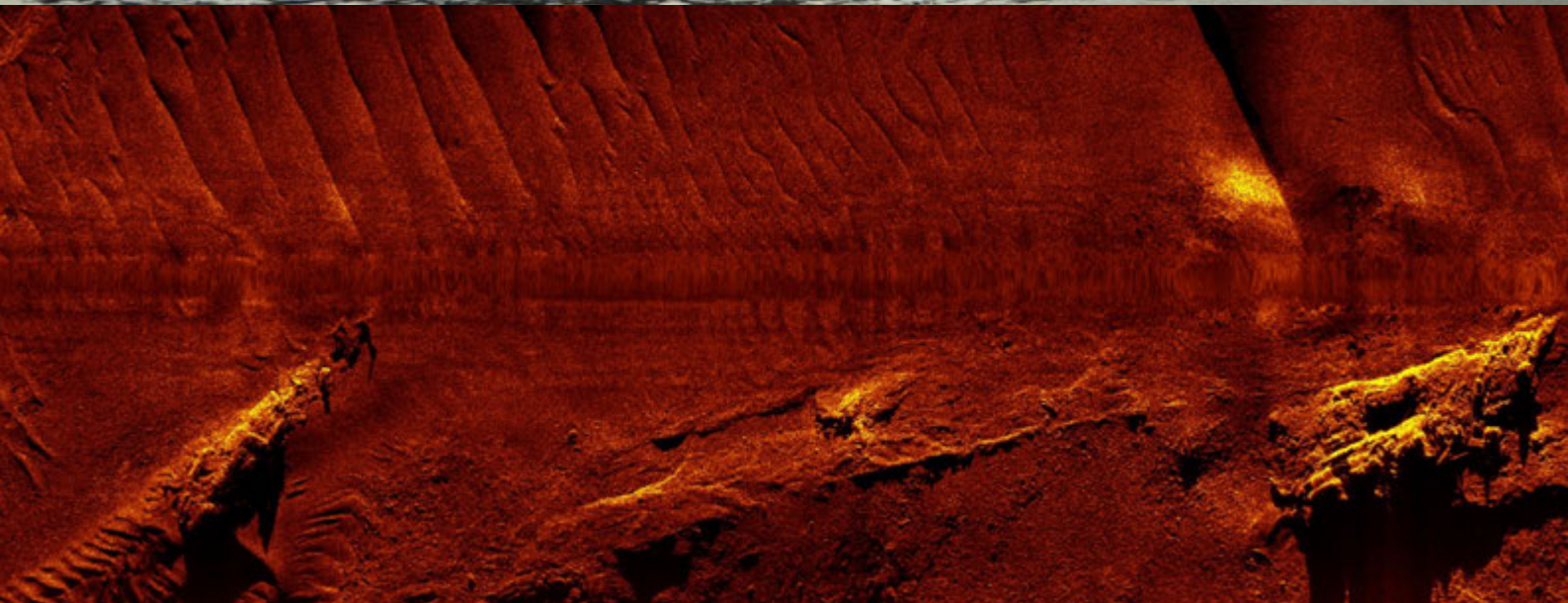
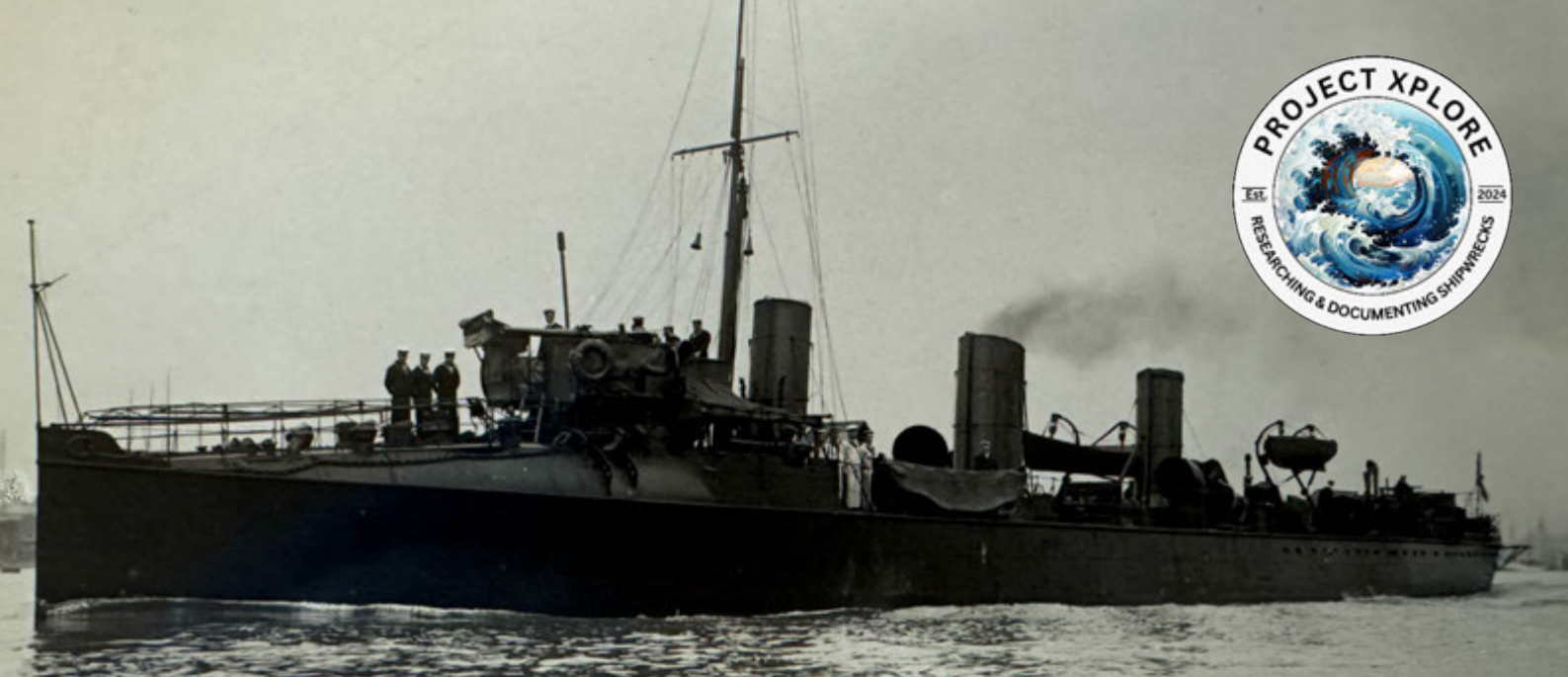




The discovery of HMS Tiger **The last 30-knotter** 10 August 2026

This report outlines the discovery, identification and documentation of HMS Tiger, the last missing British 30-knot torpedo boat destroyer sunk in the English Channel, cut in two by a collision with the 9,800-tonne armoured cruiser HMS Berwick during night manoeuvres on 2 April 1908.

Project co-organised by Leo Fielding and Dan McMullen

Above: *HMS Tiger*. The National Archives Copy 1/520/77.

Middle: *HMS Tiger* imaged with sidescan sonar on 24 July 2026. Photo credit: Leo Fielding.

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3. Executive summary

An international team of British, German, Polish and Portuguese divers, working in partnership with Dave Wendes, skipper of the dive charter boat *Wight Spirit*, have successfully discovered, identified and documented both sections of the wreck of *HMS Tiger*, the last missing British 30-knot torpedo boat destroyer sunk in the English Channel, at a depth of 62m south of the Isle of Wight.

The search for *Tiger* had lasted nearly 4 years. On 11 April 2025, the team surveyed the site using a towed side scan sonar (SSS). However, it was not until further post-processing of the data in November 2025 that the team spotted the outline of the wreck. Subsequently, on 10 March 2026, the team re-scanned the site at higher resolution. On 23 and 24 June 2026, the team dived the stern section. And on 8 and 9 July 2026, the team dived the bow section. Finally, on 24 July 2026, the team surveyed the site using SSS at high resolution.

Tiger sits in 62m, with a least depth of 58m, in two sections, each measuring approximately 34m x 6m, approximately 140 metres apart. The stern section lies with a 20-to-30-degree list to port, on a sand and shingle seabed, stern to the NE (060°) and mid-ships to the SW (240°). The bow section lies with a 10-degree list to starboard, on a rock shelf of large boulders, bow to the NE (075°) and mid-ships to the SW (255°). In places, the wreckage rises over 4 metres from the seabed.

Documented features include (with reference to numbered compartments on the side profile plan for *Tiger's* sister ship, *HMS Thorn*):

- ▶ Two fully intact, deck-mounted stern and midships torpedo tubes, complete with slewing mechanisms to rotate the torpedo tube mounts independently of the ship's heading, in position as fitted at compartments 61 to 69 and 99 to 109.
- ▶ At least 2 x Mk1 Hotchkiss 6-pdr. 8cwt guns, in position either side of the bridge around compartments 32 and 53, with an internal barrel diameter measured to be 57mm (2.2 inches).
- ▶ Ammunition store with racks of 57mm (2.2 inch) diameter shells for a Mk1 Hotchkiss 6-pdr. 8cwt gun, plus other ammunition types.
- ▶ The mount for the 12-pdr. Q.F. (Quick Firing) 12 cwt. gun located in position around compartment number 25.
- ▶ A brass rectangular cast-metal plaque with raised lettering: "12 PDR SHELL RM", referencing the 12-pdr. shell room located in the hold between compartments 26 and 30 on the starboard side of *Tiger*.
- ▶ Racks of cartridge cases complete with primers and springs for the 12-pdr. gun with a rim diameter at the primer end measured to be approximately 100mm (3.9 inches).
- ▶ Mount with four legs for the 1 x stern Mk1 Hotchkiss 6-pdr. 8cwt gun in position, as fitted around compartments 119 to 121.
- ▶ The heads of 18-inch Whitehead torpedoes each with a threaded hole ("pistol socket") in the torpedo nose measuring approximately 55mm (2.1 inches) in diameter for fitting the "pistol" that triggered the main explosive charge.

Further features consistent with *Tiger* that reinforce the identification included:

- ▶ All of the four “Normand” boilers on *Tiger* with the distinctive three-drum design consisting of a steam drum above two water drums in a triangular layout, with water tubes filling in the two sides of the triangle.
- ▶ Four Dent & Co. London fluid compasses with 128-point graduated cards. The cards showed a fleur-de-lis pointing North with “Dent” visible through the glass. The pattern on the compass is known as pattern 20 and was made exclusively for the Admiralty from 1892 to 1907, consistent with *Tiger*’s completion in 1901.
- ▶ The main ship’s bell with the outline of the letters “HMS” visible on the shoulder of the bell, the other letters being obscured by heavy concretion.
- ▶ The starboard propeller, two of the blades, the hub, two support brackets for the propeller shaft, and part of the propeller shaft itself, plus a well-preserved rudder assembly, including rudder stock with L-shaped bearing housing matching those on plans for *Tiger*’s sister ship *Thorn* as fitted.
- ▶ Davits for the 25-foot whaler as expected on the starboard side of the stern section in position as fitted around compartments 73 to 81.
- ▶ The vessel’s total dimensions validated via GPS and SSS matched the dimensions of *Tiger*: 67.6m (222ft) length overall x 6.25m (20ft 6in) beam.
- ▶ The break forward of the 4th Normand boiler matches reports that *Tiger* was struck by *Berwick* between funnels two and three.

The expedition had also contributed to the historical record regarding *Tiger*’s final moments, including confirmation of the exact location of the impact with *Berwick*, and that based on her telegraph and rudder position indicator, *Tiger* had seemingly not reduced speed or altered course to avoid *Berwick* immediately prior to the impact.

Dave Wendes, skipper of the dive charter boat *Wight Spirit*, said, “*I’ve been diving and researching wrecks in the area since the 1980s, and along with some help from other divers, have positively located and identified numerous wrecks which were unknown or wrongly identified. To find the wreck of HMS Tiger, when I’m approaching the end of my chartering career, is a wonderful finale to all those years of diving and research, and I couldn’t have finished on anything better. It rates as the absolute cream of the crop.*”

4. ProjectXplore: introduction and aims

ProjectXplore is a Global Underwater Explorers (GUE) project organised by Dan McMullen and Leo Fielding. It connects divers with opportunities for shipwreck exploration and documentation. The project is guided by three goals:

- 1) Education – sharing the results of our research to increase public understanding of historically significant shipwrecks, their design, and the circumstances of their loss;
- 2) Conservation – assessing shipwreck condition over time so maritime heritage can be preserved for future generations;
- 3) Remembrance – commemorating the sailors who lost their lives and sharing their stories.

“ProjectXplore is a GUE project that connects divers with opportunities for shipwreck exploration and documentation.”

5. HMS Tiger as a target for exploration

Since the 15th century, there have been 12 ships of war built by the Royal Navy that have borne the name *Tiger*.¹ The target of our exploration was the tenth *Tiger*.

#	Type	Built/commissioned
1.	22 Gun ship	1546
2.	Discovery vessel	1613
3.	32 Gun ship	1647
4.	48 Gun ship	1678
5.	50 Gun ship	1743
6.	60 Gun ship	1747
7.	4 Gun ship	1794
8.	12 Gun ship	1805
9.	Sloop	1849
10.	Torpedo boat destroyer	1900
11.	Battlecruiser	1913
12.	Cruiser	1942

To the best of our knowledge, the tenth *Tiger* had never been located, dived or identified prior to our expedition. Skipper Dave Wendes, author of *South Coast Shipwrecks off East Dorset and Wight 1870-1979*, who has been researching Isle of Wight shipwrecks for over 50 years, had previously written in *South Coast Shipwrecks*: “if the position noted at the time of loss is accurate, she will lie in two pieces in the thick of the westbound shipping lane” and states “Actual position of wreck: Not known.”²

¹ <https://hansard.parliament.uk/commons/1997-07-31/debates/fc41cb1c-7126-48b3-8307-ac798045e013/HmsTiger>.

² Wendes, *South Coast Shipwrecks off East Dorset and Wight 1870-1979*, p.57.

6. Development of British torpedo boat destroyers

The first British destroyers, known as torpedo boat destroyers (TBDs), emerged in the late nineteenth century to counter small, fast torpedo boats, which posed a serious threat to the battle fleet.

As Admiral Mountbatten said, *“A large hole in a ship below the waterline is obviously far more likely to make her sink than a hole above the waterline. Thus when the torpedo came into service it soon posed a much more serious threat to our battle fleet in the days before World War I than the shells of the biggest guns. Small fast black torpedo boats were designed to launch torpedoes at short range against battleships at night or in low visibility. Torpedo nets could protect big ships in harbour, at least before the invention of net cutters, but the only way to protect them at sea was to destroy the torpedo boats before they could fire their torpedoes.”*³

Manning notes that the growth of torpedo-boat fleets alarmed British naval circles:⁴ they were revolutionary because they were small surface craft capable of sinking the largest capital ships with little warning. The Navy needed a vessel fast enough to catch torpedo boats, and powerful enough to destroy them.

Early attempts to counter the torpedo boat threat centred on “catchers.” Manning describes them as boats built to overtake and destroy enemy torpedo craft before they could launch an attack.⁴ Lyon’s account shows why these early designs fell short.⁵ Locomotive boilers, light framing, and unstable gun platforms made the first generation unreliable. Trials of vessels like *Rattlesnake*, launched in 1886, revealed poor seakeeping and fragile construction.

By the early 1890s, the threat intensified. French torpedo boats were pushing past 23 knots, while British types struggled to keep pace.⁶ This led directly to the first true TBDs, such as *Havock*, launched in 1893. Lyon and March identify her as the first effective British TBD accepted into the Royal Navy, capable of 27 knots and equipped with quick-firing guns and torpedo tubes.⁷ Manning adds that *Havock* improved further once fitted with Yarrow water-tube boilers, which were lighter, safer, and more powerful than earlier locomotive types.⁸

The British TBD’s role expanded quickly. Friedman explains that, by the mid-1890s, the Navy became interested in alternative ways to operate destroyers besides defensive coastal patrols e.g. as scouts to gather

“The first British destroyers, known as torpedo boat destroyers (TBDs), emerged in the late nineteenth century to counter small, fast torpedo boats, which posed a serious threat to the battle fleet.”

³ March, *British Destroyers: A History of Development, 1892–1953*, Foreword.

⁴ Manning, *The British Destroyer*, 1961, p.32.

⁵ Lyon, *The First Destroyers*, 1996, p.13-15.

⁶ March, *British Destroyers: A History of Development, 1892–1953*, p.23.

⁷ March, *British Destroyers: A History of Development, 1892–1953*, p.25.

⁸ Manning, *The British Destroyer*, 1961, p.35. Also, March, *British Destroyers: A History of Development, 1892–1953*, p.23.

intelligence in a pre-radio era.⁹ This dual function—coastal patrols and scouting for intelligence—became the core identity of the destroyer.

These early vessels also shaped engineering practice. Lyon shows that the push for high speed forced revolutionary advances in boilers, machinery layout, and hull design. Builders experimented with new frames, lightweight plating, and improved water-tube boilers.¹⁰ Although many early boats were lightly built, each generation became more robust. March confirms this transition; destroyers became larger, more capable, and more reliable as the Navy gained experience with them.¹¹

March highlights another key development: the need for standardisation. The earliest British TBDs varied dramatically because each builder pursued its own approach. This produced innovation, but also inconsistency. As more boats entered service, the Admiralty gradually imposed clearer rules on construction and performance. This shift set the foundation for the more coherent destroyer classes of the twentieth century.

By the First World War, British TBDs escorted fleets, screened against submarines, and launched torpedo attacks in all major theatres. Yet their roots remained visible. The essential qualities defined between 1893 and 1900—speed, offensive torpedo power, and defensive agility—continued to drive destroyer development. The early British TBDs were the prototypes of one of the most versatile and influential warship types of the modern era.

As Admiral Mountbatten said, *“To produce the high speed and seaworthiness to carry the guns, torpedoes and anti-submarine equipment in a small craft meant pushing specialized ship design and shipbuilding technologies to their absolute limit. No wonder the development of destroyers produced a long history of technical difficulties and occasional mishaps. But the Royal Navy has led the world in destroyer design ... No Admiral ever had enough destroyers, so the shortage was made up by working them in all weathers to the limit of human and material endurance.”*¹²

“To produce the high speed and seaworthiness to carry the guns, torpedoes and anti-submarine equipment in a small craft meant pushing specialized ship design and shipbuilding technologies to their absolute limit.”

⁹ Friedman, *British Destroyers: From Earliest Days to the Second World War*, 2009, p.70.

¹⁰ Lyon, *The First Destroyers*, 1996, p.13-15.

¹¹ March, *British Destroyers: A History of Development, 1892–1953*, Introduction.

¹² March, *British Destroyers: A History of Development, 1892–1953*, Foreword.

Figure 1: HMS Tiger. IWM Q 75005.

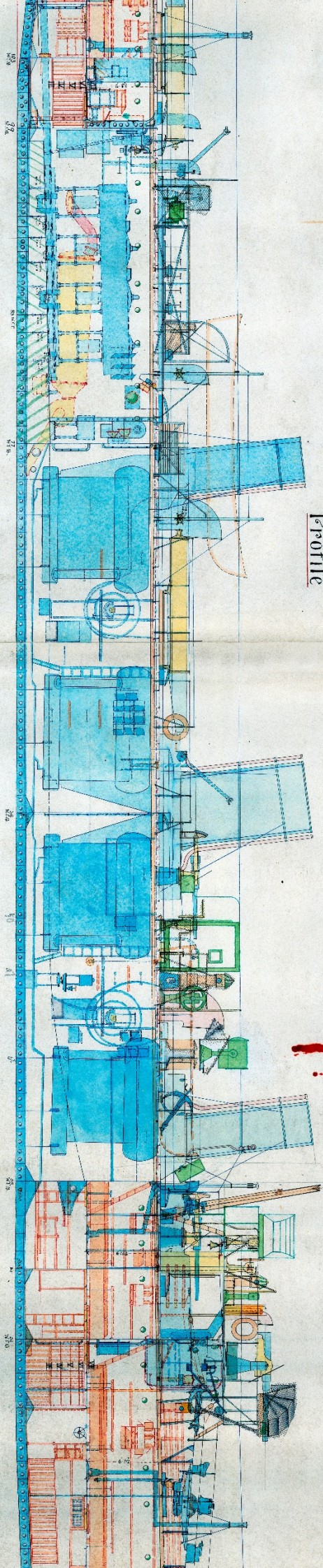


HMS "TIGER" SUNK BY COLLISION WITH HMS "BERWICK" OFF ST CATHERINES APRIL 2ND 1908

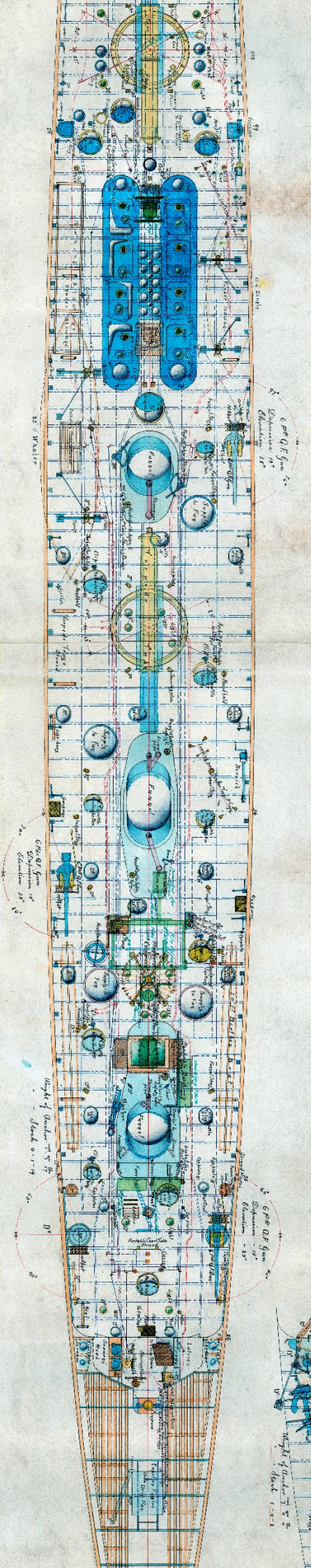
"Thor". Profile and Plan of Upper Deck as fitted

Scale $\frac{1}{4}$ " = One Foot

Profile



Upper Deck



Plan of Yurkle Deck

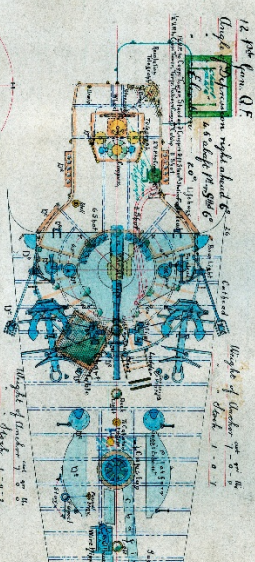


Figure 2: Tiger's sister ship, HMS Thor. Inboard profile & upper decks as fitted, 1:48, NPC3250 - (C) National Maritime Museum, Greenwich, London.

7. Overview of 30-knot torpedo boat destroyers (“30-knotters”)

The 30-knotters formed the second major generation of British TBDs. They were a direct response to the Admiralty’s demand for consistent 30-knot speeds, a marked increase over the earlier 26 and 27-knot generation. The first orders for 30-knotters were placed under the 1894–95 programme¹³, which formalised these requirements and pushed British builders to a new level of technical competition.

Each shipyard produced its own design, as shown in Lyon’s table of 30-knotter orders. Machinery, hull form, and boiler arrangements differed widely. Thornycroft, Yarrow, Laird, Palmer, and others each pursued their own solutions. This diversity made the group innovative but also uneven. March points out that many of the early 30-knotters were fragile, vibrated heavily at speed, and handled poorly in rough weather. Their lightly built hulls were the price of reaching 30 knots on trial.

When the system of class lettering was introduced in 1913, the Admiralty reorganised them into the B, C, and D classes.¹⁴ Their external differences largely reflected boiler arrangements. B-class destroyers usually had four funnels, C-class three, and D-class two. Lyon’s drawings make these distinctions clear. The classification gave the navy a simple visual way to group vessels that were otherwise highly individual.

Despite their flaws, the 30-knotters became the backbone of Britain’s destroyer flotillas at the turn of the century. Manning’s flotilla histories show them deployed throughout the Channel Fleet, the Home Fleet, and later with the Grand Fleet.¹⁵ They served as patrol craft, night attack units, and screens against torpedo boats. Their trial speeds made them ideal for interception, even if sustaining those speeds at sea was difficult.

Service performance revealed inherent limitations.¹⁶ March stresses that a 30-knot trial figure rarely translated into 30 knots in real conditions. Fuel load, sea state, and weather cut practical speeds significantly. The early hulls were so light that driving them hard for long periods risked structural damage. Crews also struggled with the intense heat, smoke, and flame from early water-tube boilers. These issues spurred rapid refinement. Manning notes that later 30-knotters benefited from improved boilers, stronger framing, and better internal subdivision, making them safer and more durable.

The 30-knotters represent an important transition. They combined extreme speed with experimental engineering and provided the Navy with critical operational experience. Their structural weaknesses and seakeeping problems led directly to heavier designs such as the *River*-class. Yet their strengths—speed, agility, and offensive capability—remained central to destroyer development.

In retrospect, the 30-knotters mark the moment when British TBDs evolved from a collection of experimental prototypes into organised fleets of high-performance warships. They paved the way for the larger, more seaworthy and far more capable destroyers of the twentieth century.

¹³ March, *British Destroyers: A History of Development, 1892–1953*, p.44.

¹⁴ Manning, *The British Destroyer*, 1961, p.39.

¹⁵ Manning, *The British Destroyer*, 1961, p.25–27.

¹⁶ March, *British Destroyers: A History of Development, 1892–1953*, p.47.

“The 30-knotters ... combined extreme speed with experimental engineering and provided the Navy with critical operational experience.”

8. HMS Tiger: her design, construction and early service record

HMS Tiger was a three-funnel, 30-knot torpedo boat destroyer. She was built at the Clydebank yard of J & G Thomson (later acquired by John Brown & Co. in 1899) to an order placed under the 1900-1901 programme: launched on 19 May 1900, passed gun, torpedo and machinery trials in December 1900¹⁷ and was completed in June 1901.

Key aspects of her design included:¹⁸

- ▶ **Displacement:** 380 tons light, 425 tons full load
- ▶ **Dimensions:** 67.6m (222ft) length overall x 6.25m (20ft 6in) beam x 4.04m + 2.72m (13ft 3in + 8ft 11in) draft
- ▶ **Primary armament:** 1 x 12-pdr¹⁹. Q.F. (Quick Firing) 12 cwt. on PI (Pedestal Mounting Mark I) mounting forward of bridge on turtle deck
- ▶ **Secondary armament:** 5 x Hotchkiss 6-pdrs. 8 cwt on Mark I* light recoil mounting (1 x quarterdeck, 1 x aft funnel port, 1 x middle funnel starboard, 2 x ahead of forward funnel port and starboard).
- ▶ **Torpedo tubes:** 2 x single 18-inch tubes deck-mounted (one aft of after funnel and one amidships between aft and middle funnel) and Whitehead torpedoes
- ▶ **Masts:** 1 mast behind the bridge
- ▶ **Propulsion:** 2 shafts, 4 "Normand" boilers, 3 funnels, 230lbs, 6400ihp, 86 tons coal
- ▶ **Anchors:** 2 x 8cwt Kedge anchors on top of the turtle deck port and starboard, and 1 x 2 ¼ cwt Fisherman anchor starboard of the forward funnel
- ▶ **Range:** 1350 to 1500 nautical miles at 11 knots

The control of the guns was by voice pipe, and only the machinery spaces were lit by electric light, candles and oil lamps sufficed elsewhere.²⁰

In total, sixty-eight 30-knotters were ordered. The 30-knotters were divided into "B" class (four funnels; twenty-one produced), "C" class (three funnels; thirty-seven produced), and "D" class (two funnels; ten produced).²¹

Prior to this expedition, the *Tiger* remained the last missing 30-knot torpedo boat destroyer sunk in the English Channel (i.e. from Land's End to Leathercoat Point). The three other examples – *Flirt*, *Myrmidon* and *Bittern* – have previously been located.

¹⁷ *Naval & Military Record and Royal Dockyards Gazette*, 6 December 1900.

¹⁸ Lyon, *The First Destroyers*, 1996, p.22 and p.68. March, *British Destroyers: A History of Development, 1892–1953*, p.42. Her length between the perpendiculars (LBP) was 218ft (66.4m).

¹⁹ This refers to the weight in pounds of the shell fired. A gun firing 12-pound shells was a "12-pounder", abbreviated pdr.

²⁰ March, *British Destroyers: A History of Development, 1892–1953*, p.510 and 513.

²¹ Conway, *All the world's fighting ships, 1906-1921*, 1985, p.18.

#	Name	Builder	Launched ²²	Fate
"B" class – all "B" class torpedo boat destroyers had four funnels				
1	Quail	Laird Bros	24.9.1895	Sold 1919 ²³
2	Sparrowhawk	"	8.10.1895	Sunk in China in 1904 ²⁴
3	Thrasher	"	5.11.1895	Sold 1919 ²⁴
4	Virago	"	19.11.1895	Sold 1919 ²⁴
5	Earnest	"	7.11.1896	Sold 1920 ²⁴
6	Griffon	"	21.11.1896	Sold 1920 ²⁴
7	Locust	"	5.12.1896	Sold 1919 ²⁴
8	Panther	"	21.1.1897	Sold 1920 ²⁴
9	Seal	"	6.3.1897	Sold 1921 ²⁴
10	Wolf	"	2.6.1897	Sold 1921 ²⁴
11	Orwell	"	29.9.1898	Sold 1920 ²⁴
12	Lively	"	14.7.1900	Sold 1921 ²⁴
13	Sprightly	"	25.8.1900	Sold 1921 ²⁴
14	Success	Doxford	21.3.1901	Wrecked off Scotland in 1914 ²⁵
15	Kangaroo	Palmer	29.12.1899	Sold 1920 ²⁶
16	Myrmidon	"	26.5.1900	Wrecked in the Channel in 1917 ²⁶
17	Peterel	"	30.3.1899	Sold 1919 ²⁶
18	Spiteful	"	11.1.1899	Sold 1920 ²⁶
19	Syren	"	20.12.1900	Sold 1920 ²⁶
20	Albacore	"	9.10.1906	Sold 1919 ²⁷
21	Bonetta	"	14.1.1907	Sold 1920 ²⁷
"C" class – all "C" class torpedo boat destroyers had three funnels				
1	Bat	Palmer	7.10.1896	Sold 1919 ²⁸
2	Crane	"	17.12.1896	Sold 1919 ²⁸
3	Chamois	"	9.11.1896	Wrecked off Greece in 1904 ²⁸
4	Fawn	"	13.4.1897	Sold 1919 ²⁹
5	Flirt	"	15.5.1897	Sunk in the Channel in 1916 ²⁹
6	Flying Fish	"	4.3.1897	Sold 1919 ²⁸
7	Star	"	11.8.1896	Sold 1919 ²⁸
8	Whiting	"	26.8.1896	Sold 1919 ²⁸
9	Bullfinch	Earle	10.2.1898	Sold 1919 ³⁰
10	Dove	"	21.3.1898	Sold 1920 ³⁰
11	Lee	Doxford	27.1.1899	Wrecked off Ireland in 1909 ³¹

²² Lyon, *The First Destroyers*, 1996, p.37-94. Also, March, *British Destroyers: A History of Development, 1892–1953*, p.41-42. Lyon is the more complete and recent account.

²³ Conway, *All the world's fighting ships*, 1906-1921, 1985, p.17.

²⁴ Lyon, *The First Destroyers*, 1996, p.62-63.

²⁵ Lyon, *The First Destroyers*, 1996, p.84.

²⁶ Lyon, *The First Destroyers*, 1996, p.80-81.

²⁷ Lyon, *The First Destroyers*, 1996, p.39.

²⁸ Lyon, *The First Destroyers*, 1996, p.78–79.

²⁹ Lyon, *The First Destroyers*, 1996, p.80.

³⁰ Lyon, *The First Destroyers*, 1996, p.73.

³¹ Lyon, *The First Destroyers*, 1996, p.83-84.

12	Sylvia	"	3.7.1897	Sold 1919 ³¹
13	Violet	"	3.5.1897	Sold 1920 ³¹
14	Avon	Vickers	10.10.1896	Sold 1920 ³²
15	Bittern	"	1.2.1897	Wrecked in the Channel in 1918 ³²
16	Leopard	"	20.3.1897	Sold 1919 ³²
17	Otter	"	23.11.1897	Sold 1916 ³²
18	Vixen	"	29.3.1900	Sold 1921 ³²
19	Brazen	J&G Thomson	3.7.1896	Sold 1919 ³³
20	Electra	"	14.7.1896	Sold 1920 ³³
21	Recruit	"	22.8.1896	Sunk in North Sea in 1915 ³³
22	Kestrel	"	25.3.1898	Sold 1901 ³³
23	Vulture	"	22.3.1898	Sold 1919 ³³
24	Thorn	John Brown	17.3.1900	Sold 1919 ³⁴
25	Tiger	"	19.5.1900	Wrecked in the Channel in 1908 ³⁴
26	Vigilant	"	16.8.1900	Sold 1920 ³⁴
27	Cheerful	Hawthorn Leslie	22.2.1898	Sunk off the Shetlands in 1917 ³⁵
28	Mermaid	"	14.7.1897	Sold 1919 ³⁵
29	Greyhound	"	6.10.1900	Sold 1919 ³⁵
30	Racehorse	"	8.11.1900	Sold 1920 ³⁵
31	Roebuck	"	4.1.1901	Sold 1919 ³⁵
32	Fairy	Fairfield	25.9.1897	Sunk in North Sea in 1918 ³⁶
33	Falcon	"	29.12.1899	Wrecked in North Sea in 1918 ³⁶
34	Gipsy	"	9.3.1897	Sold 1921 ³⁶
35	Leven	"	28.6.1898	Sold 1920 ³⁶
36	Osprey	"	7.4.1897	Sold 1919 ³⁶
37	Ostrich	"	22.3.1900	Sold 1920 ³⁶
"D" class – all "D" class torpedo boat destroyers had two funnels				
1	Desperate	Thornycroft	15.2.1896	Sold 1920 ³⁷
2	Fame	"	15.4.1896	Sold 1921 ³⁷
3	Foam	"	8.10.1896	Sold 1914 ³⁷
4	Mallard	"	19.11.1896	Sold 1920 ³⁷
5	Angler	"	2.2.1897	Sold 1920 ³⁷
6	Ariel	"	5.3.1897	Wrecked in Malta in 1907 ³⁷
7	Cygnets	"	3.9.1898	Sold 1920 ³⁷
8	Cynthia	"	8.1.1898	Sold 1920 ³⁷
9	Coquette	"	25.11.1896	Sunk off East Coast in 1916 ³⁷
10	Stag	"	18.11.1899	Sold 1921 ³⁷

³² Lyon, *The First Destroyers*, 1996, p.70.

³³ Lyon, *The First Destroyers*, 1996, p.67.

³⁴ Lyon, *The First Destroyers*, 1996, p.68.

³⁵ Lyon, *The First Destroyers*, 1996, p.93-94.

³⁶ Lyon, *The First Destroyers*, 1996, p.89.

³⁷ Lyon, *The First Destroyers*, 1996, p.47-48.

Across her eight years of service, *Tiger* suffered more mishaps than many ships endure in a lifetime. It was stated: *“Tiger... is reported to have attained exceptionally good results on her speed trials over the Clyde’s measured mile. It is, however, far more desirable from a Dockyard point of view that a destroyer should prove a serviceable sea boat, even if her speed capabilities are not of the record-breaking character, as it has been found that the Dockyard engineers almost invariably experience the greatest trouble with vessels which leave the builders with exceptionally high trial records.”*³⁸ This observation about *Tiger*’s exceptionally good speed proved prophetic: approximately one month after completion, *Tiger* suffered a number of mechanical and navigational mishaps reportedly linked to issues with her starboard engine:

- On 31st July 1901, *Tiger* arrived at Devonport badly damaged as the result of a series of accidents. It was reported: *“When cruising off the Scilly Isles last week her starboard engine gave out, and this made the vessel unmanageable. In coaling subsequently she collided with a collier [SS Swiftsure] and bent her bows and nearly ran into another destroyer in endeavouring to get clear. The Tiger was ordered to Queenstown to effect repairs, but whilst being docked she fouled the gunboat Argus, smashing her stem and loosening the plates, besides injuring the Argus. It was then decided to send the Tiger back to Devonport, the vessel taking two and a half days on the journey.”*³⁹ The issue in the Scilly Isles was reportedly a malfunction with the circulating pump of the starboard engine.⁴⁰
- On 30th November 1901, it was reported: *“The destroyer Tiger commenced a full steam trial off Portland yesterday, and shortly after the start a serious accident occurred to the starboard engine-room machinery.”*⁴¹
- Subsequently, on 5th December 1901, it was reported: *“After developing some engine defects which necessitated her staying at Portland for repairs, a very serious accident happened The starboard low-pressure cylinder cap blew off, and it was only by the merest chance that several men were not seriously scalded or fatally injured. The Tiger has returned to Devonport with her starboard engine-room almost a wreck”.*⁴²

Subsequently, on 20th November 1902, it was reported that *Tiger*, together with her sister ships *Thorn* and *Vigilant*, were to have their decks and the side plating of their hulls strengthened.⁴³ Two years later, on 9th August 1904, *Tiger* collided with another destroyer, the *Contest*. It was reported: *“At 1.30 on Tuesday morning the Tiger and the Contest collided close to the entrance of Milford Haven ... the Tiger struck her on her port quarter, cutting through the plates, while the Tiger’s own bow was battered. Some of the Tiger’s crew were thrown out of their berths by the violence of the impact. All hands were ordered on deck, and the boats were got out, but as the sea was calm the Tiger steamed to Queenstown ... It is stated that the Tiger will be sent to Devonport for repairs.”*⁴⁴ This

³⁸ *Naval & Military Record and Royal Dockyards Gazette*, 22 November 1900.

³⁹ *Morning Leader*, 1 August 1901. *South Wales Daily News* 27 July 1901 references the name of the collier as SS *Swiftsure*.

⁴⁰ *Portsmouth Evening News*, 08 August 1901.

⁴¹ *Western Daily Press*, 30 November 1901.

⁴² *Naval & Military Record & Royal Dockyards Gazette*, 5 December 1901.

⁴³ *Naval & Military Record and Royal Dockyards Gazette*, 20 November 1902.

⁴⁴ *Daily Mirror*, 10 August 1904.

incident also occurred during night exercises with lights extinguished to simulate wartime conditions – an eerie foreshadowing of the events of 2 April 1908.

Finally, on 25th September 1907, *Tiger* crashed into the breakwater at Portland during a simulated siege operation: *“It was found that she had sustained damage in two of the forward watertight compartments below the water-line. After being temporarily patched up, the damaged destroyer was dispatched to Portsmouth, escorted by the cruiser Donegal, to be docked and repaired.”*⁴⁵ Over her eight years in commission, *Tiger* had suffered a succession of collisions, yet on every occasion she was patched up and returned to service – a remarkably resilient vessel that defied every setback.

⁴⁵ *Western Morning News*, 27 September 1907.

*“I was astonished to see the ram
of a vessel about 20 feet on
our starboard bow, just before
the beam” (Cecil Vining,
Engineer-Lieutenant on Tiger)*

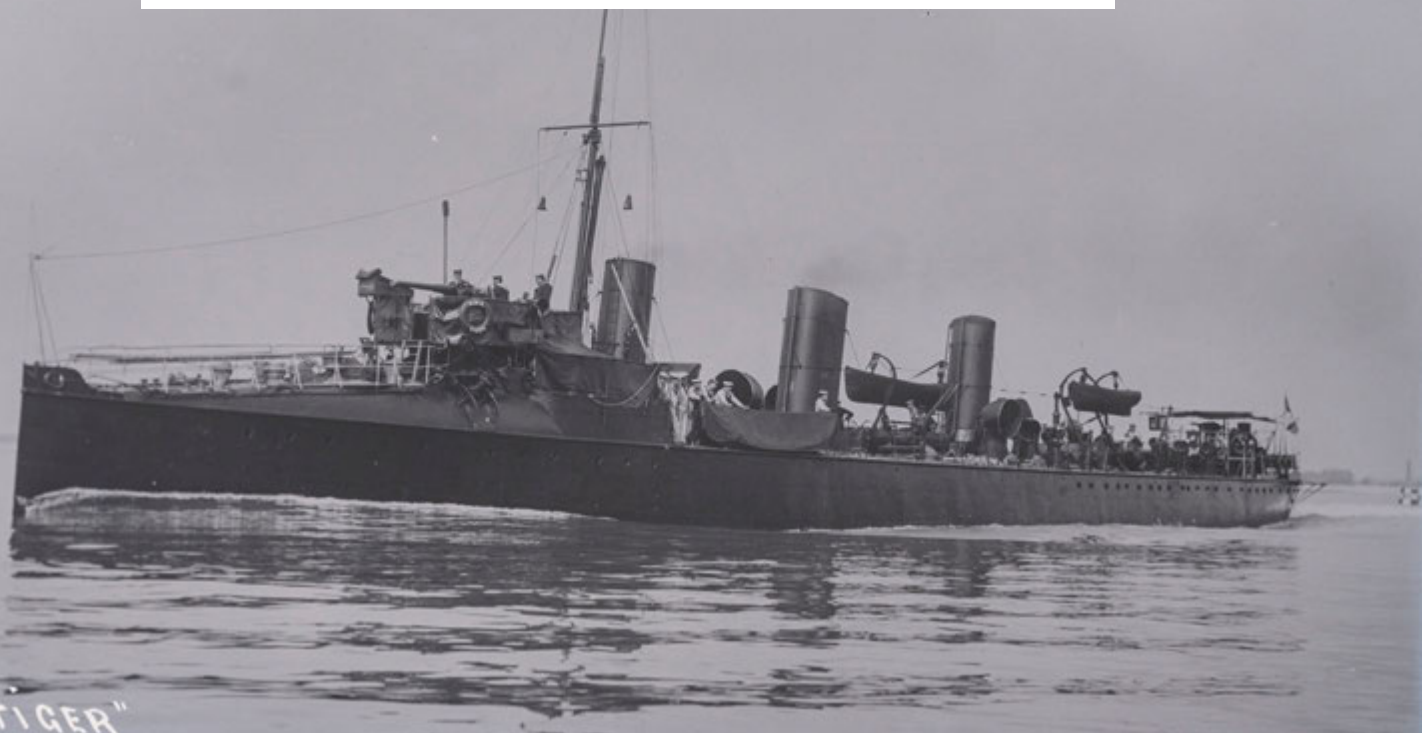


Figure 3: HMS Tiger. N02140 - (C) National Maritime Museum, Greenwich, London.

9. HMS Tiger: the circumstances of her loss and rescue of survivors

On 2nd April 1908, twelve Destroyers, including *Tiger* left Portsmouth Harbour to take part in exercises in the English Channel south of the Isle of Wight. They were to practise night attacks against six battleships and cruisers of the Portsmouth Division of the Home Fleet (the “Fleet”) on their passage from Portsmouth to Portland.

Twelve Destroyers would attack under the command of Commander Innes of *Spiteful*. The Destroyers were organised in three divisions: 1st Division (*Spiteful*, *Velox*, *Cygnets*, *Coquette*), 2nd Division (*Vulture*, *Kestrel*, *Shark*, *Rocket*) and 3rd Division (*TB No. 1*, *TB No. 3*, *Recruit*, *Tiger*).⁴⁶

The Fleet weighed from Spithead at 1.35pm on 2 April 1908 organised in two divisions: 1st Division (*Prince George*, *Berwick*, *Gladiator*) and 2nd Division (*Essex*, *Forte*, *Argonaut*).⁴⁷ After having exercised manoeuvres for several hours, they then assembled in single ahead formation,⁴⁸ screened their lights by 7pm in order not to be seen, and by 7.30pm altered course towards Portland.

During the evening, the Destroyers were in position south of St Catherine’s Point, proceeding without lights and attempting to close the battleships and cruisers without being seen to manoeuvre within striking distance for their attacks. The Destroyers were to attack the Fleet at a favourable opportunity after dark.⁴⁹

At around 8.05pm, by which time the night was dark with no moon⁵⁰, two Destroyers – *Recruit* and *Tiger* - passed down the port side of *Prince George*. The first Destroyer, *Recruit*, fired a “Very Light” at *Berwick*. A “Very Light” was a flare used to signal that a Destroyer had fired a torpedo.

Immediately after *Prince George* had been passed, *Tiger*, instead of following her leader the *Recruit*, altered course to port, and passed through the line of the Fleet from port to starboard, across the bows of the 9,800-tonne armoured cruiser *Berwick*, which was the second ship after *Prince George*.

Torpedo-Instructor Limming from *Recruit* expected *Tiger* to follow his ship. He remarked to Petty Officer Ward as *Tiger* fell off to port, “Where the dickens is she off to?”. The reply was, “I do not know, unless she is coming up inside of us.”⁵¹

At around 8.12-8.13pm, *Berwick* spotted *Tiger* at 100⁵² to 150 yards⁵³ (i.e. roughly 90-140 metres), crossing *Berwick*’s bows from port to starboard at right angles. *Tiger* was

“Almost immediately from out of the darkness...I sight a destroyer coming across my bow from port to starboard...The navigating officer then said to me “Shall I port?”

I said “Yes, hard to port”...

We then cut into the destroyer hitting her about amidships just before the after funnel while she was clean teed across my bows.”

⁴⁶ Letter from Captain Nicholas of *Hecla* to Commander-in-Chief dated 3 April 1908.

⁴⁷ Letter from Rear Admiral dated 3 April 1908.

⁴⁸ Letter from Rear Admiral dated 3 April 1908, paragraph 3: “This formation [i.e. single line ahead] was preserved during the attacks, and the Fleet was so formed at the time of the accident.” Court martial proceedings, Captain Lumsden of *Gladiator*, para 521: “As far as you can judge was the *Berwick* in line between the *Prince George* and the *Gladiator*? Yes.”

⁴⁹ Court martial proceedings, para 339.

⁵⁰ Court martial proceedings, para 173 per Arthur Strutt and para 380 per Commander Innes.

⁵¹ Court martial proceedings, para 485: per Torpedo-Instructor Limming, *Recruit*.

⁵² Court martial proceedings, para 122: per Captain Nicholson, *Berwick*.

⁵³ Court martial proceedings, para 180: per Henry Knight, Petty Officer 2nd Class, *Berwick*.

steaming at 20-21 knots⁵⁴, which gave *Berwick* little time to react. Captain Nicholson of *Berwick* gave the order “hard to port”⁵⁵, but there was no time for the order to take effect⁵⁶ and *Tiger* failed to clear.

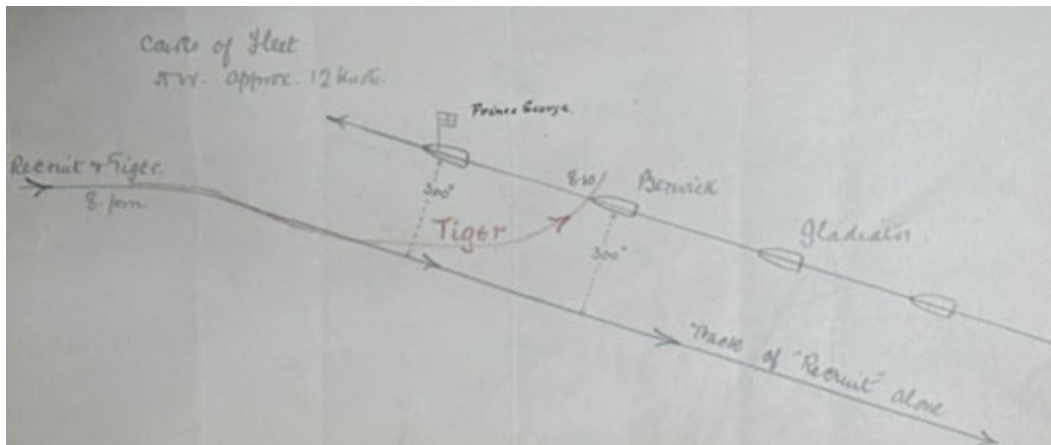


Figure 4: Sketch of track of *Tiger* versus *Berwick*. The National Archives: ADM 1/8008.

Cecil Vinning, Engineer-Lieutenant on *Tiger* said: “I remarked to myself, both from the *Recruit* and ourselves, that they [the Very lights] were exceedingly dazzling, the night being so exceptionally dark it was impossible to see anything afterwards for a moment...The moment after I was astonished to see the ram of a vessel about 20 feet on our starboard bow from us, just before the beam. At that moment a Very light was fired from the bridge of the *Tiger* just before the collision. The moment after that the ship was struck and the ram of the *Berwick* came through the after stoke hold just in front of me. The portion on which I was standing sank to the level of the water, and I was enveloped in the wave which came over the side.”⁵⁷

According to multiple eyewitnesses, at around 8.15pm, *Tiger* was struck between funnels two and three.⁵⁸ Captain Nicholson of *Berwick* reported: “We then cut into the destroyer hitting her about amidships just before the after funnel while she was clean teed across my bows.”⁵⁹

“I remarked ... at the time she turned “Where the Dickens is she off to?””

⁵⁴ Court martial proceedings, Cecil Vining, Engineer-Lieutenant, *Tiger*, para 25: “What speed were you going when you were struck? About 20 knots, sir.” Also, Ernest Charnock, Engine-room Artificer, *Tiger*, paras 47 and 55: “We were steaming about 260 revolutions ... How many revolutions to a knot? I think about 12, sir.” So, 260 revolutions / 12 revolutions per knot = 21 knots.

⁵⁵ Court martial proceedings, para 122: Evidence of Captain Nicholson of *Berwick*: “Almost immediately from out of the darkness ... I sight a destroyer coming across my bow from port to starboard...The navigating officer then said to me “Shall I port?” I said “Yes, hard to port”. ... We then cut into the destroyer hitting her about amidships just before the after funnel while she was clean teed across my bows.”

⁵⁶ Court martial proceedings, para 155-158: Lieutenant Arthur Strutt of *Berwick*: “Did you notice how her head [i.e. that of *Berwick*] was after the collision or as soon as she struck? No, sir but I think she had hardly altered course at all, there was not time ... The mere fact of the ship going astern might alter her head? I think very little, as the interval between the orders being given and the collision was so short that there was no time for the orders to take effect.”

⁵⁷ Court martial proceedings, para 3.

⁵⁸ Also, Court martial proceedings, para 210: “She [*Tiger*] was struck before the after funnel ... the destroyer then parted in two.” (George Reid, Signal Boatswain of *Berwick*).

⁵⁹ Court martial proceedings, para 122.

Berwick passed straight through *Tiger* amidships, which prompted a sheet of flame to break over *Berwick*'s forecastle⁶⁰. *Tiger* split into two separate sections, which were carried East to the stern of *Berwick*.

1. *"TBD parted in two after part going aft port side. Fore part turned over and went astern starboard side"*⁶¹
2. *"... the fore portion of [Tiger] passed aft [of Berwick]."*⁶²
3. *"... the destroyer then parted in two. I watched the fore part break away and it appeared to roll over. I ran to the port side of the station I was at and watched the after part of the destroyer drop astern."*⁶³
4. *"...I saw the after part of the destroyer on our port quarter"*⁶⁴
5. *"We were then floating by the 'Berwick'. As soon as her stern left us we saw the bows of the 'Tiger' standing in the water upright. Then the stern part gave a lurch and threw us in the water."*⁶⁵

Immediately, at 8.16pm, *Berwick* ordered stop engines⁶⁶, hauled out of line and lowered all boats.⁶⁷

The stern sank before the bow: the stern at around 8.18pm⁶⁸ and the bow at around 8.19-8.20pm.⁶⁹ This left little time for the crew to abandon ship. Cecil Vinning, Engineer-Lieutenant on *Tiger*, said: *"I took off my boots and immediately afterwards the stern upended and we were all thrown into the water."*⁷⁰ It appears that *Tiger* may well have lost almost all of her 20-21 knots of speed immediately upon collision, from the fact that her wreckage was observed sat *"in the wake"* of *Berwick*⁷¹.

The Royal Navy officer in command of the Portsmouth Division of the Home Fleet, Rear-Admiral Farquhar, immediately made a signal to stop engines, and directed that boats should be sent from all ships to pick up survivors, and later to report what survivors had been rescued. After an hour he directed boats to return to their ships, *Berwick* and *Forte* to remain on the spot.

⁶⁰ Court martial proceedings, para 210.

⁶¹ *Berwick* signal log.

⁶² Court martial proceedings, para 122 per Captain Nicholson, *Berwick*.

⁶³ Court martial proceedings, para 210 per George Reid, Signal Boatswain of *Berwick*.

⁶⁴ Court martial proceedings, para 195 per Arthur Bishop, Yeoman of Signals of *Berwick*.

⁶⁵ Court martial proceedings, para 82 per William Fenton, Able Seaman, *Tiger*.

⁶⁶ Court martial proceedings, para 253 per William Randall, Artificer-Engineer of *Berwick*: "At 8-16 it went to Stop on the port and starboard side".

⁶⁷ *Berwick* log: "Reversed engines, hauled out of line & lowered all boats."

⁶⁸ *Berwick* log, "8.18pm After part of T.B.D. Tiger sunk fore part first (head foremost)". Also, Court martial proceedings, para 210 per George Reid, Signal Boatswain, *Berwick*: "Keeping my glass on the after part, I watched it sink. I then passed to the starboard side and saw the fore part, with the search light still showing on it. The fore part was on end, and it slowly went out of sight."

⁶⁹ Essex log supports 8.19pm ("8.19 Destroyer Tiger sank."). Lieutenant Commander Mahon of *Porcupine*, and Captain Nicholson of *Berwick*, both support 8.20pm.

⁷⁰ Court martial proceedings, para 3.

⁷¹ Report of Lieutenant Commander Mahon of *Porcupine* dated 3 April 1908, enclosing chart entitled 'Rough track of Fleet and 3rd Division' showing 'Track of TBs 1+3', with Torpedo Boat No. 3 located close to the North-East of *Berwick* at the time of the collision.

"The portion on which I was standing sank to the level of the water, and I was enveloped in the wave which came over the side."

"... I saw no sign of wreckage or anything in the water and on getting under way the next morning at daylight I searched the spot thoroughly for any signs of wreckage. I had been anchored at the spot for the night but saw nothing."

Gladiator, *Berwick*, and *Torpedo Boat No. 3* having reported they had picked up 12, 7 and 3 survivors respectively⁷², he ordered the remaining boats to proceed to Portsmouth, except *Forte* which was to remain on the scene of the collision until daylight. However, Captain Millar of *Forte* reported no sign of wreckage: “*I saw no sign of wreckage or anything in the water and on getting under way the next morning at daylight I searched the spot thoroughly for any signs of wreckage. I had been anchored at the spot for the night but saw nothing.*”⁷³

The loss of life was significant. In total, 35 men lost their lives, including the commander, Lt. William Middleton, highlighting the devastating nature of the collision.

Approximately one week after the incident, between 4-10 April 1908, a Navy task force comprising the cruisers *Berwick*, *Thetis* and *Iphigenia*, the tugs *Enterprise* and *Vulcan* and the specialist salvage ship *Magnet*, was sent to attempt to locate the wreckage of *Tiger*. At 7am on 8 April, *Magnet* left Sandown Bay heading south to sweep for the wreck of *Tiger*. At 10.21am, *Magnet* “started sweeping for wreck of *Tiger*”. At 11am, it is stated in *Berwick*’s log: “*Tugs commenced sweeping for wreck*”. At 5pm, it is stated in *Berwick*’s log: “*Tugs encountered obstructions while sweeping. Buoyed position.*” The following day, 9 April, *Berwick* proceeded directly S37W and “*stopped ahead of buoy marking position of Tiger*”. These efforts demonstrate the importance attached to locating *Tiger*.

Press coverage was reported as follows:

- a. “During the day the tugs *Enterprise* and *Vulcan* went out to the back of the Isle of Wight, and Admiral Sir A. D. Fanshaw, Commander-in-Chief, also went out to ascertain the position of the wreck” (Sheffield Daily Telegraph, Saturday 4 April 1908);
- b. “...it will be difficult to locate the position or research the wreck, but the Admiralty have resolved to attempt to recover portions at all events and try to find some of the bodies by utilizing powerful sweeping apparatus.” (Edinburgh Evening News, 8 April 1908);
- c. “*Magnet* and *Enterprise* were engaged on Wednesday [8 April] in sweeping for the wreck of the destroyer *Tiger*” (Army and Navy Gazette, Saturday 11 April 1908).
- d. “The cruisers *Berwick* and *Iphigenia*, together with tugs, have, as the result of sweeping operations, succeeded in locating a portion of the ill-fated destroyer *Tiger*...The wire was found to have caught some object and when this was pulled in it slipped. A second effort was made, but the cable snapped with the strain, showing that the object encountered must have been a heavy one. There is little doubt either the fore or the after part of the *Tiger* has been located. Sweeping operations have been suspended for the present, however pending the holding of the court-martial.” (Nottingham Evening Post, 10 April 1908)

While ships’ logs and press reports indicate that the Admiralty may have believed it had located part of *Tiger*, the sweeping operation was ultimately suspended indefinitely pending the Court Martial proceedings and no record of the position survived.

A Court Martial was held at Portsmouth on 10 and 11 April 1908 to inquire into the cause of the loss of the *Tiger*. Various witnesses expressed the view that the glare of the “Very light” fired by the *Recruit* might temporarily have dazzled *Tiger* causing her to lose sight of the *Recruit*, but the Court made no specific finding on this point.

“It will be difficult to locate the position or research the wreck, but the Admiralty have resolved to attempt to recover portions at all events and try to find some of the bodies by utilizing powerful sweeping apparatus.”

⁷² Letter from Admiral Fanshaw dated 3 April 1908, para 9.

⁷³ Court martial proceedings, para 530.

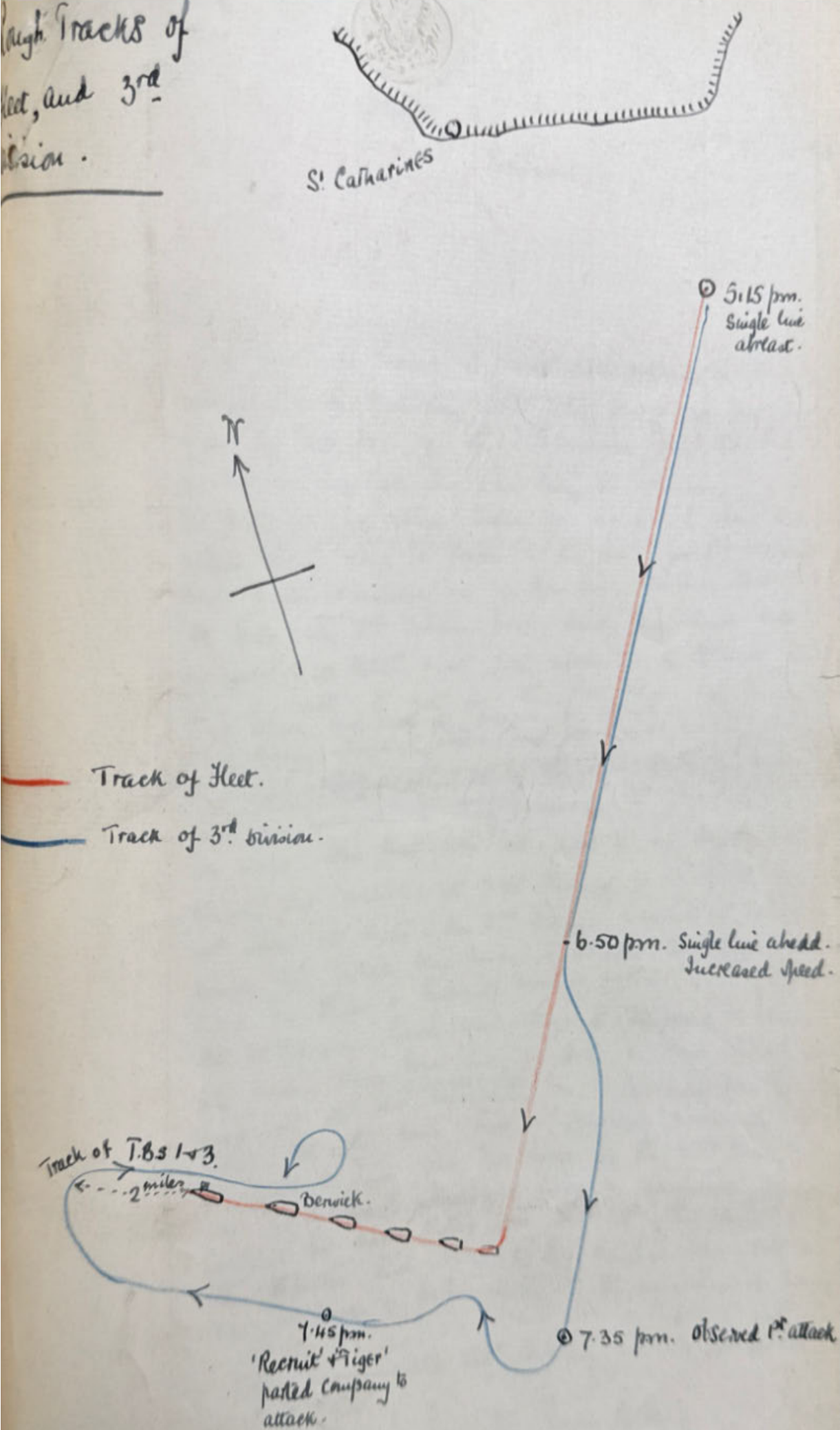


Figure 5: Lieutenant Commander Mahon's sketch showing *Torpedo Boat No. 3's* track: after the collision, she circled to port, i.e. to the North-East of *Berwick*. The National Archives: ADM 1.8008.

The Daily Mirror

THE MORNING JOURNAL WITH THE SECOND LARGEST NET SALE.

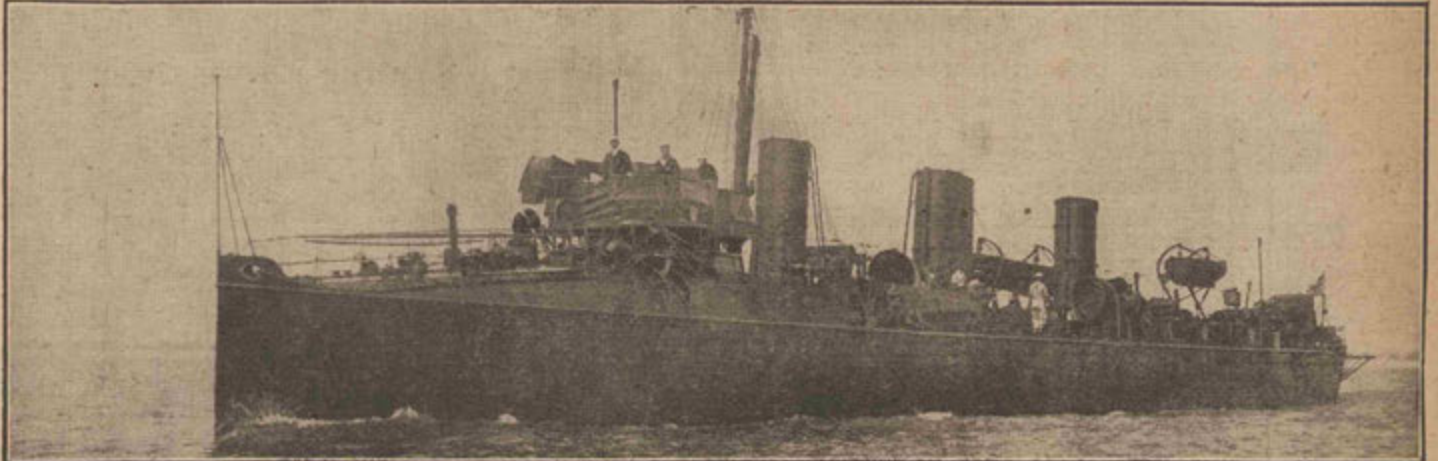
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Registered at the G. P. O.
as a Newspaper.

SATURDAY, APRIL 4, 1908.

One Halfpenny.

THIRTY-FIVE BRITISH SAILORS DROWNED IN A NAVAL COLLISION OFF THE ISLE OF WIGHT: PHOTOGRAPHS OF THE LOST DESTROYER TIGER AND HER CREW.



1—Thomas King, A.B. (drowned).
2—Frederick Carter, A.B. (drowned).
3—Edward Pipe, petty officer (drowned).
4—Frank Holmes, stoker (drowned).
5—Newman, torpedo instructor (killed on the Gladiolus on the way to Portsmouth).
6—George Caird, chief stoker (drowned).
7—A. Cutler, stoker (saved).

8—Joseph Helps, A.B. (drowned).
9—Thomas Warrall, stoker (drowned).
10—John Fendling, stoker (saved).
11—A. Upton, petty officer (saved).
12—O. Stodley, stoker (saved).
13—E. Bulchamber (saved).
14—R. Stainer, stoker (saved).
15—W. Colley, stoker (drowned).

16—F. Ellis, stoker (saved).
17—The ship's pet monkey (drowned).
18—John Donald, chief engine-room officer (saved).
19—E. Mathews, A.B. (drowned).
20—F. Manning, stoker (drowned).
21—L. Allford, stoker (saved).
22—J. Roberts, stoker (saved).
23—W. Gittings, A.B. (saved).

24—A. Harris, stoker (saved).
25—W. French, A.B. (saved).
26—J. French, petty officer (drowned).
27—A. E. Hayles, stoker (drowned).
28—F. Armstrong, stoker (saved).
29—Engineer-Lieutenant Vining (saved).
30—John Colton, A.B. (saved).
31—The ship's pet dog (drowned).

No fewer than thirty-five bluejackets belonging to the torpedo-boat-destroyer Tiger were drowned late on Thursday night after a collision off the Isle of Wight between the Tiger and H.M.S. Berwick. During manoeuvres the Tiger ran across the Ber-

wick's bows, was cut in halves, and sank almost immediately. The top photograph shows the Tiger, and underneath are some of the members of her crew grouped on the Tiger's deck.

Image © Reach PLC. Image created courtesy of THE BRITISH LIBRARY BOARD

Figure 6: The sinking of *Tiger* was headline news in Britain. Front page of *The Daily Mirror*, 4 April 1908, Image © Reach PLC created courtesy of The British Library Board.

“King Edward VII telegraphed Reginald McKenna, Churchill’s predecessor as First Lord of the Admiralty, to convey “his deep sympathy ... to the widows and families of those who lost their lives in the Tiger disaster””

The Court stated in its findings:

“The Court further finds that no blame is attributable to any of the surviving members of the crew of Tiger and that there is no evidence to show why her course was altered to Port instead of following her leader, and as there is no evidence on this point, the Court considers that no blame can be attributed to any particular deceased member of the crew ... The Court further finds that, from the evidence which it has had before it, no blame is attributable to any other persons for this lamentable accident and there was not sufficient time, from the time of the Tiger being sighted from the Berwick, for the latter to have avoided or prevented the collision and the Court further considers that, when the Collision was seen to be inevitable, all proper steps were taken on board the Berwick to less the shock of the collision and to save life.”⁷⁴

Subsequently, Admiral Fanshaw, the Commander-in-Chief Portsmouth, wrote:

“In view of the evidence given it appears to me that the accident was one of those which must always be liable to occur in carrying out these necessary exercises without lights, and that no blame can be attributed to the Captain or Officers of the Berwick ... It is evident that the glare from Very’s Lights does in many cases temporarily dazzle those in the Torpedo Boats and Destroyers, and I think that orders should be given that they are not to be used but some other method employed to denote that a torpedo has been fired, it should be easy to find some form of light signal which would be quite visible to the vessel attacked, yet not so brilliant as to dazzle those in the Destroyers or Torpedo Boats.”⁷⁵

The incident was headline news in Britain for several weeks. On 3 April 1908, King Edward VII telegraphed Reginald McKenna, Churchill’s predecessor as First Lord of the Admiralty, to convey “his deep sympathy ... to the widows and families of those who lost their lives in the Tiger disaster”.⁷⁶ On 12 May 1908, questions on *Tiger* were asked in the House of Commons, including a question about provision for the widows and orphans of the officers and men who lost their lives on *Tiger*, and whether the Admiralty was yet in a position to state what was the cause of the accident.⁷⁷

⁷⁴ Memorandum and minute of the Court Martial proceedings dated 20 April 1908.

⁷⁵ Letter Commander-in-Chief Portsmouth dated 15 April 1908.

⁷⁶ ADM 1.8008.

⁷⁷ HC Deb 12 May 1908 vol 188 cc911-2 at <https://api.parliament.uk/historic-hansard/commons/1908/may/12/hms-tiger>.

10. Archival research from September 2022

From September 2022, the team researched the wreck and the circumstances of her loss. The research covered Admiralty records such as ships' logbooks, telegrams, charts, contemporaneous reports of the collision from the Rear Admiral, the Court Martial proceedings, hydrographic data, ship's plans for *Tiger's* sister ship (*Thorn*), crew research, secondary texts, and online newspaper archives. A detailed analysis was made of the collision, including the estimated speed and course of *Berwick* and *Tiger*. A bibliography for further reading is included at the end of this report.

From the outset, the team believed the wreck was likely North-East of the coordinates estimated by Rear-Admiral Farquhar, which had been plotted on the chart provided to the Navy hydrographer on 4 April 1908 (50° 17'N, 001° 21'W).⁷⁸ The team uncovered three major clues to the location of the wreck from the historical record supporting this "North-East" hypothesis:

- First, the Home Fleet's ground track, based on a) the destination of Portland Harbour (east entrance 50° 35.10472' N, 002° 24.87026' W and south entrance 50° 34.15114' N, 002° 25.26617' W), and b) the Fleet's stated course adjusting for magnetic variation in 1908. The Fleet's course was "N.52°W"⁷⁹ (magnetic)⁸⁰ so 308° (magnetic) in today's notation. In 1908, magnetic variation was 17°W.⁸¹ Therefore, 308° (magnetic) minus 17°W gives an estimated course of 291° (true), i.e. a course that would have passed to the North-East of Rear-Admiral Farquhar's estimated position ("EP").
- Second, *Berwick's* position as the ship coordinating the search for survivors (001° 19'W) - In *Berwick's* log of 2 April 1908, it is reported that she anchored to search for wreckage and survivors. The log data provides a line of position (as distinct from a fix) for this anchorage: It is stated: "8.15 Collided with destroyer "*Tiger*" crossing Port to a starboard [...] [Anchor symbol added] Anchor Bearing St. Catherine's Pt. N. 19"". A bearing of N19 is 019° (magnetic) in today's notation. A bearing of 019°

⁷⁸ This is stated in the Letter from Rear Admiral dated 3 April 1908: "I greatly regret to report ... the loss of HM Torpedo Boat Destroyer "*Tiger*" ... in Latitude 50° 17'N, Longitude 001° 21'W." It is also plotted in red ink on the chart requested by, and provided to, the Navy hydrographer on 4 April 1908, which is annexed to the court martial proceedings.

⁷⁹ Letter from Rear Admiral dated 3 April 1908, the evidence of Lieutenant Arthur Strutt of *Berwick* (para 154), and the evidence of Captain Nicholson of *Berwick*, para 135: "How was the "*Berwick*" heading when the destroyer was sighted? North 52 West."

⁸⁰ All references to course in the signaled orders are recorded in magnetic: e.g. the sketch provided by Captain Nicholson of *Berwick* – entitled "Rough tracks of fleet attacking TBDs Recruit and Tiger 8 to 8.10" enclosed to his report dated 3 April 1908 – plots course by reference to magnetic north.

⁸¹ Magnetic variation is stated to be "17.35°W" on a chart enclosed with the court martial proceedings. This is consistent with the value of 17°W provided by the NOAA historical magnetic variation map viewer at https://www.ncei.noaa.gov/maps/historical_declination/.

"From the outset, we believed the wreck was likely North-East of the coordinates estimated by Rear-Admiral Farquhar, which had been plotted on the chart provided to the Navy hydrographer on 4 April 1908."

(magnetic) minus 17°W magnetic variation gives a bearing from *Berwick's* anchorage to St Catherine's Point of 002° (true). On this basis, the longitude of *Berwick's* anchorage plots to 001° 19'W i.e. East of Rear-Admiral Farquhar's EP.

- Third, the positions of the other ships besides *Berwick* that recovered survivors - *Torpedo Boat No. 3* was located to the North-East of *Berwick* at the time of the collision, heading in the opposite direction: *Torpedo Boat No. 3* "*attacked the leading ship [i.e. Prince George] at 8.05pm, distant 300 yards, then the next ship in the line, Berwick, and when astern of her [i.e. Berwick] heard a heavy crash and cries ... I immediately circled round to Port & closed [with] the damaged craft Tiger, which was observed to be completely divided: the bow was standing up vertically in the wake [of Berwick], bridge submerged – the view stern floating at an angle with screws up*".⁸² *Gladiator* was immediately astern of *Berwick*, at a distance of 3 cables / 550m⁸³. However, once *Berwick* sounded three blasts (signaling engines engaged astern) the trailing ships reversed the helm of the ship immediately ahead for collision avoidance: as *Essex* turned to port to avoid *Gladiator*, it follows *Gladiator* turned to starboard⁸⁴ i.e. East of Rear-Admiral Farquhar's EP.

Additional factors were 1) evidence of the direction of the tide: George Stoodley, Able Seaman of *Tiger*, stated: "*I managed to catch a lift belt and was driven astern [of Berwick] by the tide*"⁸⁵, which meant the tide was running East on a flood tide; 2) the direction and speed of wind based on weather reports (the wind was reportedly blowing WSW F3 7-10 knot), which would have pushed the wreckage East-North-East).

As *Tiger* was hit amidships between funnels two and three, we expected the wreckage to be in two sections, each measuring approximately 34m x 6m x 3m.

The team expected the two sections to be located approximately 80 metres apart, lying with the tide on an East-West axis. The beam of *Berwick* was 20.1 metres. It follows that, upon collision, the two sections of *Tiger* would have been split apart to a distance of at least 20 metres. The stern section reportedly sank at 8.18pm, and the bow section at 8.19-8.20pm (see chronology) i.e. within 2 minutes of each other. If the team guesstimates that the tide was running at 1 knot, and the bow section travelled for up to a further 2 minutes while the stern was on the seabed, this may have added an extra 60 metres of separation between the bow and stern sections (i.e. 1852 metres per hour / 60 minutes x 2 minutes = 61 metres). 20 metres of separation when teed + 60 metres

⁸² Report of Lieutenant Commander Mahon of *Porcupine* dated 3 April 1908, enclosing chart entitled 'Rough track of Fleet and 3rd Division' showing 'Track of TBs 1+3', with *Torpedo Boat No. 3* located close to the North-East of *Berwick* at the time of the collision.

⁸³ Captain Lumsden of *Gladiator*, para 523.

⁸⁴ Captain Millar of *Forte*, para 529: "I heard three blasts on the siren given by a ship ahead in the line [*Berwick*]. I then saw my next ahead leader [*Essex*] cross to port. I [*Forte*] then put my helm hard a starboard and stopped both engines."

⁸⁵ Court Martial Proceedings, George Stoodley, Able Seaman, *Tiger*, para 102.

of tidal vector = 80 metres of separation. Subsequently, tide, trawling and other factors may have further separated the two sections.

The team expected the bow section to be lying on her side consistent with accounts that she rolled (*"fore part turned over"*⁸⁶, *"the fore part ... appeared to roll over"*).⁸⁷

Bathymetric data for the general area was not available at a resolution that would allow us to detect a relatively small vessel like *Tiger*.⁸⁸ All positions were plotted on charts in SonarWiz.

Ship plans from her builder (J & G Thomson, later acquired by John Brown & Co.) do not appear to have survived. Checks were made in the National Records of Scotland, the University of Glasgow's Archives and Special Collections, the Dumbarton Heritage Centre, the National Maritime Museum and other repositories. However, we located and digitised general arrangement plans for *Tiger's* sister ship *Thorn*, showing inboard profile and upper decks as fitted, and lower decks and sections as fitted, with support from the National Maritime Museum.

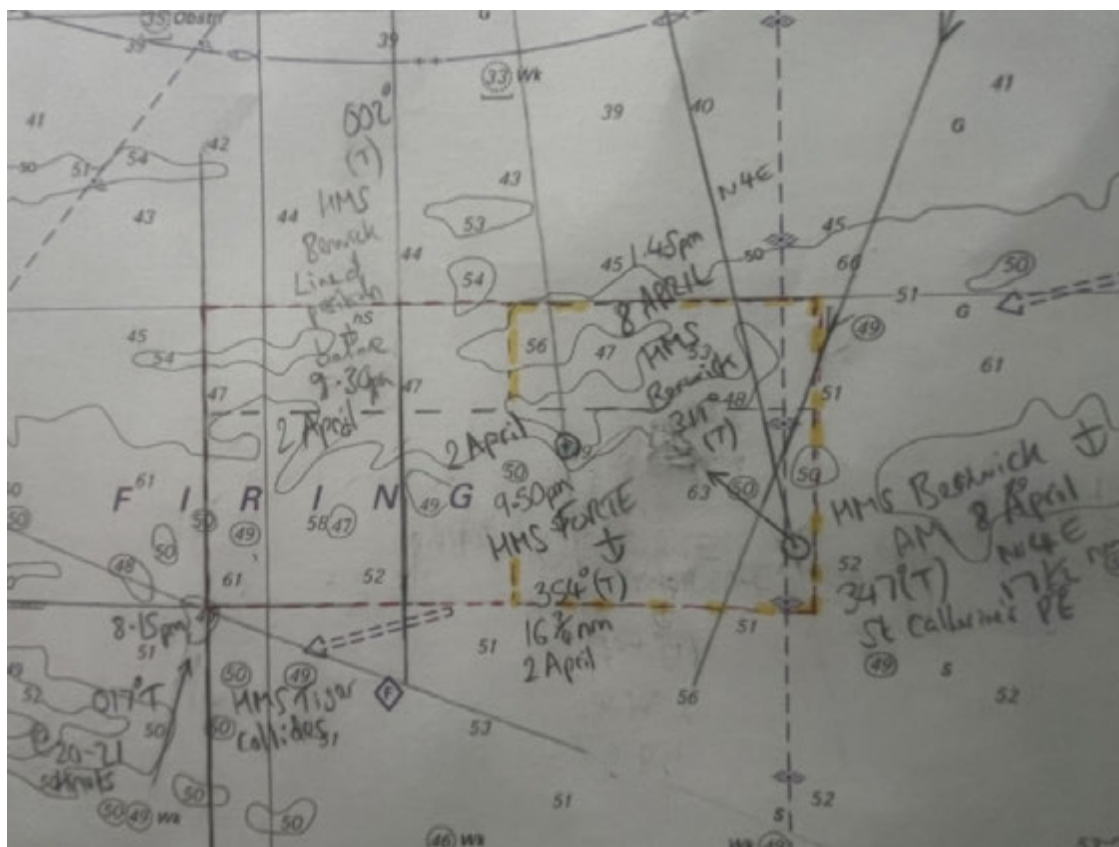


Figure 7: Research in 2022 and 2023 was carried out on paper charts before the team progressed to software in 2024. Above an extract of Admiralty Chart 2450.

⁸⁶ Berwick signal log.

⁸⁷ Court martial proceedings, para 210, per George Reid, Signal Boatswain of Berwick.

⁸⁸ The only bathymetric data that exists for the general area is a 24-year-old survey ("2002 HI962 Anvil Point to Nab Tower Blk II") at a scale too low to be useful (1:52,000).

H.M.S. *Berwick*Thursday 2nd day of April

1908.

From

To

or At Sea.

Hours	Distance Run		Standard Compass Courses	Deviation of Standard Compass	Patent Log	Revolutions per minute	Wind		Weather	State of the Sea	Height of Barometer and Attached Thermometer	Temperature			REMARKS			
	Knots	Tenths					Direction	Force				Air	Wet Bulb	Sea				
1															A.M.			
2																		
3																		
4							sw 2 bc	$\frac{30.12}{54}$	50 48						4- Draught 7m 24-5 Apr 24-1			
5																		
6																		
7																		
8							w 2 bc	$\frac{30.12}{55}$	51 49						Signal books correct 8-9.15 Devotions. Prayers.			
9															Repaired ship for sea.			
10															Train 3 Chorus at instruction			
11															1.30 Draw pins in St. pinnace			
12							w 2 bc	$\frac{30.10}{56}$	55 52						12- Rained steam for 12 knots			
Distance run through the Water		Variation allowed		Current in 24 hours		Course and Distance made good		Latitude		Longitude		True Bearing and Distance						
D.R.		D.R.		D.R.		D.R.		D.R.		D.R.		D.R.						
Obs.		Obs.		Obs.		Obs.		Obs.		Obs.		Obs.						
Date	Number on Sick List		Fresh Beef Received		Vegetables Received		Bread Received		Water Received		Water Distilled		Water Expended		Water Remaining		Coal expended for all purposes	Coal Remaining
2nd	4								34		8		62.		39.5		1266 2	

1																		P.M. 1.10 Shortened in to 2 Shackles 1.40 Weighed. 1.50 Provided 60 lbs? C? S26 E. Formed Single line ahead. 2.5 % SE 1/2 E. 2.30 Haul aboard 4 cables. 2.40 % S. 2.50 % WSW. 3.0 Commenced steam tactics Course & Speed as Regd. 4-Quarters. 3m Collision Stations 4.40 Shaped Course SSW. 36 rev?
2	1	0	S26 E	0														
3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
5	10	0	as regd	-														
6	6	0	---	-														
7	6	0	---	-														
8	3	0	---	-														
9	5	0	N 52 W	0														
10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
5	10	0	as regd	-														
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7	6	0	---	-														
8	3	0	---	-														
9	5	0	N 52 W	0														
10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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Anchor Bearing
St. Catherine's Lt N. 19'

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Anchor Bearing
St. Catherine's Lt N. 19'

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9	5	0	N 52 W	0														
10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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3	1	0	SE 1/2 E	0														
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10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
5	10	0	as regd	-														
6	6	0	---	-														
7	6	0	---	-														
8	3	0	---	-														
9	5	0	N 52 W	0														
10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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2	1	0	S26 E	0														
3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
5	10	0	as regd	-														
6	6	0	---	-														
7	6	0	---	-														
8	3	0	---	-														
9	5	0	N 52 W	0														
10	2	5	---	-														
11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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2	1	0	S26 E	0														
3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
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8	3	0	---	-														
9	5	0	N 52 W	0														
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11	6	0	Stop															
12	12	0	---	-														

Anchor Bearing
St. Catherine's Lt N. 19'

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2	1	0	S26 E	0														
3	1	0	SE 1/2 E	0														
4	1	0	WSW	0														
5	10	0	as regd	-														
6	6	0	---	-														
7	6	0	---	-														
8	3	0	---	-														

L. 8418/02.

Figure 8: *Berwick's* log on 2 April 1908 showing her line of position: "[Anchor symbol] Anchor Bearing St. Catherine's Pt. N. 19°".

11. Surveys from 2023 to 2026

Six magnetometer and dive surveys were attempted:

- ▶ 20 and 21 May 2023 (blown out);
- ▶ 8 and 9 July 2023 (engine failure);
- ▶ 17 September 2023 (blown out);
- ▶ 16 August 2024 (survey conducted but no success).

Three initial SSS surveys were carried out:

- ▶ 11 and 21 April 2025
- ▶ 16 May 2025

The most significant challenge for scanning was the seabed topography, which was extremely rough and made it challenging to distinguish rock from wreckage, and easy to snag the towfish. The search box also saw extensive commercial traffic due to its location in the vicinity of the Westbound shipping lane.

It was not until 16 November 2025 that the team reviewed the previous survey data in detail. Some of the images were stretched as the data had been acquired while the vessel was turning. The fish was also flying too high (20-30m altitude). Once a smoothing filter had been applied to the data captured on 11 April 2025, the team realised their discovery of two sections of the *Tiger*.

On 10 March 2026, the team returned to re-scan the two sections at a lower range. The team ran the fish into tide to maximise helm control at low ranges, since cable length for depth was not a concern. The team took surveys on 325kHz at 100m and 75m ranges.

As with our expeditions to discover *Nottingham* and identify *Bayano*, the team used a C-MAX CM2 sonar, digital towfish, counting pulley, electric winch, transceiver, GPS receiver, laptop, external monitor and a 1kw portable power station.

The team developed a method using Python and QGIS to examine the SSS images as an additional verification step. Rather than relying on measurement-tool estimates, measurements of the wreck were derived directly from the georeferenced sonar data. Dimensions exceeding or otherwise incompatible with *Tiger's* recorded specifications, or structural features inconsistent with her design, would have raised red flags. No such inconsistencies were identified, providing further evidence that the sonar returns were consistent with *Tiger*.

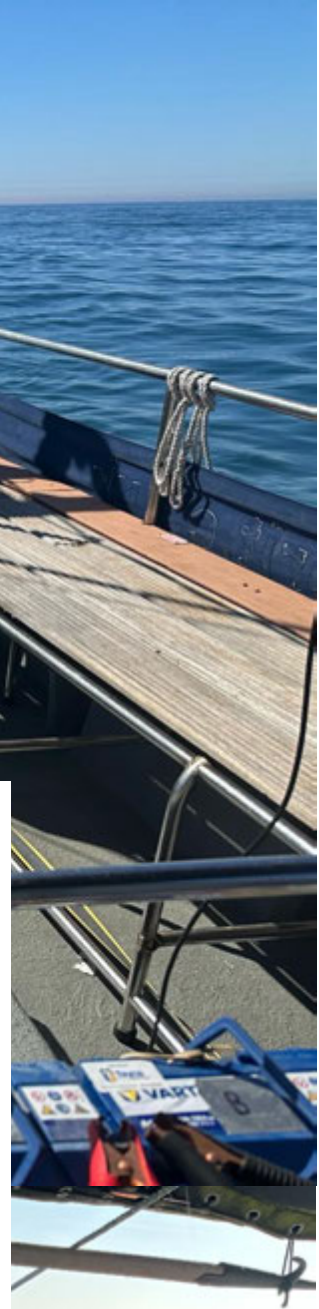
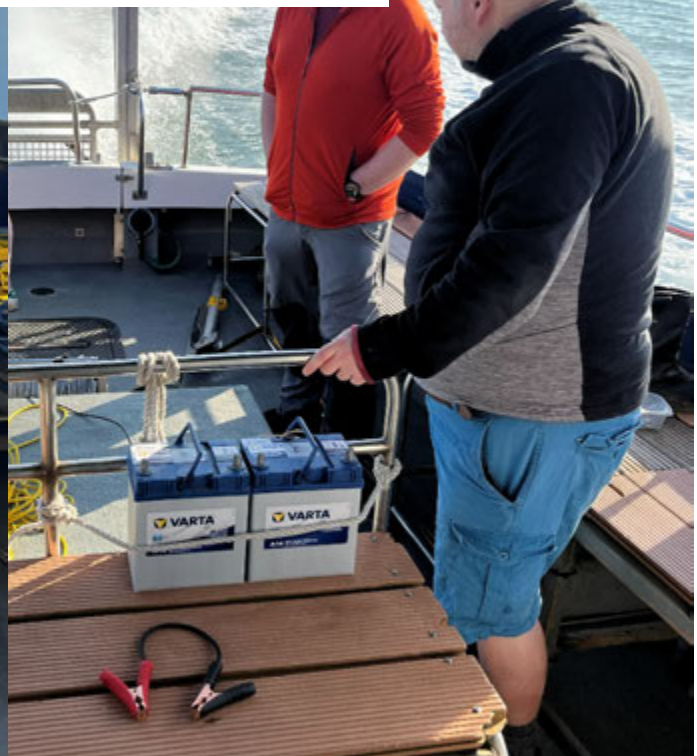
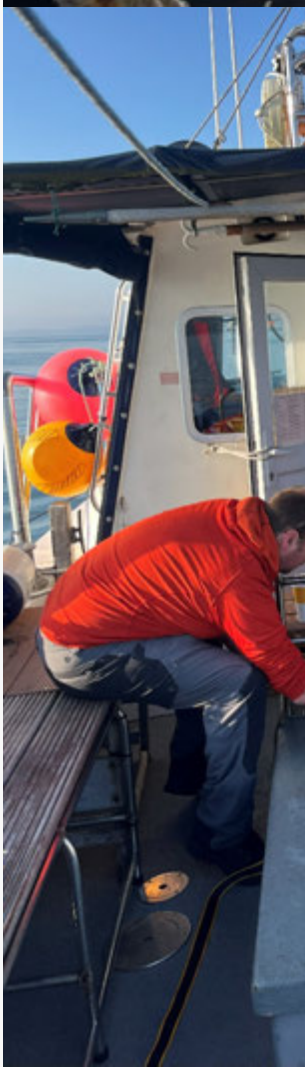
As expected, the wreckage is in two sections, each measuring approximately 34m length x 6m beam. Also, broadly as expected, the two sections are located approximately 140m apart lying with the tide on an East-West axis. The wreckage sits in 62m.

“The team expected the two parts to be located approximately 80 metres apart lying with the tide on an East-West axis.”





“The most significant challenge for scanning was the seabed topography, which was extremely rough and made it challenging to distinguish rock from wreckage”



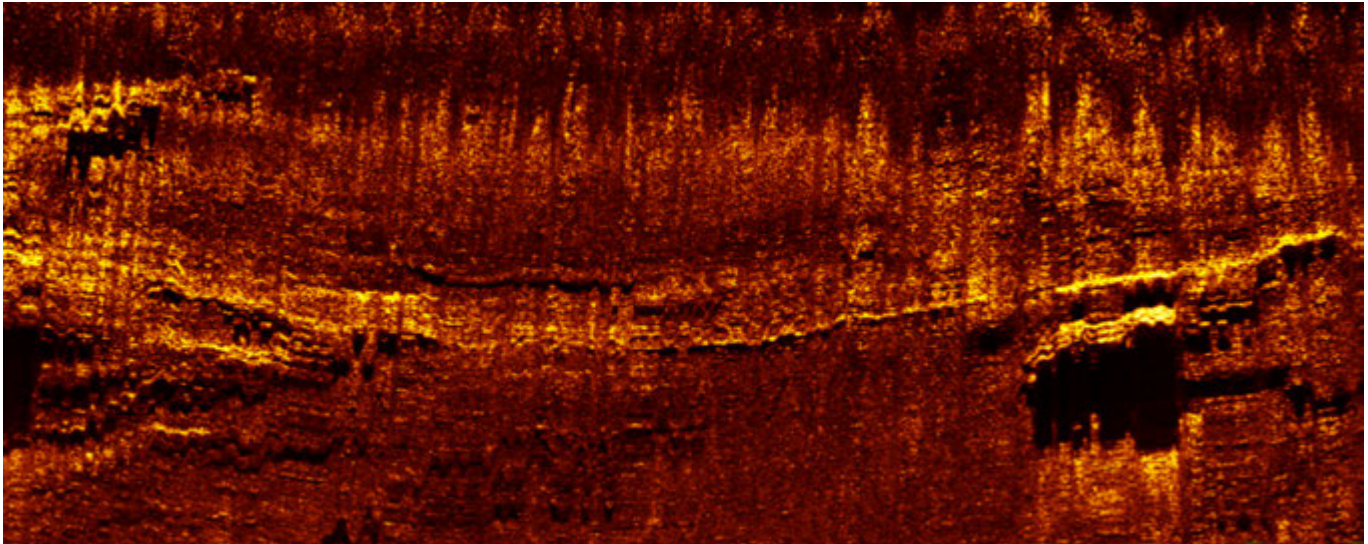


Figure 9 above: Stern and bow sections on 325kHz at 150m range on 11 April 2025. The image was stretched as the data had been acquired while the vessel was turning. Photo credit: Leo Fielding.

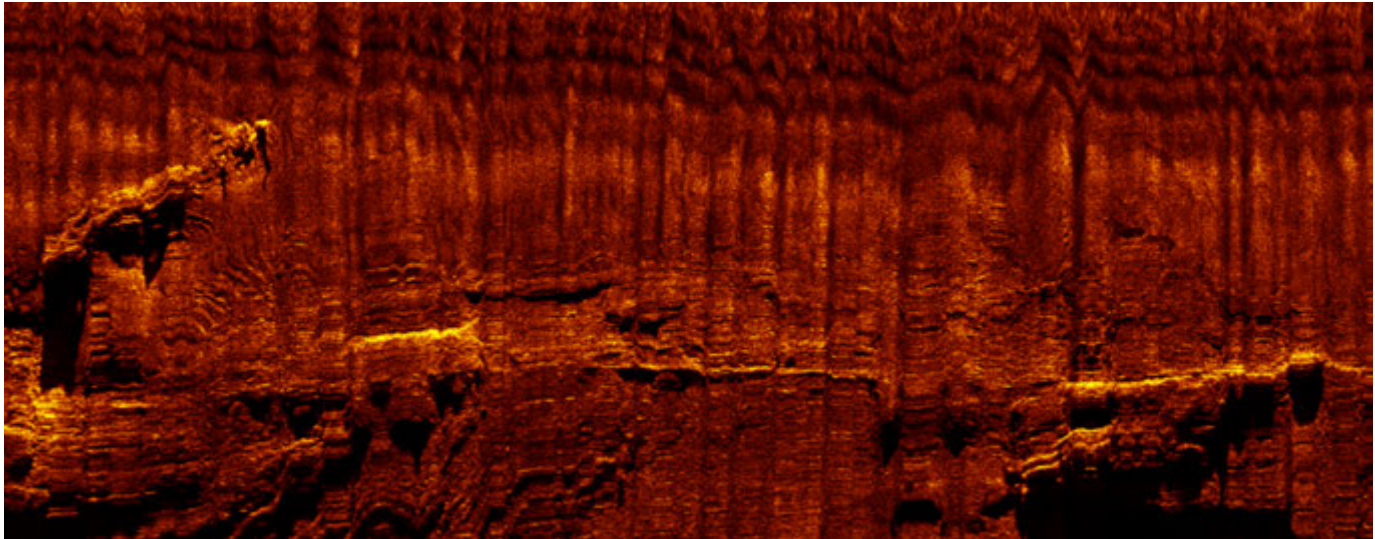


Figure 10 above: Stern and bow sections on 325kHz at 75m range on 10 March 2026. Photo credit: Leo Fielding.

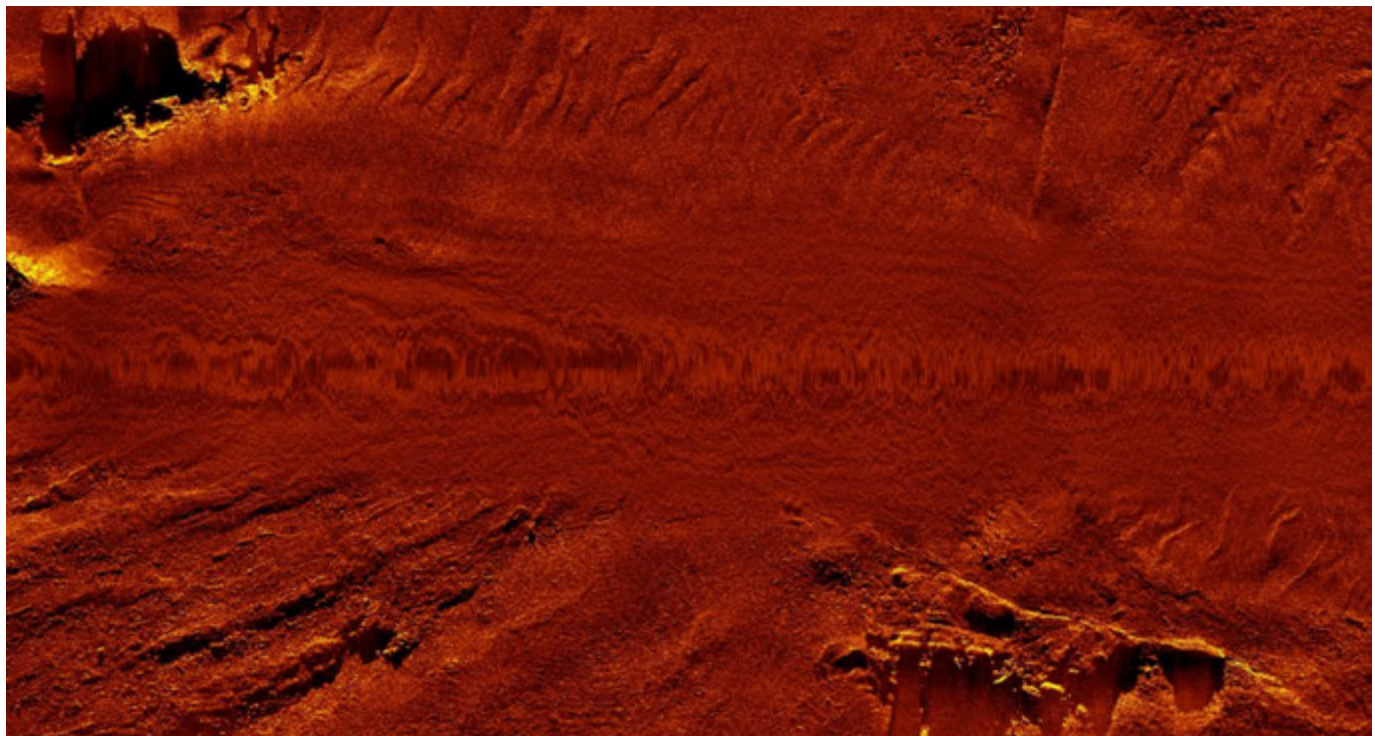


Figure 11 above: Stern and bow sections on 780kHz at 50m range on 24 July 2026. Photo credit: Leo Fielding.



Figure 12 above: Stern section on 780kHz at 37.5m range scanned on 24 July 2026. The horizontal tiller above the well-preserved rudder assembly (top right) casts a long thin shadow on the port side of the wreck. Photo credit: Leo Fielding.

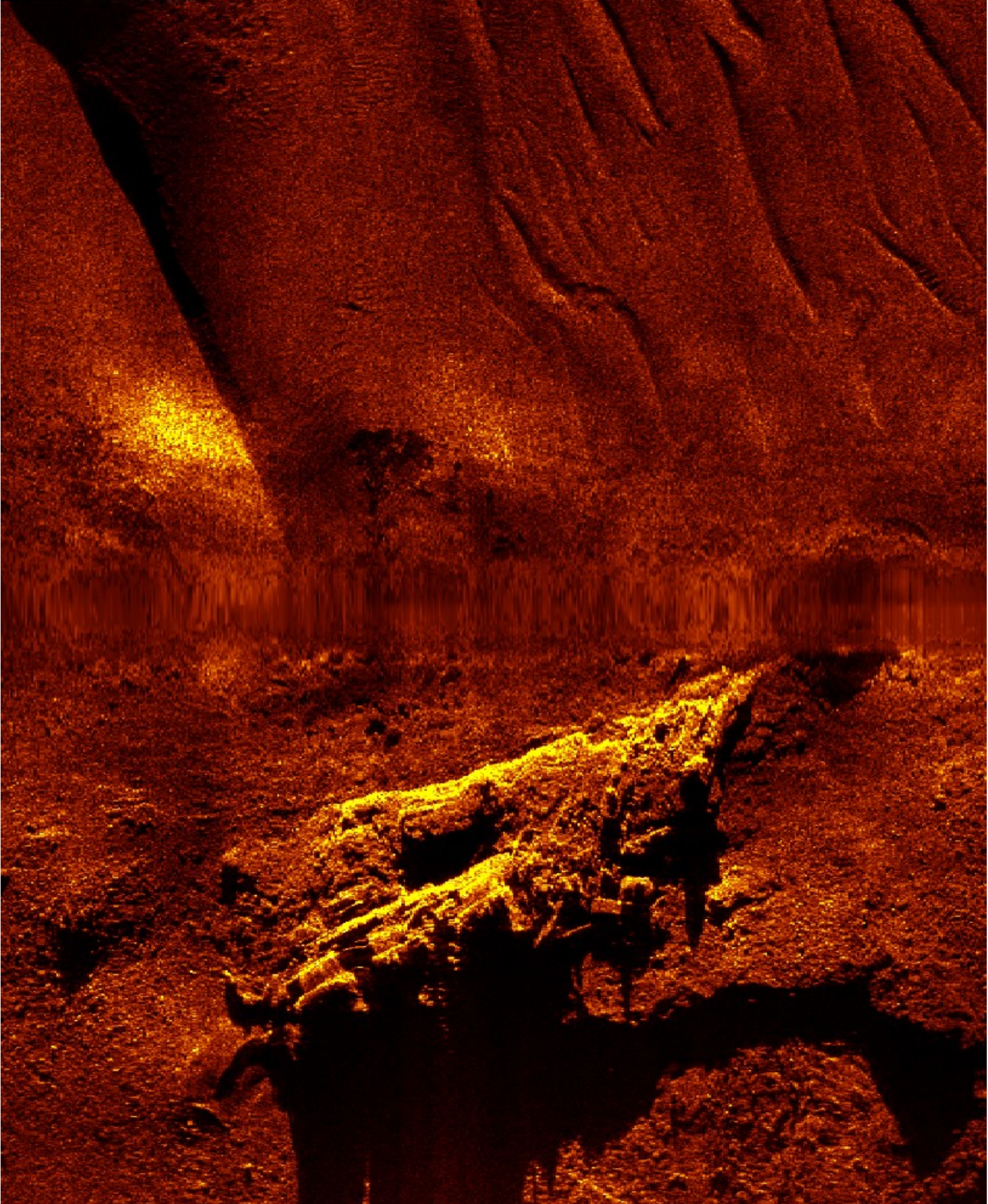


Figure 13 above: Bow section on 780kHz at 37.5m range scanned on 24 July 2026. Steam drums on top of the three “Normand” boilers can be seen clearly (bottom-left). The bow section sits on a rock shelf of large boulders. Photo credit: Leo Fielding.

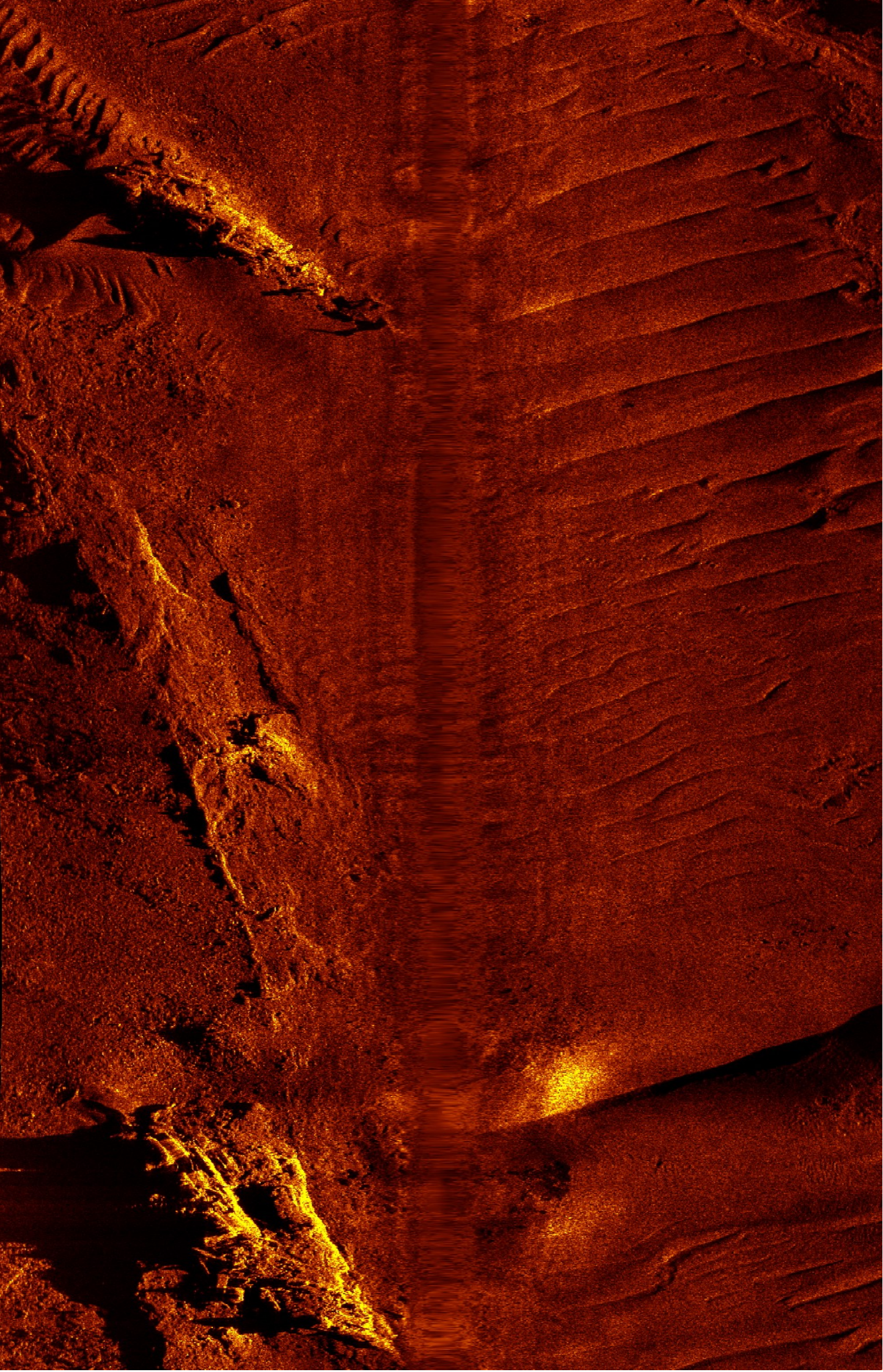


Figure 14 above: Stern and bow sections on 780kHz at 37.5m range scanned on 24 July 2026. The sand dunes to the North-West of the wreck themselves resemble stripes of a tiger.
Photo credit: Leo Fielding.

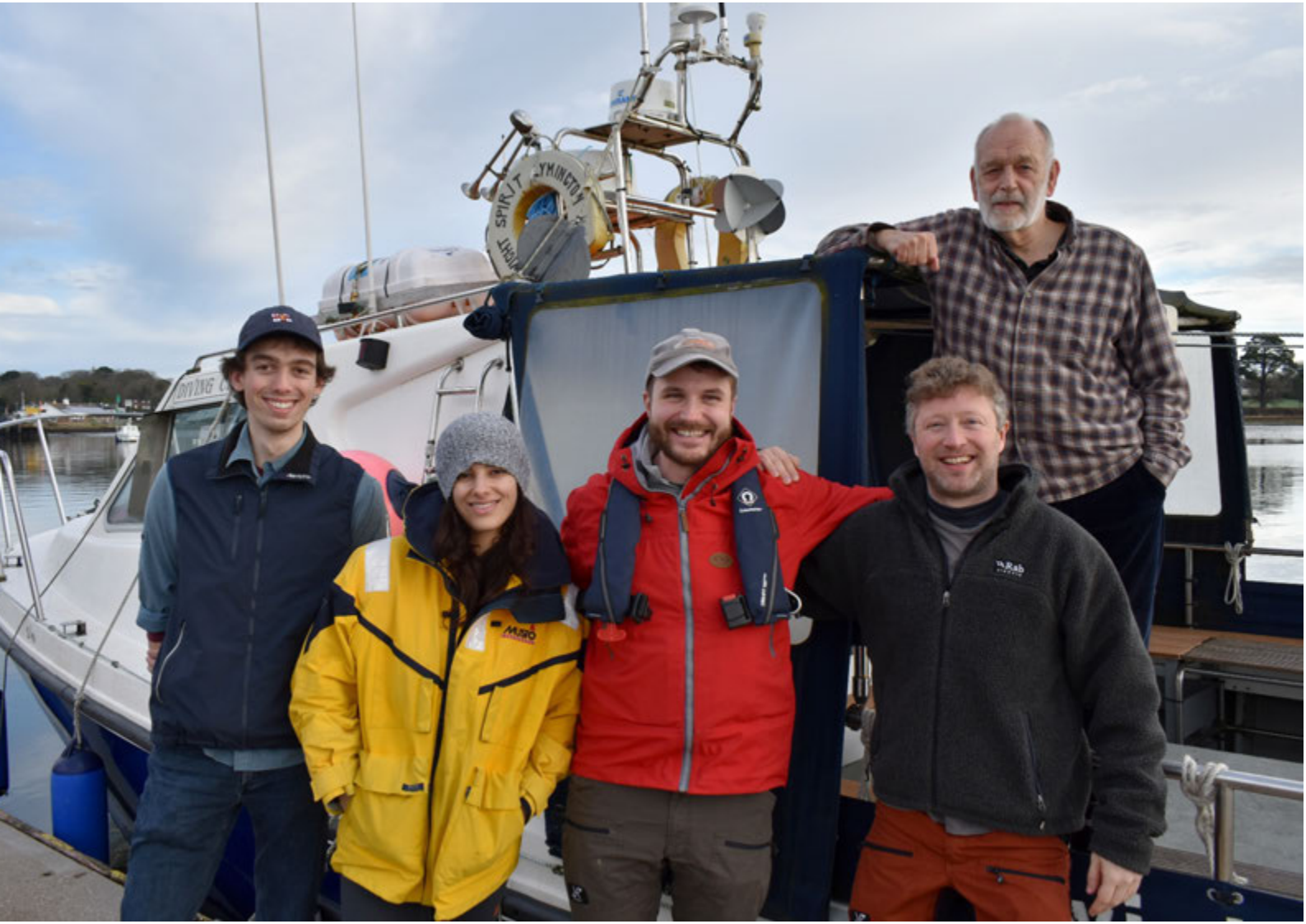


Figure 15 above: Douglas Penning, Maya Luisa Yglesias, Joe Robinson, Leo Fielding, and Dave Wendes on 10 March 2026, before the team successfully scanned and discovered the *Tiger*. Photo credit: Dan McMullen
Below (various) photo credit: Maya Luisa Yglesias.







Figure 16: Above: on 28 April 2026, Dan McMullen briefs Dr Steffen G Scholz on plans for *Tiger*'s sister ship (*Thorn*); Leo Fielding and Dave Wendes discuss the survey; Dan McMullen and Leo Fielding brief the dive team. Photo credit: Maya Luisa Yglesias. Below front: Matthew Clower, Andrzej Sidorow, Alexandra Pischyna, James Porter, Maya Luisa Yglesias, Dan McMullen, Joe Robinson, Guy Trees and Dr Steffen G Scholz. Photo credit: Leo Fielding.



12. Documentation by ProjectXplore divers in 2026

21 dives were attempted from January to July 2026:

- ▶ March 27, 28, 29 (blown out);
- ▶ April 9, 10, 12, 13, 27, 28, 29, 30 (blown out, except for 27 April);
- ▶ May 12, 13, 14 (blown out);
- ▶ June 11 and 12 (blown out) 23 and 24 (went ahead);
- ▶ July 8 and 9 July (went ahead).

On 27 April 2026, a team assembled (Dan McMullen, Leo Fielding, Joe Robinson, Dr Steffen G Scholz, Alexandra Pischyna, Andrzej Sidorow, Guy Trees, James Porter) but found nothing due to incorrect coordinates. Layback was not applied because the software had not received a cable-out value from the cable counter. Having resolved this issue by inputting the cable-out value manually, and with new coordinates on 23 June 2026, the team successfully dived the stern of *Tiger*.

Our aim was to verify the wreck's identity by comparing observed characteristics—documented through underwater photographs, video and measurements—against historical specifications of *Tiger*, while also assessing the preservation of key structural components.

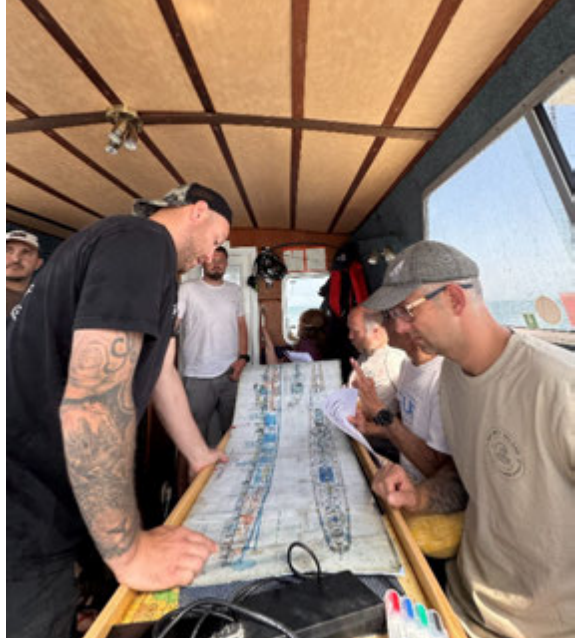
Dive 1 - 23 June 2026

Dive conditions. Surface conditions were rough, but underwater conditions mid-Channel were excellent: visibility was well over 15m and the low-water slack lasted around 45 to 60 minutes. Ambient water temperature at depth was measured at 14C.

The stern section was lying with a 20-to-30-degree list to port, with the rudder assembly at the North-East (060°), and the 4th “Normand” boiler at the South-West (240°). The seabed was sand and shingle. A large sandbank had built up on the port side at the North-East end. The shot went in on the port side, next to the engine block. The stern section finished just forward of the 4th of the 4 “Normand” boilers. Here, the wreck was cut in a relatively clean cross-section such that it was possible to see clearly inside the hull.

“Normand” boiler. The distinctive three-drum design of the “Normand” boiler was photographed. This consisted of a steam drum above two water drums in a triangular layout. Water tubes filled in the two sides of the triangle. A condenser was located on the starboard side of the wreck in line with the 4th boiler. Just aft of the 4th boiler, an engine block with 4 cylinders and engine vents, was located.

Davits for 25-foot whaler. Further aft, on the starboard side, a set of davits was located, half-buried in the sand, which held the 25-foot whaler in position as fitted around compartments 73 to 81. However, there was no sign of the whaler itself.



Deck-mounted stern torpedo tube, 57mm (2.2 inch) shells for Mk1 Hotchkiss 6-pdr. 8cwt gun, and 6-pdr. gun mount. Moving further aft, the stern torpedo tube and slew ring were photographed, fully intact as fitted at compartments 99 to 109. Additionally, at least 3 types of ammunition were photographed in storage racks. 57mm (2.2 inch) diameter shells for the Mk1 Hotchkiss 6-pdr. 8cwt gun was located and measured. A four-legged mounting for the stern 6-pdr gun was located in its original fitted position, at compartments 119 to 121, although the gun itself was absent.

Stern engine revolution telegraph. The stern engine revolution telegraph was photographed. The glass was intact. The face of the dial had 7 windows, each with a sapphire blue background, with white lettering in capital letters, stating “Full”, “Half”, “Slow”, “Stop”, “Slow”, “Half”, and “Full”. The indicating arrow on the face of the dial was still showing “Full”. This confirmed our first major factual finding about the events of 2 April 1908, namely that *Tiger* had not reduced speed to avoid collision with *Berwick*.

Fluid compass. Near the telegraph, a Dent & Co. London fluid compass with a 128-point graduated card was photographed. The card showed a fleur-de-lis pointing North with “Dent” visible through the glass. Except for a Y-shaped crack across the face of the glass, the glass was otherwise intact. The pattern on the compass is known as pattern 20 and was made exclusively for the Admiralty from 1892 to 1907.

Rudder assembly. The rudder assembly was well-preserved: the bulbous curve of the rudder blade and the rudder stock from the L-shaped bearing housing all the way up to the tiller were standing proud from the seabed.

Propellers. As for the starboard propeller, two of the blades, the hub, two support brackets for the propeller shaft, and part of the propeller shaft itself, were evident – but the rest was buried in the sand. The propeller shaft was sturdy machinery that formed part of the vessel’s drivetrain, so the team was not surprised that it had survived. By contrast, the port propeller was completely buried.

3D models and photogrammetry. The team processed the photographs taken by Guy Trees and Dan McMullen using a yellow-and-black striped scale ruler with each bar set to 100mm, and successfully created 3D models of the stern engine revolution telegraph.

Additionally, multiple oil lamps and a rum jar were located.

To mark the occasion, once safely aboard *Wight Spirit*, the team toasted the memory of the sailors on *Tiger* with a bottle of whiskey (appropriately named “Monkey Shoulder” in honour of the ship’s pet monkey who was sadly lost in the collision).

Dive 2 – 24 June 2026

The following day, 24 June 2026, the team returned to the stern section. A second Dent & Co. London fluid compass was located and



photographed on the deck below (See figure 17). To commemorate the sailors, a wreath of poppies was laid next to the tiller.

Dive 3 – 8 July 2026

On 8 July 2026, the dive plan was ambitious. The team aimed to complete work on the stern section and finally discover the bow section of *Tiger*. The team knew the distance and bearing from the stern section to the presumed bow section. Because the presumed bow section was located approximately 140m East of the stern section, and the bow section sank 1-2 minutes after the stern section, this validated our assumption from the evidence that the bow section had been carried East on a flood tide.

For this dive, Dave Wendes made up two shots. The first team (Dan McMullen, Leo Fielding, Joe Colls Burnett) would drop onto the stern section, tie off a 150m reel and reel off East-South-East with scooter and compass to search for the presumed bow section. The second team (Dr Steffen G Scholz, Alexandra Pischyna, and Stef Cooper) would drop directly onto the presumed bow section and place a strobe to guide the first team. The aim of this pincer movement was to spread resources given potential uncertainty in the SonarWiz GPS position for the presumed bow section, to start the search from a known point that the team had dived before, and to give an opportunity to spot any artefacts in the debris field, as well as allow completion of the work on the stern.

The first team completed work on the stern section (further photogrammetry of the deck-mounted stern torpedo tube and telegraph). Joe Colls Burnett tied in the 150m reel just forward of the stern torpedo tube, with Dan McMullen spotting ahead for signs of the bow section and Leo Fielding running compass heading – and the team set off into the darkness.

After about 5 minutes on the trigger into the ebb tide flowing from the East, the exploration team noticed a rock outcrop rising several metres high to the South and a dim glow from the strobe. As the team scooted up the rock outcrop, they immediately saw the video and primary lights of the second team, who were already busy at work on the bow section. Joe Colls Burnett connected the reel to the port side of the bridge area and tied off. The second team reported they knew the first team was close because they could hear our whooping from several metres away: both teams had independently discovered the bow section of *Tiger*.

In front of us was an unforgettable sight. The bow section was lying with a 10-degree list to starboard on a rock shelf of large boulders. Because the bow section was raised up on a rock outcrop, the ship's artefacts were clearly visible rather than half-buried by sand.

Conning tower. The helm and engine revolution telegraph lay face-up and intact within a few centimetres of each other. About 1 metre to port, the team located the roof of the conning tower, which would have been fitted immediately beneath the 12-pdr. gun mount, inverted on the seabed, resembling the shell of an upturned turtle. The mount for the

12-pdr. gun itself, located around compartment number 25, had settled deep into the sediment under its own weight.

2 x Hotchkiss 6-pdr. 8cwt guns. On the port side of the bridge, one 6-pdr. gun was pointing vertically towards the surface. On the starboard side, there was another 6-pdr. gun orientated upside down with the barrel pointing diagonally on the seabed. The team measured and photographed the internal barrel diameter at the muzzle to be 57mm (2.2 inches), as well as the length of the barrel from the muzzle to the start of the recoil cylinders forward of the mount as 1500mm.

Deck-mounted midships torpedo tube and slew ring. The midships torpedo tube was photographed just in front of the break around compartment number 69. The torpedo tube and slew ring were both fully intact. This was remarkable given the proximity of the collision. However, the torpedo tube was slanting down towards the starboard side of the wreck, and the slew ring was nearly vertical, presumably thrown by the impact of the collision.

Three “Normand” boilers. The remaining three “Normand” boilers were located and photographed as expected around compartments 35 to 65.

Kedge anchor. Stef Cooper located one of the two kedge anchors on the starboard side of the turtledeck as expected around compartments 23 to 25.

Additionally, the team located the port-side derrick on the seabed as expected around compartments 57 to 59. As anticipated, the three funnels, which were made of thin-gauge steel, had not survived.

During this dive, the team made its second major factual finding about *Tiger's* final moments: after having located the midships torpedo and slew ring intact at the break, the team was able to confirm the exact location of the impact with *Berwick*, namely compartment number 69 between the 4th Normand boiler and the midships torpedo tube.

Dive 4 – 9 July 2026

On 9 July 2026, the documentation of the bow section was developed further. The first team (Leo Fielding, Joe Colls Burnett, Dr Steffen G Scholz and Alexandra Pischyna) focused on photography and measuring dimensions of specific features. The second team (Dan McMullen and Stef Cooper) focused on photogrammetry.

12-pdr. shell room plaque. The team photographed a brass rectangular cast-metal plaque with raised lettering marked: “12 PDR SHELL RM”. This plaque referenced the room of the same name located in the hold between compartments 26 and 30 on the starboard side of *Tiger*.

Cartridge cases for 12-pdr. gun. Racks of brass cartridge cases holding the propellant for the 12-pdr. guns were photographed, complete with primers and springs screwed into the base of the cartridge. The team measured the diameter of the cartridge cases at the primer end as approximately 100mm (3.9 inches).

Torpedo heads. The heads of 18" Whitehead torpedoes were photographed. The nose on each head had a threaded hole of approximately 55mm (2.1 inches) diameter known as the "pistol socket"⁸⁹ where the "pistol" assembly - the device fitted into the nose to trigger the main explosive charge upon impact – would have been installed.

Rudder position indicator. In the bridge area, the rudder position indicator was photographed. This is a circular dial mechanically linked to the rudder stock so that the bridge could see the rudder angle. The graduated circular scale is marked "*PORT*" and "*STARBOARD*". The pointer mechanism is set to approximately 5-10 degrees to starboard, which suggests that *Tiger* had not altered course to avoid *Berwick* immediately prior to the impact. This was a third major factual finding about *Tiger*'s final moments to add to the historical record.

Main ship's bell. Low on the starboard side of the wreck, partially hidden underneath the hull around the bridge area, Leo Fielding and Joe Colls Burnett located the main ship's bell of *Tiger*. The diameter of the base of the bell was approximately 30cm with a large eyelet above to hang the bell. Leo Fielding, Joe Colls Burnett, Dan McMullen and Stef Cooper worked to clean the bell in situ to see if the name was discernible under the marine encrustation obscuring much of its surface. The outline of the letters "*HMS*" was visible on the shoulder, but due to heavy concretion it was not possible to fully decipher the rest of the bell's markings underwater.

Additionally, the team photographed the bridge wheel, bridge compass and 5-inch pump around compartments 49 to 50.

Finally, the team removed the 150m reel connecting the bow section with the stern section and ended the dive. No artefacts were recovered during these dives. All items were photographed and measured in situ.

⁸⁹ *Torpedo Manual for His Majesty's Fleet, 1909, Volume III: Whitehead torpedoes*, page 18. ADM 186.365.



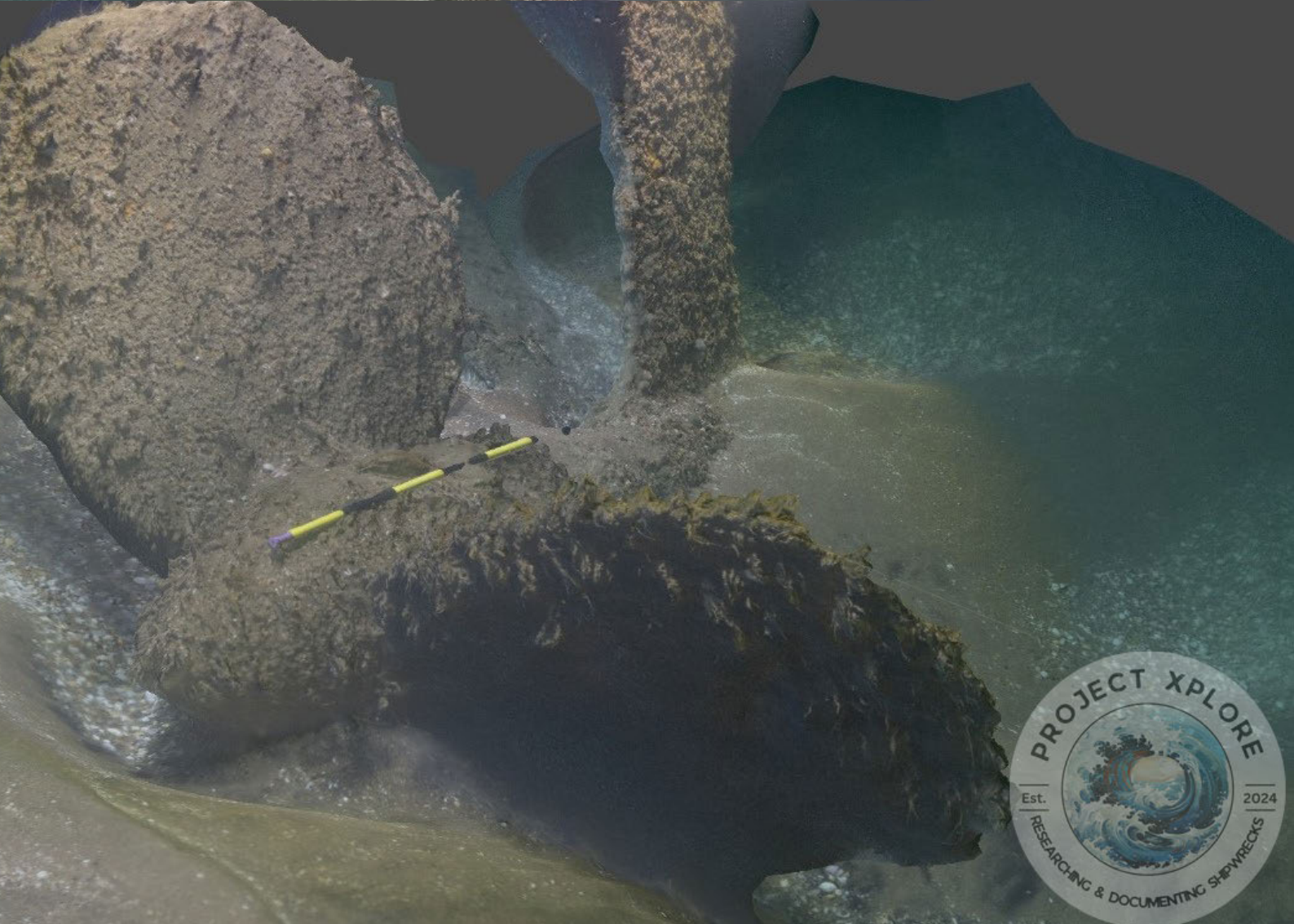


Figure 18: A Dent & Co. London fluid compass with a 128-point graduated card and fleur-de-lis pointing North. Photo credit: Guy Trees.

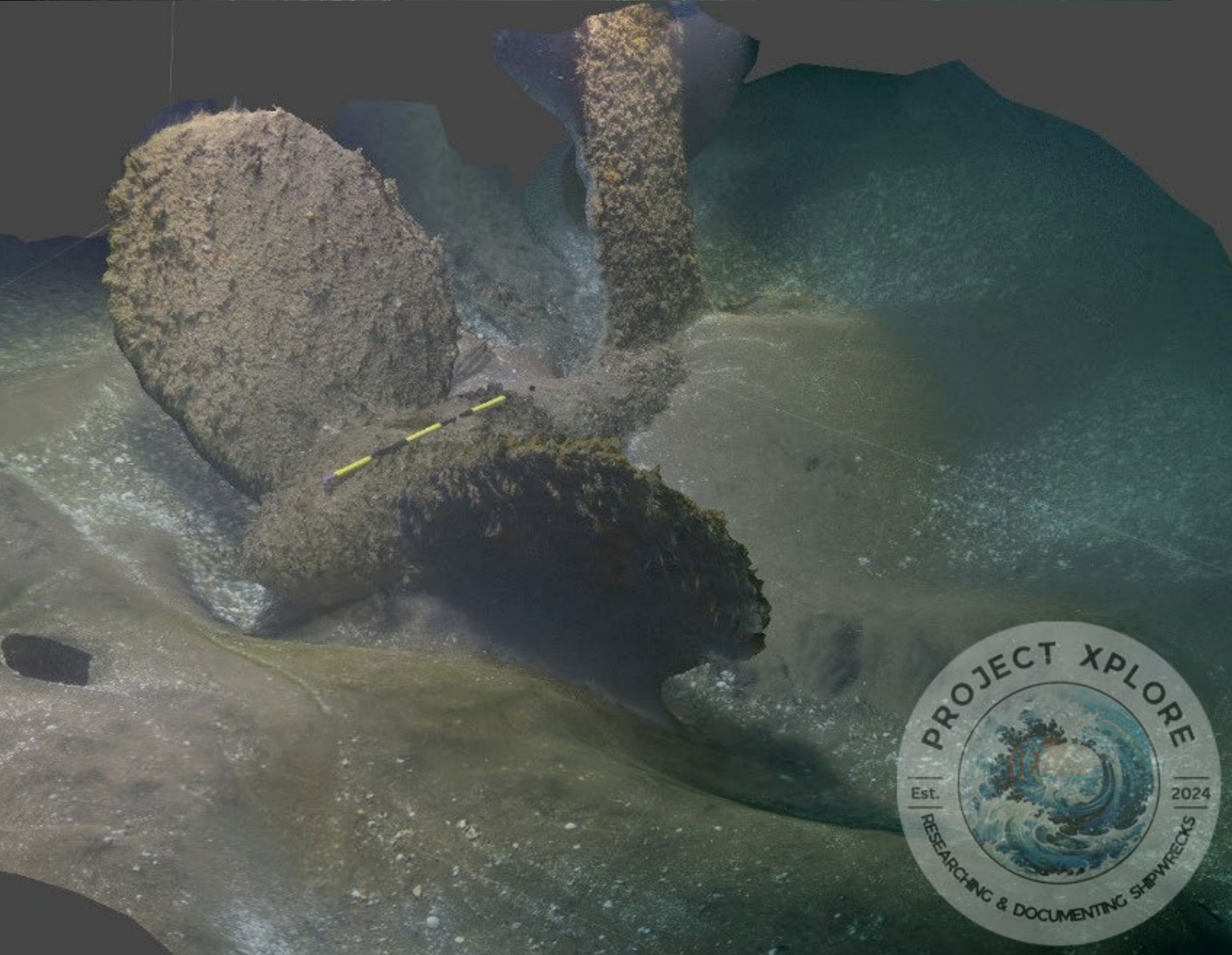
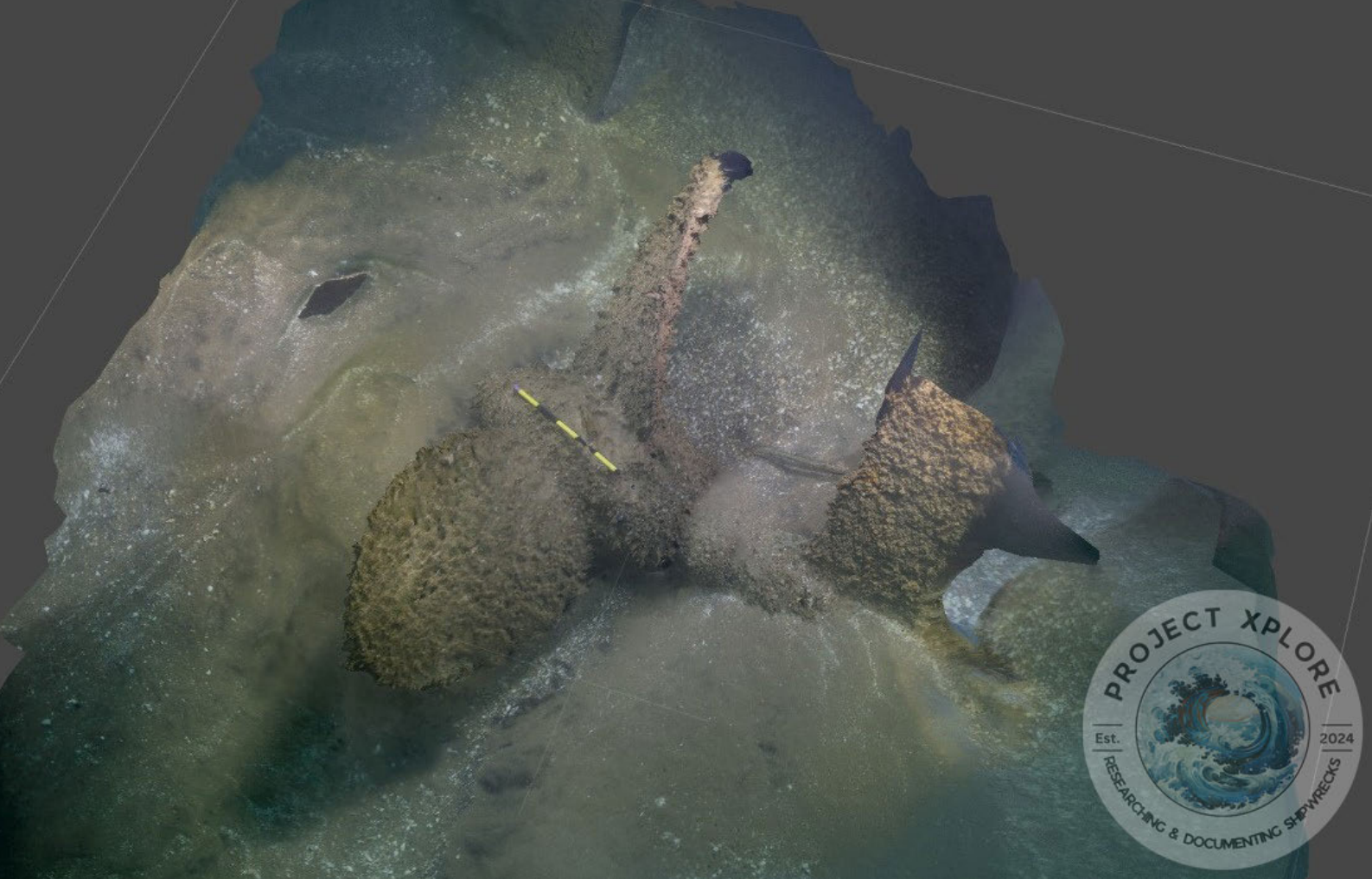


Figure 19: Stern engine revolution telegraph with 7 windows: "Full", "Half", "Slow", "Stop", "Slow", "Half", and "Full". Photo credit: Dan McMullen.

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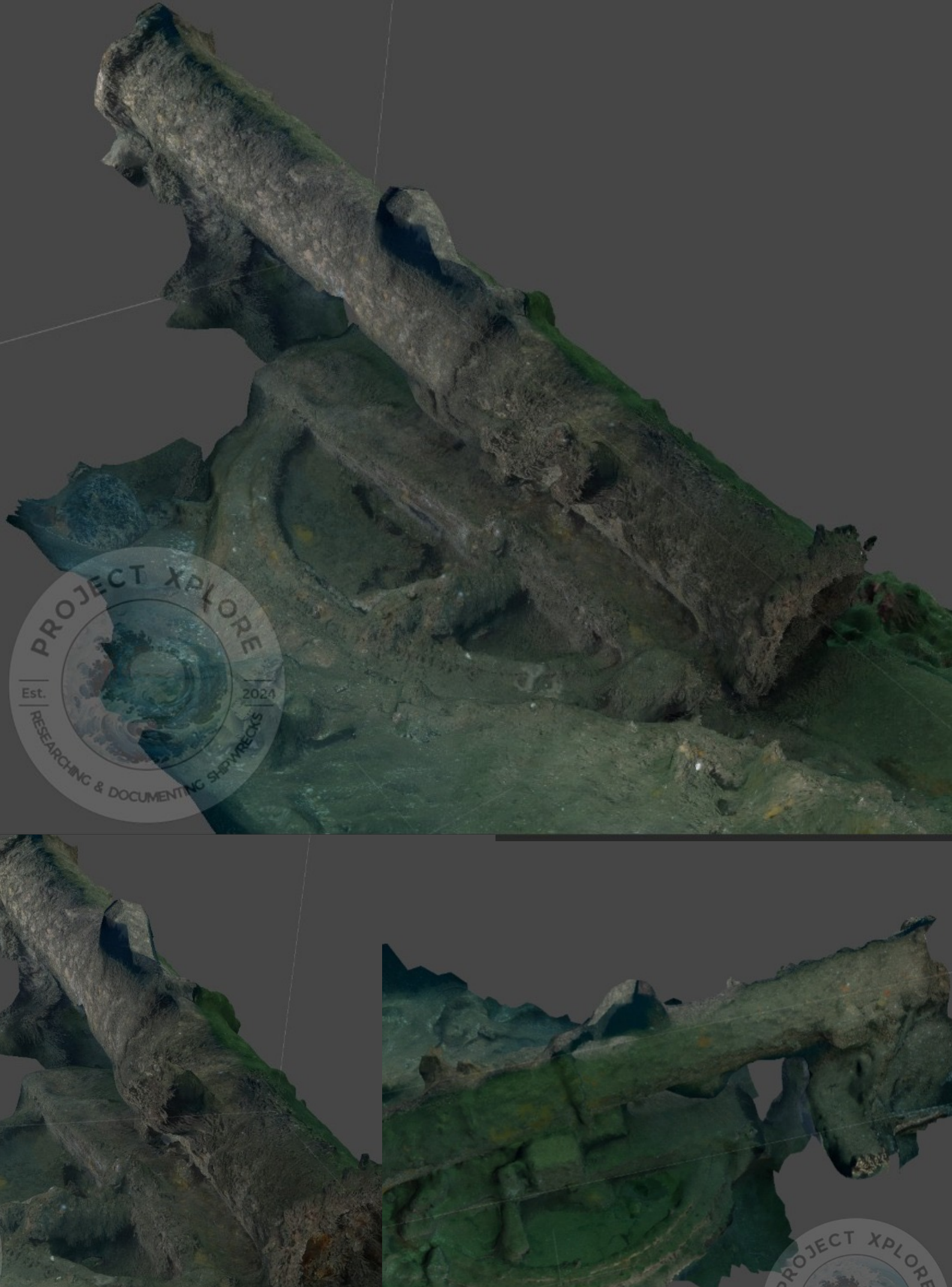


Figure 20: Intact, deck-mounted stern torpedo tube, complete with slewing mechanism to rotate the torpedo tube mount independently of the ship's heading.

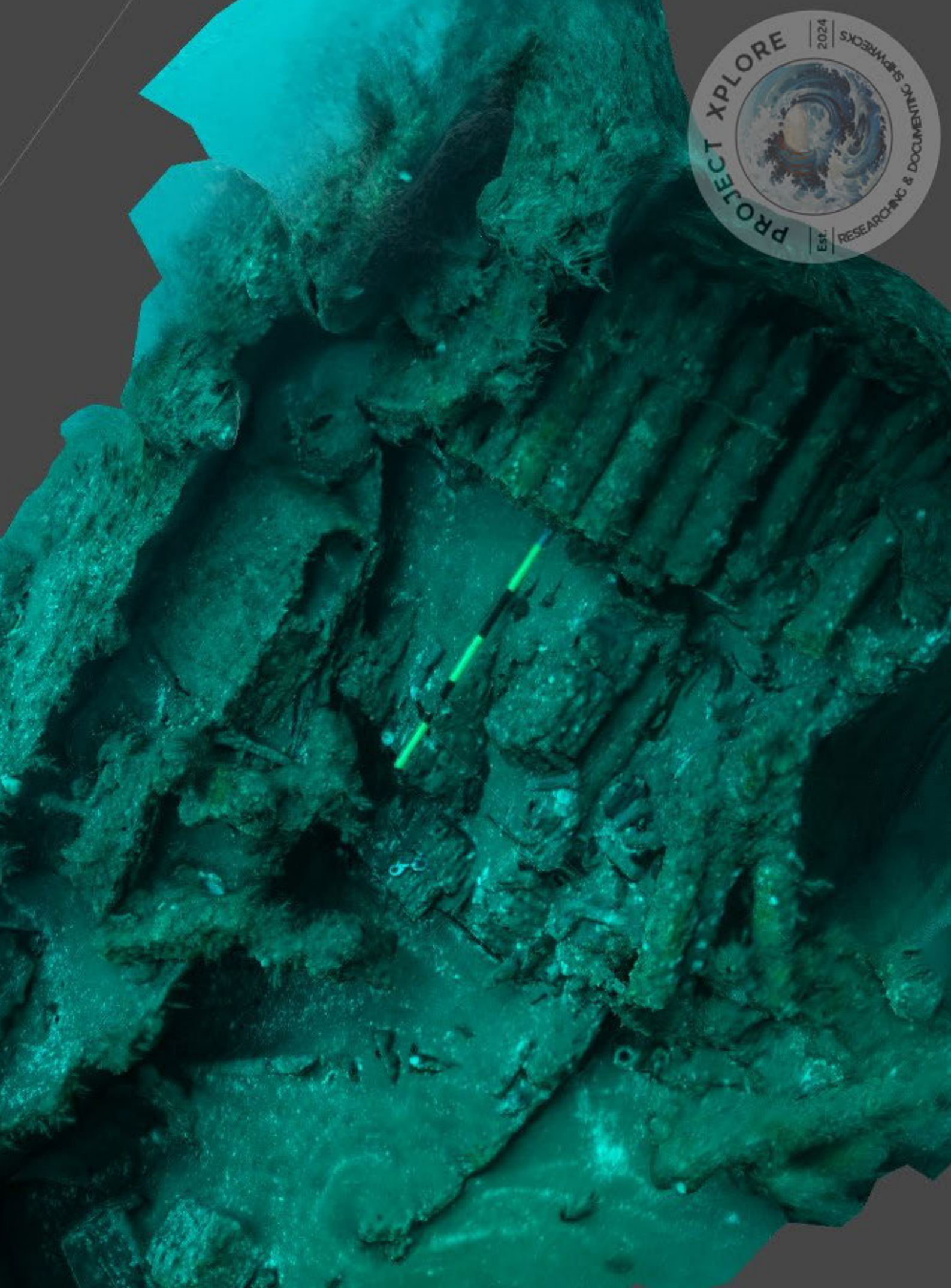


Figure 21: 57mm (2.2 inch) diameter shells for a Mk1 Hotchkiss 6-pdr. 8cwt gun. Photo credit: Guy Trees. 3D model: Dan McMullen.



Figures 22 and 23: The team located a brass rectangular cast-metal plaque with raised lettering marked: "12 PDR SHELL RM". Photo credit: Dan McMullen.





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Figures 24 and 25: Racks of cartridge cases on the bow section complete with primers and springs for the 12-pdr. gun. The rim diameter at the primer end was measured to be approximately 100mm (3.9 inches). Photo credit: Dan McMullen.

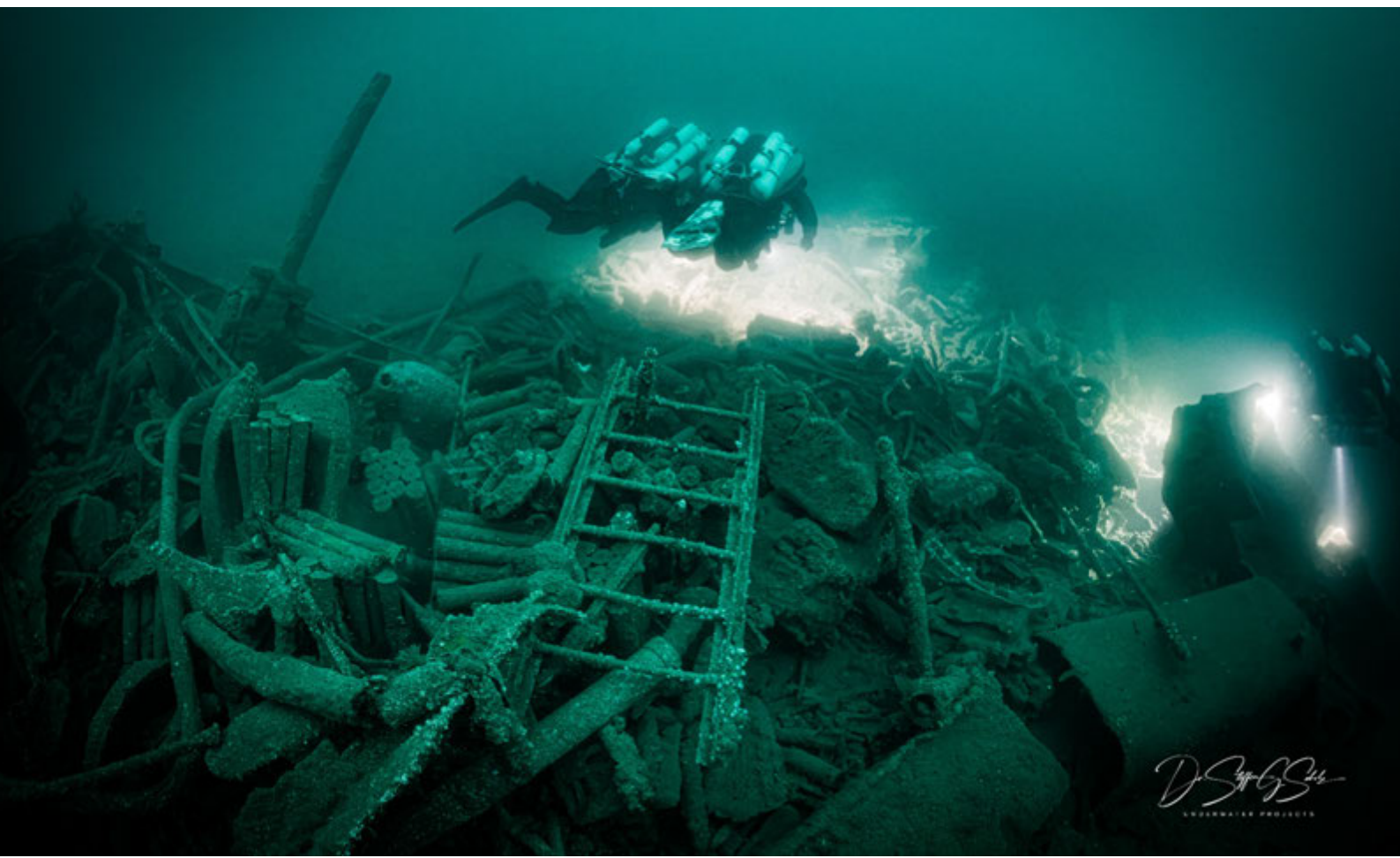


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Figures 26 and 27: On the starboard side of the bow, there was a 6-pdr. gun upside down with the barrel pointing diagonally on the seabed. Leo Fielding measured the internal barrel diameter at the muzzle to be 57mm (2.2 inches). Photo credit: Dan McMullen.



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Figure 28: The 4th of the 4 “Normand” boilers located on the stern section. Here, the wreck was cut in a relatively clean cross-section such that it was possible to see clearly inside the hull.



Figure 29: The main ship's bell of *Tiger* with outline of the letters "HMS" was visible on the shoulder, but due to heavy concretion it was not possible to decipher fully the rest of the bell's markings underwater. Photo credit: Steffen Scholz.



Dr Steffen G Scholz
UNDERWATER PROJECTS

Figure 30 (above): The midships torpedo tube was photographed just in front of the break around compartment number 69. The torpedo tube and slew ring were both fully intact. Photo credit: Dr Steffen G Scholz.

Figure 31 (below): The head of an 18-inch Whitehead torpedo with a threaded hole (“pistol socket”) in the torpedo nose measuring approximately 55mm (2.1 inches) in diameter for fitting the “pistol” that triggered the main explosive charge. Photo credit: Joe Colls Burnett.





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Figure 32 (above): On the bow section, the helm and engine revolution telegraph lay face-up and intact. About 1 metre to port, we located the roof of the conning tower (right-hand side), which would have been fitted immediately beneath the 12-pdr. gun mount, inverted on the seabed, resembling the shell of an upturned turtle. Photo credit: Dan McMullen.

Figure 33 (below): On the bow section, Stef Cooper located one of the two kedge anchors on the starboard side of the turtledeck as expected around compartments 23 to 25. Photo credit: Dan McMullen.



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Figure 34: The rudder position indicator. The graduated circular scale is marked "PORT" and "STARBOARD". The pointer mechanism is set to approximately 5-10 degrees to starboard, which suggests that *Tiger* had not altered course to avoid *Berwick* immediately prior to the impact. Photo credit: Dan McMullen.

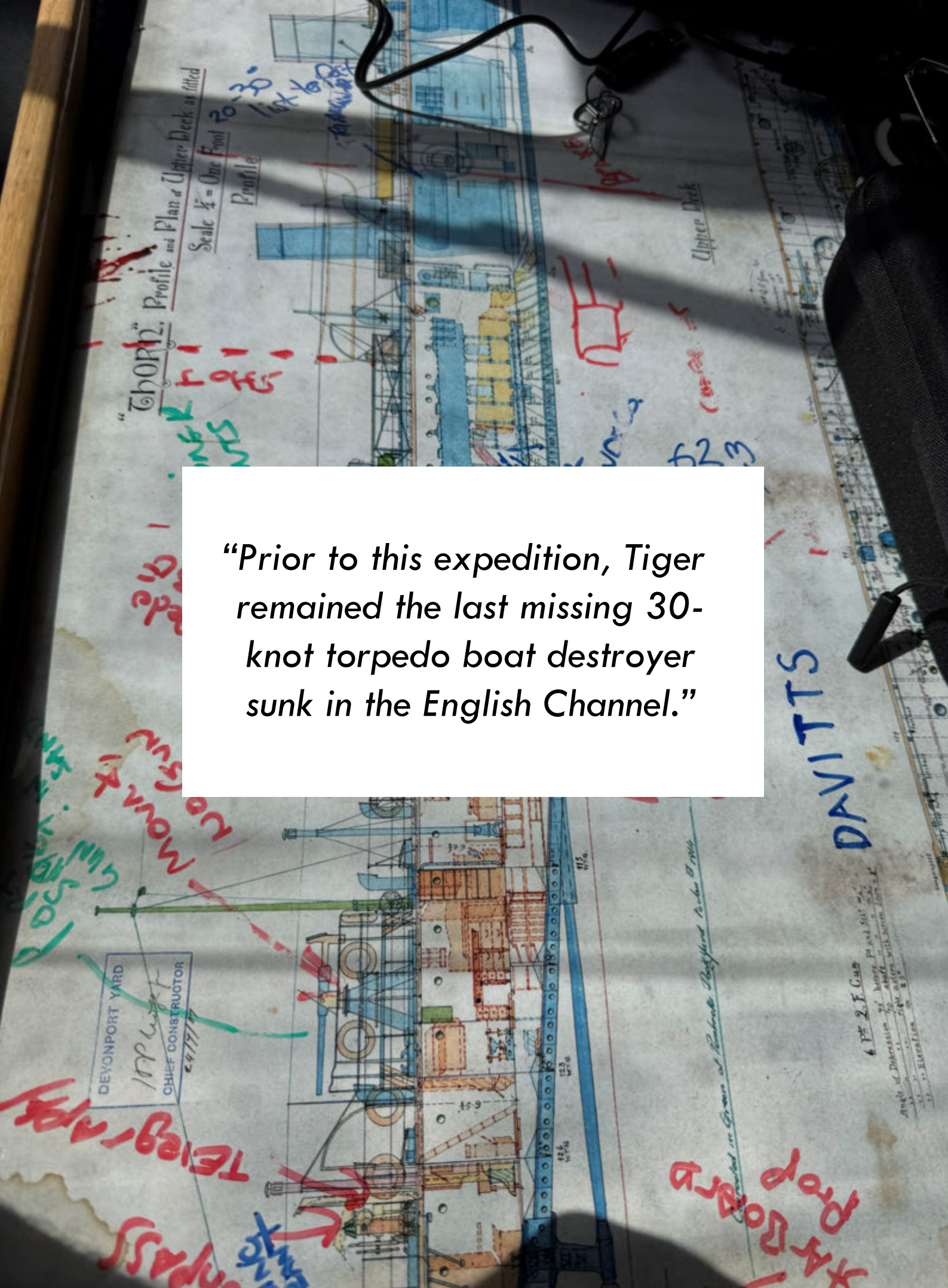


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Figure 35: The 1st "Normand" boiler on the bow section of *Tiger* with the distinctive three-drum design consisting of a steam drum above two water drums in a triangular layout, with water tubes filling in the two sides of the triangle. Photo credit: Dan McMullen.
Figure 36: 5-inch pump around compartments 49 to 50 on the bow section. Photo credit: Dan McMullen.



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“Prior to this expedition, Tiger remained the last missing 30-knot torpedo boat destroyer sunk in the English Channel.”

Figure 37: On 23 June 2026, divers pool recollections from the dive and annotate plans for *Tiger*'s sister ship (*Thorn*). Photo credit: Maya Luisa Yglesias



Figure 38: Ricardo Constantino with the wreath laid on 24 June 2026 in remembrance of the sailors. Photo credit: Guy Trees.

13. Remembrance of the sailors

We believe it is vital to remember the sailors who lost their lives and the sailors who were saved. To the best of our knowledge, the names of the men are recorded below.⁹⁰ We remember them.

The ship's pet dog and pet monkey were also lost (see end photo – internal notes 17 and 31).

Lost

#	Surname	Forename	Rank/Role
1	Beesom	William	Leading Stoker
2	Carter	Frederick	AB
3	Chard	George	Chief Stoker
4	Colley	William	Stoker 1st Class
5	Crawley	William	Stoker 2nd Class
6	Dearnley	George	Stoker 1st Class
7	Dunnaway	Christopher	Gunner
8	French	James	PO 1st Class
9	Goldsmith	Oliver	PO 2nd Class
10	Hargreaves	James	AB
11	Hayles	Albert	PO Stoker
12	Helps	Joseph	AB
13	Holmes	Frank	Chief Stoker
14	Kinch	Frederick	AB
15	King	Thomas	AB
16	Kingham	Ernest	Steward 2nd Class
17	Lightfoot	Joseph	Stoker 2nd Class
18	Manning	Frank	Stoker 1st Class
19	Matthews	Ernest	AB
20	McGrath	Joseph	Stoker 1st Class
21	Middleton	William	Lt. Commanding Officer
22	Mitchell	John	Stoker 1st Class
23	Pickett	Ralph	Signalman
24	Pipe	Edward	PO 2nd Class
25	Pritchett	William	AB
26	Rich	Edwin	AB
27	Shaw	John St Vincent	Signalman
28	Smith	Harry	Stoker 1st Class
29	Webb	George	Stoker 1st Class
30	Worrall	Thomas	Stoker 1st Class
Crew on loan draft to <i>Tiger</i> from <i>Amethyst</i>			
31	Hailwood	William	Stoker 1st Class
32	Newman	William	PO 1st Class
33	Readings	George	Stoker 1st Class
34	Secker	George	Stoker 1st Class
35	Troke	Frank	Stoker 1st Class

Saved

#	Surname	Forename	Rank/Role
1	Alford	George	Stoker 1 st Class
2	Armstrong	Peter	Engine Room Artificer 3 rd Class
3	Belchamber	Edward	Stoker 1 st Class
4	Carter	William	Stoker 1 st Class
5	Charnock	Ernest	Engine Room Artificer 2 nd Class
6	Colton	Joseph	Stoker 1 st Class
7	Cutler	Albert	Stoker 1 st Class
8	Donald	James	Chief Engine Room Artificer 1 st Class
9	Ellis	Frederick	Officer's Steward
10	Fenton	William	AB
11	Fielder	Joseph	Petty Officer
12	Foundling	John	Stoker 1 st Class
13	Gittings	William	Stoker 1 st Class
14	Harrison	Alfred	Stoker 1 st Class
15	Jennings	Albert	Stoker 2 nd Class
16	Reid	Frederick	Stoker 1 st Class
17	Roberts	John	Stoker 1 st Class
18	Stainer	Richard	Stoker 1 st Class
19	Stoodley	George	AB
20	Upton	Albert	AB
21	Vinning	Cecil	Engineer-Lieutenant

⁹⁰ ADM 1.8008 – Telegram from Commander-in-Chief Portsmouth, 3 April 1908, 10.55am.



Figure 39: Wreath to be laid in remembrance of the sailors on 24 June 2026. Photo credit: Maya Luisa Yglesias.

14. The significance of the wreck today

Prior to this expedition, *Tiger* remained the last missing 30-knot torpedo boat destroyer sunk in the English Channel (i.e. from Land's End to Leathercoat Point). The three other such examples – *Flirt*, *Myrmidon* and *Bittern* – had previously been located.

From a naval historical perspective, the loss of the *Tiger* prompted a major rethink in procedure as Admiral Fanshaw, the Commander-in-Chief Portsmouth, banned signal flares from use on night attacks to avoid the glare dazzling Destroyers.

From a social history perspective, the sinking of the *Tiger* was a major national disaster that remained headline news in Britain for weeks. King Edward VII telegraphed his deepest sympathies, and questions were asked in the House of Commons, demonstrating how the tragedy touched communities far beyond those directly connected to the ship and her crew.

From an engineering point of view, the extreme speed required for development of 30-knotters pushed ships like *Tiger* to the limits of human and material endurance, and spurred technical innovation in boilers, frames and lightweight plating.

From a wreck archaeology perspective, the search to locate the *Tiger* has also completed the multi-day searches begun over 118 years ago by Captain Millar on *Forte*, and subsequently overseen by Admiral Fanshaw commanding the cruisers *Berwick*, *Thetis* and *Iphigenia*. In this sense, the team hopes to honour the extraordinary efforts that our predecessors have expended in searching for the wreck of the *Tiger*.

The expedition had also contributed to the historical record regarding *Tiger's* final moments, including the exact location of the impact with *Berwick*, and that *Tiger* had seemingly not reduced speed or altered course to avoid *Berwick* immediately prior to the impact.

Throughout her eight years of service, *Tiger* endured repeated collisions and mechanical failures, yet each time she returned to service – true to her name, a tiger that refused to be tamed.

Given *Tiger's* unique historical significance and status as the final resting place of 35 British sailors, plus the ship's monkey and dog, the Royal Navy has been notified of the discovery.

The team wishes to thank everybody who played a part in piecing together the story behind the *Tiger*, her Officers and crew.



“Throughout her eight years of service, Tiger endured repeated collisions and mechanical failures, yet each time she returned to service – true to her name, a tiger that refused to be tamed.”

15. Chronology

Time	Event	Comment
Immediately before <i>Berwick</i> detects <i>Tiger</i>	<i>Berwick</i> on estimated course of 291° (true) at 10-12 knots ⁹¹	Speed per Rear Admiral's letter dated 3 April 1908 and tracks sketched by Captain Nicholson of <i>Berwick</i> . Course estimated based on stated course of "N.52°W." (magnetic) adjusted for magnetic variation in 1908.
	<i>Tiger</i> on estimated course of 017-021° (true) at 20-21 knots ⁹²	<i>Tiger's</i> reported course was 017° (true) ("with her head lying as it appeared to me about North") [i.e. magnetic North so 017° (true)]. ⁹³ As a cross-check, this matches closely <i>Tiger's</i> estimated mathematical course of 021° (true), based on reports that <i>Tiger</i> crossed <i>Berwick</i> either "at right angles" ⁹⁴ or "almost at right angles" ⁹⁵ : 090° – (360° – 291° estimated course of <i>Berwick</i>) = 021° (true).
8.12pm-8.13pm	<i>Berwick</i> spots <i>Tiger</i> at 100 ⁹⁶ to 150 yards ⁹⁷ (i.e. approximately 90-140 metres), crossing <i>Berwick's</i> bows from port to starboard. <i>Berwick</i> gives order "hard to port" ⁹⁸ , but there is no time for order to take effect. ⁹⁹	n/a

⁹¹ Letter from Rear Admiral dated 3 April 1908. And the sketch provided by Captain Nicholson of *Berwick* entitled "Rough tracks of fleet attacking TBDs *Recruit* and *Tiger* 8 to 8.10" enclosed to his report dated 3 April 1908.

⁹² Court martial proceedings, Cecil Vining, Engineer-Lieutenant, *Tiger*, para 25: "What speed were you going when you were struck? About 20 knots, sir." Also, Ernest Charnock, Engine-room Artificer, *Tiger*, paras 47 and 55: "We were steaming about 260 revolutions ... How many revolutions to a knot? I think about 12, sir." So, 260 revolutions / 12 revolutions per knot = 21 knots.

⁹³ Court martial proceedings, George Reid, Signal Boatswain of *Berwick*, para 210.

⁹⁴ Court martial proceedings, Lieutenant Arthur Strutt of *Berwick*, para 150: "I saw another destroyer ... crossing our bows from port to starboard at right angles to our course".

⁹⁵ Court martial proceedings, George Stoodley, Able Seaman, *Tiger*, para 116: "When the collision actually occurred how were the ships lying to each other – what angle was she? Almost at right angle with the *Berwick*."

⁹⁶ Court martial proceedings, Captain Nicholson, *Berwick*, para 122.

⁹⁷ Court martial proceedings, Henry Knight, Petty Officer 2nd Class, *Berwick*, para 180.

⁹⁸ Court martial proceedings, Captain Nicholson of *Berwick*, para 122: "The navigating officer then said to me "Shall I port? I said "Yes, hard to port"."

⁹⁹ Court martial proceedings, Lieutenant Arthur Strutt of *Berwick*, para 155-158: "Did you notice how her head [i.e. that of *Berwick*] was after the collision or as soon as she struck? No, sir but I think she had hardly altered course at all, there was not time ... The mere fact of the ship going astern might alter her head? I think very little, as the interval between the orders being given and the collision was so short that there was no time for the orders to take effect."

Time	Event	Comment
8.15pm	<i>Berwick</i> collides with <i>Tiger</i> reportedly at 50° 17'N, 001° 21'W. ¹⁰⁰ Simultaneously, <i>Berwick</i> engine room receives the order to go " <i>half and full astern</i> ". ¹⁰¹ <i>Berwick</i> gives " <i>three blasts on the whistle</i> " ¹⁰² (indicating engines engaged astern).	n/a
"8.15pm ½"	<i>Tiger</i> splits and the two sections are carried to the stern of <i>Berwick</i> . ¹⁰³	n/a
8.16pm	<i>Berwick</i> orders " <i>stop</i> " engines. ¹⁰⁴	n/a
8.16pm onwards	<i>Berwick</i> " <i>hailed out of line & lowered all boats.</i> " ¹⁰⁵	n/a
8.18pm	Stern section of <i>Tiger</i> sinks	Both the <i>Berwick</i> signal log ¹⁰⁶ and an eyewitness ¹⁰⁷ confirm that the stern sank before the bow. However, the time difference is minimal: Lieutenant Commander Mahon notes bow and stern sank " <i>practically simultaneously</i> ".
8.19pm to 8.20pm	Bow section of <i>Tiger</i> sinks	<i>Essex</i> log supports 8.19pm. ¹⁰⁸ Lieutenant Commander Mahon of <i>Porcupine</i> ¹⁰⁹ , and Captain Nicholson of <i>Berwick</i> ¹¹⁰ , both support 8.20pm.
Unspecified	<i>Berwick</i> anchors at longitude 001° 19'W (latitude unknown) i.e. approx. 1.2nm East of the reported collision. ¹¹¹	A bearing of 019° (magnetic) minus 17°W magnetic variation gives a bearing from <i>Berwick's</i> anchorage to St Catherine's Point of 002° (true).

¹⁰⁰ Time per *Berwick* log. Location per (1) the Rear Admiral's 3 April 1908 report; and (2) the position plotted on the chart provided to the Navy hydrographer on 4 April 1908.

¹⁰¹ Court martial proceedings, William Randall, Artificer-Engineer of *Berwick*, para 253: "*At 8-15 the starboard telegraph went to half and full speed astern. Also the telegraph on the port side.*"

¹⁰² Court martial proceedings, Lieutenant Strutt of *Berwick*, para 151: "*.... blow three blasts on the whistle*".

¹⁰³ *Berwick* signal log: "*8.15 ½ TBD parted in two after part going aft port side. Fore part turned over and went astern starboard side*". Also, Court martial proceedings, Captain Nicholson of *Berwick* (para 122) and William Fenton, Able Seaman, *Tiger* (para 82).

¹⁰⁴ Court martial proceedings, William Randall, Artificer-Engineer of *Berwick*, para 253: "*At 8-16 it went to Stop on the port and starboard side*".

¹⁰⁵ *Berwick* log: "*Reversed engines, hauled out of line & lowered all boats.*"

¹⁰⁶ "*8.18pm After part of T.B.D. Tiger sunk fore part first (head foremost)*".

¹⁰⁷ Court martial proceedings, George Reid, Signal Boatswain, *Berwick*, para 210: "*Keeping my glass on the after part, I watched it sink. I then passed to the starboard side and saw the fore part, with the search light still showing on it. The fore part was on end, and it slowly went out of sight.*"

¹⁰⁸ *Essex* log: "*8.19 Destroyer Tiger sank.*"

¹⁰⁹ Court martial proceedings, written statement provided by Lieutenant Commander Mahon of *Porcupine*, para 397: "*the bow & stern went down practically simultaneously at 8.20pm.*"

¹¹⁰ Sketch provided by Captain Nicholson of *Berwick* entitled "*Rough tracks of fleet attacking TBDs Recruit and Tiger 8 to 8.10*", enclosed to his report dated 3 April 1908. The sketch depicts the time of collision as 8.10pm, and he stated *Tiger* sank "*in about ten minutes*", which supports 8.20pm.

¹¹¹ *Berwick* log: "[Anchor symbol added] Anchor Bearing St. Catherine's Pt. N. 19°".

Time	Event	Comment
9.10pm	<i>Berwick</i> “recalled and hoisted boats.” ¹¹²	n/a
9.15pm	<i>Forte</i> “received orders ... to place myself under the orders of the Captain of the <i>Berwick</i> and remain on the spot until daylight and then rejoin him in Portland.” ¹¹³	n/a
9.25pm	<i>Forte</i> “Proceeded towards <i>Berwick</i> (she having anchored)”. ¹¹⁴	n/a
9.28pm	<i>Berwick</i> restarts engines. ¹¹⁵	n/a
9.30pm	<i>Berwick</i> departs. ¹¹⁶	n/a
9.50pm	<i>Forte</i> anchors at 50° 19' N, 001° 15' W, and starts looking for wreckage but finds nothing. ¹¹⁷	n/a
Dawn on 3 April	<i>Forte</i> resumes the search but finds nothing. ¹¹⁸	n/a
3-4 April	The tugs <i>Enterprise</i> and <i>Vulcan</i> search for the wreck. ¹¹⁹	n/a
7 April - 1 st day of search and salvage effort		
n/a	<i>Berwick</i> and <i>Iphigenia</i> depart Portsmouth to search for the wreck. ¹²⁰	n/a
8 April - 2 nd day of search and salvage effort		
n/a	<i>Magnet</i> (special service vessel) and <i>Enterprise</i> (tug) continue the search. ¹²¹	n/a
n/a	<i>Thetis</i> (a cruiser) joins the search. ¹²²	n/a
7am	<i>Magnet</i> records course 184° true from Sandown Bay to sweep for wreck of <i>Tiger</i> . ¹²³	n/a
10.18am	<i>Berwick</i> drops buoy “in supposed position of wreck”. ¹²⁴	This was the 1 st buoy dropped.
10.21am	<i>Magnet</i> “started sweeping for wreck of <i>Tiger</i> ”. ¹²⁵	n/a
11am	“Tugs commenced sweeping for wreck”. ¹²⁶	n/a
Midday	<i>Berwick</i> fixes position at 50° 22' 50"N, 001° 11' W.	<i>Berwick</i> log (“ <i>St Catherine's P. N4E 17 1/2" i.e. 347° true</i> ”).
1.45pm	<i>Berwick</i> heads 311° true “sweeping for wreck”.	<i>Berwick</i> log

¹¹² *Berwick* ship's log.

¹¹³ Court martial proceedings, Captain Millar of *Forte*, para 529.

¹¹⁴ *Forte* ship's log.

¹¹⁵ Samuel Waterfield, Engine room Artificer of *Berwick*, para 238: “...The next movement of the engines was not until 9-28.”

¹¹⁶ *Berwick* ship's log.

¹¹⁷ *Forte* ship's log: (“9.50 [pm] Come to with port [anchor symbol] in 31 fathoms [ie 56 metres] *St Catherine's Pt.* bearing N.11W 16 1/4 miles. Commenced searching with search lights all night looking for wreckage of *Tiger*.”)

¹¹⁸ Court martial proceedings, Captain Millar of *Forte*, para 530: “I saw no sign of wreckage or anything in the water and on getting under way the next morning at daylight I searched the spot thoroughly for any signs of wreckage. I had been anchored at the spot for the night but saw nothing.”

¹¹⁹ “During the day the tugs *Enterprise* and *Vulcan* went out to the back of the Isle of Wight, and Admiral Sir A. D. Fanshaw, Commander-in-Chief, also went out to ascertain the position of the wreck” (Sheffield Daily Telegraph, Saturday 4 April 1908).

¹²⁰ “...it will be difficult to locate the position or research the wreck, but the Admiralty have resolved to attempt to recover portions at all events and try to find some of the bodies by utilizing powerful sweeping apparatus.” (Edinburgh Evening News, 8 April 1908).

¹²¹ “*Magnet* and *Enterprise* were engaged on Wednesday [8 April] in sweeping for the wreck of the destroyer *Tiger*” (Army and Navy Gazette, Saturday 11 April 1908).

¹²² “...and they are to be joined to-day by the cruiser *Thetis*.” (Shields Daily News - Wednesday 08 April 1908).

¹²³ *Magnet* log (“shaped course S21W”).

¹²⁴ *Berwick* log: “Stopped. Dropped buoy in supposed position of wreck”.

¹²⁵ *Magnet* log.

¹²⁶ *Berwick* log.

Time	Event	Comment
		(<i>"Proceeded 32W ... sweeping for wreck"</i>)
5pm	<i>"Tugs encountered obstructions while sweeping. Buoyed position."</i> ¹²⁷	This was the 2 nd buoy dropped.
6pm	<i>Magnet "dropped moorings".</i>	<i>Magnet log</i>
7.40pm	<i>Magnet returns from the area of the 2nd buoy to Sandown Bay on a course of 008° true, i.e. 188° reciprocal.</i>	<i>Magnet log</i> (<i>"7.40 Proceeded course N25E"</i>)
11pm	<i>Berwick anchors in Sandown Bay.</i>	<i>Berwick log</i> (<i>"Anchor bearing Nab N60E [i.e. 043° true / Shanklin N68W [i.e. 275° true]"</i>)
9 April - 3 rd day of search and salvage effort		
5.35am	<i>Magnet returns to the 2nd buoy on a course of 186° true.</i>	<i>Magnet log</i> (<i>"...proceeded to marker buoy ... shaped course S23W"</i>)
10am	<i>Berwick returns to the 2nd buoy on a course of 200° true, and stops ahead of the buoy.</i>	<i>Berwick log</i> (<i>"S37W ... Stopped ahead of buoy marking position of Tiger"</i>)
10.20am	<i>Magnet picks up 2nd buoy.</i> ¹²⁸	n/a
n/a	Press reports indicate that the Admiralty may have located a portion of the <i>Tiger</i> . ¹²⁹	n/a
n/a	<i>Berwick, Thetis and Iphigenia abandon efforts to find and salvage Tiger, "the difficulties encountered having made the task practically impossible."</i> ¹³⁰	n/a

¹²⁷ *Berwick log.*

¹²⁸ *Magnet log ("10.20 Picked up buoy").*

¹²⁹ *Nottingham Evening Post, 10 April 1908: "The cruisers Berwick and Iphigenia, together with tugs, have, as the result of sweeping operations, succeeded in locating a portion of the ill-fated destroyer TigerThe wire was found to have caught some object and when this was pulled in it slipped. A second effort was made, but the cable snapped with the strain, showing that the object encountered must have been a heavy one. There is little doubt either the fore or the after part of the Tiger has been located. Sweeping operations have been suspended for the present, however pending the holding of the court-martial." Also, Daily News London, 10 April 1908: "HMS TIGER FOUND ... The sea floor was swept over a large area with a large wire cable, dragged by the warships, and at length an object was struck; but the cable slipped when a strain was put on it ... The spot has been buoyed."*

¹³⁰ *Liverpool Daily Post, 10 April 1908: "Salvage Impossible. The operations being conducted by the cruisers Berwick, Thetis and Iphigenia to endeavour to salve the sunken portions of the destroyer Tiger have been abandoned, the difficulties encountered having made the task practically impossible."* (Nottingham Evening Post, 9 April 1908).

16. Bibliography

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ProjectXplore dedicates this report to Dave Wendes, skipper of *Wight Spirit*, in recognition of a lifetime devoted to maritime heritage around the Isle of Wight.

His research, expertise and perseverance sustained the four-year search for *HMS Tiger*.

ProjectXplore, and the discovery recorded in these pages, owe an enduring debt of gratitude to Dave Wendes.





1—Thomas King, A.B. (drowned).
 2—Frederick Carter, A.B. (drowned).
 3—Edward Pipe, petty officer (drowned).
 4—Frank Holmes, stoker (drowned).
 5—Newman, torpedo-instructor (died on the Gladiator on the way to Portsmouth).
 6—George Claird, chief stoker (drowned).
 7—A. Cutler, stoker (saved).

8—Joseph Helps, A.B. (drowned).
 9—Thomas Warrall, stoker (drowned).
 10—John Pondling, stoker (saved).
 11—A. Upton, petty officer (saved).
 12—O. Stodley, stoker (saved).
 13—Belchamber (saved).
 14—Swiner, stoker (saved).
 15—W. Colley, stoker (drowned).

16—F. Ellis, stoker (saved).
 17—The ship's pet monkey (drowned).
 18—John Donald, chief reg./re-room officer (saved).
 19—E. Matthews, A.B. (drowned).
 20—F. Manning, stoker (drowned).
 21—L. Alfred, stoker (saved).
 22—J. Roberts, stoker (saved).
 23—W. Gittings, A.B. (saved).

24—A. Harris, stoker (saved).
 25—W. Feilten, A.B. (saved).
 26—J. French, petty officer (drowned).
 27—A. E. Hayles, stoker (drowned).
 28—P. Armstrong, stoker (saved).
 29—Engineer-Lieutenant Vining (saved).
 30—John Colton, A.B. (saved).
 31—The ship's pet dog (drowned).

