A black and white photograph of a large, ancient stone head sculpture, possibly a Colossus, with a man's face in the background. The sculpture is highly detailed, showing a large nose and a prominent eye. The man's face is partially visible in the background, looking towards the sculpture. The text "HMS COLOSSUS" is overlaid in a white, outlined font at the top of the image.

# HMS COLOSSUS

Survey Report  
2001

# COLOSSUS – Survey Report 2001

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# COLOSSUS – Survey Report 2001

## Introduction

A licence to survey the site was issued to Mr Mace on 3<sup>rd</sup> August 2001. The ADU were granted a licence to excavate in order to recover the stern carving and undertook this work during the first two weeks of September. As there was very little time prior to the intended disturbance it was decided to survey the area of the carving by photomosaic. Excavation around the statue was conducted by the ADU and Mr Mace. The carving proved to be more extensive than anticipated and it was deemed impractical to recover the carving this year. Measures were therefore taken to ensure the safety of the carving over the winter. A total of 224 dives (over 170 man-hours underwater) were made during the course of our work on the site this year.

## Site Description

Position	Lat. 49° 55'.471N Long. 006° 20'.505W
Designated	5 <sup>th</sup> July 2001
Survey Licence	3 <sup>rd</sup> August 2001

The wreck lies just off the island of Samson in the Isles of Scilly in sheltered waters at a depth of about 15m. The seabed in the area of the wreck consists of fairly level coarse white sand. The remains surveyed this year appear to comprise the port side of the ship from just forward of the mainmast to the stern (from just above the main gun deck to just above the keelson). This identification must, however be viewed as tentative as not all the evidence supports this interpretation – see discussion below. There are five large cannon (possibly 32lb) still in position, muzzle down into the seabed - still protruding through the gun ports. There are also two apparently displaced guns lying flat on the seabed. Most of the timber of the wreck is in excellent condition and is still a coherent part of the ship. The stern of the ship is in remarkable condition; details such as sash windows are clearly visible. There is also a twice life-size carving of a figure holding a laurel wreath aloft exposed at the stern.

## Survey

### Grid

A total of 18 fixed grid points were positioned and surveyed on the site – using existing fixed points where possible (cannon cascabels & copper-fixing pins). Other points were created using 10mm diameter steel pins. All fixed grid points were labelled alphabetically using white plastic tags. A number of temporary datum points were placed by the ADU using small copper nails (designated by TD prefixes). The cascabel of gun one (Grid point G1) was established as the site datum and all 'heights' are referenced to this point. The position of all fixed grid points is shown on the site plan [appendix IX]. The absolute position and depth of all fixed

points is shown on the grid position table [appendix VI]. The grid markings shown on the borders of the site plan are in UTM Zone 30 - an eastings & northings grid system in metres based on the WGS 84 datum. These absolute positions were fixed by the ADU.

## Photomosaic

Due to the very limited time (less than four weeks) available to carry out a pre-disturbance survey prior to the ADU excavation of the statue it was decided to survey this part of the wreck by a photomosaic survey. Mr Mace commissioned a team of professional underwater photographers (Primary Production Ltd) to undertake this work. The area of this survey comprised a 12 x 9m rectangle defined by fixed grid points P1, P2, PP1 & PP2. This rectangle was divided into 432, 0.50 x 0.50m squares; each square was photographed using a camera on a fixed support to ensure the film plane was horizontal. The photographs included a position board with grid reference and a tape along one edge of the frame. The resulting photographs were printed at a scale of 1:10 (each photograph 5cm square) – see appendix VII. The drawing was produced by tracing directly from the photomosaic. A number of problems were encountered in making the photomosaic – not least the constant flow of weed across the site obscuring parts of the image. Large ferrous concretions also posed problems in positioning the camera correctly. Despite these difficulties a reasonable record of the pre-disturbance state of this part of the site was obtained.

## Photography

As a part of the pre-disturbance survey Primary Production Ltd. made a 90-minute video covering most aspects of the site. They also took a number of colour slides and monochrome prints covering various parts of the visible remains. The ADU have considerable video covering their work on the site. We also took black & white photographs of the carving in the later stages of excavation - see appendix IV. Finally, although we have not seen any of the 'footage', Time Team did a considerable amount of underwater filming while they were on the site.

## Site Plan

Having established the fixed grid points, the main exposed elements of the wreck were drawn at a scale of 1:50. Some of the exposed timber was drawn in outline only due to the amount of time available and the fact that most of the available manpower was concentrated on the excavation of the stern carving. Two people produced this plan (excluding the area of the photomosaic) in a little over two weeks. A combination of triangulation, offsets and direct planning was used to secure the plan presented in appendix IX. All heights (depths) were obtained using a digital depth gauge with a discrimination of 0.10m. To allow for tidal variations all heights were referenced to the site datum G1.

By use of an inclinometer (kindly loaned by the ADU) the angle of the outer planking was recorded at a number of points; these angles and locations are marked on the site plan.

It is hoped that in the near future the plan made by the ADU of their excavations at the stern can be added to our plan presented in appendix IX.

## Soundings

A number of soundings were taken around the periphery of the wreck to establish the depth of sand present. The position and depth of these soundings is marked on the site plan. The soundings were effected by pumping water through a 3m length of 22mm plastic tube. This could then be pushed with ease vertically down through the sand. Once the tube stopped the depth and position was recorded. It will be seen that the depth of sand evidenced by these soundings is fairly consistent – indicating the maximum likely depth of archaeological material.

## Discussion

The most obvious feature of the site is a line of five iron cannon protruding from the seabed. These guns present a spectacular sight with their cascabels uppermost and their muzzles buried in the sand – all the more remarkable in that they are still within their respective gun-ports. The remains of the gun carriages, consisting of the iron fastenings and some very decayed wood, are still attached to these guns. They have from first discovery been thought to be 32lb guns – due to their size. This would make them the guns of the main (or lower) gun deck of the Colossus. As it is not possible to determine the length of these guns the diameter at the widest point of the base ring was measured. In the five guns this varied from 0.51m to 0.53m. This is consistent with a 32lb gun of the period but would perhaps be a little small once the thickness of the surface concretion is allowed for. Without knowing the true diameter of the base ring it is difficult to make a positive identification. The 74 gun ships of this class usually had 32lb guns on the main gun deck and 18lb guns on the upper gun deck<sup>1</sup>. The 32lb guns would have a base ring diameter of about 0.52m and the 18lb about 0.49m diameter. Clearly further work is required to resolve this matter.

There is a gap in the line of guns, between G3 and G4, indicating a 'missing' gun. This is probably cannon G6, lying a short distance away, flat on the seabed – see plan appendix IX. There is also an empty gun port visible to the east of gun one (G1), probably the rearmost gun port of this gun deck. This means there are a line of seven gun ports. Reference to the ship's drawings (appendix II) indicates that the visible remains comprise the stern to just forward of the main mast. If we view the visible remains as a single coherent structure then it seems most likely that we have a substantial part of the rear port side of the vessel. There are however some problems with this hypothesis. Prior to designation a small section of the wreck was excavated to the south of grid point H (see plan). This revealed a small 'compartment' defined by two apparent partitions against the inside of the hull. These partitions were lined on both sides with shiplap planking. This 'compartment' was re-excavated to bury the finds generated by the ADU excavation around the carving, and the opportunity was taken to draw a section of this shiplap planking – fig

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<sup>1</sup> Brian Lavery, *The Arming and Fitting of English Ships of War 1600-1815*

1 below. Of particular importance is the angle this shiplap planking makes with the inside of the hull. If this is the port side of the vessel, in the region of the third gun port (counting from the stern) then the 'compartment' should be just below the orlop deck. However reference to the ship's drawings shows that the shiplap would have to have been laid diagonally for this to be the case – a most unlikely scenario. This planking if in its original alignment would have to be in the region of the lower gun deck. This merely serves to illustrate that our understanding of the visible remains is far from complete.

The excellent preservation of the fabric of the ship must indicate that it has been buried under sand for much of the time it has been on the sea bed. The exposed timber on the remains of the gun carriages has almost disappeared. Similarly the highest parts of the stern carving (such as the figure's nose and thigh) show evidence of decay and gribble. It seems apparent therefore that much of the now visible timber must have been buried until relatively recently. This effect is evidenced at a number of places around the site. For example the upstanding lead scupper pipe (TD1 on the plan) which stands some 0.70m clear of the seabed shows encrustation and oxidation on the upper 0.50m portion while the lower 0.20m is relatively clean. A similar effect can be seen on some of the larger upstanding copper-alloy fastening pins. It is to be hoped that this is a cyclic effect rather than a trend – close monitoring of the site will be required to establish exactly what is happening. Should the sand levels continue to drop then much of the fabric of the ship will be at risk.

## The Statue

### Description

One of the most striking features of this wreck is the remarkable state of preservation of the timbers. Most notable of this timber is a carving in wood of a human figure. It is a roughly twice life-size figure holding a laurel wreath aloft in his outstretched left hand. Possibly originally from the port quarter at or above main gun deck level, the statue now lies face-up on the seabed – see photographs appendix III.

### Excavation

Although we did not have a licence to excavate and recover the carving this year our team collaborated in the ADU's work – with both manpower and equipment. Excavation consisted of a fairly narrow trench around the carving to establish its extent. The carving was found to be over 4m long with part of a moulded arch attached – perhaps a window head. Although the extent was fairly well established, the depth of the carving was not. Nor do we know to what, if anything, the carving is attached. These problems will need to be addressed prior to any operation to recover the statue.

## Finds

Almost all the artefacts recovered in the excavation of the statue were reburied on the site after labelling and recording, the exception being a few items brought to the surface by the Time Team, and some objects deemed too fragile for reburial - see finds list appendix VIII. The locations of objects recovered from the wreck by us (mostly pre-designation) are shown on the site plan along with the object's small-find number.

## Recording

Although we carried out the pre-disturbance survey of the statue the recording of the excavation of the statue was carried out by the ADU.

## Reburial

Once it became clear that it was impractical to recover the carving this year, measures were taken to protect the statue *in situ* until next year. First the statue was covered with a thin layer of clean sand which consisted of a tonne of washed, fine builder's sand. The statue was then covered with two layers of Terram, weighted down at the edges with sandbags. The carving was then surrounded with a 0.75m diameter tube filled with sand (sand-sock), specially manufactured for this purpose. The shallow cofferdam thus formed around the carving was then filled with sand to a depth of 0.50m. It was agreed with Martin Dean of the ADU that our team would undertake this work.

Whilst we feel that we did the best we could to protect the carving, as we do not fully understand why the timber on this site has been so well preserved it is not possible to say how well the carving will survive in its new environment. Recovery and conservation of the statue must, we feel, be undertaken as soon as possible next year if deterioration is to be minimised.

We hope to be able to dive on the site periodically over the winter to check that the protection over the carving is still in place and to monitor the sand levels on the site.

## Appendix I – Dive Log Sheet

H.M.S.COLOSSUS															
DIVING RECORDS 2001															
DATE	No OF DIVES	TOTAL TIME	DIVERS LOGS (Mins)							ANALYSIS BY TASK					
			MM	CL	KC	MH	TM	AC	TA	Survey	Mosaic	With ADU	Protection	Other	
		( Mins )													
7th Aug	2	150	74	76								150			
8th Aug	4	207	103	104								207			
9th Aug	4	269	135	134								269			
10th Aug	2	144	79	65								144			
13th Aug	5	195	86	109								195			
14th Aug	4	224	52	68		52	52					224			
15th Aug	8	376	58	54		72	64	64	64			376			
16th Aug	12	495	83	137		139	136					495			
17th Aug	12	354	75	86		95	98					354			
19th Aug	10	373	56	116		98	103					373			
20th Aug	11	443	84	69	29	125	136				29	414			
21st Aug	9	318		109		100	109					318			
22nd Aug	8	336		171			165					336			
23rd Aug	6	260		133			127					260			
24th Aug	6	264		137			127					264			
25th Aug	4	260		130			130					260			
26th Aug	6	183		94			89					183			
27thAug	4	108		56			52					108			
31st Aug	6	152	79	73								152			
2nd Sept	5	232	39	97	96						193			39	
3rd Sept	7	335	116	109	110						219			116	
4th Sept	5	254	58	96	100						196			58	
5th Sept	5	215	52	76	87						163			52	
6th Sept	8	289	149	82	58						140		149		
7th Sept	6	350	158	89	103						192		158		
9th Sept	6	304	95	98	111						209		95		
10th Sept	6	343	117	113	113						226		117		
11th Sept	6	354	135	94	125						219		135		
12th Sept	6	310	107	90	113						203		107		
14th Sept	7	408	189	96	123						219		189		
15th Sept	5	311	72	122	117						239		72		
16th Sept	6	256	95	96	65						161		95		
17th Sept	10	494	196	183	115									494	
18th Sept	2	107		54	53									107	
4th Oct	5	266	120	146										266	
9th Oct	4	217	90	127										217	
10th Oct	2	121	67	54										121	
<b>TOTALS</b>	224	10277	2819	3743	1518	681	1388	64	64		2608	5082	1117	1205	265

MM Mac Mace  
 CL Colin Lanigan  
 KC Kevin Camidge  
 MH Monty Halls  
 TM Tuni Mahto  
 AC Anna Cathray  
 TA Tim Allsop



## Appendix II      Documentary – including ships plans

Copies of the following documents relating to HMS Colossus have been obtained. It is hoped that we shall add to this collection over the course of the project.

Reference	Description	Date
ADM1/2136	Letter Captain Murray to Evan Napean (Secretary to the Admiralty). Colossus at the Tagus	17 <sup>th</sup> May 1798
ADM/5348	Colossus – sailing orders	12 <sup>th</sup> November 1798
ADM1/5348	Letter Captain Murray to St Vincent. Colossus at the Tagus	22 <sup>nd</sup> November 1798
ADM1/2136	Letter Captain Murray to Evan Napean (Secretary to the Admiralty). Colossus at the Tagus	24 <sup>th</sup> November 1798
ADM1/2136	Letter Captain Murray to Evan Napean (Secretary to the Admiralty). Colossus at St Marys Road, Scilly	9 <sup>th</sup> December 1798
ADM1/2136	Letter Captain Murray to Evan Napean (Secretary to the Admiralty). Murray on St Marys	16 <sup>th</sup> December 1798
ADM1/5348	Captain Murray's account of the loss of HMS Colossus	
ADM1/2126	A list of the defects of HMS Colossus	
ADM1/5348	Court Martial	19 <sup>th</sup> January 1799

### **Ships Plans**

A draught for building Colossus February 1782  
Colossus of 74 guns launched at Gravesend 4<sup>th</sup> April 1787  
Class lines (652)  
Lines Profile (680)  
Profile (Carnatic 540 )  
Quarter and Forcastle Decks (Carnatic 544)  
Upper Deck (Carnatic 543 )  
Lower Deck (Carnatic 542 )  
Orlop Deck (Carnatic 541 )

Appendix III The Carving – photographs



Above – Statue and window arch just before reburial.



Left – The head of the statue



Carving detail – the feet



Carving detail – the arm

## Appendix IV

### Maritime Decoration Its Understanding and Appreciation. [Richard Hunter]

The Decoration of British Warships from the latter part of the 18<sup>th</sup> Century and throughout almost the whole of the 19<sup>th</sup> Century, was a compilation of various named and established orders and elements, each designed for a special function within an overall decorative scheme. From the vast figureheads on the bow to the intricate stern carvings, a cohesion and fusion of decoration over utilitarian needs.

Once a name had been chosen for a vessel, it would have been a relatively easy task for a full iconographical scheme to emerge from the carvers imagination. Trained to understand the classical world, with its complicated and intricate mythology, decorative carvings were loaded with symbolic imagery, understood by the few, but at the same time artistically appreciated by the aesthetic eye and the general population.

This imagery would start at the figurehead, perhaps its most important element and work its way over the vessel to form a coherent expanse, culminating at the stern with the vast trafferel, quarter figures, decorative pilasters and caryatid figures supporting the stern galleries. The greater the size and rate of the vessel in question the greater the amount of carved work. Limited only by the space available, of no functional or military use, it served exclusively to express in wood and paint the power of the nation state, and to some extent the glorification of its head of state, in the form of the King. Decoration during this period became in part the "art" of warfare, at a time when symbolism was almost as important as action.

## Appendix V

### The Stern carvings of HMS COLOSSUS Their Importance [Richard Hunter]

The United Kingdom has a rich naval heritage. We are fortunate in that a number of historic figureheads from the 18<sup>th</sup> and 19<sup>th</sup> century have survived and can still be seen in museums and collections all over the country. Unfortunately this is not the case when we look at the stern decoration. Through a combination of damage at sea, in battle or when the vessel was ultimately broken up after years of service, only small fragments have survived to give some idea as to the power and quality of this decoration from the golden age of British naval architecture. Most of this material has only been available to view in the form of contemporary admiralty board models, paintings and ships draughts.

It would be difficult to exaggerate the importance the discovery of the stern of HMS COLOSSUS has made to our understanding of the overall decorative scheme of a British 3<sup>rd</sup> rate ship-of-the-line. Not since the discovery of the "MARY ROSE" in 1982 and before that the Swedish Warship "VASA" in 1961 have we had the opportunity to study and appraise a substantial amount of carvings of this age and outstanding quality, at the same time understand how they were constructed, and how each element formed an integral part of the overall design scheme.

It is important that all this material is urgently recovered, conserved and put on public display in a suitable environment and building, enabling the public to see and study an important part of our naval heritage, in many ways our own "VASA" on the south coast of the United Kingdom.

## Appendix VI Fixed grid points

All Eastings & Northings are absolute positions in UTM Zone 30 grid system in metres based on the WGS 84 datum (data provided by the ADU)

<b>Grid Point</b>	<b>Easting</b>	<b>Northing</b>	<b>Height</b>
A1	260140.749	5535583.251	-10.998
AA1	260158.418	5535593.162	-11.085
B	260145.06	5535586.855	-11.001
C	260149.658	5535590.088	-11.209
D	260148.757	5535581.642	-11.471
E	260153.011	5535583.988	-11.537
F	260145.095	5535592.662	-11.603
G	260135.798	5535581.826	-11.000
G1c	260157.213	5535586.796	-9.949
G2c	260153.55	5535585.008	-10.426
G3c	260151.107	5535583.376	-10.426
G4c	260146.346	5535580.129	-10.322
G5c	260142.627	5535577.766	-10.189
G6c	260146.505	5535576.714	-11.182
Gudc	260160.400	5535592.33	-10.500
Gudd	260162.86	5535594.666	-10.500
H	260152.48	5535591.258	-11.499
I	260139.98	5535578.268	-11.100
J	260150.785	5535583.387	-11.100
K	260166.566	5535590.700	-11.372
L	260162.855	5535588.566	-11.301
M	260157.962	5535587.052	-11.199
P1	260153.576	5535590.728	-11.174
P2	260162.33	5535582.584	-10.953
PP1	260159.67	5535597.212	-10.799
PP2	260168.473	5535589.216	-10.952
G1b	260156.668	5535587.766	-11.000
G2b	260154.067	5535585.979	-11.100
G7c	2601191.241	5535577.661	-7.601
G3b	260151.183	5535584.491	-11.000
G4b	260145.345	5535580.905	-11.900
G5b	260142.175	5535579.337	-10.100

# Appendix VII Mosaic exemplar

## Photomosaic Key

**P1**

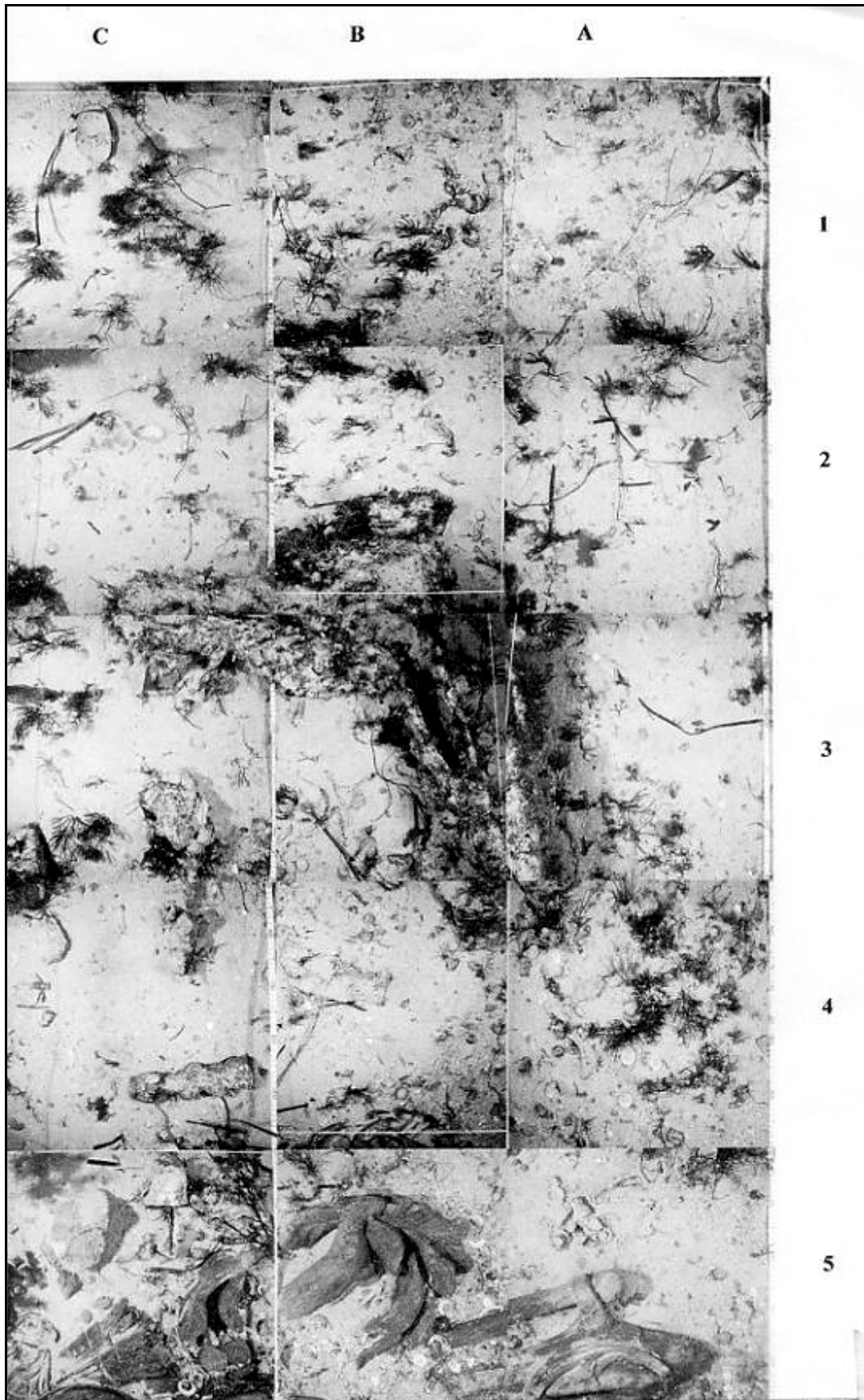
**PP1**

																		X
																		W
																		V
																		U
																		T
																		S
																		R
																		Q
																		P
																		O
																		N
																		M
																		L
																		K
																		J
																		I
																		H
																		G
																		F
																		E
																		D
																		C
																		B
																		A
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	

**P2**

**PP2**

The area of the mosaic is contained by grid points P1, P2, PP1 and PP2 (9 x 12m). The mosaic consists of 432 squares each 0.50 x 0.50m. Any individual photograph within the mosaic can be referenced by its row (letter) and column (number) labels – for example the SE square by A1 and the NW square by X18.



Mosaic exemplar – squares A1 to C5. Note the arm of the carving in square B5.



## Appendix VIII – The Finds

## Colossus Finds - 2001 (Mac Mace)

No	Fdate	Grid Ref	Nos	Material	Object Type	Description	Dimensions	Treatment	Photo	Drawn	Location
100	17/09/2001	5535542 / 260178	5	Wood	Hatch frame?	5 pieces of wood, mortised & tenoned - detached but fit together		Reburied			R
102	01/07/2001	5535552 / 260190	1	Wood/Cu alloy	Pulley wheel	Wood wheel with 4-lobed cu-alloy insert. Broad arrows to wood and cu-alloy	143 Ø x 21	FWHT		Sketch	MM
104	12/09/2001	5535554 / 260187	4	Wood	Pulley block	Four pulley blocks found on surface - reburied		Reburied			R
105	12/09/2001	5535557 / 260194	1	Wood	Pulley wheel	Single pulley wheel		Reburied			R
106	01/07/2001	5535552 / 260190	1	Wood	Pulley wheel	Plain wooden pulley wheel	160 Ø x 27	FWHT		Sketch	MM
107	04/09/2001	5535544 / 260186	1	Glass	Bottle	Wine bottle - neck detached		FWHT			MM
108	05/09/2001	5535552 / 260190	1	Wood	Tag	Sail tag? Traces of marking L14? and 3?	215 x 43 x 9	FWHT		Sketch	MM
109	01/07/2001	5535552 / 260190	1	Wood	Pulley wheel	Plain wooden pulley wheel	110 Ø x 19	FWHT		Sketch	MM
110	17/09/2001	5535552 / 260194	1	Cu	Sheathing?	Fragment of well worn copper sheet - no nail holes	60 x 80 x c0.25	FWHT		Sketch	MM
111	17/09/2001	5535555 / 260186	1	Cu alloy/Fe	Dividers	Cu alloy dividers with Fe hinge and (missing) points	75 x 12 x 6	FWHT		Sketch	MM
112	10/09/2001	5535557 / 260185	2	Wood	Blocks	On surface - reburied 52/90		Reburied			R
113	16/09/2001	5535557 / 260185	1	Ceramic	Plate	Rim shard from plate (willow type pattern)	50 x 50 x 5	FWHT			MM
114	17/09/2001	5535552 / 260194	1	Ceramic	Pottery	Fragment stoneware pot, one face glazed	38 x 36 x 11	FWHT			MM
115	17/09/2001	5535552 / 260194	3	Glass	Window	3 Frags window glass - all triangular	80-120 x 4	FWHT			KC
116	17/09/2001	5535552 / 260194	1	Cu alloy	Object	Cylindrical obj. small hole for attachment at one end.	87 x 8 Ø	FWHT		Sketch	MM
150	01/07/2001	5535564 / 260192	1	Wood	Panel	Part of a carved panel with raised radiating lines - possible sun burst motif.	1500 x 100 x 40	FWHT	BW	Sketch	MM
151	01/07/2001	5535552 / 260190	1	Wood	Deadeye	Partly eroded 3-hole deadeye	260 x 270 x 70	FWHT	BW	Sketch	MM
152	01/07/2001	+	1	Wood/Cu alloy	Pulley wheel	3-lobed cu-alloy insert. Inscribed with broad arrow, 'MY96' and 'WT'	120 Ø x 19	FWHT	BW	Sketch	MM
153	01/07/2001	5535552 / 260190	1	Wood/Fe	Pulley block	Part of single-wheel block. Pulley wheel intact. Fe concretion at spindle and one face.	410 x 310 x 250	FWHT	BW	Sketch	MM
154	01/07/2001	5535552 / 260190	1	Glass	Bottle	Base of wine? bottle. Dark green.	100 x 110 Ø	FWHT		Sketch	MM
155	01/07/2001	5535552 / 260190	1	Wood	Pulley block	Fragment of pulley block with intact wheel and wood spindle	230 x 115 x 100	FWHT		Sketch	MM
156	01/07/2001	5535552 / 260190	1	Wood/Fe	Pulley block	Heavily concreted pulley block with traces of rope	140 x 170 x 150	FWHT		Sketch	MM
157	01/07/2001	5535552 / 260190	1	Wood	Shiplap plank	Planed one face with bevel to broad edge	930 x 150 x 7-15	FWHT	BW	Sketch	MM
158	01/07/2001	5535552 / 260191	1	Wood	Shiplap plank	Planed one face, 3-nail holes traces of Fe nails. From inside face of hull	930 x 220 x 5-16	FWHT		Sketch	MM

## NOTES

This list includes objects raised by Time Team on the ADU licence

This list does not include objects found by the ADU and reburied on site.

Fdate = Date found

FWHT = Fresh Water Holding Tank

Ø = Diameter

+ = No location

All grid refs UTM zone 30 - WSG84

### Location

MM = Mac Mace

R = Reburied at grid ref 5535552 / 260190

KC = Kevin Camidge