.30 | 5535267.17 | 259988.96 | 3M | Very good shadow on small hard echo | |
| 8.10 | | | 3M | Slight shadow | |
| 8.20 | 5535024.49 | 259589.57 | 3M | Slight shadow | 13m from 8.40 & 8.50 |
| 8.30 | 5535021.88 | 259586.78 | 3M | Slight shadow | |
| 8.40 | 5535021.16 | 259576.54 | 2M | Slight shadow | In group with 8.20 & 8.50 |
| 8.50 | 5535033.14 | 259581.02 | 9M | Long thin echo | In group with 8.40 & 8.20 |
| 8.60 | 5535117.00 | 259651.07 | 3M | Good echo with nice shadow | 5m from 9.40 |
| 8.70 | 5535259.96 | 259811.12 | 5M | Slight echo on rocks with shadow | |
| 8.80 | 5535401.57 | 259874.61 | 3.5M | Hard echo on sand. (is this Emma's gulley?) | |
| 8.90 | 5535279.78 | 259823.26 | 8.5M | With shadow on rocks | 14m from 9.20 |
| 9.10 | 5535083.68 | 259615.55 | 3M | Slight echo on sand with shadow | |
| 9.20 | 5535291.31 | 259814.71 | 2M | Echo with shadow, others within 20m | 14m from 8.90 |
| 9.30 | 5535462.03 | 260086.01 | 2M | Echo with shadow on sand | |
| 9.40 | 5535116.35 | 259655.57 | 4m | Long thin target | 5m from 8.40 |
| 10.10 | 5535499.82 | 259909.66 | 6M | Good echo with shadow | |
| 10.20 | 5535741.94 | 259955.98 | 9M | Large echo with shadow | |
| 10.30 | 5535818.36 | 259984.53 | 12M | Very hard straight object | |

Appendix III – Captain Murray's Account – ADM 1/5348

A narrative of the particulars, relating to the Loss of His Majesty's Ship *Colossus*

Previous to a relation of the Circumstances which brought on the loss of His Majesty's Ship under my Command, I beg leave to submit to the Court the Orders Received from Lord St Vincent to take the *Colossus* to England: And to prove that from the first moment after I received his Lordships orders I had the object constantly in View, of arriving in the Channel before the Easterly Winds set in. I must refer myself to a letter written by me to his Lordship, on the 22nd of November last, from Lisbon acquainting him with my reasons for not deferring my departure from thence, in conformity with the solicitations of the (?)actory; which I hoped would meet with His Lordships approbation; particularly so, as the state of the *Colossus* is such, as to require her getting to England, if possible before the Easterly Winds set in, in the Channel, and every day might be of consequence.

I believe, I need not call to the Recollection of the Court, the anxiety and mortification which every Commander, conducting Convoys; has experienced and how sensibly he must feel his situation, when he knows the Insufficiency of his Ship to encounter with any extraordinary difficulties.

For the Information of the Court a Statement of the defects of the *Colossus* as transmitted by me to the Lords of the Admiralty, on my arrival at Scilly may be necessary; And as it will appear; that on the 6th of December, the Event had taken place of a strong Easterly Wind being set in, and having daily weighed the Condition of the Ship, as being unequal to the Strong Gales, The Situation of the Convoy, and a Port within my Reach, I thought it advisable to conduct such of the Ships as had not departed from me, into St Marys Sound, in the Islands of Scilly, where I anchored, the *Colossus* on the 7th of December, with the Best Bower Anchor (to which a Cable perfectly new had been bent) in Eleven fathom Water, and Veer'd to a whole Cable.

On the 8th & 9th the Wind continued from the SE to ESE to blow strong, but being off shore the water was smooth.

On the 10th the Gale increasing very considerable, I sent the Master to sound for some distance round the Ship, and particularly to examine, whether the Ground was foul or not; And had the pleasure to learn from his reports that it was perfectly clear, and very gradually Shoaled towards each Shore, consequently that the *Colossus* was very properly anchored The other two anchors were ready for letting go (the Spare Anchor having been supplied to the Vanguard at Naples) and I ordered the Top Gallant Masts to be struck-

About four in the afternoon the Cable parting; the small Bower Anchor was instantly let go, and after veering to a whole Cable, The Ship brought up. Having then, only the Sheet Anchor left, and every appearance of it's blowing hard, I determined to put to Sea; but the Pilot, whom I had kept constantly on board, judging it impossible to clear the Rocks, before it would be too dark to justify the Attempt, it became necessary to prepare the Ship for riding out the Gale: The Sheet Anchor was accordingly let go; And having Struck the yards & Topmasts, I flattered myself the Cables and Anchors would then, hold: but about half past five, we had the mortification to find the Small Bower come home & I was obliged to Veer and let her ride between both. About 6 o'Clock the Ship Struck the Ground, but not so hard as to appear to me of much consequence, and which the throwing the Guns overboard and cutting the Mast away might, in some degree have relieved: but as these were objects of considerable moment, I thought it provident to hold a Consultation with captains Peyton and Draper (of his Majesty's Navy, then onboard) the first Lieutenant and Master of the *Colossus*, who, with me were, unanimously, of Opinion, that as there was not room to clear of them, the throwing of the Guns overboard might be attended with very serious consequences; And as there were, still hopes of getting to Sea at Daylight, with the Flood Tide, it was thought most advisable not to cut away the Masts; also , as another reason for postponing the measures, it was considered that in case the Ship should Strike so hard as to Bulge, the Tide would flow over her, and by keeping the Masts standing, it might be the means of saving the lives of the People. Every thing else to lighten the Ship was done. About 8 o'Clock the Wind unfortunately veering round to the Southward, the Ship sailed more in Shore; but notwithstanding this circumstance, and its blowing tremendously hard, we were able to keep her free; And having tried with the Boat, and found that there was more water ahead of the Ship, I had hopes, by heaving on the Cable & bousing in the slack of the other, I should be able to keep her afloat – accordingly we hove in to half a Cable on each Anchor; But as the Tide ebb'd, the Ship, again, struck with great Violence, and shortly after, the water having gained on our Chain Pumps, We man'd them all, and baled with half Tubs and Buckets. About Midnight the Rudder was beaten off: and the Wind continuing to blow very hard, and the Night extremely dark , The Signals of Distress, which we had made from the first of the Ships driving, were constantly repeated, tho' situated as we were, there was but little hope of Relief until day light. During this time, notwithstanding the great Exertions of the Crew, and the Activity of every Officer in the Ship, The Water gained upon us fast; and having more Reason to apprehend that the next flood would be over the Ship it was a matter of the greatest Satisfaction to think, that I had forborne to cut away the Masts: as before day light, I was obliged to Order the People on the Quarter Deck & Poop, the Water being up to the Cills of the Upper Deck, and as the Ship rolled, struck with so much violence against the Quarter Deck, as to break several of the Beams & gave me reason to apprehend every moment, that it would blow up – About 8 o'Clock in the Morning, I had the pleasure to see several Boats coming to our assistance; and on their arrival, I directed the Sick & Invalids to go in the first Boat, and the People by

Divisions, into the others, as they came to us. Thus by the Exertions of the People of the Islands in bringing, and the great activity of Major Bowen, the Commanding Officer of the Fort, in dispatching these Boats from the Shore, I am happy to say, that before three o'Clock in the afternoon, with the exception of one, who had fallen overboard in the Night – I had the pleasure to see the last man go safely out of the Ship, and, then, quitted her myself.

In contemplating this misfortune it is my greatest consolation, to think, that the most favourable Moment which presented itself on this occasion was embraced, for had the leaving of the Ship been delayed but one hour, it is but too certain, that a great part of the people must have been lost, and even in the present Case, many of the Boats were forced to bear away for the Island of Bryer, not being able to pull to Windward. In the night and on the following day no Boat could possibly go off to the Ship and on the succeeding night the ship fell over & was on her Beam Ends.

Before I conclude this narrative of the loss of His Majesty's Ship, I must beg leave to express the obligations I have to Captains Peyton and Draper for the assistance I received from them; And to say no Exertions could surpass those of my Officers from first to last, nor can the Orderly diligence and Obedient conduct of the Ships Company be too much commended by me.

With respect to myself I most readily submit my Conduct to the Court, and trust that it will be found, that no Efforts of which I was capable, nor any Means in my power have been wanting, to save His Majesty's Ship, or to preserve the lives of the people entrusted to my Care.

Geo Murray.

Appendix IV – 2005 Search Results

CM0001

Search centre: 260192.309E 5535694.479N
Seabed: Sand with small stones (40% kelp, 30% weed)
Dive No: 46
Search radius: 18m
Observed artefacts:
CM0001/1
Position: 260205.715E 5535683.230N
Lobster pot: An abandoned lobster pot

CM0005

Search centre: 260088.857E 5535402.402N
Seabed: Fine sand (1% kelp)
Dive No: 14
Search radius: 30m
CM0005/1
Position: 260088.570E 5535420.402N
Copper Sheet: A small piece of copper sheathing
Possibly *Colossus* debris.
Length - 0.025m
Width - 0.025m
Thickness - 0.0005m.

CM0009

Search centre: 260235.606E 5535621.363N
Seabed: Sand with some shell (30% kelp, 10% weed)
Dive No: 64
Search radius: 20m
Observed artefacts:
CM0009/1
Position: 260233.070E 5535615.925N
Iron object: A heavily concreted iron object.
Possibly *Colossus* debris.
Length - 0.45m
Width - 0.20m



CM0012

Search centre: 260364.551E 5535825.212N
Seabed: Coarse sand with small pieces of broken granite (30% kelp, 5% weed)
Dive No: 19
Search radius: 20m
Observed artefacts:
CM0012/1
Position: 260369.551E 5535833.872N
Ceramic: A small piece of white, glazed pot measuring 0.1m x 0.05m x 0.004m.
CM0012/2
Position: 260378.477E 5535815.461N
Ceramic: A small piece of brown earthenware pot including rim measuring 0.1m x 0.05m x 0.005m. [Possibly C18th]
Possibly *Colossus* debris.



CM0017

Search centre: 260091.685E 5535430.657N

Seabed: Flat coarse sand (5% kelp, 5% weed)

Dive No: 13

Search radius: 25m

Observed artefacts:

CM0017/1

Position: n/a

Copper sheet: Fragment of copper sheathing approximately 0.75m x 0.5m x 0.0005m. Due to the mobile nature of this item, no position was established. Possibly *Colossus* debris.

CM0023

Search centre: 259986.054E 5535360.260N

Seabed: Fine sand with some small rocks (20% kelp, 5% weed)

Dive No: 55

Search radius: 25m

Observed artefacts:

CM0023/1

Position: 259978.054E 5535346.401N

Bottle: The lower half of a broken, dark, glass bottle.

Possibly *Colossus* debris.

Diameter - 0.100m

Length - 0.125m

CM0023/2

Position: 259986.054E 5535384.257N

Timber: A piece of a half round timber, wider at one end than the other. This item may be mobile as it was found in area previously searched (CM0144) without result. Possibly *Colossus* debris.

Length - 0.260m

Width (end 1) - 0.010m

Width (end 2) - 0.025m

CM0023/3

Position: 259968.734E 5535370.257N

Pot shard: A substantial shard of pottery including a length of the rim.

This item is probably the same as CM0144/2, which was recorded on Dive 58 at a position 6.12m NNE of CM0023/3.

Possibly *Colossus* debris.

Length - 0.30m

Width (of rim) - 0.01m



CM0025

Search centre: 260055.925E 5535428.606N

Seabed: Sand with fine broken shell (10% kelp, 5% weed)

Dive No: 40

Search radius: 20m

Observed artefacts:

CM0025/1

Position: 260053.702E 5535434.714N

Copper sheet: A small piece of copper sheathing

Possibly *Colossus* debris.

Length - 0.05m

Width - 0.04m



Thickness - 0.0005m.
 CM0025/2
 Position: 260040.518E 5535435.791N
 Copper fastening: A copper alloy bolt with one end curved and flattened to a point and a shallow channel surrounding the circumference at the opposite end (indicating the position of the rove).
 Possibly *Colossus* debris.
 Length - 0.190m
 Diameter - 0.012m



CM0025/3
 Position: 260036.872E 5535439.606N
 Iron object: A length of iron pipe or hollow concretion
 Possibly *Colossus* debris.
 Length - 0.25m
 Diameter - 0.05m.

CM0032

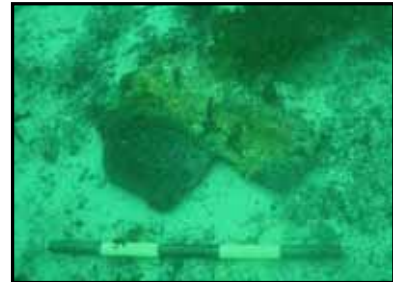
Search centre: 260274.062E 5535734.830N
 Seabed: Sand with shells and small rocks (25% kelp, 5% weed)
 Dive No: 57
 Search radius: 28m
 Observed artefacts:

CM0032/1

Position: 260262.562E 5535714.908N
 Iron Object: Heavily concreted iron object, very corroded with stones incorporated into the concretion.
 Length - 0.18m
 Width - 0.10m
 Depth - 0.05m

CM0032/2

Position: 260273.975E 5535734.335N
 Iron object: Concreted iron plating, very corroded.
 Length - 0.50m
 Width - 0.40m
 Thickness - 0.02m



CM0032/3

Position: 260273.958E 5535734.338N
 Iron object: A heavily concreted strip of iron plating.
 Length - 2.300m
 Width - 0.150m
 Thickness - 0.002m

CM0036

Search centre: 260098.547E 5535470.456N
 Seabed: Fine sand with broken shell (5% kelp)
 Dive No: 5
 Search radius: 25m
 No observed artefacts

CM0052

Search centre: 260480.360E 5535702N

Seabed: Flat sand (1% kelp)

Dive No: 33

Search radius: 20m

Observed artefacts:

CM0052/1a

Position: 260476.960E 5535702.867N (eastern fluke)

Anchor: An angle crown anchor with a broken shank, partly buried in the seabed.

Fluke tip to fluke tip - 2.4m

Shank cross section - 0.17m x 0.17m.

CM0052/1b

Position: 260476.960E 5535703.567N (western fluke)

Anchor: Position of western fluke of angle crown anchor (see CM0052/1a).

CM0052/2

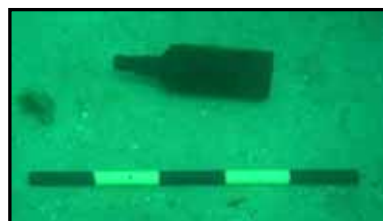
Position: 260491.636E 5535706.971N

Bottle: Intact dark glass bottle

Possibly *Colossus* debris.

Length - 0.28m

Circum - 0.262m



CM0068

Search centre: 260126.062E 5535411.116N

Seabed: Fine sand with some small broken shells (40% kelp, 5% weed)

Dive No: 15

Search radius: 25m

No observed artefacts



CM0074

Search centre: 260228.746E 5535526.840N

Seabed: Fine sand (10% kelp, 5% weed)

Dive No: 59

Search radius: 20m

Observed artefacts:

CM0074/1

Position: 260212.746E 5535526.835N

Ceramic: Part of a broken plate – decorated with an illustration of a German/Bavarian style castle – marked 'F. Primach & Sons. Cardiff, Swansea & Newport' on the base.

Diameter - 0.250m

Width (edge to break) - 0.150m

Thickness - 0.005m



CM0085

Search centre: 260243.339E 5535334.065N

Seabed: Sand with medium stones and some shell (25% kelp, 0% weed)

Dive No: 22

Search radius: 15m

Observed artefacts:

CM0085/1

Position: 260242.313E 5535336.884N

Anchor: A round crown anchor with one fluke partially buried in the seabed and an intact iron stock.

Shank length - 2.3m

Crown to fluke tip - 1.0m

Ring diameter - 0.3m (ext.)

CM0086

Search centre: 260416.353E 5535550.009

Seabed: Sand with broken shell (1% kelp, 0% weed)

Dive No: 63

Search radius: 28m

No observed artefacts

CM0087

Search centre: 260384.327E 5535499.157N

Seabed: Sand with some small rock (10% kelp, 12% weed)

Dive No: 24

Search radius: 10m

Observed artefacts:

CM0087/1

Position: 260395.159E 5535499.157N

Iron wreckage: Concreted iron structure (possibly a winch) partly buried.

Length - 0.55m

Width - 0.4m

Thickness - 0.25m

CM0087/2

Position: 260393.683E 5535497.507N

Iron wreckage: A boxlike ferrous structure.

Length - 0.40m

Width - 0.45m

Standing - 0.08m from the seabed.



CM0089

Search centre: 260268.585E 5535027.683N

Seabed: Sand with small stones (1% kelp, 1% weed)

Dive No: 61

Search radius: 30m

Observed artefacts:

CM0089/1

Position: 260261.085E 5535040.673N

Ceramic: An intact, white and brown earthenware jar – approx. 0.10m long - lying exposed on the seabed.



CM0098

Search centre: 259794.057E 5535574.980N
Seabed: Rock with some sand (95% kelp, 0% weed)
Dive No: 21

Search radius: 8m
Observed artefacts:

CM0098/1

Position: 259794.057E 5535577.980N
Iron wreckage: [*Little Western?*]: A concreted steel hawser tube amidst numerous other items of iron wreckage.

CM0098/2

Position: 259794.752E 5535578.919N
Iron wreckage: [*Little Western?*]: Upright iron structure – possibly the bows – standing 2.0m proud of the seabed amidst numerous other items of steel wreckage.



CM0125

Search centre: 259987.817E 5535386.611N
Seabed: Flat sand (5% kelp, 0% weed)
Dive No: 39

Search radius: 12m for $\frac{3}{4}$, 25m for $\frac{1}{4}$

Observed artefacts:

CM00125/1

Position: 259978.080E 5535388.862N
Iron object: A length of concreted ferrous pipe or bar (possibly modern) bent at a right angle at one end. This object is likely to be the same as – CM0144/4, which was recorded on Dive 58 at a position 4.7m WSW of CM0125/1.

Possibly *Colossus* debris.

Length to bend - 0.600m

Length from bend - 0.250m

Circumference - 0.012m

CM0125/2

Position: 259980.464E 5535406.814N
Ceramic: A piece of pottery approx. 0.07m square and 0.005m thick.
Possibly *Colossus* debris.



CM0127

Search centre: 259990.248E 5535453.394N
Seabed: Sand and shingle (20% kelp, 5% weed)
Dive No: 17

Search radius: 20m

Observed artefacts:

CM0127/1

Position: 260005.403E 5535444.644N
Iron object: A concreted, amorphous iron object with two short cylindrical protrusions approximately 0.02m in diameter.

Possibly *Colossus* debris.

Length - 0.5m

Width - 0.1m

Depth - 0.1m



CM0128

Search centre: 260019.295E 5535461.839N

Seabed: Sand with broken shell and rock outcrops (40% kelp, 5% weed)

Dive No: 16

Search Radius: 10m for $\frac{3}{4}$, 20m for $\frac{1}{4}$

Observed artefacts:

CM0128/1

Position: 260037.915E 5535451.089N

Iron object: A concreted cylindrical iron object, partly buried in the seabed.

Possibly *Colossus* debris.

Length - 0.95m

Diameter - 0.10m

Depth (visible) - 0.05m

CM0128/2

Position: 260019.295N 5535445.839N

Iron object: A concreted, cylindrical iron object, partly buried in the seabed.

Possibly *Colossus* debris.

Length - 0.52m

Width - 0.10m

Depth (visible) - 0.07m



CM0128/3

Position: 260034.017E 5535453.339N

Iron object: A concreted, curved cylindrical iron object, partly buried in the seabed. Possibly *Colossus* debris.

Length - 0.76m

Diameter - 0.16m

CM0139

Search centre: 260269.830E 5535547.324N

Seabed: Fine sand with broken shell (2% kelp, 1% weed)

Dive No: 25

Search radius: 30m

No observed artefacts

CM0142

Search centre: 259996.910E 5535164.691N

Seabed: Angular rubble with some larger stones (2% kelp, 2% weed)

Dive No: 28

Search radius: 25m

No observed artefacts

CM0144

Search centre: 259959.175E 5535390.320N

Seabed: Sand with broken shell (1% kelp, 0% weed)

Dive No: 58

Search radius: 25m

Observed artefacts:

CM0144/1

Position: 259965.603E 5535382.663N

Ceramic: A shard from the base of a pot.?

Possibly *Colossus* debris.

CM0144/2

Position: 259971.388E 5535375.768N

Ceramic: A shard from the rim of a pot.? This is likely to be the same as CM0023/3, which was recorded on Dive 55 at a position 6.12m

SSW of this recorded position. Possibly *Colossus* debris.

CM0144/3

Position: 259956.587E 5535399.982N

Large rock: A large rock standing one metre proud of the seabed. This rock is probably side scan target 3.10, which is recorded as being 12.6 meters SSW of the rock.

CM0144/4

Position: 259973.664E 5535386.441N

Iron object: A length of concreted pipe or bar bent at a right angle at one end. This object is probably the same as – CM0125/1, which was recorded on Dive 39 at a position 4.7m ENE of CM0144/4.

Possibly *Colossus* debris.

Length to bend - 0.600m

Length from bend - 0.250m

Circumference - 0.012m

CM0144/5

Position: 259943.748E 5535408.708N

Iron gun [Gun 9]: The recorded position is for the SE trunnion.

Possibly *Colossus* debris.

Length - 2.86m

Base ring circumference - 1.85m

Base ring to trunnion - 1.20m

Trunnion diameter - 0.19m

Bore diameter - 0.15m



CM0145

Search centre: 260037.399E 5535448.104N

Seabed: Flat, broken shell with sand (0% kelp, 0% weed)

Dive No: 10

Search radius: 10m

Observed artefacts:

CM0145/1

Position: 260032.399E 5535448.104N

Lead pipe [scupper]: A flattened section of lead pipe lying flat on the seabed.

Possibly *Colossus* debris.

Length - 0.60m

Width - 0.12m

Depth - 0.08m

Wall thickness - 0.002m

Also at this position was some lead sheeting and an iron bar.



CM0145/2

Position: 260031.337E 5535451.104N

Iron object: A cylindrical piece of concreted iron.

Possibly *Colossus* debris.

Length - 1.00m

Diameter - 0.15m

CM0145/3

Position: 260032.203E 5535455.404N

Timber: A section of timber plank with a 0.07m x 0.07m square rove insert.

Possibly *Colossus* debris.

Length - 0.30m

Width - 0.15m

Thickness - 0.09m



CM0145/4

Position: 260037.399E 5535455.404N

Timber: A length of timber plank, with one square end (E) and the other end (W) buried. Some weed growth and gribble.

Possibly *Colossus* debris.

Length - 3.40m

Width - 0.22m

Thickness - 0.09m



CM0146

Search centre: 260065.962E 5535466.609N

Seabed: Sand with shells and occasional rocks (25% kelp, 5% weed)

Dive No: 50

Search radius: 18m

No observed artefacts

CM0147

Search centre: 260095.982E 5535500.793N

Seabed: Fine sand with some rocks (30% kelp, 10% weed)

Dive No: 11

Search radius: 25m

No observed artefacts

CM0148

Search centre: 260142.313E 5535531.792N

Seabed: Sand with broken shell (20% kelp, 0% weed)

Dive No: 12

Search radius: 25m

Observed artefacts:

CM0148/1

Position: 260134.731E 5535533.824N

Mooring block: A concrete mooring block approx. 1.0m square with a length of ferrous chain attached. One of the moorings installed by Mac Mace in 2002.

CM0149

Search centre: 260193.142E 5535562.122N

Seabed: Coarse sand with shells and stones (35% kelp, 5% weed)

Dive No: 4

Search Radius: 18m

Observed artefacts:

CM0149/1

Position: 260189.038E 5535573.398N

Iron gun [Gun 7]: the recorded position is for the cascabel.

Possibly *Colossus* debris.

CM0153

Search centre: 260204.459E 5535640.117N

Seabed: Sand and rock with some kelp (50% kelp, 0% weed)

Dive No: 6

Search radius: 20m

No observed artefacts

CM0155

Search centre: 259958.643E 5535469.643N

Seabed: Sand with pebbles and medium rocks (65% kelp, 10% weed)

Dive No: 18

Search radius: 15m

Observed artefacts:

CM0155/1

Position: 259961.143E 5535469.638N

Iron object: A concreted iron object

Possibly *Colossus* debris.

Length - 0.10m

Width - 0.10m

Depth - 0.05m.

CM0155/2

Position: 259954.704E 5535468.943N

Iron object: A concreted iron object

Possibly *Colossus* debris.

Length - 0.15m

Width - 0.20m

Depth - 0.05m.

CM0155/3

Position: 259959.893E 5535467.473N

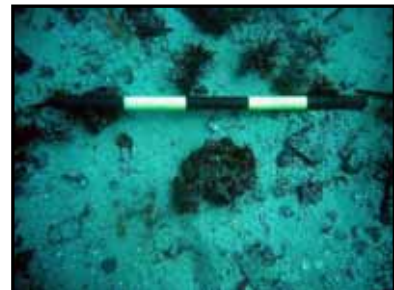
Iron object: A concreted iron object

Possibly *Colossus* debris.

Length - 0.15m

Width - 0.20m

Depth - 0.05m.



CM0155/4

Position: 259954.643E 5535476.566N

Iron objects: Three concreted iron objects measuring 0.3m x 0.15m x 0.05m each (average). Possibly *Colossus* debris.

CM0156

Search centre: 259901.271E 5535427.746N

Seabed: Large rocks (60% kelp, 0% weed)

Dive No: 52

Search radius: 7m for $\frac{3}{4}$ and 12m for $\frac{1}{4}$

Observed artefacts:

CM0156/1

Position: 259896.333E 5535427.597N

Glass: A broken (dark) glass bottle with a large kick in the base. No measurements taken. Possibly *Colossus* debris.

CM0156/2

Position: 259896.333E 5535427.597N

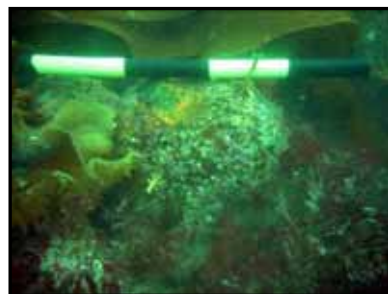
Concretion: An area with several finds - all within close proximity to each other - including cannonballs, grape shot, grape shot canisters (0.20m dia.) and a possible cut stone.

Possibly *Colossus* debris.

CM0156/3

Position: 259887.949E 5535434.829N

Weighted line: A modern rope weighted at two metre intervals with iron sash weights. This is probably a bottom line deliberately placed by divers recovering items from the site.



CM0160

Search centre: 260114.806E 5535016.427N

Seabed: Sand with some small stones (1% kelp, 0% weed)

Dive No: 35

Search radius: 20m

Observed artefacts:

CM0160/1

Position: 260123.056E 5535002.138N

Iron object: A heavily concreted iron object in the form of a two pronged fork.

Possibly *Colossus* debris.

Length - 0.75m

Length (widest point) - 0.14m

Depth - 0.12m



CM0161

Search centre: 260377.107E 5535308.610N

Seabed: Flat, fine sand (15% kelp, 5% weed)

Dive No: 8

Search radius: 25m

No observed artefacts

CM0162

Search centre: 260529.933E 5535532.144N

Seabed: Sand (2% kelp, 3% weed)

Dive No: 1

Search radius: 20m

No observed artefacts

CM0165

Search centre: 260373.170E 5535254.128N
Seabed: Sand with small stones (3% kelp, 1% weed)
Dive No: 43
Search radius: 25m
No observed artefacts

CM0176

Search centre: 259811.293E 5535454.886N
Seabed: Large rocks/boulders with some sand (90% kelp, 10% weed)
Dive No: 31
Search radius: 12m
No observed artefacts N.B. This search was hampered by very heavy kelp cover.

CM0178

Search centre: 259832.234E 5535429.859N
Seabed: Sand with large rocks (80% kelp, 20% weed)
Dive No: 32
Search radius: 8m
Observed artefacts:

CM0178/1

Position: 259834.832E 5535431.359N
Iron object [canon ball?]: Concreted iron object measuring 0.21m in diameter. There are two other similar objects within 0.5m (three objects total). Possibly *Colossus* debris.

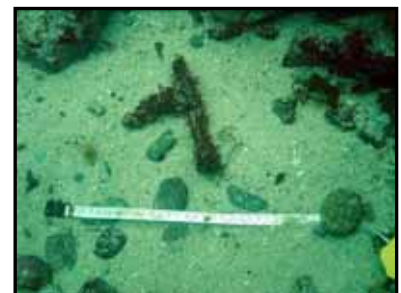


CM0178/2

Position: 259833.984E 5535432.890N
Iron object: Concreted iron bar or rod
Possibly *Colossus* debris.
Length - 1.2m
Diameter - 0.1m

CM0178/3

Position: 259832.234E 5535436.859N
Iron object: Concreted T-shaped iron object measuring 0.1m x 0.1m x 0.02m.
Possibly *Colossus* debris.



CM0178/4

Position: 259832.234E 5535429.859N
Iron object: A concreted, complex iron object
Possibly *Colossus* debris.
Length - 0.80m
Width - 0.20m
Depth - 0.20m.
N.B CM0178/4 was hit and broken by the shot weight.

CM0179

Search centre: 259813.533E 5535297.618N
Seabed: Coarse sand and broken shell with some large boulders (20% kelp, 5% weed) N.B The seabed rises and the number of boulders increases to the NW of the search area – possibly the start of a reef.
Dive No: 29
Search Radius: 25m
No observed artefacts

CM0182

Search centre: 259948.006E 5535727.883N

Seabed: Rock and shingle

Dive No: 20

Search radius: 10m

Observed artefacts:

CM0182/1

Position: 259943.256E 5535736.617N

Iron wreckage [Little Western?]: Structural, steel wreckage comprising of steel sheet and ribs with a supporting beam running perpendicular to the ribs. The structure measured approx.

Length - 3.3m

Width - 1.8m

Depth - 0.15m.

CM0182/2

Position: 259943.991E 5535733.617N

Iron wreckage: [Little Western?]: A ferrous propeller boss

Diameter - 0.3m

Length - 0.3m.

CM0182/3

Position: 259948.006E 5535731.883N

Iron wreckage: [Little Western?]: A concreted steel structure protruding vertically from the seabed and consisting of a thin beam supporting a triangular frame.

CM0185

Search centre: 259799.720E 5535424.851

Seabed: Boulders with some sand (85% kelp, 0% weed)

Dive No: 51

Search radius: 14m

Observed artefacts:

CM0185/1

Position: 259810.345E 5535427.698N

Iron object: A concreted iron object consisting of a short length of bar with a flat circular object at either end. Possibly 32lb hammered shot Possibly *Colossus* debris.

Length (total) - 0.40m

Length (of shaft) - 0.30m

Circumference (of shaft) - 0.25m

Diameter (of discs) - 0.20m

Thickness (of discs) - 0.05m

CM0209

Search centre: 260588.525E 5535463.649N
Seabed: Sand with broken shell (2% kelp, 2% weed)

Dive No: 3

Search radius: 20m

Observed artefacts:

CM0209/1

Position: 260587.944E 5535462.052N

Anchor: The shank of an anchor partly buried in the seabed with part of the iron stock rising vertically from the seabed. Part of the iron shackle survives.

Length of exposed shank - 1.85m

Shank diameter - 0.33m

Length of exposed stock - 1.50m

Stock circumference - 0.30m



CM0211

Search centre: 260454.524E 5535590.003N

Seabed: Coarse sand with small stones and broken shell (5% kelp, 1% weed)

Dive No: 2

Search radius: 25m

Observed artefacts:

CM0211/1

Position: 260451.788E 5535582.486N

Iron object [Shot?]: Small ferrous concretion, roughly spherical in shape Diameter - 0.10m approx

Possibly *Colossus* debris.



CM0221

Search centre: 260189.769E 5535131.003N

Seabed: Sand and small stones (5% kelp, 5% weed)

Dive No: 23

Search radius: 15m

Observed artefacts:

CM0221/1

Position: 260189.769E 5535138.003N

Anchor: A round crown anchor with an iron stock and a pivoting arm and fluke assembly– lying upright and fully exposed on the seabed. This appears to be of the Porter/Trotman type introduced in the middle of the 19th C.¹⁶⁶

Shank length - 3.60m

Fluke tip to crown - 1.45m

Stock length - 3.45m

Pivot diameter - 0.30m



¹⁶⁶ *Anchors an illustrated history* Betty Nelson Curryer London 1999

CM0229

Search centre: 260507.464E 5535549.331N

Seabed: Fine sand (0% kelp, 0% weed)

Dive No: 9

Search radius: 20m

Observed artefacts:

CM0229/1

Position: 260510.546E 5535556.571N

Anchor: A concreted iron anchor, laying flat on the seabed with the entire shank, fluke tips and one half of the stock exposed. Probably a Trotman type anchor (introduced mid 19th C)

Shank length - 3.35m

Shank width - 0.32m

Length of exposed stock - 1.40m

Circumference - 0.50m



CM0239

Search centre: 259856.306E 5534905.117N

Seabed: Small stones and sand (20% kelp, 40% weed)

Dive No: 48

Search radius: 22m

No observed artefacts

CM0242

Search centre: 259530.569E 5534972.219N

Seabed: Sand with dense stones (3% kelp, 30% weed).

Dive No: 41

Search radius: 15m

Observed artefacts:

CM0242/1

Position: 259533.167E 5534973.719N

Anchor: A wrought iron angle crown anchor complete apart from the stock (which would have been made of timber) laying flat on the seabed. Too small to be from *Colossus*.

Shank length - 2.75m

Crown to fluke tip - 1.05m

Ring Diameter - 0.40m



CM0243

Search centre: 259522.587E 5535010.126N

Seabed: Broken rocks with some small patches of sand (20% kelp, 5% weed)

Dive No: 62

Search radius: 18m

No observed artefacts

CM0248

Search centre: 259884.606E 5535450.494N

Seabed: Large rocks with some sand (90% kelp, 10% weed)

Dive No: 45

Search radius: 12m

Observed artefacts:

CM0248/1

Position: 259888.606E 5535446.735N

Iron object [near Morris 7 guns]: Heavily concreted and corroded iron with several holes in it. Possibly *Colossus* debris.

Length - 0.85m

Width - 0.50m

Depth - 0.05m

CM0248/2

Position: 259888.606E 5535443.566N

Iron object [near Morris 7 guns]: Heavily concreted and corroded iron with several holes in it. Possibly *Colossus* debris.

Length - 0.59m

Width - 0.45m

Depth - 0.02m

CM0248/3

Position: 259888.935E 5535441.631N

Iron object [near Morris 7 guns]: Heavily concreted and corroded iron plate with several holes in it. Possibly *Colossus* debris.

Length - 0.85m

Width - 0.30m

Depth - 0.03m

CM0248/4

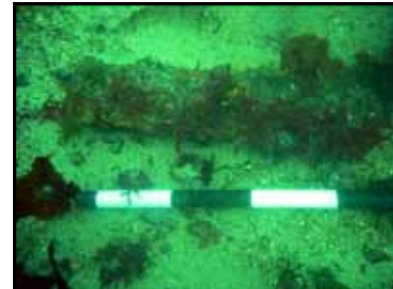
Position: 259590.915E 5535441.483

Iron object [near Morris 7 guns]: A heavily concreted iron object
Possibly *Colossus* debris.

Length - 0.40m

Width - 0.28m

Depth - 0.28m



CM0250

Search centre: 260253.624E 5534769.387N

Seabed: Small stones and some sand (20% kelp, 20% weed)

Dive No: 30

Search radius: 25m

No observed artefacts

CM0256

Search centre: 260486.298E 5535010.743N

Seabed: Sand with some rocks (70% kelp, 5% weed)

Dive No: 7

Search radius: 20m

No observed artefacts

CM0257

Search centre: 260587.181E 5535138.580N

Seabed: Flat sand (20% kelp, 2% weed)

Dive No: 54

Search radius: 35m

No observed artefacts

CM0260

Search centre: 260264.260E 5535587.880N

Seabed: Sand with shingle (1% kelp, % weed)

Dive No: 66

Search radius: 30m

No observed artefacts

CM0263

Search centre: 260331.583E 5534925.450N

Seabed: Sand with broken shell and some small rocks (20% kelp, 2% weed)

Dive No: 53

Search radius: 10m

No observed artefacts

CM0270

Search centre: 260313.953E 5534899.754N

Seabed: Sand with broken shell (5% kelp, 1% weed)

Dive No: 34

Search radius: 25m

Observed artefacts:

CM0270/1

Position: 260328.095E 5534913.896N

Ceramic and glass: An almost complete – reddish brown unglazed conical pot and a shard of a glass bottle (dk. Green). Possibly *Colossus* debris.

Pot: Diameter - 0.080m

Depth - 0.060m

Glass: Length - 0.050m

Width - 0.050m

Thickness - 0.004m

CM0270/2

Position: 260294.953E 5534899.754N

Glass: The neck and shoulder of a broken glass bottle.

Possibly *Colossus* debris.

Length - 0.150m

Diameter (at neck) - 0.025m

CM0270/3

Position: 260304.987E 5534898.970N

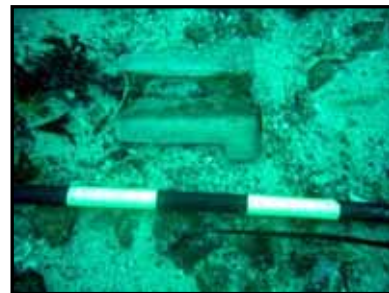
Copper alloy object: Copper object with half round channel in centre – made from sheet.

Possibly *Colossus* debris.

Length - 0.200m

Width - 0.150m

Thickness - 0.001m



CM0270/4

Position: 260304.953E 5534884.166N
Bottle Bottom: The bottom of a glass bottle
Possibly *Colossus* debris.
Diameter - 0.08m

CM0274

Search centre: 260601.716E 5535226.538N
Seabed: Flat sand (1% kelp, 0% weed)
Dive No: 42
Search radius: 18m
No observed artefacts

CM0286

Search centre: 260574.526E 5535315.760N
Seabed: Fine to medium clean sand with some rubble (5% kelp, 1% weed)
Dive No: 47
Search radius: 22m
No observed artefacts

CM0287

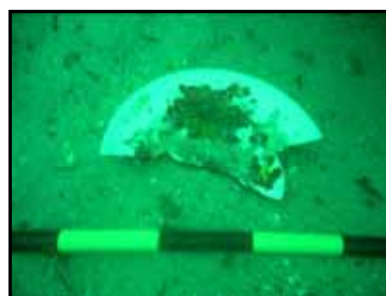
Search centre: 260368.816E 5535127.381N
Seabed: Fine sand (3% kelp, 0% weed)
Dive No: 36
Search radius: 20m
No observed artefacts

CM0291

Search centre: 260277.408E 5535080.788N
Seabed: Fine Sand (20% kelp, 5% weed)
Dive No: 60
Search radius: 12m
Observed artefacts:

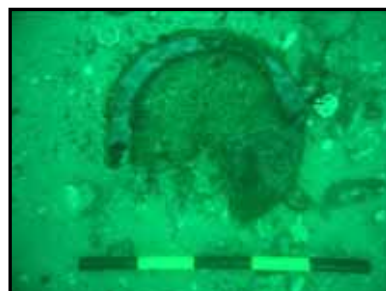
CM0291/1

Position: 260281.265E 5535074.879N
ceramic: A large shard of plain pottery, probably a deep bowl.
Possibly *Colossus* debris.
Length - 0.225m
Rim to break - 0.125m



CM0291/2

Position: 260281.265E 5535080.788N
Iron object: A heavily concreted, cylindrical, iron object
Possibly *Colossus* debris.
Height - 0.100m
Diameter - 0.305m



CM0291/3

Position: 260277.408E 5535089.788N
Timber: A length of timber (stick?) apparently burnt.
Possibly *Colossus* debris.
Length - 0.205m
Diameter - 0.010m

B9/2935

Search centre: 259773.860E 5535397.420N
Seabed: Boulders and sand (100% kelp, 0% weed)
Dive No: 65
Search radius: 5m
Observed artefacts:

B9/2935/1a

Position: 259776.458E 5535395.920N
Canon balls: The southern end of an area containing some 15-20 heavily concreted canon balls
Possibly *Colossus* debris.
Diameter - 0.20m (approx)

B9/2935/1b

Position: 259775.360E 5535400.018N
Canon balls: The northern end of an area containing some 15-20 heavily concreted canon balls
Possibly *Colossus* debris.
Diameter - 0.20m (approx)

Concretion

Search centre: 260152.980E 5535012.170N
Seabed: Flat sand (10% kelp, 2% weed)
Dive No: 49
Search radius: 10m
Observed artefacts:

Concretion/1

Position: 260152.980E 5535002.170N
Ferrous object: Amorphous ferrous concretion.
Possibly *Colossus* debris.
Length - 0.10m
Width - 0.02m
Depth - 0.03m

Concretion/2

Position: 260160.257E 5535000.064N
Iron object: Concreted ferrous object, linear (bar or pipe) with one end curving back on itself.
Length - 1.55m
Diameter - 0.12m

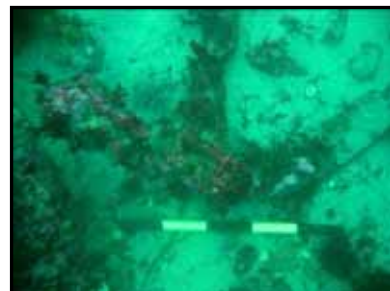
Concretion/3

Position: 260147.980E 5535020.830N
Ceramic: A section of rim from a beaker
Length - 0.055m
Width - 0.020m
Thickness - 0.003m

Concretion/4a

Position: 260143.132E 5535010.434N
Iron wreckage: An area of concreted wreckage approx. 3.5m long by 2.5 wide including; a large ferrous ring (steering quadrant?), a small anchor, a ferrous pipe and numerous other items of debris/wreckage. The given position is for the NE corner of the area. 19th C wreckage?

| | | |
|---------|--------------------------|-------|
| Ring: | Diameter (internal) - | 1.10m |
| | Diameter (external) - | 0.80m |
| Anchor: | Shank length - | 0.95m |
| | Fluke tip to fluke tip - | 0.70m |



| | | |
|------|------------|------|
| Pipe | Length - | 2.0m |
| | Diameter - | 0.1m |

Concretion/4b
 Position: 260144.320E 5535007.170N
 Iron wreckage: The SE corner of Concretion/4a (See above).

Concretion /5
 Position: 260149.980E 5535012.170N
 Anchor: A small grapnel anchor (i.e. four flukes). Probably 19th C wreckage
 Shank length - 0.50m
 Fluke tip to fluke tip - 0.30m

Engine Block

Search centre: 260148.840E 5534919.550N
 Seabed: Sand with areas of small stone
 Dive No: 56
 Search radius: 15m
 No observed artefacts
 N.B. The wrong position was entered into the GPS, so the wrong area was searched. The area that should have been searched is located 31m WNW of the above *search centre*, at 260117.740E 5534920.940N

Fill 01

Search centre: 260189E 5535607N
 Seabed: Sand with broken shell and small stones (30% kelp, 5% weed)
 Dive No: 37
 Search radius: 20m
 Observed artefacts:
 Fill 01/1
 Position: 260178.540E 5535607.915N
 Mooring block: A concrete mooring block approx. 1.0m square, with a length of ferrous chain attached. Part of the mooring system installed by Mac Mace in 2002.

Fill 01/2a

Position: 260174.062E 5535594.443N
 Timber: A length of timber situated approx. 14m E of the stern site. The given position is for the WNW end of the timber. This timber was recorded in 2003 and is already on the site plan.

Possibly *Colossus* debris.

Length - 3.65m

Width - 0.38m

Fill 01/2b

Position: 260179.500E 5535590.523N

Timber: The ESE end of Fill 01/2a (See above).

Fill 01/3

Position: 260178.394E 5535619.640

Copper alloy: A copper alloy fastening bolt

Possibly *Colossus* debris.

Length - 0.35m

Diameter - 0.022m



Fill 02

Search centre: 260013E 5535419N

Seabed: Sand with broken shell (15% kelp, 10% weed)

Dive No: 44

Search radius: 15m

Observed artefacts:

Fill 02/1

Position: 260017.246E 5535411.589N

Glass bottle: A small rectangular ink bottle, part missing.

Possibly *Colossus* debris.

Length - 0.08m

Width - 0.03m

Depth - 0.05m



Fill 02/2a

Position: 260003.824E 5535426.176N

Timber: A heavily gribbled length of timber planking exposed on the seabed. The given position is for the SSW end of the timber.

Possibly *Colossus* debris.

Length - 1.95m

Width - 0.20m

Thickness - 0.08m



Fill 02/2b

Position: 260004.078E 5535427.328N

Timber: The NNE end of Fill 02/2a (See above).

Fill 02/3

Position: 260023.612E 5535427.650N

Copper fastening: A length of a copper alloy fastening bolt, bent at the middle and flared at one end (rove flare?).

Possibly *Colossus* debris.

Length - 0.29m

Diameter - 0.02m

Kev Timber

Search centre: 260035E 5535590N

Seabed: Sand with small [<0.02m] granite fragment and shell (45% kelp, 10% weed)

Dive No: 26

Search radius: 25m

No observed artefacts

Morris Anchors

Search centre: 259723E 5535308N

Seabed: Rocks and boulders (95% kelp, 0% weed)

Dive No: 38

Search radius: 20m

No observed artefacts

T1999

Search centre: 260057E 5535485N

Seabed: Sand with some rocks (40% kelp, 120% weed)

Dive No: 27

Search radius: 25m

No observed artefacts

Appendix V – Diver Record Sheets

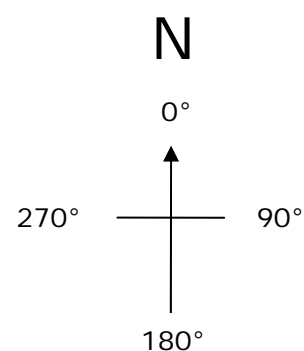
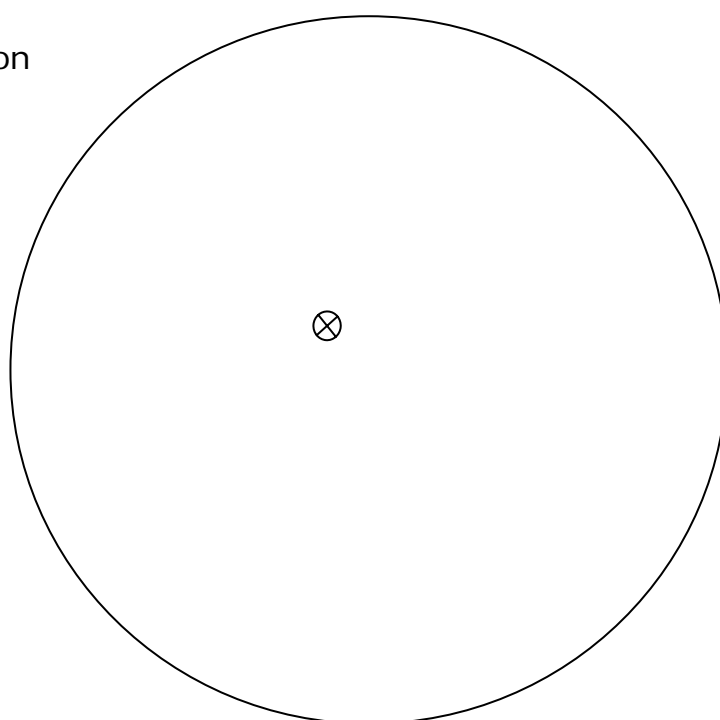
COLOSSUS DEBRIS FIELD SURVEY – DIVER RECORD SHEET

| | | | |
|-------------|--|-------------------|--------------------|
| Dive No | | Mag hit number | |
| Date | | Target position | |
| Diver 1 | | Measured position | |
| Diver 2 | | Search radius | |
| Time in/out | | Seabed type | |
| Max depth | | Seabed cover | Kelp % Weed % |
| Recorded by | | Viz | |

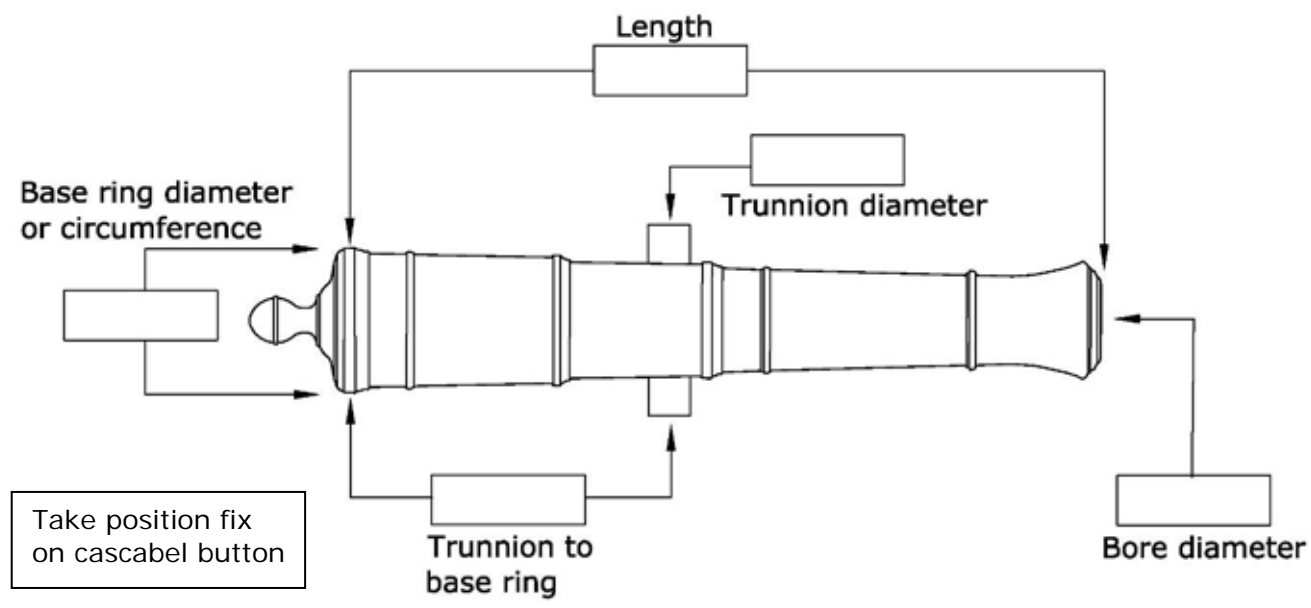
Observed anomalies

| No | Distance (shot to obj) | Bearing (obj to shot) | Dimensions (L x W x D) | Description |
|----|---------------------------|--------------------------|---------------------------|-------------|
| | | | | |
| | | | | |
| | | | | |

Location



Gun measurements



| | | | |
|----------------------------------|--|---------------------------------|--|
| Alignment Cascabel to muzzle | | Carriage parts | |
| Attitude Right side up? | | Other features & Comments | |
| Cascabel type Button or ring? | | | |

Sketch / Comments

| |
|-------------|
| <div></div> |
|-------------|

Appendix VI – *Colossus* the Timeline

Gaps in the record

| Year | Date | Place | Activity | Notes | Source |
|------|--|-------------------------------------|---|--|-------------------|
| 1781 | 13 th December | | <i>Colossus</i> ordered | | 41 |
| 1782 | October | | <i>Colossus</i> laid down | | 41 |
| 1782 | | Gravesend | Building commenced | William Cleverly boat builder Overseer J Stooke, Carpenter I West | 1, 60 |
| | | | | | |
| 1787 | 4 th April | Gravesend | Launched | | 1, 41 |
| 1787 | 5 th April | Woolwich | Arrived | | 1 |
| 1787 | 3 rd May – 1 st June | Woolwich | In dry Dock | Copper fitted | 1 |
| 1787 | 21 st June | Woolwich | Moored alongside the <i>Rainbow</i> hulk | Captain Hugh Cloberry Christian took command. Lieutenants Harrison and Edwards came on board and put the ship in commission. Found the Surgeon Master and all the Warrant officers on board. Carpenters, caulkers and joiners at work | 27, 45 |
| 1787 | 4 th and 5 th July | Woolwich | Moored alongside the <i>Rainbow</i> hulk | Stowing iron and shingle ballast | 27, 45 |
| 1787 | 16 th September | Woolwich | Departed from the <i>Rainbow</i> hulk | | 1, 27, 45 |
| 1787 | 17 th – 20 th September | Woolwich, Long Reach | Moored | Putting iron guns on board | 27 |
| 1787 | 21 st September – 10 th October | Woolwich, Long Reach | Moored | | 27, 45 |
| 1787 | 11 th – 13 th October | Woolwich North Fleet Hope | Anchored | | 45 |
| 1787 | 14 th and 15 th October | Nore | Anchored | | 45 |
| 1787 | 16 th October | Margate Roads | Anchored | | 45 |
| 1787 | 17 th and 18 th October | Downs | Preparing for sea | Vice-Admiral Alex Hood hoists flag on <i>Myrmidon</i> | 27, 45 |
| 1787 | 19 th October | Downs | Set sail for Spithead | With fleet | 27, 45 |
| 1787 | 22 nd October to 15 th December | Spithead | Moored | Guard ship duty | 1, 2, 27, 45 |
| 1787 | 16 th December – 31 st December | Portsmouth Harbour | Moored | Guard ship duty | 1, 45 |
| 1788 | 1 st January – 16 th May | Portsmouth Harbour | Moored | Guard ship duty | 1, 45 |
| 1788 | 17 th May – 7 th June | Spithead | Moored | | 45 |
| 1788 | 10 th – 25 th June | Off Scilly | On Patrol | With the fleet | 27, 28, 45, 55 |
| 1788 | 26 th June | Bolt Head | Moored | | 28 |
| 1788 | 27 th – 29 th June | Cawsand Bay | Moored | | 55 |
| 1788 | 30 th June – 21 st July | Off Cape Clear and the Lizard | Sailing | | 28, 55 |
| 1788 | 22 nd – 23 rd July | Cawsand Bay | Moored | | 28, 55 |

| Year | Date | Place | Activity | Notes | Source |
|------|---|--------------------------------------|--|---|---------------|
| 1788 | 24 th and 25 th July | Torbay | Moored | | 55 |
| 1788 | 26 th – 29 th July | Spithead | Anchored | | 55 |
| 1788 | 30 th July – 31 st December | Portsmouth Harbour | Moored | Guard ship duty | 1, 28, 29, 55 |
| 1789 | 1 st January – 31 st December | Portsmouth Harbour | Moored | Guard ship duty | 1, 29, 55 |
| 1790 | 1 st January – 9 th May | Portsmouth Harbour | Moored | Guard ship duty | 1, 29, 55, 56 |
| 1790 | 10 th May – 28 th June | Spithead | Moored | | 56, 57 |
| 1790 | 29 th June | Spithead | Departed | Weighed and made sail in company with <i>Victory</i> , Vice Admiral Hood, <i>Princess Royal</i> , Vice Admiral Hotham and <i>Bellona</i> with <i>Viper</i> cutter | 57 |
| 1790 | 1 st July – 18 th August | Torbay | Anchored | In company with the fleet | 57 |
| 1790 | 19 th August – 14 th September | Off Scilly and Ushant | Sailing | In company with the fleet | 57 |
| 1790 | 15 th September – 20 th September | Spithead | Moored | Captain Christian ended his command | 54 |
| 1790 | 21 st October | Spithead | Moored | Captain H Harvey took command | 54 |
| 1790 | 22 nd October – 31 st December | Spithead | Moored | | 54 |
| 1791 | 1 st January – 20 th August | Spithead | Moored | | 54 |
| 1791 | 21 st August | Spithead | Working out of harbour | Received marines on board | 54 |
| 1791 | 22 nd August | Plymouth | Arrived | | 54 |
| 1791 | 23 rd August – 4 th September | Plymouth Sound | Moored | | 54 |
| 1791 | 5 th September | Hamoaze | Arrived | Disembarked Marines | 1, 54 |
| 1791 | 6 th – 16 th September | Hamoaze | At moorings | Stripping the ship in preparation for a refit | 54 |
| 1791 | 17 th September | Hamoaze | At moorings | Captain H Harvey ended his command | 54 |
| 1791 | October - December | Hamoaze | | In Ordinary | 59 |
| 1792 | January - December | Hamoaze | | In Ordinary | 59 |
| 1793 | January | Hamoaze | | In Ordinary | 59 |
| 1793 | 29 th January | Hamoaze, Plymouth | Entered dry dock | | 1 |
| 1793 | January | Hamoaze | Copper taken off | | 1 |
| 1793 | February | Hamoaze | Re-Coppered | | 1, 46 |
| 1793 | 9 th February | Hamoaze | Re launched | | 1 |
| 1793 | 25 th February to 21 st March | Hamoaze / Plymouth Sound | Moored along side the <i>Medway</i> – receiving hulk, for part of the period | Captain Charles Morice Pole took command | 18, 15 |
| 1793 | 25 th March to 26 th April | Spithead | Moored | With Vice-Admiral Lord Hood | 18 |
| 1793 | 27 th April and 28 th April | Off St Catherines Point and Portland | Sailing | | 18 |

| Year | Date | Place | Activity | Notes | Source |
|------|--|----------------------|---|---|--------|
| 1793 | 29 th April to 10 th May | Spithead | | With fleet under Vice-Admiral Hotham in company with <i>Britannia</i> , <i>Courageux</i> , <i>Fortitude</i> , <i>Agamemnon</i> and <i>Melager</i> | 18 |
| 1793 | 11 th May | St Helens | Set sail for the Mediterranean | Captain Charles Morice Pole under the command of Vice-Admiral Hotham | 2, 18 |
| 1793 | 12 th May – 8 th June | Off Scilly | Sailing | | 18 |
| 1793 | 9 th June | Cap Finisterre | Captured <i>Le Vanneau</i> ¹⁶⁷ | A French 6 gun, 44 men out of Brest | 15, 18 |
| 1793 | 15 th June – 22 nd June | Cadiz | | With the "Admiral" and <i>Victory</i> | 18 |
| 1793 | 25 th – 27 th June | Gibraltar Bay | Moored | | 18 |
| 1793 | July | | Took " <i>Vrai Patriot</i> " ¹⁶⁸ | With <i>Leviathan</i> | 2 |
| 1793 | 28 th June to 3 rd August | Off Toulon | Sailing | Under vice Admiral Lord Hood. On patrol chasing and intercepting strange sails | 3, 18 |
| 1793 | 4 th August | Off Levant | At sea | Intercepted a Sardinian Zabek with dispatches for the Admiral | 18 |
| 1793 | 5 th – 14 th August | Off Toulon | At sea | Sent pinnace in chase of a strange sail – a Spaniard from Rhodes to Genoa | 18 |
| 1793 | 15 th and 16 th August | | At sea | Boarded a Redusa Polacre from Barcelona to Genoa | 18 |
| 1793 | 17 th – 28 th August | Off Toulon | At sea | | 18 |
| 1793 | 29 th August | Toulon | Anchored | | 18 |
| 1793 | 30 th August – 5 th September | Off Toulon | At sea | | 18 |
| 1793 | 6 th – 9 th September | Genoa | At anchor | | 18 |
| 1793 | 10 th – 25 th September | | At sea | | 18 |
| 1793 | 26 th September | Cagliari Bay | | Survey of the Bay for use for military purposes | 18 |
| 1793 | 27 th September – 5 th October | Off Toulon | | | 18 |
| 1793 | 6 th October – 20 th November | Toulon | Moored | | 18 |
| 1793 | 29 th November to 19 th December | Gibraltar Bay | Moored | | 18 |
| 1794 | 6 th January | Cape San Sebastian | With convoy | | 15 |
| 1794 | 14 th to 20 th January | Gibraltar | Moored | | 15, 18 |
| 1794 | 1 st - 25 th February | Cadiz | At anchor | With squadron | 15, 18 |
| 1794 | 26 th February – 16 th March | Returning to England | | | 16 |
| 1794 | 17 th March | Bembridge | | Leave convoy in Bembridge and sail to Spithead | 16 |
| 1794 | 22 nd March | Portsmouth | Arrived For repairs / refit | All sails and guns and shingle ballast removed, iron ballast moved for re-caulking in dock | 1, 16 |

¹⁶⁷ References 3 and 2 date this as 6th June (2 refers to the Bay of Toulon)

¹⁶⁸ This was not confirmed by either of the contemporary logs.

| Year | Date | Place | Activity | Notes | Source |
|------|---|---|--|--|--------|
| 1794 | March | Portsmouth | Copper Repaired | | 1 |
| 1794 | 10 th April | Portsmouth | | Admiral Mitchell sworn in in place of Captain Charles Morice Pole | 16, |
| 1794 | 2 nd May | St Helens | Fleet sailed under Lord Howe | | 16 |
| 1794 | 3 rd May | Off St Helens | | Sent 250 men with officers aboard the <i>Pompey</i> – French ship, to assist her into harbour | 16 |
| 1794 | 9 th May | Plymouth | Ordered to proceed to Ushant | As part of the reinforcement to Rear Admiral George Montague on the lookout for French-American convoy | 3, 16 |
| 1794 | 7 th June | Off Ushant | With Montague's Squadron | | 15 |
| 1794 | 12 th – 22 nd June | Plymouth | Anchored | | 16 |
| 1794 | 23 rd June – 8 th July | Off Lizard and Lands End | Sailing | | 16 |
| 1794 | 9 th – 20 th July | Cawsand Bay | Anchored | | 16 |
| 1794 | 21 st July | Cawsand Bay | Departed | Sailed for Spithead with 10 sail of the line under Admiral Caldwell | 16 |
| 1794 | 22 nd July – 13 th October | Spithead and Torbay | | | 16 |
| 1794 | 14 th October | Torbay | Anchored | Great sea in the bay, small bower and best bower parted and ship brought up on sheat (sic) anchor. Put over spare anchor | 16 |
| 1794 | 21 st October – 1 st November | Spithead | Anchored | | 16 |
| 1794 | 20 th November – 31 st December | Spithead | Anchored | 2 new cables | 16 |
| 1795 | 1 st – 29 th January | Spithead | Anchored | | 16 |
| 1795 | 30 th January – 1 st February | Between Spithead and Torbay | Sailing | | 58 |
| 1795 | 2 nd – 14 th February | Torbay | Anchored | | 16, 58 |
| 1795 | 15 th February | Torbay | Sailed with the convoy | | 16, 58 |
| 1795 | 16 th – 24 th February | Between Torbay and Spithaed via Cape Finisterre | Sailing | | 16, 58 |
| 1795 | 25 th February | Spithead | Anchored | Last reference to Captain Mitchell aboard <i>Colossus</i> (next Captain's log starts 4 th June) | 16 |
| 1795 | 26 th Feb – 17 th March | Spithead | Moored | | 58 |
| 1795 | 18 th March – 15 th April | Off Ushant | Sailing | | 58 |
| 1795 | 16 th April – 3 rd June | Spithead | Moored | | 58 |
| 1795 | 4 th to 11 th June | Spithead | Moored | New Captain J Monkton (Acting) | 19, |
| 1795 | 12th June | Sailed from Spithead | With the British Channel Fleet – under the command of Admiral Lord Bridport sailing on | Three French ships of the line were captured including the | 1,3 |

| Year | Date | Place | Activity | Notes | Source |
|------|---|------------------------------|--|---|--------|
| | | | HMS <i>Royal George</i> , Howe being ill ¹⁶⁹ . | | |
| 1795 | 13 th – 21 st June | Off Ushant | Sailing | | 58 |
| 1795 | 22 nd June | Isle (de) Groix (Belle Isle) | Sailing | French fleet to windward | 58 |
| 1795 | 23 rd June | Isle (de) Groix (Belle Isle) | Part of "Bridport's Action" at Isle de Groix against the French Fleet commanded by Rear-Admiral Louis-Thomas Comte de Villaret-Joyeuse | The Irresistible began the action. Soon after the <i>Charlotte</i> , <i>Orion</i> and one other began to engage and we (<i>Colossus</i>) continued. At 9 the whole action was over 3 ships having surrendered to our fleet <i>Alexandre</i> (74), which as the <i>Alexander</i> had been captured from the British the year before, <i>Formidable</i> and <i>Tyger</i> . Engaged in the battle. Lost Lt Robert Mends in the action and 4 men. 30 wounded | 3, 58 |
| 1795 | 24 th June – 9 th July | Off Belle Isle | Sailing | | 58 |
| 1795 | 10 th July | Ushant | Returning to England | Received 102 French prisoners | 19, 58 |
| 1795 | 11 th July | Off Scilly | Sailing | | 19 |
| 1795 | 13 th July | Start Point | Sailing | | 19 |
| 1795 | 14 th and 15 th July | Portland | Sailing | | 19 |
| 1795 | 16 th July to 2 nd September | Spithead | Moored | Acting Captain Monkton ends service aboard <i>Colossus</i> | 19 |
| 1795 | 3 rd September to 30 th September | Spithead | | Captain Edward Oliver Osborne took command The complement of the ship was 647 and continued to 30 th Sept. | 30, 58 |
| 1795 | 30 th September to 5 th November | Spithead | | Captain Henry Jenkins takes over command on 30 th September | 31 |
| 1795 | 6 th – 14 th November | St Helens | Moored Bembridge, Preparing for sea | Transported a party of Marines from Spithead | 31 |
| 1795 | 15 th November | St Helens | Set sail to defend the Leeward Islands and St Dominigue in the West Indies | Part of a convoy of over 200 ships carrying 18,740 men under the command of Rear Admiral Hugh Cloberry Christian in HMS <i>Glory</i> | 42 |
| 1795 | 18 th November | Off Lizard | Caught in the Great Gale | Gales carried away the pole of the mizzen. This morning brought the strongest gales Christian ever remembered to have witnessed. At 7 he have the order to bear up and make the rendezvous signal for St Helens. The weather deteriorated and several ships were lost on Chesil Beach. <i>Prince George</i> lost its rudder | 31, 42 |
| 1795 | 19 th November | St Helens | Caught in the Great Gale | On board the <i>Prince George</i> the shipwrights had been working throughout the night to fashion a new rudder but it was still not ready. As the Impregnable was disabled, the smaller, 74 gun <i>Colossus</i> Christian's old ship and now the flagship of his second in command Rear Admiral Pole, took | 14 |

¹⁶⁹ Howe relinquished active command of the fleet after Feb 1795 but remained Commander in Chief until 1797- Fleet Battle and Blockade

| Year | Date | Place | Activity | Notes | Source |
|------|---|------------------------------|--|--|-------------------|
| | | | | the <i>Prince George</i> in tow and at 9.am the ships recommenced their arduous passage towards St Helens. | |
| 1795 | 21 st November to 8 th December | St Helens | Preparing for sea | Under the Command of Rear Admiral Hugh Cloberry Christian in HMS <i>Glory</i> | 31 |
| 1795 | 9 th December | St Helens | Set sail | | 31 |
| 1795 | 10 th December | Start Point | Sailing | In company with <i>Glory</i> and convoy (100 sail) | 31 |
| 1795 | 12 th – 31 st December | Off Cape Clear and Finistere | Sailing | In company with <i>Glory</i> and convoy (100 sail) | 31 |
| 1796 | 1 st – 8 th January | Off Cape Finistere | Sailing | In company with <i>Glory</i> and convoy (100 sail) | 31 |
| 1796 | 9 th – 24 th January | Off Scilly | Sailing | In company with <i>Glory</i> and convoy (69 sail) | 31, 58 |
| 1796 | 25 th January | Off Lizard | Sailing | Hard Gales. Ship "rowing" very deep In company with <i>Glory</i> and convoy (100 sail) | 31 |
| 1796 | 26 th January | Off Lizard | Sailing | Topsail blew quite away out of the ball rope. Stove in several half parts on the main deck. Carpenters employed nailing planks | 31 |
| 1796 | 29 th January to 3 rd February | Spithead | Moored | | 31 |
| 1796 | 4 th February | St Helens | Running out of St Helens | In company with HMS <i>Commerce</i> of Marseilles | 58, 31 |
| | 5 th February | St Helens | Running into St Helens | | 58 |
| 1796 | 6 th – 8 th February | St Helens | Moored | | 31 |
| 1796 | 11 th February | Hamoaze | Lashed alongside the hulk | Men employed shifting the ships company to HMS <i>Carnation</i> . The whole ships company being turned over to her by Admiralty order. | 1, 13, 58 |
| 1796 | 13 th February | Hamoaze | Lashed alongside the hulk | Captain Richard Grindal took over from Captain Henry Jenkins | 1, 32, 31 |
| 1796 | 14 th February – 8 th July | Hamoase | Lashed alongside the hulk | Complete refit, copper repaired, Made good defects | 1, 32, 31, 13, 58 |
| 1796 | 12 th July | Plymouth | Sailed | | 1, 13 |
| 1796 | 6 th August – 23 rd September | Off Ushant and Scilly | Sailing | | 13, 32 |
| 1796 | 24 th September | Ushant | Sailing | Captain Grindal left the ship and went on board <i>Aquilon</i> to return to England on account of ill health | 32 |
| 1796 | 5 th October | Spithead | Arrived | Unstowed anchors | 32 |
| 1796 | 7 th November | Spithead | Moored | Captain Grindal returned to ship | 32 |
| 1796 | 15 th December | Spithead | Moored | Captain George Murray took over from Captain Richard Grindal | 4, 32 |
| 1796 | 30 th December | St Helens | Moored | | 13 |
| 1797 | 5 th ¹⁷⁰ January | | Sailed to join Sir John Jervis (replacement to Parker) | | 1, 3, 12 |

¹⁷⁰ Reference 1 mentions 4th January, 3 mentions 19th January and 12 mentions 15th December 1796

| Year | Date | Place | Activity | Notes | Source |
|-------------|--|--------------------------------------|---|--|----------|
| 1797 171 | 19 th January | Ushant | Lord Bridport detached five ships of the line and a frigate to Gibraltar under Rear-Admiral William Parker to reinforce Sir John Jervis | <i>Colossus</i> and <i>Prince George</i> , <i>Namur</i> , <i>Orion</i> , <i>Irresistible</i> and <i>Thalia</i> | 3 |
| 1797 | 6 th February | Cape St Vincent | Joined fleet under Admiral Sir John Jervis off Cape St Vincent | | 3 |
| 1797 | 12 th February | Cape St Vincent | Slight collision with <i>Culloden</i> . Required carpenter to repair damages | The Masters log records the incident as follows. "At the signal to tack past the <i>Culloden</i> , wore the <i>Orion</i> hove in stays. Put our helm up to pass to leeward of the <i>Orion</i> . Hail-d the <i>Culloden</i> to keep her wind she came aboard of us which broke the Shank of the Stream anchor – carried away fore top gallant mast and stove in some of the upper works abreast the 5 gun on the main deck". | 4, 13 |
| 1797 | 14 th February | Cape St Vincent | Engaged in battle of Cape St Vincent against the Spanish fleet under Don José de Cordova | Damaged early in the battle and took little further part in the action – foreyard and fore-topsail yard shot away in the slings and fore-topmast went a little above the cap. 5 men wounded. Unable to tack, she had to wear ship (or gybe) to turn and was protected from a raking by Captain Saumarez on <i>Orion</i> . | 3, 4, 43 |
| 1797 | 17 th – 23 rd February | Lagos Bay | Anchored making repairs | | 4 |
| 1797 | 1 st – 21 st March | Lisbon | Anchored in the Tagus | Undergoing repairs. 31 days work each for the carpenter and his mate and 171 days work for the crew and 40 days work for a blacksmith. Carpenters report states that the work continued from 1 st March to 11 th April. | 4, 59 |
| 1797 | 22 nd March – 1 st April | Off Cape St Vincent | On the way to join the fleet | | 4 |
| 1797 | 2 nd – 6 th April | Off Isle of St Sebastian | On manoeuvres with Sir John Jervis fleet | | 4, 43 |
| 1797 | 7 th – 13 th April | Off Cadiz | | With fleet | 4 |
| 1797 | 14 th April | Cape Spartel | | Left fleet under Rear-Admiral Nelson in the <i>Captain</i> with <i>Leander</i> . Ordered to proceed up the Mediterranean in quest of the garrison of Port Ferraio under the charge of Captain Freemantle of the <i>Inconstant</i> ... thereafter rejoin St Vincent in Cadiz (orders 12 th April) | 44, 4 |
| 1797 | 15 th April – 9 th May | Off Formentera, Menorca and Sardinia | | With convoy | 4 |
| 1797 | 24 th April to 25 th May | | | Underwent 8 days work for both carpenter and mate + 33 days for crew | 59 |

¹⁷¹ My Dear Murray (12) has Murray in charge of the advance squadron in the blockade of Cadiz before the Battle of St Vincent. He also mentions the respect of the Spanish Admiral

| Year | Date | Place | Activity | Notes | Source |
|------|--|----------------------------------|---|---|---------------|
| 1797 | 10 th May | Off Grenada mountains 14 leagues | | Carried away her topmast, main topsail yard, main and mizzen topgallant masts. All hands employed cleaning the wreck". The next day "All hands employed getting a fore top mast up for a main top mast. Carpenters employed fishing the main cross trees". She was sailing again the following day. Two days later "shifted the main topgallant mast and got up a new one". She eventually received a new main top mast and jib boom from victuallers on 19 th June. | 4 |
| 1797 | 20 th May | Gibraltar Bay | Anchored | Taking on stores | 4 |
| 1797 | 23 rd May | Gibraltar Bay | Departed | | 4 |
| 1797 | 26 th May | Cadiz | Arrived | <i>Ville de Paris</i> and <i>Goliath</i> reported arrival of <i>Colossus</i> | 44, 51, 4 |
| 1797 | 27 th May – 6 th October | Cadiz | At anchor | With the fleet off Cadiz ¹⁷² . For much of the time was anchored off the town, each day sending a launch with a carronade on board on guard duty. "My Dear Murray" ¹⁷³ mentions that the Spanish Admiral was very impressed by Captain Murray's "unremitting watch" and invited him to a bullfight "offering to leave his nephew on board <i>Colossus</i> as a pledge of the Captain's safe return". | 4 |
| 1797 | 24 th June to 9 th July | Cadiz | | Underwent 8 days work for both carpenter and mate + 33 days for crew | 59 |
| 1797 | 7 th October – 12 th October | Off Cadiz | With the fleet off Cadiz | Looking out for and boarding strange sails | 4, 44 |
| 1797 | 13 th October | Off St Sebastian | With fleet | | 44, 4 |
| 1797 | 14 th October | Lagos 7 – 8 leagues | | <i>Colossus</i> and <i>Irresistible</i> part company with the fleet | 44, 4 |
| 1797 | 15 th October | Off Cape St Mary's | | Boarded two American vessels | 53, 4 |
| 1797 | 5 th November | Tagus | Arrived | Arrives with <i>Irresistible</i> to rejoin St Vincent. Remains moored in the Tagus until 21 st Dec. Sails | 44, 53, 4 |
| 1797 | 9 th November | Tagus | Anchored | Master builder arrives on board to survey the defects of the ship including main top mast. Stayed the mast and set the rigging. | 4 |
| 1797 | 5 th – 20 th December | Tagus | Anchored | | 53, 4 |
| 1797 | 21 st December | Tagus | Preparing for sea | The <i>Irresistible</i> received 53 French prisoners from the <i>Colossus</i> | 4, 53 |
| 1797 | 21 st December | Tagus | Departed | <i>Colossus</i> stood out of the Tagus with a squadron (8 sail of the line, 1 frigate, 1 cutter and a convoy) under the command of Rear-Admiral Parker aboard HMS <i>Orion</i> captained by Captain Saumarez. | 4, 44, 20, 53 |
| 1797 | 22 nd – 31 st December | Off St Vincent and Trafalgar | Proceeding with transports and Victuallers to | | 4, 44 |

¹⁷² The Bombardment of Cadiz took place between 3rd and 5th July (Archibald 1984)

¹⁷³ Aldridge Barry, (2001). "My Dear Murray", PFB 1800 Murray George, 140 pill Limited Edition. NMM.

| Year | Date | Place | Activity | Notes | Source |
|------|---|---------------------------------------|----------------------------|--|----------------|
| | | | Gibraltar | | |
| 1798 | 1 st – 5 th Jan | Off Cape Trafalgar | Sailing | | 58 |
| 1798 | 6 th January | Island of Tcufu (near Cape Trafalgar) | | Parted company from the fleet in company with <i>Orion</i> , Joined the convoy from Tangier. <i>Orion</i> reported made sail and parted company with the <i>Colossus</i> under our command. Observed to part company by <i>Goliath</i> | 58, 20, 51, |
| 1798 | 7 th January | Gibraltar Bay | Arrived | Bore up with the convoy and stood for Gibraltar. The Spanish gun boats fired at us and we fired 3 shots at them. <i>Orion</i> reported <i>Colossus</i> and Flora cutter in company. At 3 <i>Orion</i> and <i>Petterell</i> saw the <i>Colossus</i> and the Spanish gun boats off Cabarala point exchanging few shots. At 4 <i>Colossus</i> anchored | 58, 20, 52, 23 |
| 1798 | 8 th – 9 th January | Gibraltar | Moored | | |
| 1798 | 10 th January | Gibraltar | Departed | Weighed in company with the <i>Orion</i> and <i>Petterell</i> . <i>Orion</i> reported weighing anchor, <i>Colossus</i> , <i>Petterell</i> and convoy in company | 58, 20, 52, |
| 1798 | 11 th January | Cape Trafalgar | Sailing | With <i>Orion</i> and <i>Petterell</i> | 58, 20, 52 |
| 1798 | 12 th January | Europa Point | Sailing | Sent 11 butts of water on Board the <i>Prince George</i> . Parted company from the fleet in company with <i>Orion</i> , convoy to leeward | 58 |
| 1798 | 13 th January | Cape St Vincent – 19 leagues | | With <i>Orion</i> , <i>Petterell</i> and convoy | 20, |
| 1798 | 14 th January | Cape St Vincent | Sailing | | 58 |
| 1798 | 15 January | Rock of Lisbon | | With <i>Orion</i> | 58, 20 |
| 1798 | 16 th January | Port of Lisbon | Arrived in the River Tagus | Steering up the Tagus, At 2 came to anchor. Found HM Ship <i>Ville de Paris</i> , <i>Princess Royal</i> and 6 sail of the line. With <i>Orion</i> and Lord St Vincent on the <i>Ville de Paris</i> . Arrived with <i>Orion</i> , <i>Gorgon</i> and <i>Prize</i> . | 58, 20, 44 |
| 1798 | 17 th January | Tagus | Moored | <i>Minotaur</i> reported arriving to find <i>HMS Princess Royal</i> , <i>Defence</i> , <i>Colossus</i> and <i>Orion</i> | 58, 23 |
| 1798 | 16 th Jan – 19 th Jan | Tagus | Moored | | 58 |
| 1798 | 20 th Jan | Tagus | Moored | Run all guns on the larboard side. Caulkers came on board to caulk the ships bottom. | 58 |
| 1798 | 21 st – 24 th Jan | Tagus | Moored | | 58 |
| 1798 | 25 th Jan | Tagus | Moored | Received water from a transport, a party of men fishing for the <i>Gorgon's</i> anchor | 58 |
| 1798 | 26 th Jan | Tagus | Moored | Finished watering, received a new sheet cable | 58 |
| 1798 | 27 th Jan | Tagus | Moored | Sent a new cable on board the <i>Gorgon</i> , am received a new cable | 58 |
| 1798 | 28 th and 29 th Jan | Tagus | Moored | Bent a new small bower cable and sent old small bower cable ashore | 58 |
| 1798 | 30 th and 31 st January | Tagus | Moored | | 58 |
| 1798 | 1 st February | Tagus | Moored | Men employed fitting a new set of | 58 |

| Year | Date | Place | Activity | Notes | Source |
|------|--|-----------------------|------------|--|------------|
| | | | | rigging for the <i>Aurora</i> | |
| 1798 | 2 nd and 3 rd February | Tagus | Moored | | 58 |
| 1798 | 4 th February | Tagus | Moored | <i>HMS Swiftsure</i> arrived and reported "found here <i>Ville de Paris</i> , Lord St Vincent, <i>HMS (Princess) Royal</i> , Rear Admiral Orde, <i>Dolphin</i> , Rear Admiral Frederick, <i>Majestic</i> , <i>Defence</i> , <i>Goliath</i> , <i>Gibraltar</i> , <i>Colossus</i> and <i>Hector</i> " | 21 |
| 1798 | 8 th February | Tagus | Moored | <i>Ville de Paris</i> made signal to prepare for sea – the enemy's fleet being at sea | 21, 34 |
| 1798 | 9 th February | Tagus | Departed | With <i>Princess Royal</i> , <i>Excellent</i> , <i>Blenheim</i> , <i>Gibraltar</i> , <i>Majestic</i> , <i>Thesus</i> , <i>Goliath</i> , <i>Swiftsure</i> , <i>Hector</i> , <i>Terpsichore</i> , | 44 |
| 1798 | 9 th February | Cape Espichel | | <i>Swiftsure</i> reported <i>Ville de Paris</i> and fleet in company, <i>Ville de Paris</i> reported <i>Colossus</i> in company. | 21, 34 |
| 1798 | 11 th February | Cape St Vincent | With fleet | | 44 |
| 1798 | 18 th February | Cadiz | Anchored | | 44 |
| 1798 | 20 th February | Cadiz Harbour | Moored | <i>Orion</i> answers signal for carpenter to repair on board <i>Colossus</i> ¹⁷⁴ | 20 |
| | | | | | |
| 1798 | 21 st February | Cape St Mauries | | <i>Ville de Paris</i> reported <i>Colossus</i> parting company together with the <i>Princess Royal</i> , <i>Namur</i> , <i>Hector</i> , <i>Majestic</i> , <i>Minator</i> , <i>Colossus</i> , <i>Orion</i> , <i>Warrior</i> , <i>Goliath</i> and <i>Lively</i> at 7.20 am (spent interim off Cadiz) | 34, 44 |
| 1798 | 19 th March | Cadiz / San Sebastian | | In company with <i>Orion</i> , <i>Goliath</i> , Admiral and squadron | 20 |
| 1798 | 8 th April | Off Cape Trafalgar | | <i>Thalia</i> reported sending a boat on board <i>Colossus</i> and another on board <i>Bellerophon</i> | 49 |
| 1798 | 14 th April | Cadiz | Anchored | St Vincent reported <i>Colossus</i> joined company (HM ships 23 ships including <i>Colossus</i>). | 44 |
| 1798 | 16 th April | Cadiz | | Orders sent to Captain Murray <i>Colossus</i> , to proceed to Lisbon with convoy and wait upon General Stuart | 44 |
| 1798 | 17 th April | Cadiz | | <i>Sea Horse</i> reported "weighed and stood under <i>Ville de Paris</i> and <i>Colossus</i> " | 38 |
| 1798 | 18 th April | Off Cadiz | Departed | <i>Audacious</i> reported "sailed <i>Colossus</i> with a convoy of transports for Lisbon <i>Sea Horse</i> reported "repeated the <i>Colossus</i> (signal) for the Convoy to gather round the Commander <i>Ville de Paris</i> reported With <i>Defence</i> , <i>Seahorse</i> , <i>Thalia</i> and convoy | 22, 38, 44 |
| 1798 | 22 nd April | Cape Sagres | | <i>Sea Horse</i> reported " <i>Colossus</i> and convoy in company" | 38 |
| 1798 | 23 rd April | Cape St Vincent | | <i>Sea Horse</i> reported " <i>Colossus</i> and convoy in company" | 38 |
| 1798 | 24 ^h April | Cape Espichel | | <i>Sea Horse</i> reported " <i>Colossus</i> and convoy in company" ¹⁷⁵ | 38 |
| 1798 | 25 th April | Tagus | Arrived | <i>Gorgon</i> observed the arrival of <i>Colossus</i> | 50 |

¹⁷⁴ Writing very hard to read

¹⁷⁵ Sea Horse moored in the Tagus the next day (25th April)

| Year | Date | Place | Activity | Notes | Source |
|------|-----------------------|---------------|--------------------|--|---------|
| 1798 | 8 th May | Tagus | Moored | <i>Gorgon</i> reported delivering stores to <i>Colossus</i> | 50. |
| 1798 | 12 th May | Tagus | Moored | <i>HMS Earl St Vincent</i> reported "weighed having been berthed near the <i>Colossus</i> " | 24 |
| 1798 | 17 th May | Tagus | Moored | Letter from Captain Murray enclosing route and signal instructions for a convoy with details of the fact that there were more ships in the convoy than expected and that he was sending a speedy brig to accompany it. | 7 |
| 1798 | 19 th May | Tagus | Moored | Correspondence between Captain Murray and Admiralty about orders to "complete every ship arriving here from England and destined to join his fleet to six months provisions and having done the same by the <i>Colossus</i> to join his Lordship with such battleships as may arrive here. | 8 |
| 1798 | 20 th May | Tagus | Moored | <i>HMS Earl St Vincent</i> answered signal for Lieutenant from the <i>Colossus</i> | 24 |
| | 22 nd May | Tagus | Moored | Orders <i>Thalia</i> to Lisbon under command of <i>Colossus</i> | 44 |
| 1798 | 23 rd May | Cape Espichel | Departed the Tagus | <i>Gorgon</i> reported <i>Colossus</i> sailing from the Tagus and <i>Sea Horse</i> reported seeing <i>Colossus</i> with a bark in tow. | 50, 38 |
| | 26 th May | Cadiz | | <i>Colossus</i> and one transport reported to anchor in Cadiz | 44 |
| 1798 | 5 th July | Cadiz | | <i>Ville de Paris</i> reported that HM Ship <i>Colossus</i> answered a flag of truce from Cadiz | 35 |
| 1798 | 13 th July | Cadiz | | <i>Ville de Paris</i> reported that HM Ship <i>Colossus</i> fired a gun and hoisted a flag of truce | 35 |
| 1798 | 14 th July | Cadiz | Disembarked | <i>Ville de Paris</i> reported that HM Ship <i>Colossus</i> parted company | 35, 44 |
| 1798 | July 21st | Tagus | Arrived | Documented in correspondence between Captain Murray and the Admiralty dated 28 th | 9 |
| | ¹⁷⁶ | | | | |
| 1798 | August 4th | Tagus | | <i>La Sensible</i> reported receiving some men from the <i>Colossus</i> | 37 |
| 1798 | August 5th | Tagus | | <i>La Sensible</i> reported discharging the <i>Sea Horse's</i> men to the <i>Colossus</i> | 37 |
| 1798 | August 12th | Cadiz | | <i>Ville de Paris</i> reported that HM Ship <i>Colossus</i> supplied her with 56 flags, 75 Pendants and one Standard | 35 |
| 1798 | August 13th | Cadiz | | <i>Ville de Paris</i> reported that HM Ship <i>Colossus</i> joined the company with 10 sail of transports at 3pm and parted company in the morning with 2 sail of convoy | 35 , 44 |
| 1798 | August 14th | Gibraltar | Arrived | Discharged 39 supernumeraries from the <i>Sea Horse</i> onto the <i>Alliance</i> Store Ship | 36 |
| 1798 | August 19th | Gibraltar | Reported to depart | | 36 |

¹⁷⁶ Battle of the Nile took place in Aboukir Bay on 1st August

| Year | Date | Place | Activity | Notes | Source |
|------|--|-------------------------------|---|---|------------------------|
| | | | Gibraltar by the <i>Alliance</i> store ship | | |
| 1798 | August 20th | Cadiz | | <i>Ville de Paris</i> reported that she affirmed the <i>Colossus</i> Pendants at half past 3, at 8 she joined company. The <i>Colossus</i> parted company during the night | 35 |
| 1798 | August 23rd | Gibraltar | Arrived | Reported to arrive Gibraltar by the <i>Alliance</i> store ship | 36 |
| 1798 | August 24th | Gibraltar | Departed | In company with <i>Alliance</i> and convoy of four sail | 36 |
| 1798 | August 25th | Off the Island of Alborase | | In company with <i>Alliance</i> | 36 |
| | | | | | |
| 1798 | 4 th September | South of Majorca | | <i>Alliance</i> "saw from the mast head 6 sail which we suppose to be the <i>Colossus</i> and Convoy" | 36 |
| | | | | | |
| 1789 | 12 th Sept | South of Sardinia | | Captain Wilmott of the <i>Alliance</i> went on board <i>Colossus</i> | 36 |
| 1798 | September Opposite 13 th September in the log | Naples Bay | | According to <i>HMS Culloden A</i> survey of stores was witnessed by a man from the <i>Culloden</i> | 33 |
| 1798 | 20 th September | Off Messina | | Sighted by the <i>Alliance</i> NE by E 2 miles when she was 15 leagues from Messina | 36 |
| | | | | | |
| 1798 | 28 th September | Naples Bay | Arrived | <i>Bonne Citoyenne</i> , <i>Alexander</i> and <i>Thalia</i> reported "came into the Bay <i>HM Ship Colossus</i> with a convoy of transports", " <i>Alliance</i> and a convoy" | 25, 17, 40, 47 |
| 1798 | 28 th September | Naples | | Letter from Lady Hamilton to Captain Murray inviting him to a party on 29 09 98 (Nelson's Birthday) when <i>Colossus</i> was in Naples. | 12 |
| 1798 | 29 th September | Naples Bay | Moored | <i>Terpsichore</i> reported on arrival "found in Naples Bay <i>Vanguard</i> , Admiral Nelson, <i>Goliath</i> , <i>Alexander Colossus</i> and <i>Alliance</i> storeship with 4 transports" | 26 |
| 1798 | 30 th September | Naples Bay | Moored | <i>Bonne Citoyenne</i> reported receiving 7 men from <i>Colossus</i> | 25 |
| 1798 | 1 st October | Naples Bay | Moored | <i>Terpsichore</i> reported receiving "4 men from the <i>Colossus</i> " | 26 |
| 1798 | 3 rd October | Naples Bay | Moored | <i>Bonne Citoyenne</i> reported "later surgeon was tried on board <i>HM Ship Colossus</i> ". <i>Goliath</i> reported receiving some fishes for masts from <i>Colossus</i> | 25, 40, 48 |
| 1798 | 4 th October | Naples Bay | Moored | <i>Alexander</i> reported receiving a 7.5 inch Hawser from <i>Colossus</i> and <i>Vanguard</i> reported <i>Colossus</i> signalling for a Court Martial | 39, 40 |
| 1798 | 4 th October | Naples Bay | Moored | Nelson wrote to Murray accepting his offer to assist in the blockade of Malta until other ships were ready | 12 |
| 1798 | 6 th October | Naples Bay | Moored | <i>Vanguard</i> reported receiving one 32, one 12 and one 9 pounder from <i>Colossus</i> | 40 |
| 1798 | 7 th October | Off South end of Capri Island | At sea | Departed Naples in company with <i>Alexander</i> , <i>Terpishore</i> and <i>Citoyenne</i> later <i>Bonne Citoyenne</i> reported "in company with <i>HM Ship Alexander</i> , <i>Colossus</i> and | 17, 25, 26, 39, 40, 48 |

| Year | Date | Place | Activity | Notes | Source |
|------|---|----------------------|-----------------|---|--------|
| | | | | <i>Terpsichore</i> | |
| 1798 | 9 th October | Gozo | At sea | <i>Alexander</i> reported "in company with <i>Colossus</i> " | 17 |
| 1798 | 11 th October | Malta | At sea | <i>Alexander</i> reported "in company with <i>Colossus</i> " | 17 |
| 1798 | 12 th October ¹⁷⁷ | Gozo | At sea | <i>Alexander</i> reported "in company with <i>Colossus</i> " | 17 |
| 1798 | 12 th October | Island of Castelaria | | <i>Alexander</i> and <i>Bonne Citoyenne</i> reported "in company with <i>Colossus</i> " | 17, 25 |
| 1789 | 13 th October | Valetta | | <i>Alexander</i> reported "in company with <i>Colossus</i> " and "Arrived the Marquis Ortiiza with a Portuguese squadron" | 17 |
| 1798 | 14 th October | Valetta, Malta | Departed | <i>Alexander</i> reported "parted company with <i>Colossus</i> ". <i>Terpsichore</i> reported "sailed with the squadron and separated" | 17, 26 |
| | | | | | |
| 1798 | 11 th November | Gibraltar | Arrived | Lord St Vincent reported the arrival of HMS <i>Colossus</i> from eastwards (Med) | 44 |
| 1798 | 12 th November | Gibraltar | Received orders | Orders from Lord St Vincent to proceed to the Tagus and thence to England | 6b, 44 |
| 1798 | 13 th November | Gibraltar | Departed | 1.00pm signalled <i>Colossus</i> to weigh, 2.00pm signalled <i>Colossus</i> for assistance. At 4 the <i>Colossus</i> anchored with the convoy. Am sailed the <i>Colossus</i> and convoy. | 44 |
| 1798 | 22 nd November | Tagus | | Correspondence between Captain Murray and Earl St Vincent reporting arrival with all but two of the convoy | 6a |
| 1798 | 24 th November | Tagus | | Correspondence between Captain Murray and the Admiralty reporting arrival from Gibraltar and intention to sail as directed with any vessels that are ready when <i>Colossus</i> is and giving details of signals to be shown by vessels in the convoy by day and night. | 10 |
| | | | | | |
| 1798 | 8 th December | St Mary's, Scilly | | Correspondence between Captain Murray and the Admiralty reporting arrival from Lisbon and detailing movements of the convoy | 11 |
| | | | | | |
| 1798 | 12 th December | Scilly | Wrecked | | |

Sources:

- 1, Progress books Vol 51 – 161. No 102.
- 2, Warships database NMM.
- 3, Clowes Wm Laird. "The Royal Navy – A history from the earliest times to the present" ISBN 1861760116.m.
- 4, ADM51 1192. Captains Log HMS *Colossus* 15 12 1796 – 31 12 1797.
- 5, The collection of Autograph Letters and Historical Documents formed by Alfred Morrison (Second series 1882 – 1893). The Hamilton and Nelson Papers. Vol II 1789 – 1894, No 335 . Printed for private circulation 1893. In the British Library ref L.R. 41 2.1.
- 6, ADM 1/5348 Courts Martial .
- 6a, Extract of a letter from Captain G Murray of His Majesty's ship *Colossus* to *Earl St Vincent*, (Document attached to Courts Martial ADM 1/5348).
- 6b Orders from Lord St Vincent to proceed to the Tagus and thence to England. (Document attached to Courts Martial ADM 1/5348).
- 7, ADM1/2136capM378. Letter from *Colossus* in Tagus May 17th 1798 from Murray.

¹⁷⁷ Said to be the day on which Nelson arrived and the Blockade became effective

- 8, ADM 1/2136/capM379. Letter from *Colossus* in the Tagus 19th May 1798 from Captain Murray to Evan Nepean Secretary to the lords of the Admiralty.
- 9, ADM 1/2136/capM380. Letter from *Colossus* in the Tagus 28th July 1798 from Captain Murray to Evan Nepean Secretary to the lords of the Admiralty.
- 10, ADM 1/2136/capM381. Letter from *Colossus* in the Tagus 24th Nov 1798 from Captain Murray to Evan Nepean Secretary to the lords of the Admiralty.
- 11, ADM 1/2136/capM382. Letter from *Colossus* in St Mary's sound 8th Dec 1798 from Captain Murray to Evan Nepean Secretary to the lords of the Admiralty.
- 12, Barry Aldridge – My dear Murray 2001, PFB 1800 Murray George, 140 pill Limited Edition. NMM.
- 13, ADM 52 2808 Master's log HMS *Colossus* Feb 1796 – Dec 1796.
- 14, "The Age of Sail – the international annual of the Historic sailing ship" (2002) Ed Nicholas Tracey, Conway Maritime. ISBN0-85-1777-925-5.
- 15, ADM 52 3066 Masters Log, HMS *Colossus* Journal of William Cowling, Jan 1793 – Feb 1794.
- 16, ADM 52 2868 Masters Log, HMS *Colossus* Journal of William Cowling, Feb 1794 – Feb 1795.
- 17, ADM 51 1260 Log of HMS *Alexander* 1798.
- 18, ADM 51 202 Captain's log HMS *Colossus* 25th Feb 1793 to 19th Feb 1794 Captain Charles Morice Pole.
- 19, ADM 51 1147 Captain's Log HMS *Colossus* 4th June to 2nd Dec 1795 Captain John Monkton.
- 20, ADM 51 1216 Captain's Log HMS *Orion* April 1797 – March 1798.
- 21, ADM 51 1247 Captain's Log HMS *Swiftsure* October 1797 – October 1798 Commander Benjamin Hallowell.
- 22, ADM 51 1228 Captain's Log HMS *Audacious* July 1797 – July 1798.
- 23, ADM 51 1228 Captain's Log HMS *Minotaur* March 1797 – February 1798.
- 24, ADM 51 4014 Captain's Log HMS *Earl St Vincent* April 1798 – June 1798.
- 25, ADM 52 2777 Master's Log HMS *Bonne Citoyenne* August 1797 – August 1799.
- 26, ADM 51 4507 Captain's Log HMS *Terpsichore* March 1797 – March 1799.
- 27, ADM 52 2230 Masters Log HMS *Colossus* June 1787 to June 1788, Journal of William McKinley Master.
- 28, ADM 52 2241 Masters Log HMS *Colossus* June 1788 to June 1789, Journal of William McKinley Master.
- 29, ADM 52 2240 Masters Log HMS *Colossus* June 1789 to June 1790, Journal of William McKinley Master.
- 30, ADM 51 1114 Captain's log HMS *Colossus* Sept 1795 Captain Edward Oliver Osborne.
- 31, ADM 51 1118 Captain's log HMS *Colossus* Sept 1795 to Feb 1796 Captain Henry Jenkins.
- 32, ADM 51 1179 Captain's log HMS *Colossus* Feb to Dec 1796 Captain Richard Grindal.
- 33, ADM 51 1241 Captain's log HMS *Culloden* Nov 1797 to Nov 1798 Captain Thomas Trowbridge.
- 34, ADM 51 1218 Captain's log HMS *Ville de Paris*, March 1797 – March 1798, Captain George Grey.
- 35, ADM 51 1266 Captains log HMS *Ville de Paris*, 1st July 98 – 30th June 99, Captain Mr Balhuish.
- 36, ADM 51 1278 Captains log HM Storeship *Alliance* July 98 – Aril 99, Captain David Wilmott.
- 37, ADM 51 1239 Captain's log HMS *La Sensible* –Aug / Sept 1798, Captain JB Hay.
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- 44, ADM 50 93 Admiral's log *Ville de Paris*, Admiral Lord St Vincent 2nd April 1797 – 19th August 1799.
- 45, ADM 51 206 *Colossus* ADM 51 206 Captains Log *Colossus* 21st June 1787 to 20th June 1788.
- 46, ADM 1 2136 cap M 383 – Letter from Commander George Murray to Evan Nepean at the Admiralty. An accompanying document - The defects of HMS *Colossus*
- 47, ADM 51 1241 Captain's log HMS *Thalia*, 13th June 1798 – 22nd October 1798 ,Captain John Newhouse.
- 48, ADM 51 1261 Captain's log HMS *Goliath*, 24th March 1798 – 31st March 1799 Captain Thomas Foley.
- 49 ADM 51 1230 Captain's log HMS *Thalia*, 10th June 1797 – 12th June 1798.
- 50, ADM 51 1226 Captain's log HMS *Gorgon* 14th Sept 1797 – 31st December 1798.
- 51, ADM 51 1205 Captain's log HMS *Goliath* 23rd March 1797 – 23rd March 1798.
- 53, ADM 52 3128 Captain's log HMS *Irresistible* 12th October 1796 - 11th October 1797.
- 54, ADM 51 206 Captains Log *Colossus* 21st October Feb 1790 to 17th Sept 1791, Captain Henry Harvey.
- 55, ADM 51 206 Captains Log *Colossus* 21st June 1788 to 13th June 1789 Commander Hugh C Christian.
- 56, ADM 51 206 Captains Log *Colossus* 14th June 1789 to 13th June 1790 Commander Hugh C Christian.
- 57, ADM 51 206 Captains Log *Colossus* 14th June 1790 to 16th October 1790, Commander Hugh C Christian.
- 58, ADM /L/C 166 *Colossus* 1795 – 1798 National Maritime Museum, Contains the following logs

- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, Charles Pole Commander commencing 3rd Jan 1795 and ending 26th August 1795. Lieut Thomas Hill – 5th Lieutenant
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, John Monkton Esq Commander commencing 4th June 1795 and ending 2nd September 1795.
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 26th August 1795 and ending 9th September 1795. Lieut Henry Elcock – under command of Edward Osborn
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, Henry Jenkins Commander commencing 19th Sept 1795 and ending 12th Feb 1796. Lieut Thomas Hill – 4th Lieutenant
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, Edward Oliver Osborn Commander commencing 3rd Sept 1795 and ending 29th September 1795.
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 13th Feb 1796 and ending 22nd June 1796. Lieut Thomas Bowen under the command of Richard Grindall
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, Henry Jenkins Captain commencing 30th Sept 1795 and ending 12th Feb 1796.
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 13th Feb 1796 and ending 14th Dec 1796. Under the command of Richard Grindall
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 14th July 1796 and ending 13th July 1797. Lieut Charles Napier under the command of Richard Grindall
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 15th Dec 1796 and ending 31st Dec 1797 under the command of Captain George Murray
- Lieutenant's log - A journal of the proceedings of HM Ship *Colossus*, commencing 20th June 1797 and ending 4th Feb 1798 under the command of Captain George Murray. Lieut William Bolton.

59, Steele's navy List 1791 – 1793.

60, MID/8/1 MS 79/115 [32] Mr Brimmer's visit Sept 1785 Ships building in the merchants yards

Appendix VII – Objects recovered from *Colossus* by Mr T Stevens

This is a list of artefacts I lifted from the wreck of HMS *Colossus* and to the best of my recollection is correct. Some particular objects are still fairly vivid in my mind as to where they came from, whereas some are only my best guess as I never kept precise records.

A = Roland Morris Galley area 2003.

B = position of first contact with stern site area 1999.

C = Stern site proper 2000.

D = Emma's Gulley.

E = other

? = cant remember.

1 no. Trenalld oak timber 2200 x 330 x 200 uneven in shape. **B**
1 no. Trenalld oak timber 1800 x 330 x 250 uneven in shape. **B**
1 no. Trenalld oak timber 1200 x 330 x 200 uneven in shape. **B**
1 no. Oak timber 1070 x 120 x 70 wedge shaped. **C**
1 no. Oak timber 870 x 200 x 90 uneven in shape. **B**
1 no wooden gun bed inscribed *Colossus. T32P & N12.* **C**
1 no. Large sheave 290 x 90 brass centred. **C**
1 pair of small sheaves 145 x 32 on shaft all wood. **B**
1 no. Small brass 50 x 12 sheave on wooden shaft **between A & B**
1 pair of brass circular centred sheaves 235 x 45 and numbered 13. **C**
1 no pair of cross brass centred sheaves 235 x 45 and lettered *WTD.* **C**
1 no all wood sheave 145 x 32 on shaft. **B**
1 no small cross brass centred sheave worn but lettered *WTD & SR95.* **B**
1 no small worn wooden sheave on shaft. **B**
5 no small all wood sheaves 145 x 32. **B**
1 no small sheave 80 X 20 on shaft with block cheek attached. **B**
2 no animal bones. **A**
1 no brass cross centred sheave 235 x 45 **between B & C**
7 no barbed copper fastenings 300 x 25. **B & C**
Numerous copper tacks and other small nails **A B & C**
1 no ? chafing pot ? and lid. **B**
1 no cylinder wine bottle with calcareous deposit. **B**
1 no broken cylinder wine bottle with *GR* seal. **B**
1 no separate *GR* wine bottle sea. ?
1 no medicine phial with powder inside. **Between B & C**
5 no turned wooden canister shot ends. 4 from **B** & 1 from **A**
1 no concreted canister shot remains. **A**
Numerous loose iron canister shot. **A & B**
1 no pewter spoon & handle inscribed *N* on one side & *AH* on the other. **C**
1 no concreted iron spoon. **B**
1 pair of concreted iron scissors. **B**
1 no iron pike head. **Between A & B**
1 no wooden box end 230 x 280. **C**
2 no limestone slabs. **A**
1 no bar shot. **A**
2 no complete grape shot **A & B**
5 no 32lb iron shot **A & B and between**
4 no 18lb iron shot. **A**
Examples of Various sized iron shot still in concretion. ? **Between A & C**
1 no large sounding lead. **D**
2 no copper barrel hoops. **A**
4 no shards making up an incomplete pottery bowl. **C**

1 no pottery shard 100 x 70 identified as Campanian. **E Tobaccoman's ledge, Tresco.**
 1 no pottery shard 70 x 70 identified as Athenian. **E the Hulman Tresco.**
 1 no brass compass ring. **C**
 1 no lead compass counter weight **C.**
 1 no leather oar grip. **A**
 1 no small shard of Wedgwood basalt ware. **Between A & D**
 1 no large shard of a cream ware dinner plate. **Between B & C**
 1 no ornate brass drawer handle. **C**
 300 musket balls smooth and roughed. **A**
 1 no copper cartwheel coin dated 1797. **C**
 2 no copper Portuguese coins dated 1764. **A**
 62 no gunlock flints. **A and Between A & B**
 3 no gun locks. **B**
 1 no wooden object 80 x 20 x 12 inscribed 87 and notched. **B**
 7 no shards of window glass **A, B & C**
 1 no fid 100mm long. **B**
 1 no fid 300 long. **B**
 6 no brass scabbard frogs. **A**
 6 no brass scabbard tips. **A**
 1 no wine glass stem. **A**
 3 no buckles. **A**
 1 no S stensil. **A**
 1 no musket butt plate worn. **A**
 1 no worn musket trigger guard. **A**
 1 no musket trigger guard. **C**
 1 no musket butt plate. **C**
 1 no musket brass ram rod end. **C**
 1 no musket side plate. **C.**
 23 buttons of various sizes and shapes. **A & B**
 2 no pieces of copper sheathing. **A**
 2 pairs of shoes. **C**
 1 no shoe sole. **C**
 1 no lignum shaft 600 x 70. **C**
 1 no lignum shaft 400 x 50. **C**
 1 no rope remains with frapping. **C**
 3 no short pieces of rope from grape shot wrapping. **B**
 13 copper fastenings of various sizes. **B & C.** All the straightest examples from **C.**
 1 no square ended lead scupper. **East of C.**
 1 no round ended lead scupper. **Between B & C.**
 1 no gun carriage strap. **E taken from a trunnion of gun 9 (Paul's gun)**
 1 no wooden wedge 450 x 120 x 210. **C**
 1 no wooden gun carriage wheel hub attached to iron shaft. **A**
 3 no scabbard remains. **C**
 1 no gun port lid hinge. **?**
 1 no lead apron. **?**
 1 no double pulley block remains arrowed inside and out 340 x 200. **B**
 1 no complete pulley block cheek arrowed inside only 360 x 240. **C**
 1 no half pulley block cheek remains arrowed outside 180 x 75. **B**
 2 no unknown small lead objects. **?**
 1 no lead tube with rope inside. **Between B & C**
 1 no iron bracket ovolo moulded. **? Between B & C**
 I have a box of various small unidentified objects from **A B & C and between.**

Objects I raised that were total failures as regards conservation so no longer exist.

1 no small length of carved timber. **C**

3 no rope handled sack bags. **B**

Various pieces of rope. **B & C**

Various pieces of cloth and leather. **B & C**

Various iron Shot. **?**

Knowledge of other material.

Most objects taken by my family and friends were returned to place in the museum collection. However, one complete pulley block with sheaves still in situ was lifted by another from area **C** in 2000 and as far as I am aware is still in their possession. Likewise a gunlock casing and a large copper fastening from area **B**.

Many objects made of lead ie scuppers, aprons, sheeting etc were removed from area **B** in 2001 but not by myself.

Numerous objects I was aware of were taken by others from areas **B & C** in 2001, as I am sure were many other artefacts I was not aware of.

TODD STEVENS