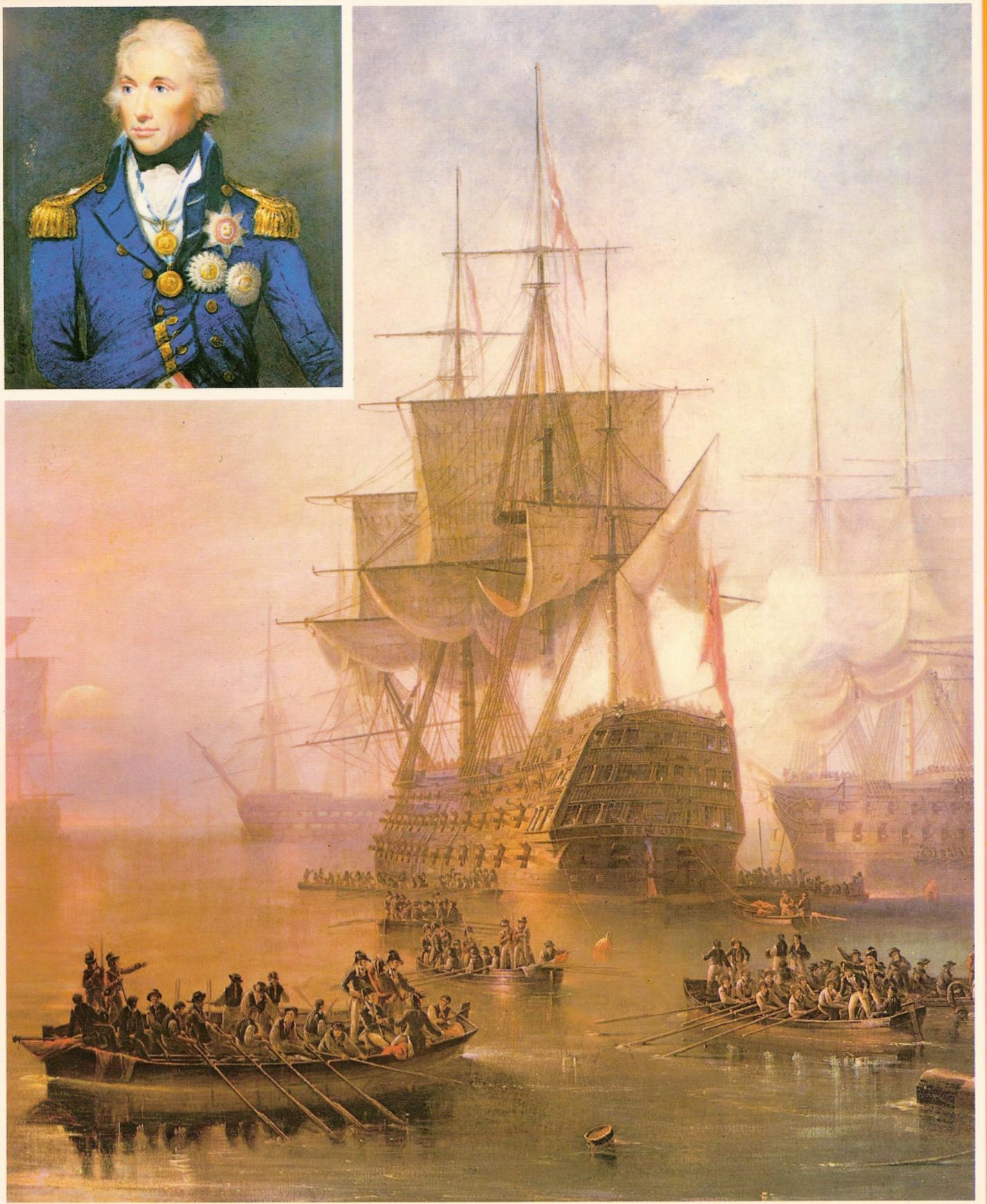


# NELSON & VICTORY



# LORD NELSON'S PRAYER

On the morning of 21st. October, 1805  
The combined fleets of France and Spain  
then in sight.

**"MAY THE GREAT GOD,** whom I worship, grant to my Country and for the benefit of Europe in general, a great and glorious Victory: and may no misconduct, in any one, tarnish it: and may humanity after victory be the predominant feature in the British Fleet.

For myself individually, I commit my life to Him who made me and may His blessing light upon my endeavours for serving my Country faithfully.

To Him I resign myself and the just cause which is entrusted to me to defend.

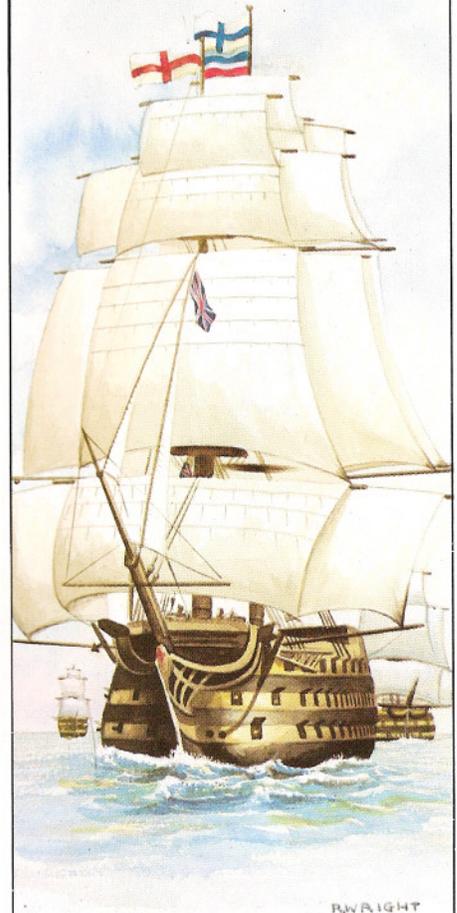
**AMEN · AMEN · AMEN"**

BRF

## TRAFALGAR

21st October 1805

"Victory" hoists Signal N° 16  
"Engage the Enemy more closely"  
at the main top-gallant mast-head  
where it remained until shot away.



RWRIGHT



After Nelson's death, Hardy, Captain of the Victory took charge of His Lordship's diary which contained the above prayer written just before the Battle started. There was also an unfinished letter to Emma Hamilton on his desk.

# H.M.S. *VICTORY* AND ADMIRAL LORD NELSON

by Peter Whitlock and William Pearce

## INTRODUCTION

A love of the sea and ships in general is present in multitudes of people the world over but particular interest constantly centres round the period of history known as The Great War or Napoleonic Wars (1793-1815). This was the heyday of the fighting sailing ship, the era that saw the pinnacle of achievement reached by the great "wooden walls", the ship-of-the-line-of-battle.

Many countries have fortunately preserved examples of ocean-going sail-

ing ships, Great Britain being among the leaders in this field, but of paramount importance must surely be H.M.S. *VICTORY* which led the British line at the decisive Battle of Trafalgar in 1805 as the flagship of Vice Admiral Lord Nelson.

This ship, preserved for all to see, in dry dock at Portsmouth, on the South coast of England, is the very last line of battleship and still wears an Admiral's Flag.

It is all too easy to wax romantic about the past, and a first-rate ship-of-the-line under full canvas must have presented a magnificent sight but nostalgia is often inclined to distort the truth.

This small book attempts to set out in condensed form some facts about this ship and those of her kind. Lord Nelson and the men who manned these ships are rightly considered an integral part of this story.



## SCENARIO

Both H.M.S. *Victory* and Lord Nelson must be seen against the backcloth of a war between Britain and France, that lasted 22 years. This war, between a great maritime power and a great land power, encompassed a large part of the world.

A need had arisen to maintain a fleet at sea: no more running for shelter because of weather, action damage, illness amongst the crew, nor even to obtain water or provisions. Demands on the Royal Navy had increased with Britain's colonial gains and losses. The blockading of enemy ports by squadrons and fleets of warships through the months of winter as well as summer took its toll of ships and men alike. This "keeping" the seas, day in, day out, week in, week out, almost tore the hearts out of both.

Lord Nelson, his *Victory*, and the Royal Navy in general, had been wearied by war, sea, and weather, by

the time the fateful day of October 21st 1805 dawned and the Battle of Trafalgar commenced.

H.M.S. *Victory* had first put to sea in 1778 and fought her first action in the same year. Nelson at that time was a young naval officer, though not altogether lacking an interest in high places, the son of an obscure Norfolk clergyman. Lieutenant Horatio Nelson was destined to command H.M.S. *Badger* before the year 1778 was out and to be kept busy protecting British interests in the West Indies despite American Privateers.

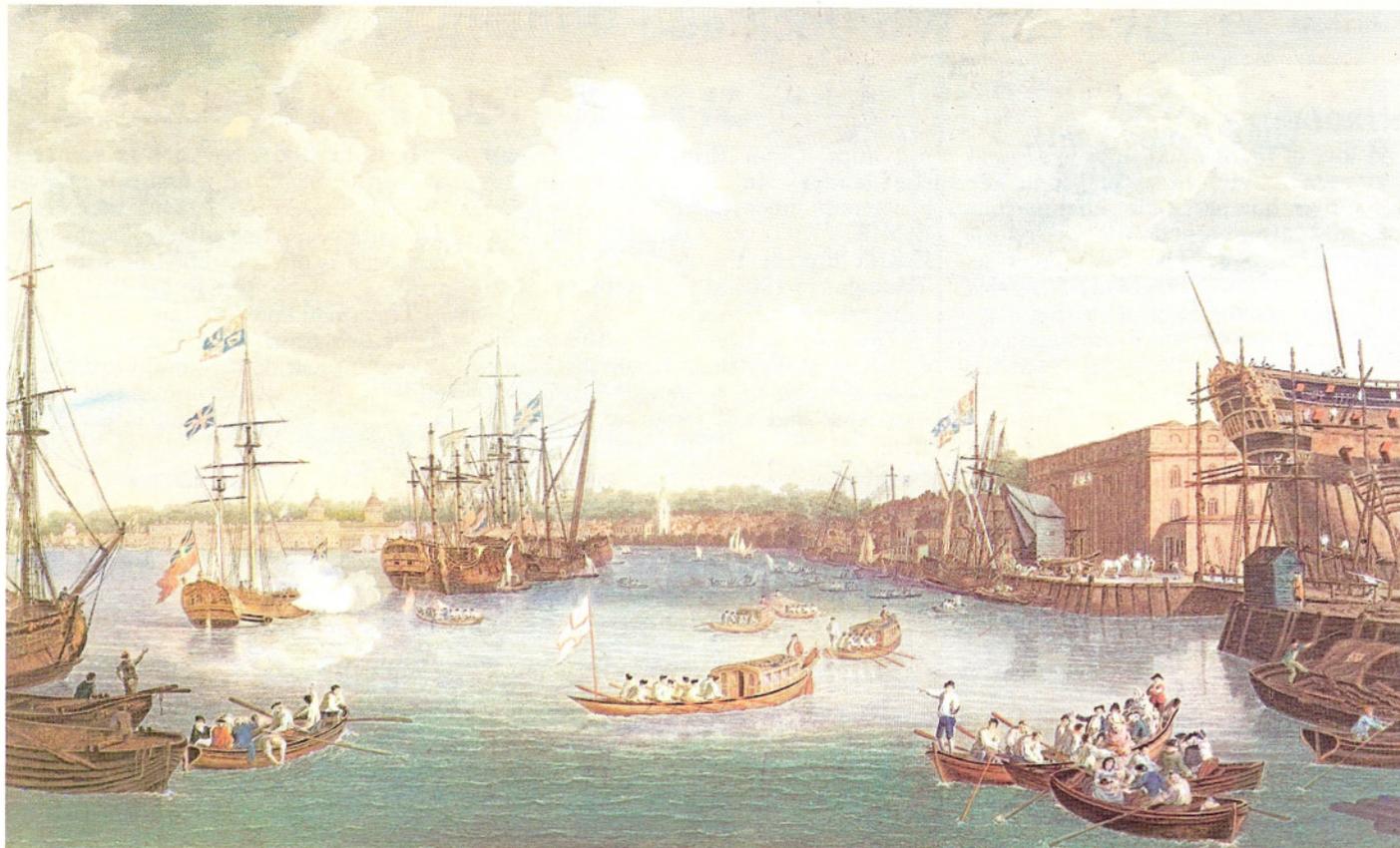
By the time of the Battle of Trafalgar Lord Nelson was 47 years of age and H.M.S. *Victory* had been "laid down" in Chatham in the year following his birth. Both of them had therefore been well seasoned through conflict and stress.

The action at Trafalgar cost Lord Nelson his life but *Victory* continued to serve at sea long after the event. She

was the flagship of Admiral Saumarez through the Baltic campaigns of 1808 to 1812, played a part in the Peninsular campaigns, and after completion of seagoing service in December 1812, continued to serve in Portsmouth harbour as flagship, guardship and so on.

The first Royal Salute of 21 guns to the young Queen Victoria was fired in 1837 by the Royal Navy from the gun decks of *Victory*; likewise the last salute when her body passed in the barge en-route from the Isle of Wight 64 years later.

The Battle of Trafalgar did not involve the full strength of the Royal Navy. At the time Britain possessed some 104 ships-of-the-line in service, with another 23 fitting out for service, and around 300 Frigates, Brigs and Sloops. Nevertheless, at this battle, which has become one of the great sea battles of all time, the British fleet comprised 27 ships-of-the-line under the command of Lord Nelson.



*Shipbuilding at the Royal Dock Yard, Deptford, 1793*

**H.M.S. *Victory* and her contemporaries – some details of evolution, construction and classes—**

SHIP (SCIP · SAX). Definition in Falconer's Marine Dictionary of 1780:

"A general name given by seamen to the first rank of vessels which are navigated on the ocean."

Ships of War ranging from mighty three-deckers, mounting some 100 guns, and more, down to vessels called Sloops-of-war, mounting a mere eight to 18 guns, evolved gradually from the first true ocean-going, purpose-built ships of war of the reign of Henry VIII. Prior to this period only the shallow-draught fighting vessels propelled by sail and/or oars existed, but men had of course been building ships and equipping them for fighting as a secondary role for centuries. Several names of the parts of a ship derive from this period – i.e. forecastle and aftercastle; these "castles" being temporary fighting man platforms at the bow and stern of a ship.

Upwards of 200 men would be involved in building a ship like H.M.S. *Victory*, men of a variety of crafts and trades. Riggers and Sailmakers were men of ancient craft and standing in the community and were to be found in many suitable coastal areas. Shipwrights were recognised tradesmen having evolved from carpenters in England by the year 1500. By Queen Anne's reign apprentices were appointed by statute and The Worshipful Company of Shipwrights received its first Charter in the reign of James I.

These men who built the great fighting machines of the 18th century

worked their miracles almost entirely with hand tools and muscle power. The adze, the maul, the auger, the marline spike, the fid, the palm and needle were among their stock in trade – many of these tools still existing today and some even still being used. Change was in the air by the end of the 18th century: machines for manufacturing blocks for the complicated mass of rigging had emerged by 1770 and the world's first mass-production machinery was evolved by Brunel for this all-important task and installed in Portsmouth Dockyard between 1803 and 1805. A First Rate ship needed well over 1,000 rigging blocks of various sizes; block making was therefore a major factor in fitting out a ship. By the early 1800's steam was being used to drive lathes and wood-boring machines for ship building and repair.

Rope walks and rope houses for the manufacture of the all-important rope were to be found in a great many places, particularly the West of England. The fibres of hemp were hackled, streaked, spun and finally laid up into hawsers, lines, and ropes of varying circumferences to meet the needs of the great sail-powered warship. A First Rate ship needed around 20 miles of made-up rope, that for the anchor cable being 24 inches in circumference.

These ships had an outfit of 36 sails amounting to nearly four acres of canvas. This canvas had to be stitched by hand and for one ship alone sailmakers would ply their palm and needle over a distance of 64,000 yards at five stitches to the inch when making seams – and each seam had to be double!

The Surveyor of the Navy was responsible, together with the members of the Navy Board, for the design of warships, and they, at least in theory, were answerable to the politicians who formed the Lords of the Admiralty. The Master Shipwright co-ordinated the on-site construction.

Ships were rated by order and class according to their force and magnitude. Six rates formed the British Fleet and these were followed in turn by a miscellaneous group of Sloops-of-War, Armed Ships (such as the famous *Bounty* of Lieutenant William Bligh fame), bomb ketches, fire ships, cutters and schooners. These lower orders were commanded by Lieutenants.

First Rate ships (of which the *Victory* was one) mounted 100 guns and more on three decks and were manned by some 850 men (officers, seamen, marines and servants included). The guns ranged from 42 pounders to 12 pounders.

Second Rate ships carried 90 guns on three decks with a complement of men about 100 less than a First Rate.

Ships of the Third Rate carried between 64 and 80 guns and during the Napoleonic wars were in two main groups, one mounting 64 guns and the other 74 guns. These two-decked warships formed the bulk of the line of battle and carried 500 and 600 men.

The Fourth Rate were 50-gun ships but were being phased out early in the Napoleonic wars.

The Fifth and Sixth Rates were not of the line of battle but were Frigates – the eyes of the Fleet. A Fifth Rate mounted between 36 and 44 guns and a Sixth Rate 28 guns.

These ships, not forgetting the East Indiamen of around 1,200 tons and the West Indiamen of 500 tons for maritime trading, were built of oak with small quantities of other woods, such as elm for the keel. Fir was used in large quantities for masts and spars and an old letter records that a shipwright called John Jackson spent four years in Russia selecting and surveying timber for this purpose.

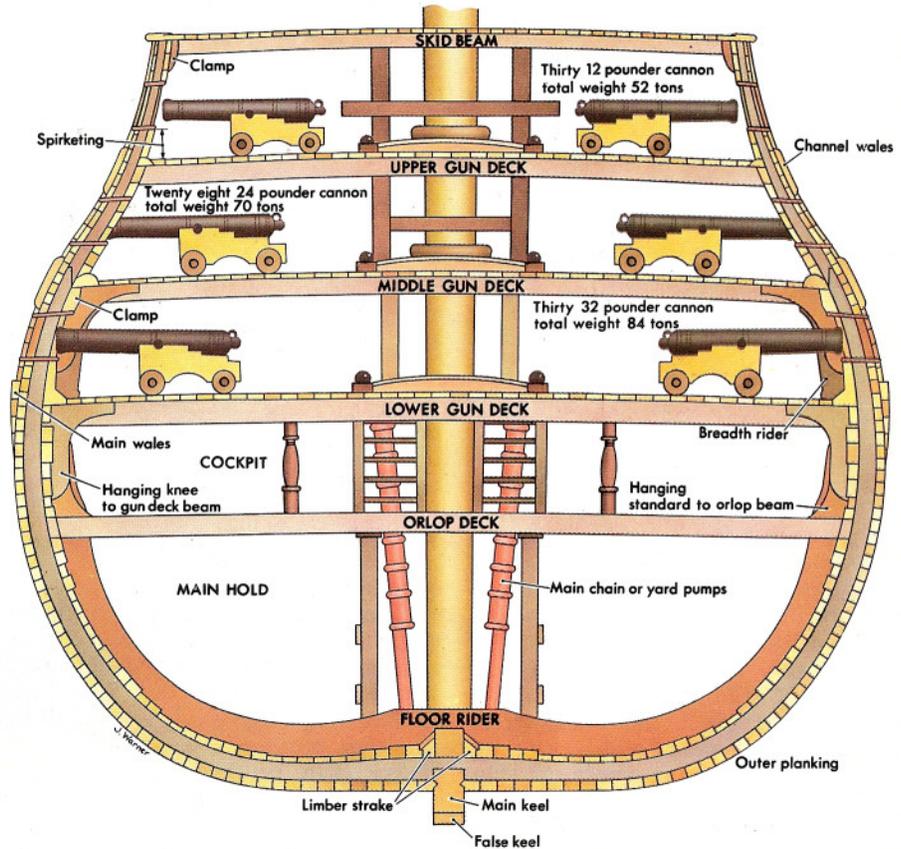
By the middle of the 18th century England was literally running out of suitable oak and supplies were being supplemented from New England and the Baltic countries. One particular problem was the availability of "compass" oaks; these trees, so called because of their sweeping lower limbs and heavy surface root formations which pointed in all directions of the compass, were found in parklands and used to manufacture the shaped pieces such as hanging knees that formed, together with the lodging knee, the support bracket to the ends of the gun deck beams against the ship's side. By the early 1800's Robert Seppings had designed a wrought-iron frame knee which, assisted by a beam chock on the underside of the beam, provided a substitute for the hanging and lodging knees. Examples of this design can be seen on the orlop deck of *Victory*.

The general shortage of suitable timber was being felt even when *Victory* began building in 1759 and the oak for her construction, which amounted to some 300,000 cu. ft. or 2,500 mature oak trees, was culled from Kent, Sussex, Hampshire, Surrey and even Germany.

Not only was there the problem of availability; its transporting/conveyance to the building site was no mean task. Poor roads, sometimes practically non-existent where the timber actually grew, presented a formidable obstacle for the timber drag, usually drawn by oxen, with its 50 cu. ft. load. Something in the order of 4,500 drag loads were needed for the *Victory*.

The timber had to be stacked clear of the ground under a weather-proof, roofed, open-sided structure to permit a good air flow for the all-important seasoning. Outbreaks of war, or the threat of it, often caused ships to be constructed of timber not fully seasoned and rapid decay from the heart of the timber occurred in some instances, combining with fungal decay in unventilated parts of the structure, such as the frames between the inner and outer planking. This combination sometimes caused ships to be useless hulks almost before they even put to sea. During the Napoleonic wars Britain lost over 350 ships of war that beached, foundered, or literally fell apart through decay.

Other problems beside decay faced the newly constructed ship. Another menace lurked in the sea – the Tereido, or ship-worm, and the Gribble,



creatures which bored into the oak of the hull. The Gribble is louse-like and although quite small, compared with the four to five inch long by  $\frac{1}{2}$  inch diameter Tereido, it nevertheless caused considerable damage. The method of combating these creatures was to fit a fir plank cladding over the entire hull below the waterline and hope that opportunity would arise to careen or refit the ship and renew the cladding before the creatures had penetrated this skin and reached the hull proper. The change in demands of warfare at sea, especially the need to blockade the enemy within his home port, made this necessary maintenance difficult to carry out within the required time scale. Luckily, successful experiments had been carried out on the hull of the frigate *Alarm* in the West Indies in 1761. This experiment consisted of sheathing the hull with thin copper sheets held in place by copper nails. It was found that not only did this sheathing prevent the worm from getting to the hull but it also had the added advantage of preventing barnacle and weed growth, thereby increasing the speed of the ship. This added bonus was

extremely useful: the average speed of a frigate under a full press of canvas was something in the order of 13 to 15 knots, but weed-drag on a station like the West Indies soon reduced that to around 11 knots. There was a disadvantage with this new protection. This was the chemical action between the copper plates and the heads of the exterior hull's wrought-iron fastenings with which the hull timber was secured. The sea water acted as an electrical conductor for this corrosion. As an initial result of the experiment the heads of wrought iron fastenings were protected by lead and eventually all fastenings below the water line were changed to copper. To sheathe a First Rate ship some 17 tons of copper were needed to make the 4,000 sheets and 30 hundred-weights of copper nails to fasten them. Small wonder that the price of copper rose!

Admiral Collingwood remarked in a letter in 1803, whilst he was on blockade duties, that there was "but a thin sheet of copper between us and eternity", indicating that his ship's hull had practically rotted away leaving nothing but the sheathing. The sentiment expressed by David Garrick in

# The Five Victories

No.	Launched	Details	Battle Honours
1st	1559	Originally a merchantman, the <b>CHRISTOPHER</b> , purchased for the Navy in 1561 and re-named the <b>VICTORY</b> . Rebuilt 1586. 800 tons; 34 guns; 300 mariners; 34 gunners; 400 Soldiers. 1588 Flag of Sir John Hawkins	1588 THE ARMADA
2nd	1620	875 tons; 42 guns; 270 men. Designed by Phineas Pett 1627. Expedition to La Rochelle 1635. Ship Money Fleet 1665. Rebuilt. 1029 tons; 82 guns.	1652 DUNER 1666 ORFORDNESS 1653 PORTLAND 1672 SOLERAY 1653 GABBARD 1673 SCHAYNEVELD 1653 SCHEVENINGEN 1673 TENEL
3rd	1675	1486 tons; 100 guns; 754 men Originally the <b>ROYAL JAMES</b> , renamed the <b>VICTORY</b> in 1691	1692 BARFLEUR
4th	1757	1920 tons; 110 guns; 900 men. Built at Portsmouth Lost in the Channel with all hands, 1744	
5th	1765	2162 tons; 104 guns; 850 men. Built at Chatham The 5th (and present) <b>H.M.S. VICTORY</b> now in No. 2 Dock at Portsmouth is the Flagship of Commander-in-Chief, Naval Home Command	1781 USHANT 1797 ST. VINCENT 1805 TRAFALGAR

that famous line in 1759 "Heart of Oak are our ships" implied a robustness that was not always the case.

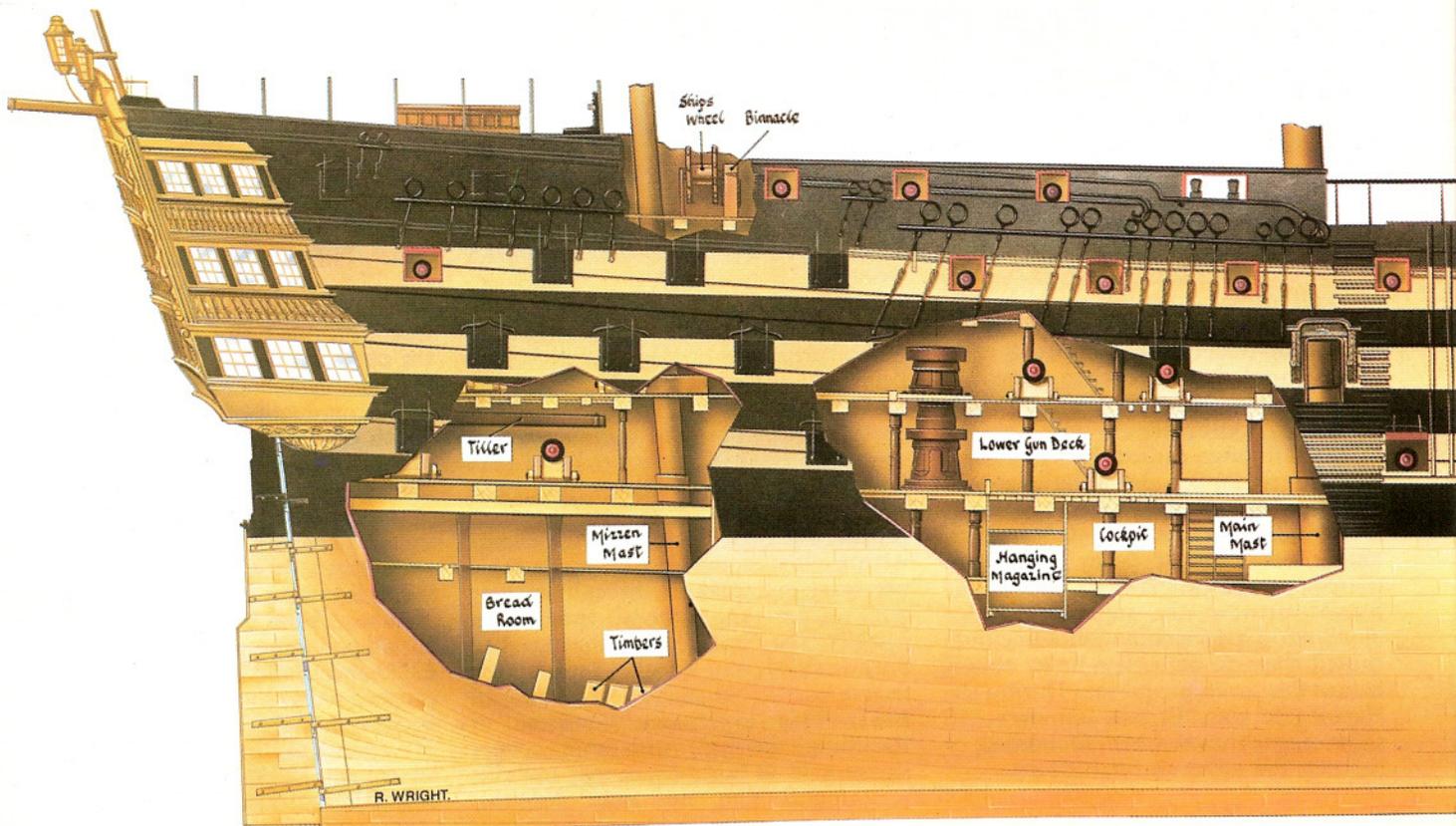
It is difficult to appreciate the many factors and forces working against the hull of a warship but there was much in addition to heat, decay, fungus, rot, and the creatures of the deep. The shape and fastenings of the structure had to withstand the unleashed power of the ship's own guns firing, absorb enemy shot damage, and, by no means least, the power of the sea itself. A good example of the way in which shock and stress were absorbed is provided by the massive beams running across the ship that supported the decks with their

batteries of guns. A deck beam in a ship like the *Victory* was around 14 inches square and over 50ft. long. It was not one piece of timber, but two, joined by a long tapering joint in the middle, known as a scarph. At this joint the timber was held together by the use of three or four wrought iron fastenings, or bolts, and in between each of these fastenings were little coax pieces or shock pins some 2in. in diameter and 3in. long, usually made of lignum vitae (a very hard timber) to take shock and prevent the fastenings from sheering.

Ship design by no means stood still in the 18th century, even though it was slower than in this present century. *Victory*, for example, was designed

with a beautiful open-galleried stern but in the refit of 1800-1803 these galleries were taken off and the sash-windowed, closed-in stern took its place. In this refit she also lost her lateen mizzen yard and a gaff rig was substituted. The lower masts which previously had been rope wolded – that is tightly bound with rope every few feet to bind or weld together the pieces of wood which made up a lower mast – were now fitted with wrought-iron bands or hoops. The main armament was also changed in this refit from the 42 pounder guns fired by slow match ignition to the 32 pounder gun fired by flintlock or gun lock. The 32 pounder – that is a carriage-mounted gun hurling a round shot weighing 32 lbs. – was more effective than the 42 pounder, weight for weight, as had been proved by Admiral Keppel some years earlier.

Armament in itself presented quite a design problem. The armament pierced the side of the ship on three decks in a First Rate so that design had to allow for this weakening of the frame system, caused by the gun ports, with heavy gunwales. Another problem that the guns brought to design was the inward slope of the ship's side as it rose from the water line. This "tumble home" as it is called was necessary to bring the guns nearer the centre line of the ship as they were placed at a greater height above the sea level. All senior sea officers desired the guns as high as possible in the ship so that it wouldn't



be vital to close gun ports against the ingress of the sea. Bad weather at the time of action could render the whole lower deck armament ineffective at just the moment that it might be needed.

The 32 pounder gun more than a mile and at 1,000 yards range the ball could penetrate 2½ feet of solid oak. To be without these guns in action could spell disaster.



The building of a First Rate was normally undertaken in a dock and *Victory* was no exception. Her keel, a 20 inch square, 150 foot length of English Elm made up from seven trunks was laid on the blocks in the old Single Dock at H.M. Dockyard, Chatham, on the 23rd July 1759, the year of victories.

*Victory* was not launched, or floated up, until May 1765. It was a quiet launch and to the general public was just another expensive ship. No one could foresee that 47 years later H.M.S. *Victory* would still be operating at sea or that over 200 years later she would still be "In Commission", wearing her Admiral's Flag at her masthead. Her design was by Sir Thomas Slade and the Master Shipwrights were John Lock, succeeded by Edward Allen.

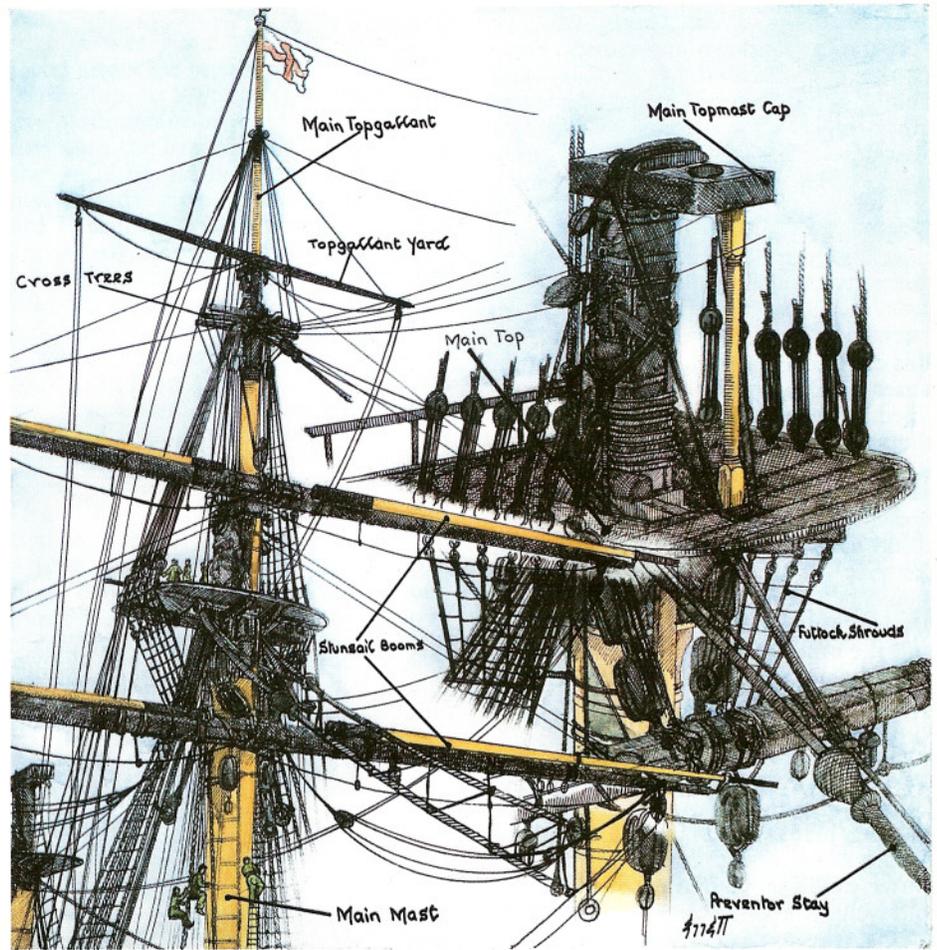
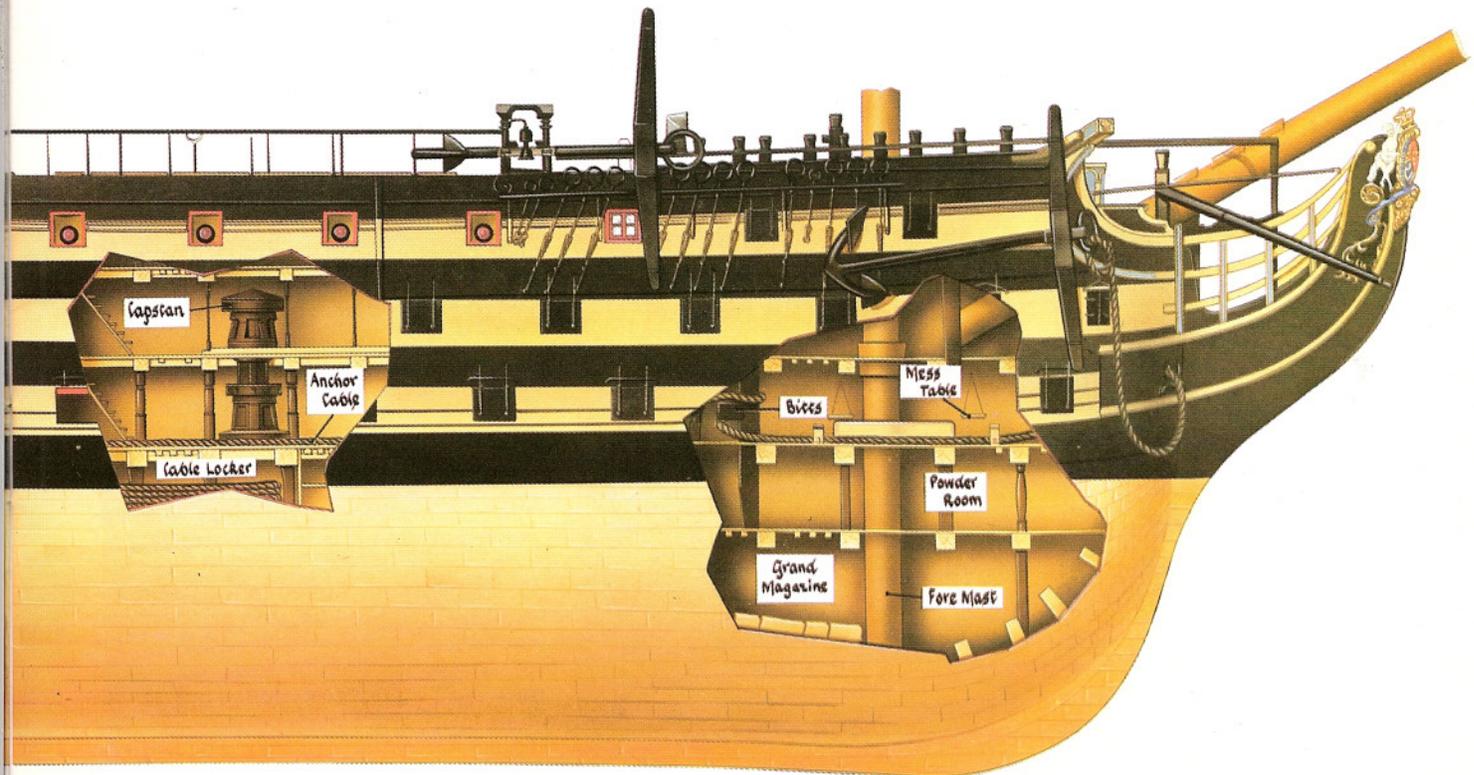


Illustration below shows H.M.S. *Victory* profile from starboard side.



It was this great length of time between laying down and launch, caused by the fluctuations of wars and politics, that perhaps more than any other single factor enables us to see and visit the ship today. This leisurely progress from a 300,000 cubic feet stack of timber to a fully-fledged, First Rate Ship of the Line was of six years' duration, well over double the length of time normally taken to build such a ship. It was standard practice for ships to "stand in frame" for many months, for this enabled the decay, soon apparent in unseasoned timbers, to be seen and rectified. The ship at this stage looked like the skeleton of an upturned whale.

The scene in the vicinity of *Victory* as she was being built would have presented a remarkable sight if one could but be transported over time and distance to witness it. The sawyers would be wielding cross-cut saws in the vertical plane, one man in the saw pit and the other standing over the log, the shipwrights around the frame perhaps adding a futtock scarp as a frame was built up, with an inclined plane for bringing the timber up to the job as they worked from the spall and deal staging. Other shipwrights would possibly be shaping planks by placing a length of timber over a pit containing a fire. Water would be poured onto the timber and weights applied until the wood bent to the required curve. Some would be achieving the same effect by using a steam kiln. Royal Dockyards had around 2,000 men working a six day week. Wages were about three shillings a day plus an overtime allowance – these were quite good wages at the time. Caulkers assisted by their Oakum boys, with the Pitch heaters to hand, might be doing some seaming. Before the ship was complete over 13 miles of seams would be caulked.

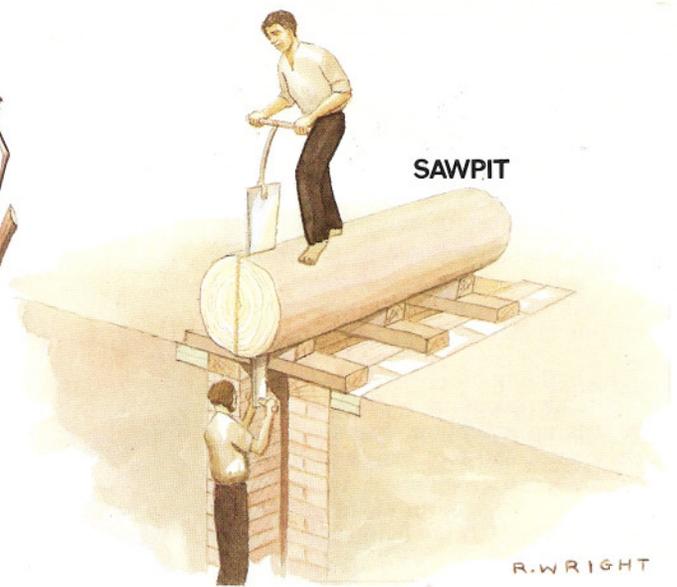
Once the hull was completed, lower masts would be stepped; the anchors would have to be made by Anchor Smiths, and over 1,100 tons of iron and shingle ballast provided. In addition to the ballast the ship would carry in the hold over 700 tons of provisions and stores for her 850 men, excluding shot and powder!

When *Victory* finally put to sea for the first time as a commissioned ship 13 years and one day had elapsed from her launch date and her cost had been a little in excess of £100,000. She was to receive many refits and alterations in the course of her active service; the major refit in 1800 was to cost nearly £60,000. On the 25th April, 1778, *Victory* fired her first royal salute of 21 guns to His Majesty King George III who came on board to inspect her at 6.30 a.m. On the 14th May at Spithead she hoisted the flag of her first Admiral, The Honourable Augustus Keppel, Admiral of the Blue Squadron.

◇ ◇ ◇

For centuries the Navy was divided into three squadrons, each with its own Ensign: Red, White and Blue, in that order of precedence. Until about 1782

#### CAULKING MALLET AND IRON

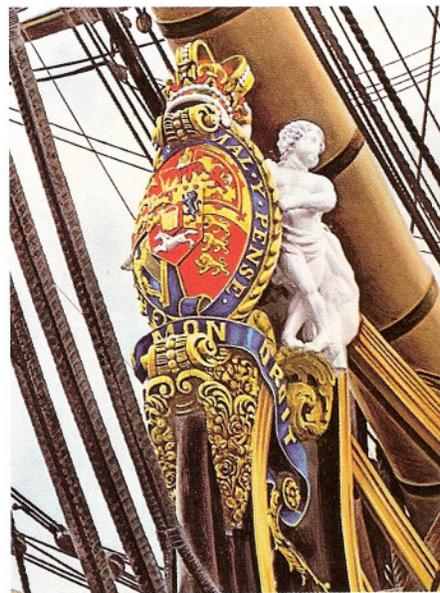


each squadron in a fleet wore its own ensign but it then became the custom for a whole fleet to use the colour of its senior Admiral. In 1864 the Red Ensign was given to the Merchant Service, the White became the only one for the Royal Navy, and the Blue was allocated to the Royal Naval Reserve.

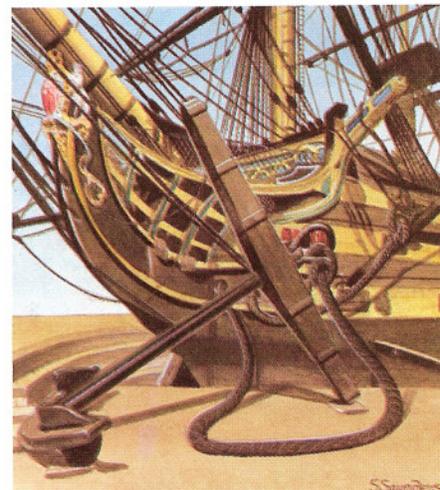
#### VICTORY IN SERVICE A SYNOPSIS

His Majesty's Ship *Victory* was now a splendid sight as a Flag Ship in commission and her first action as a lethal fighting machine was not far off. On 23rd July, 1778, leading a force of 30 ships of the Line, with four frigates and two fire ships, *Victory* cleared for action for the first time. This force was known as the Grand Fleet and it was already apparent that *Victory* handled like a two-decker and was building her reputation as one of the fastest and most weatherly three-deckers ever built.

The Grand Fleet on this day engaged 32 French Sail of the Line. France had signed a Treaty recognising the American Colonies; therefore a state of war between France and Britain existed even if not officially at this stage. This first action of *Victory* was indecisive but she suffered some damage aloft. The Grand Fleet generally was not in a good state of repair for this action and the crews of the ships were not very experienced nor even welded into disciplined organised units. *Victory* put into Plymouth for repairs to masts and rigging but was at sea again within three weeks. She had a short refit in April 1779, having now been one year in service, and another in March 1780. Both of these refits cost a little over £8,000 each. The most important task of the 1780 refit was the coppersing of the bottom for the first time. A minor change that was of great benefit to ships' companies of all ships was approved around this time. It was general practice for the men's hammocks, when not in use, to be stowed in the hammock nettings arranged in iron supports on the edges of the weather decks. This procedure cleared the mess decks and provided some protection when in action. This order of 1780 permitted the hammock cloths, which protected the hammocks against adverse weather, to be painted instead of tarred. The tar had been slow to dry and in hot weather contaminated the men's hammocks: the order was appreciated by the seamen.



H.M.S. Victory. Figurehead and Anchor.



*Victory* was at sea until the November of 1782, wearing the Flag of Admiral Lord Howe for the last seven months; a four-month refit followed. Peace with France, Spain, Holland and America was signed during this refit and *Victory* was placed in reserve until 1787 but during this period received little attention from the dockyard. A crisis in 1787 brought *Victory* forward for service but it came to nothing and in December of that year she underwent some structural repairs, including the repositioning of each mast by one or two feet to improve sailing qualities. It was now 22 years since she had been launched. After this refit, *Victory* went back into the reserve but was brought into full service again in 1789 when our relations with Spain worsened. She flew, in turn, the flags of Admiral of the Fleet Lord (Black Dick) Howe and Admiral Lord Hood. The completion of the new First Rate *Queen Charlotte* caused *Victory* to lose the Flag of the Admiral of the main fleet and in December 1792 she had a short refit before becoming Flagship of the Mediterranean Fleet in 1793. The revolutionary government of France declared war and *Victory* hoisted the flag of the now 68-year-old Lord Hood. By July 1793 she was with the Fleet off Toulon. The Napoleonic

Wars had begun. By December 1794 *Victory* was home with the sick Lord Hood and some repairs were carried out to the ship. In 1795 the ship was back in the Mediterranean and engaged in action with the French off Hyères. In this she suffered fairly heavy damage to mast, yards, rigging and sails. On the 3rd December, 1795, Admiral Sir John Jervis took command of the fleet in the Mediterranean and until December 1796 the fleet maintained itself at sea, blockading the French. The fleet withdrew in that month and operated from Gibraltar. On the 14th February, 1797, the Battle of Cape St. Vincent was fought against a Spanish Fleet of 27 of the line plus five other large, heavily-armed ships forming a convoy. The result was a splendid victory for the British fleet of 15 ships of the line despite the odds and the superb structural state of the Spanish ships compared with the weatherbeaten fleet of Sir John Jervis. Jervis became Earl St. Vincent after the action. Commodore Horatio Nelson distinguished himself in this action by leaving the line of battle with his 74 gun ship *Captain* and after bloody action capturing two large Spanish warships. *Victory* sustained some damage and her ship's company carried out temporary repairs.



*Gingerbreads*

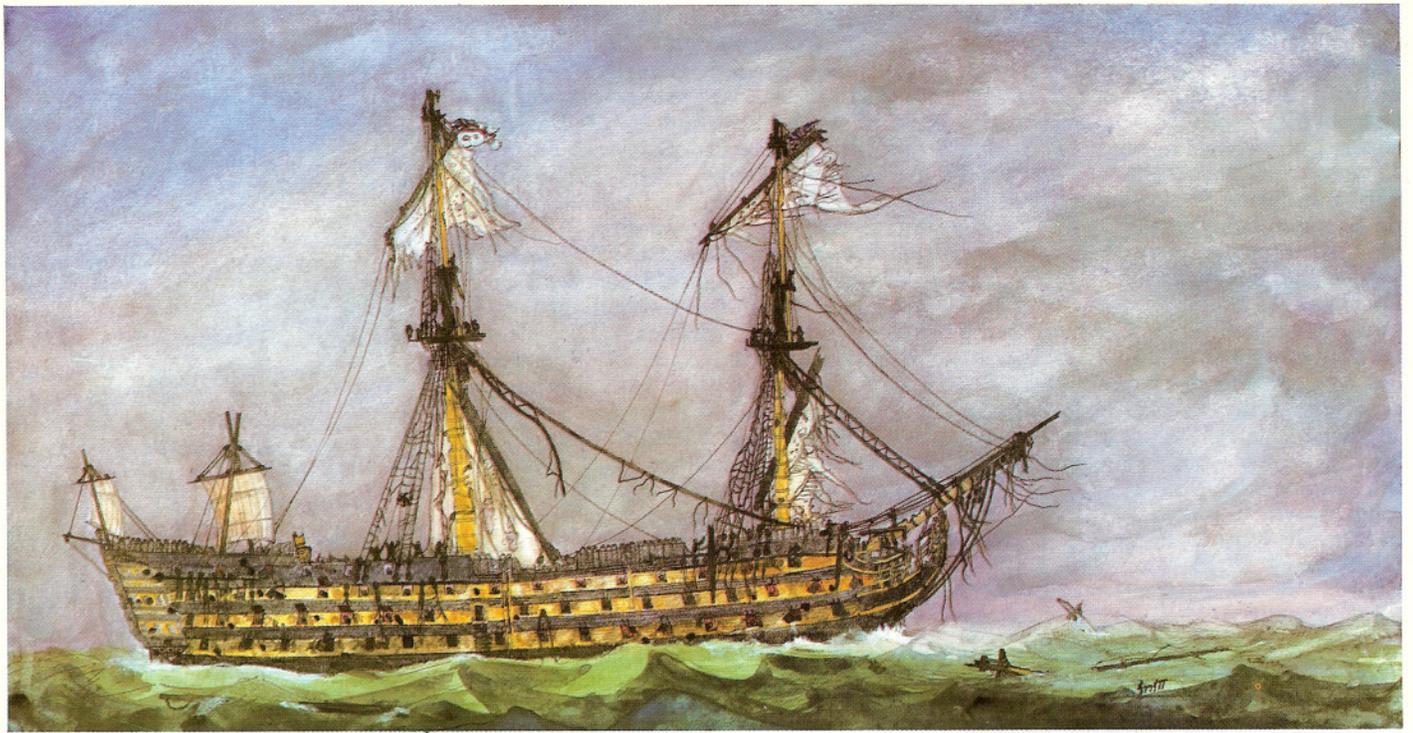
In the autumn of 1797 the new *Ville-De-Paris* took the Flag from *Victory* and she came home as a private ship. In December of that year she was fitted out as a hospital ship for sick prisoners of war in the Medway. It seemed that this was to be the first downhill step to the ship breaker's yard but early in 1800 she was rerieved and refitted. This refit became practically a reconstruction and continued until April 1803 at a cost of nearly £71,000, almost as much as she cost to build and fit out initially. The stern galleries were removed and the stern enclosed; the figurehead was changed to the simple attractive royal coat of arms she wore at Trafalgar; shot racks and gun ports were altered; a gaff fitted to the mizzen instead of the old lateen yard; the magazines were lined with copper to prevent the entry of rats, which gnawed their way in then trailed powder from their coats around the ship; a sick bay was fitted in the bow to improve the lot of the sick as opposed to the wounded, and Nelson, who was now going to take her as his flagship, ordered the quarter deck skylight to be decked in to improve deck space between the quarterdeck 12 pounder guns. The main armament now consisted of thirty 32 pounder flintlock guns – probably the first of the First Rates so fitted.

John Constable sketched her as she left Chatham dockyard and described her as "the flower of the flock". He saw her with new sails being bent on and with her newly painted black and yellow streaked sides. At Portsmouth on 18th May, 1803, she hoisted Nelson's flag for the first time, the same day that war was declared after the uneasy, short peace; Captain Hardy was to become her captain two months later. Thus began over 18 gruelling months of blockade and crassing for ship and men: the south of France to Egypt and back, to the West Indies and back, to Gibraltar before returning to England for a refit of less than one month during which time the 68 pounder carronades were fitted on her forecastle.

On the 14th September, 1805, Nelson left England for the last time and joined the fleet where Collingwood was standing guard off Cadiz. The scene was set for one of the greatest sea actions of all time in which Lord Nelson was to lose his life in his finest hour and his *Victory* was to be severely damaged.



*H.M.S. Victory off The Round Tower and the Sally Port, Old Portsmouth.*  
Reproduced from a painting by T. B. Hardy (1896)



THE "REMARK BOOK" OF MR. R. F. ROBERTS, A MIDSHIPMAN IN **VICTORY**  
GIVES THE FOLLOWING INFORMATION ON HER DAMAGE:

*"The hull is much damaged by shot in a number of different places, particularly in the wales, strings and and spirketing, and some between wind and water. Several beams, knees and riders, shot through and broke; the starboard cathead shot away; the rails and timbers of the head and stern (STEM) cut by shot; several of the ports damaged and port timbers cut off; the channels and chain plate damaged by shot and the falling of the mizzen mast; the principal part of the bulkheads, half ports and port sashes thrown overboard in clearing ship for action. The mizzen mast shot away about nine feet above the deck; the mainmast shot through and sprung; the main yard gone; main top mast and cap shot in different places and reefed; the main topsail yard shot away; the foremast shot through in a number of different places and is at present supported by a top mast, and a part of the topsail and crossjack yards; the fore yard shot away, the bowsprit jibboom and cap shot, and the sprit sail and spirtsail topsail yards, and flying jibboom gone; the fore and main tops damaged; the whole of the spare top mast yards, hand-mast and fishes shot in different places, and converted into jury gear. The ship makes in bad weather 12 inches an hour".*

From this report it can be seen that **Victory** was indeed in serious trouble, and under jury rig with some towing assistance arrived in Gibraltar seven days after the battle. After temporary repairs and a difficult passage **Victory** arrived in Portsmouth on the 4th

December. Between the 10th and 22nd December she worked round to the Medway with the body of Lord Nelson.

**H.M.S. Victory** paid off her ship's company and on the 6th March, 1806, she docked in Chatham for survey, repair and refit. The dock used was the

one in which she had been floated up for the first time 41 years previously.

This was by no means the end of her service but after her refit she was reduced to a Second Rate to reduce the strain on her hull caused by the heavy armament of a First Rate.



In April, 1808, **Victory** sailed for Gothenburg, in Sweden, as the Flagship of Admiral Saumarez, a native of the Channel Islands, and carried out this duty for four years, returning to England only in the depths of each winter. In the first winter home from the Baltic campaigns she saw service off Spain and Portugal, first evacuating General Sir John Moore's hard-pressed troops and in January, 1811, she carried the First Battalion 36 Foot to join Sir Arthur Wellesley's command.

In December, 1812, she finally paid off from active sea-going service. Other refits and other services were performed but all were within the confines of Portsmouth Harbour. Time and neglect told upon the gallant **Victory** so that by 1921 she was very near her end for any sort of service. Fortunately, the Society for Nautical Research organised a public appeal, the "Save the Victory Fund", and as a result she was saved from being broken up and restoration to the glory of her heyday began.

# THE OFFICERS AND THE MEN

*THE OFFICERS AND MEN OF THE WOODEN "WALLS"—How they were recruited, lived, fought and died*

The muster roll for H.M.S. *Victory* at the time of the Battle of Trafalgar lists 819 persons (officers, seamen, servants and marines). The ship was therefore 31 under the full complement allowed but as 26 of those on board were supernumeraries, borne for victuals only, she was officially around 50 under strength. It was quite common for ships of the line to be this percentage below that allowed and sometimes much more, particularly if a ship did not have a "good name". *Victory* had nine Lieutenants, 14 Warrant Officers and 31 mates, midshipmen and clerks. Of

nevertheless, this amounted to nearly 20,000 men and the total strength of the Royal Navy, at that time, was around 145,000 men.

At the beginning of the Great War 1795-1814 the total personnel of the Navy amounted to only 16,000 men yet it soon exceeded 100,000. This dramatic increase was achieved by the time-honoured expedients of bounties and impressment.

This recruitment had not only to find men to man the fleet but also to provide replacements for casualties caused by disease, action and desertion. Around one-fifth were "volunteers" but this is a somewhat misleading percentage because many men were known to volunteer and take the bounty merely

and a valuable cargo almost safely home. The final stage of the homeward run was then not too difficult, even after a merchant vessel had been boarded and the best seamen lost, because invariably the prevailing south west wind enabled port to be reached with reduced expertise. When the Napoleonic war started, the merchant ships had over 80,000 prime seamen; the Navy soon took 50,000 of these. Smuggling provided a small source of the very best of men, daring, resourceful, expert seamen. The magistrates automatically sent them into the Navy without trial or hearing, for 5 years. This practice continued until 1834. American ships between 1801 and 1812 "lost" some 6,000 men to the Royal Navy, though very often the

## Officers of H.M.S. *Victory* at the Battle of Trafalgar

*Vice Admiral and Commander in Chief* HORATIO, VISCOUNT NELSON, K.B. **Killed**

*Captain* Thomas Masterman Hardy

*Lieutenants* John Quilliam

Edward Williams

Andrew King

John Yule

George Miller Bligh **Wounded**

John Pasco **Wounded**

George Brown

William Alexander Brown **Killed**

Alexander Hills

*Master* Thomas Atkinson

*Chaplain* Alexander John Scott

*Surgeon* William Beatty

*Asst. Surgeon*

*Purser*

*Admiral's Secretary*

*Captain's Clerk*

*Secretary's Clerk*

*Agent Victualler*

*Agent Victualler's Clerk*

*Gunner*

*Boatswain*

*Captain Royal Marines*

*Lieutenants Royal Marines*

*2nd Lieutenant Royal Marines*

Neil Smith

Walter Burke

John Scott **Killed**

Thomas Whipple **Killed**

George Andrews

Richard Ford

John Cooghenan **Wounded**

William Rivers

William Willmett

Charles William Adair **Killed**

James Godwin Peake **Wounded**

Lewis Rotely

Lewis Buckle Reeves **Wounded**

Also serving in H.M.S. *Victory* at Trafalgar were 22 Midshipmen, 10 Volunteers 1st. Class, 7 Master's Mates and 1 Surgeon's Mate

the men, about one-third were volunteers, which was a better proportion than average. Well over half of the ship's company were Englishmen but nearly 70 were of Scottish descent with a similar number from Ireland. There were also men in her company from Wales, The Channel Islands, Orkney and Shetland; one officer came from the Isle of Man. Seventy-one were foreigners of nearly every nationality, including over 20 Americans and 3 Frenchmen! The Americans had probably been pressed into service but the Frenchmen would almost certainly have been political refugees. The average age of *Victory's* Trafalgar crew was 25 years; only about one in ten was over 40 and the youngest was a boy of 10 years, John Doag of Edinburgh.

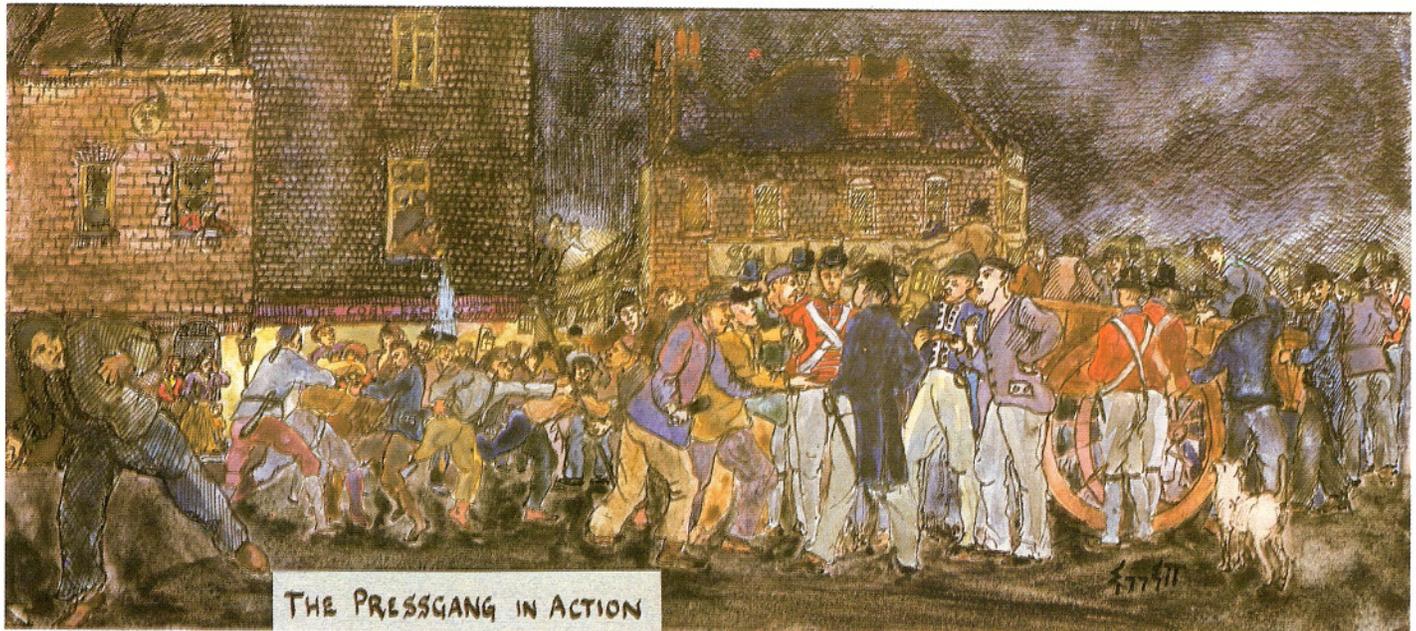
Less than one quarter of the Royal Navy's ships fought at Trafalgar;

because of their immediate circumstances: better to volunteer and get the bounty than be caught by the press. Boys from the Marine Society and similar organisations were also "volunteers" — they knew no other life.

Probably the biggest single source of recruitment of experienced seamen was from the East Indiamen and the West Indiamen — the ocean-going, cargo-carrying company ships — and, though to a lesser extent, from the fishing fleets and coastal trading colliers. It was standard practice for His Majesty's Ships to cause a homeward-bound Indiaman to heave-to in the English Channel, to board and to remove all prime seamen for the King's service. It was not prudent to take men from outward-bound ships. This upset powerful influences in the City of London: much better to wait until the round voyage was nearly over

Navy was only getting back men who had deserted. Because the sea was the only calling they understood they had joined American trading vessels for the better pay and conditions. This policy of taking men from American ships was one of the causes of the 1812 war with America.

The press-gang also provided a good means of obtaining man-power. This system was devised, strictly speaking, to enable a Captain of a warship to round up seamen for service in his ship. By law they could not "take" boys under 18 years or men over 55 years, or certain categories of fishermen, or apprentices, or holders of a master or mate's certificate, or harbour pilots and so on. Once the Lieutenant had landed with his press-gang, all armed with cutlasses and cudgels, the law tended to be forgotten; it was the need of the ship that



THE PRESSGANG IN ACTION

mattered. The First Lieutenant of H.M.S. *Victory* had started his career as a pressed man but John Quillam, from the Isle of Man, was practically unique in this respect.

The beginning of the war with Napoleonic France saw the introduction of an off-shoot of the Press-Gang – the Impress Service. This organisation relieved the Captain of a ship, to some degree, of the difficult task of “finding” his own men. It operated on a large scale with a force of men in likely ports and towns throughout the country. These men were armed and possessed “warrants”. Their “catches” were conveyed to Receiving Ships in the main naval ports. The rating of Landsman was introduced into the Navy to categorise those unfortunate to be taken by the Press of Impress Service who had no knowledge of the sea.

The Receiving Ships were also supplied from another source: men were drafted in the Prime Minister Pitt’s Quota Act. Under this system various counties, cities, and towns of Great Britain had to furnish a quota of men for the King’s Service. Many of these men received a bounty, so were in fact volunteers but the system was used to advantage by Lord Mayors and Sherriffs, who met their quota by reducing the population in goals and by reducing the running-costs of the Poor House, even of the orphanages under parish control.

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The conditions in the guard ships and receiving ships are well described by an eye witness who wrote under the name of Jack Nasty-Face.

*“After having been examined by the doctor, and reported sea-worthy, I was ordered down to the hold, where I*

*page 10*

*remained all night with my companions in wretchedness, and the rats running over us in numbers. When released, we were ordered into the Admiral’s tender, which was to convey us to the Nore. Here we were called over by name, nearly two hundred, including a number of the “Lord Mayor’s Men”, a term given to those who enter to relieve themselves from public disgrace, and who are sent on board by any of the City Magistrates for a street frolic or night charge . . . Upon getting on board this vessel, we were ordered down in the hold, and the gratings put over us; as well as a guard of Marines placed round the hatchway, with their muskets loaded and fixed bayonets, as though we had been culprits of the first degree or capital convicts. In this place we spent the day and following night huddled together for there was not room to sit or stand separate; indeed, we were in a pitiable plight, for numbers of them were sea-sick, some retching, others were smoking, whilst many were so overcome by the stench, that they fainted for want of air.*

*As soon as the officer on deck understood that the men below were overcome with foul air, he ordered the hatches to be taken off, when daylight broke in upon us; and a wretched appearance we cut, for scarcely any of us were free from filth and vermin.”*

Thus was the Royal Navy manned in the heyday of the sailing warship and, despite the discipline, around 7,000 men managed to desert annually.

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On joining their first ship this mixture of seamen, thieves, vagrants, or plain unfortunates, would be supplied with an outfit of clothing free from the purser’s stores; ever after they would pay for replacements. There was no

proper uniform but a sort of conformity was gradually developing during the war and many men wore white trousers, a blue “monkey” style jacket and a tarpaulin hat. A silk kerchief was a must, usually black but other favourite colours were “blood” or “broken eggs”. In action, this kerchief acted as a combined sweat rag, ear-defender and hair-band. In many cases the binding of the hair into a tarred pigtail reduced the kerchief’s duties to two. In foul weather the normal garb of the seaman consisted of a short felt jacket, either black or blue in colour, with a tarred canvas apron reaching to just below the knee. On his head the seaman favoured a woollen or fur hat.

The conditions under which the men lived in one of His Majesty’s Ships seems absolutely terrible to us today but comparison must be made with conditions prevailing ashore. To instance the farm worker; in many parts of the country he and his family practically starved to death during this great war. To some men the conditions and bill of fare at sea were almost better than those to which they had become accustomed in the gaol or the poor house.

Try and imagine the Lower Gun Deck of H.M.S. *Victory* at sea. This space, some 180 feet long by 50 feet wide, was “home” to some 600 men and had to be shared with the battery of 32 pounder guns which formed the main armament. As this deck was only 4’ 6” above the waterline, it meant that for a good deal of the time at sea these monstrous guns, each one weighing 3 tons, would be run in board thereby occupying a good deal of the space available, and the gun port lids would be shut tight, lashed and caulked, to maintain the water-tight integrity of the ship but it drastically reduced the air-flow and natural light. The centre line hatches had to cater with the air flow problem and lighting came from either the one candle within a battle lanthorn or from a poor quality fat with a crude

wick in an iron saucer, called a purser's glim.



The men slung their hammocks from the beams overhead so that at night it was necessary to crouch while moving about the deck. The space allocated for a man to sling his hammock was only some 16 or 18 inches in width but luckily one watch was "on deck" whilst the other watch was below. The hammock, which came into use in the 16th Century, having developed from an idea used by natives of the West Indies, had four uses. The seaman slept in it, and at the order each morning "Up hammocks" it was placed in the weather deck nettings after having been lashed in a tight sausage-like bundle. There it gave a measure of protection in action, to men stationed on the weather decks against enemy chain shot or grape shot; thirdly, it could act as a life-saving device because a properly lashed hammock could keep a man afloat in the sea for many hours. Lastly, if a man died of disease or wounds his body could be committed to the deep sewn up in his hammock with a round shot for weight.



It has been said that an army marches on its stomach. Food, its availability supply, and storage, has never been a simple matter. This was especially so for the Royal Navy during the Napoleonic wars. As has been mentioned earlier in this book, the requirements to maintain the fleet at sea, month in – month out presented many problems. By no means the least of these problems was to victual a ship without the aid of what is considered essential today – refrigeration and canning of foodstuffs. Canned meat made its first appearance in 1816. The main diet of the seaman was salted beef and pork backed up by biscuit, peas, oatmeal, sugar, butter and cheese. Biscuits were issued every day at an allowance of 1-lb per man; Tuesdays and Saturdays were

Beef days with 2-lbs per man; Sundays and Thursdays were Pork days. Mondays, Wednesdays and Fridays were oatmeal, butter and cheese days. Two pounds of beef in one day sounds more than adequate to us today but by the time the salt was boiled out it amounted to half its initial weight. Until the mutinies of 1797, of which food supplies were a major cause, a further factor which reduced quantity was the recognised practice, of the Purser (who was responsible for victualling) taking a one-seventh deduction for covering loss and waste on issue of all commodities.

Quality was also a very big factor and varied considerably with place and time. Salted meat was very often rock hard and more suitable for carving into figurines than eating or, at the other end of the scale, it was not salted properly and was found to be a putrid, soggy, rotten mess when the cask was opened. Regardless of condition it was still issued as the ration! Ships biscuit was made from a mixture of wheat and pea-flour and a proportion of bone dust. Biscuit was supplied by many private bakeries until around 1800 when the Navy Victualling yards completely took over manufacture and supply. The biscuit became soft through keeping and developed an unpleasant, musty, sourish taste by the time it was issued to the men. By this time the biscuit was also a breeding ground for weevils and maggots. Most of the Navy's Victualling Yards had a lane in the vicinity called Weevil Lane and still do today. One piece of advice given to inexperienced men was to eat biscuits in the dark then the soft cold parts could not readily be identified as maggots!

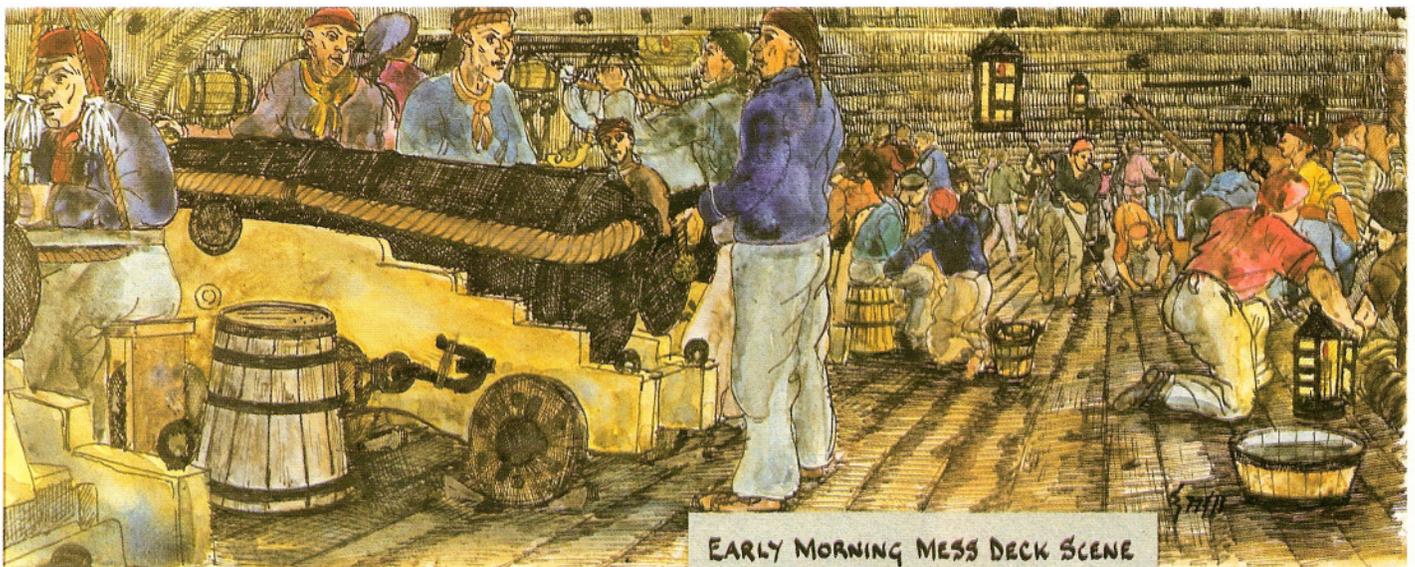


Strenuous efforts were made to supply fresh meat and vegetables, certainly when a ship made port, and at sea on blockade whenever possible. Disease was strongly linked to the lack of fresh food particularly green stuff of all kinds especially leeks. Disaster had struck Ad-



SEAMAN AND ROYAL MARINE about 1805

miral Anson's squadron some 50 years before this war and lack of fresh food was a major factor. Between then and the outbreak of the Napoleonic war great advances were made in combating the main scourge of the fleet – scurvy. This disease was due to a lack of vitamin C and it was entirely due to the work of such doctors as James Lind and Gilbert Blane (later knighted) that scurvy was understood and brought under control. Their efforts were luckily fortified by the actions of certain Commanders among whom Lord Howe, Rodney, and Captain Cook must take great credit. Sir John Jervis also, when Commander-in-Chief in the Mediterranean and flying his flag in H.M.S. *Victory*, devoted considerable time and energy to the problem of providing fresh supplies of food to a blockading squadron. The extent to which scurvy affected the fleet can be gauged by the losses in the fleet in the West Indies in the 1780's. One man in every 7 died through disease but Blane's work on the scurvy problem reduced the losses to one in 20.



EARLY MORNING MESS DECK SCENE

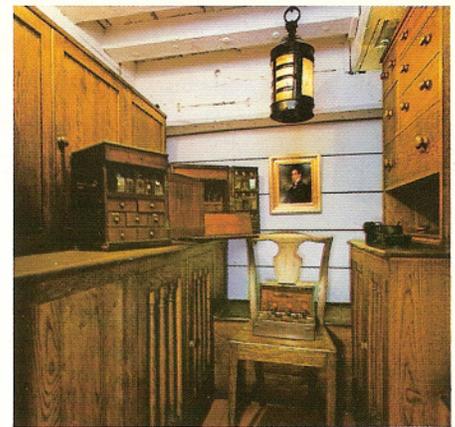
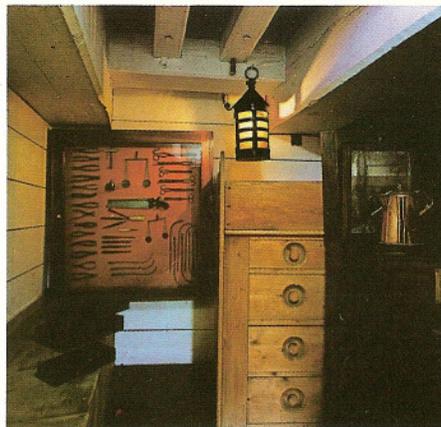
Liquid intake was another extremely important factor in maintaining a fleet at sea. Water had to be carried in casks in the hold but it did not retain its sweetness very long; it soon became stagnant and brackish. A Captain was charged to replenish his water stocks whenever the opportunity afforded but even so water was almost always carefully rationed and Admiralty instructions were as for food; the oldest cask to be used up first. This prevented wastage of any commodity! Because of the poor keeping qualities of water, ships carried stocks of beer; the daily ration of beer was one gallon per person. This was not quite what it sounds because it was "small beer" and therefore low on alcoholic content; what is more, it only stayed fresh in the cask for a matter of 10 to 12 weeks before going rotten. With luck French or Spanish wine would supplement the water supply after the beer had rotted.

Oranges, lemons, and limes were also a necessary feature of life at sea in these

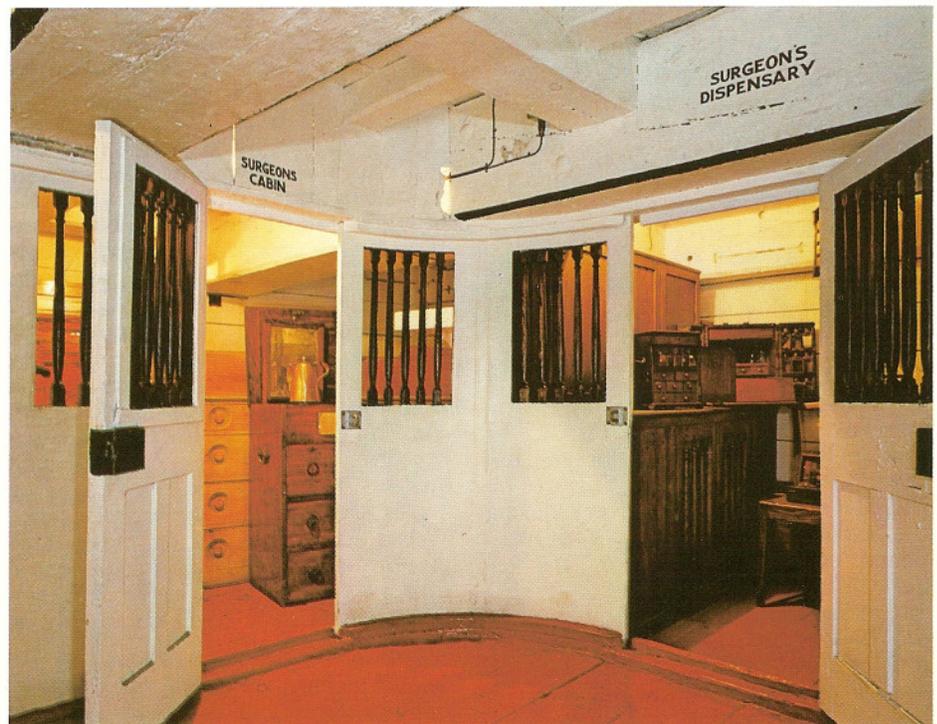


times and became of major importance once the problems of scurvy were understood. These fruits, particularly lemons, were high in vitamin C, the necessary ingredient for keeping scurvy at bay. Lemon Juice had been recommended as a cure for scurvy as early as 1692 but no one knew why!

The efforts of Commanders like Sir John Jervis (to become Earl St. Vincent) in dispatching a ship from blockade duty to obtain beef, vegetables, lemons etc, made the maintenance of a fleet at sea possible. One ironic situation arose over the scurvy problem and the favoured lime with its high acid content. This was after the Napoleonic Wars and came about with the introduction of a new method of supplying lime juice. The juice was casked and supplied to ships as an anti-scurvic but one ship's company after another went down with the dreaded disease. It was discovered that the cause was directly related to the casked lime-juice. Lime-juice when casked loses its vitamin C content! The irony



Surgeon's Cabin and Dispensary on Orlop Deck



is that British seamen probably acquired the nick-name of Limey's due to the carrying of casked lime-juice; yet it was an experiment that failed.

No mention of liquid supply is complete without reference to the rum ration. The daily issue was two gills ( $\frac{1}{2}$  pint) of neat rum at around proof strength but brandy could be issued in lieu. In 1740 Admiral Vernon instructed within his squadron that the rum ration should be mixed with water and from his association with this watering-down procedure it derived the nick-name of "grog" because of his custom of wearing a grogham coat. The rum was issued at the midday and evening meals – one gill of rum mixed with three parts of water at each issue. It was the cause of much quarrelling and drunkenness but it did serve a useful purpose. It made the food a little more palatable, made water drinkable, made conditions a little more bearable and helped the body adjust to temperature change. Changes of temperature could be quite violent if one considers the transition in winter from the lower gun deck of a ship of the line, to a top gallant yard, high on the mast!

Scurvy was by no means the only disease which accounted for the high loss of life in warships. Typhus, Typhoid and the dreaded Yellow Fever or Yellow Jack as it was called reaped grim harvests particularly in the campaigns immediately prior to the great war with France. Haslar Hospital at Portsmouth – not far across the harbour from where H.M.S. *Victory* lies in dock – was built in 1745 and during the two year period, July 1758 to July 1760 received nearly 6,000 sick seamen. In 1782, with scurvy in decline, the fleet of 40 ships of the line, manned by some 24,000 men, had 350 deaths and around 1,000 sent to hospital – a great improvement. Nevertheless, losses during the Napoleonic wars were high, particularly from Yellow Fever on the West Indies station. Shortly before the Battle of Trafalgar the French Fleet sailed across the Atlantic to the West Indies as a ruse to draw the British Fleet away from the European theatre and as a result lost over 1,000 men in a few weeks: dead from disease. Sickness certainly incurred many more casualties than action. As Lord Nelson was to say "the great thing in Military Service is Health".

The pay of men recruited and subjected to such conditions and such food as has been described did little to recompense them. Pay and food were major factors in the mutinies of 1797 when the fleet rebelled at Spithead and The Nore. Pay in 1793 was what it had been in 1649, nearly 150 years before, despite a gradual and continual rise in the cost of living. A Corporal of Marines in a First Rate ship received £1.15s. per lunar month and in a 6th Rate ship it dropped to £1.6s. An ordinary seaman in a ship like the *Victory* received £1.5s.6p. per month and a boy a mere £4 per annum. A Captain's pay was £28 per month with many perks and he of course received a much greater share of any Prize money or Bounty money that the ship might gain as result of a successful action. Other grades and perks: the Cook who was usually a disabled pensioner from Greenwich Hospital received a pension of 11s. 9p. per month. His ability as a cook was scarcely a consideration. The Purser was allowed a commission of 12% on provisions and 5% on slop clothing, in addition to his pay of £4 per month and other perks not so legal. The Officers and Warrant Officers had a unique pension scheme, known as Widows Men. This device permitted the bearing on the ship's book of one or two imaginary men per 100 of the ship's company, the pay of these imaginary men accruing towards a pension for widows of officers killed in action.

The officers set in authority over the men in His Majesty's ships were drawn from the great country houses, manor-houses and parsonages of Britain; this group formed the nucleus of the commissioned officer class. Of great importance but not quite the same thing, was the Standing Officer or Warrant Officer, who generally came from the lower middle class. The Commissioned Officer was normally the younger son of an important family with powerful influences and "interest" in high places. His "place" on the ship was the wardroom and quarter deck. It was certainly possible for a Warrant Officer to

graduate to the Quarter deck but rarely did he rise above the rank of Lieutenant without considerable luck or splendid deeds achieved in front of influential admirals: generally, the Standing Officer lacked "interest" in high places.

Before looking at some of the various ranks and rates in any detail it must be stressed that the basic system of the officer class not only worked but was the envy of many aspiring maritime powers. The social structure of Britain during the 18th century, despite its drawbacks, had a harmony which was the underlying recipe for the success of the system.

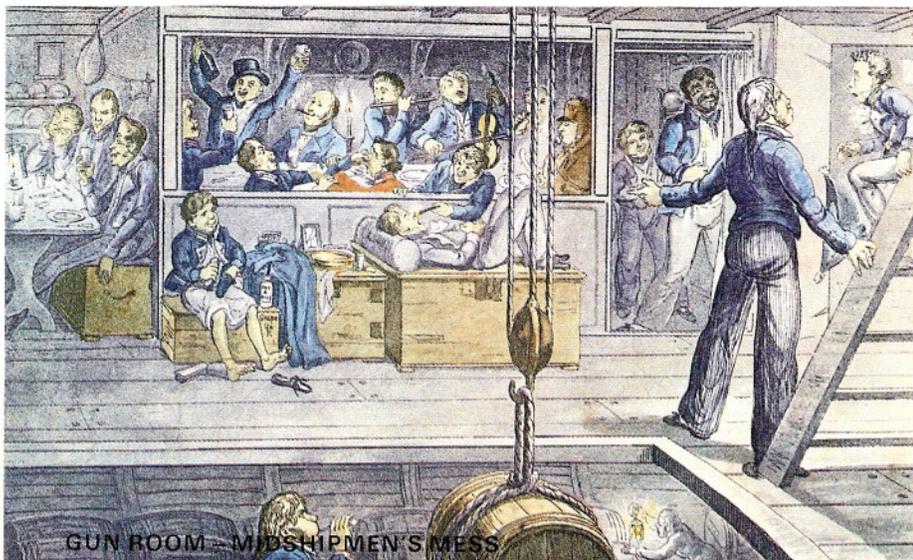
The young, commissioned-officer-to-be, entered the service either under Admiralty Warrant or under the patronage of a Captain and in this case he was rated Captain's Servant. In 1794 the rate "Captain's Servant" was abolished and the young man was designated a "Volunteer of the First Class". The Admiralty Warrant entry was initially trained ashore in the Naval Academy, near H.M.S. *Victory's* present berth, and this system operated from 1733.



In theory a young gentleman had to complete 6 years service and be 20 years of age before attempting the Lieutenants' examination, but many, through influence or interest did so long before. The "interest" was either high up in the service, through a relative or friend of the family, or it might be political. At 15 years of age the youngster would be rated Midshipman and remain as such until he passed for Lieutenant. Some were unable to pass the examination or their "interest" died or fell from power and so they remained Midshipmen, sometimes beyond the age of 30 years. The midshipman lived in the cockpit situated in the orlop deck of a major ship-of-the-line, having graduated from the gun room at the after end of the lower gun deck where as a youngster he lived and attended to his books under the care of the Master Gunner.

The bulk of the commissioned officers of the Navy were Lieutenants. Lieutenant was the substantive rank of the

officer who, in a First Rate like the *Victory*, was in charge of the guns on the main deck in action or in normal cruising stood his watch on the poop as the "Officer of the Watch". In this capacity he would be in charge of the ship, the Captain's representative on deck, in effect. The First Lieutenant, or second-in-command of the ship, was also still a Lieutenant but he was the senior one out of the nine Lieutenants and therefore in the prime position of being able to take command should the Captain be killed or die from disease. He was very often chosen by the Captain to serve in the ship with him as his deputy and he expected to share in the glory that may accrue to the Captain or the ship. His reward would normally be to be posted as a "Master and Commander" which would give him command of a non-rated ship such as an armed ship like the *Bounty* which the famous (or infamous) William Bligh commanded. Whilst in this post he would be known on board as "The Captain" but was in fact a Lieutenant appointed as a Master and Commander. Shortly after the beginning of the war with the revolutionary France, this title was shortened to Commander. When "interest" and the fortunes of war brought the all-important rise to full Captain, he would be known as a post-Captain and could expect to command a rated ship. This rank had the additional honour of ensuring that his name was on the list for Flag Rank, and providing his interest held, all he needed, to quote a favourite Wardroom Dinner Toast, was "a bloody war and quick promotion". Peace would see ships rapidly laid up in ordinary and his chance would stagnate until "the press were out" once more. Flag rank qualified him to fly his own personal flag as a Rear-Admiral of the Blue Squadron and then upwards in the Flag list. An appointment did exist between Captain and Flag Rank; this was called Commodore and entitled the holder to fly a Broad Pennant from the masthead but was not an essential rung in the promotion ladder.



GUN ROOM - MIDSHIPMEN'S MESS

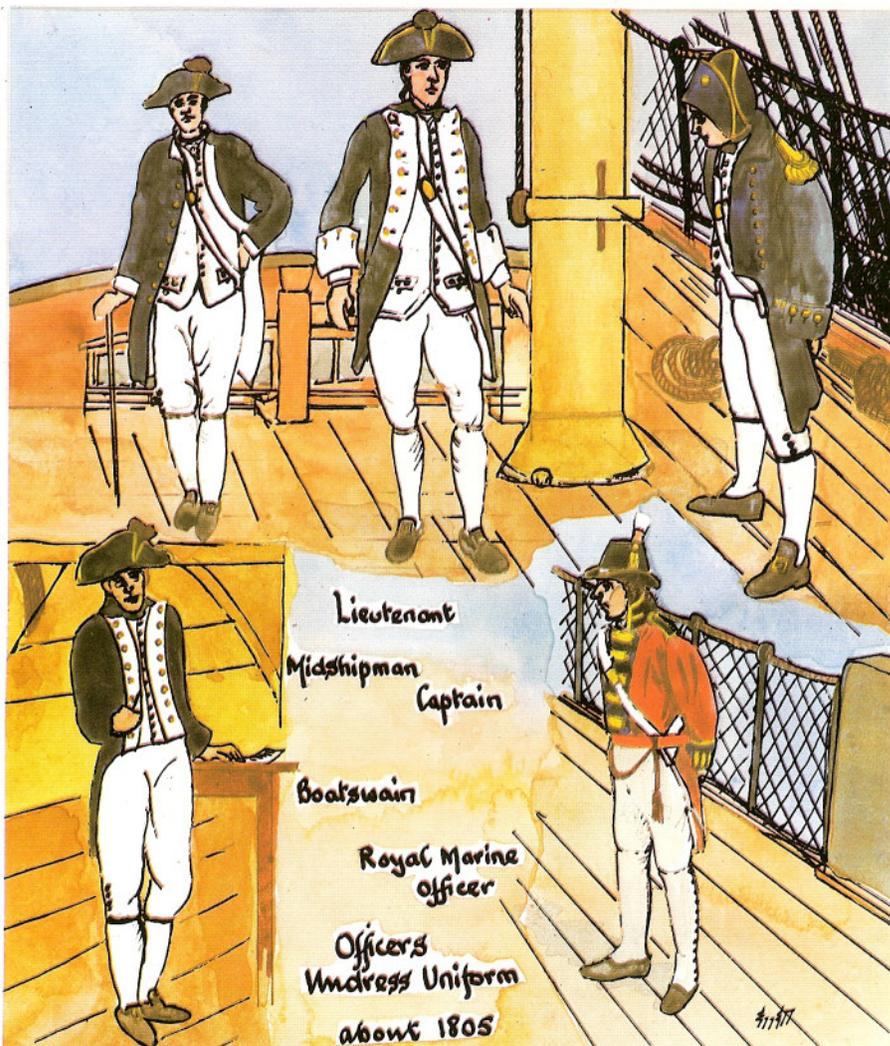
## "TOASTS"

- MONDAY NIGHT  
Our ships at sea.
- TUESDAY NIGHT  
Our men.
- WEDNESDAY NIGHT  
Ourselves (as no one is likely to concern themselves with our welfare).
- THURSDAY NIGHT  
A bloody war or a sickly season.
- FRIDAY NIGHT  
A willing foe and sea room.
- SATURDAY NIGHT  
Sweethearts and wives.
- SUNDAY NIGHT  
Absent friends.

A Lieutenant messed in the ward-room; in a three-decked, first-rate ship, this space was in the stern leading off from the middle gun deck – the lowest level with stern windows. His cabin would be a canvas cubicle against the ship's side in the wardroom and there would be probably six such cubicles down each side of the wardroom. The Captain would live in splendid isolation under the poop deck with immediate access to the quarter deck. Under the quarter deck and over the wardroom were the Admiral's quarters.



The standing officers of the ship were what might be termed the ship's professionals – The Sailing Master, The Boatswain, The Gunner, The Carpenter, and The Purser. They, together with the Secretary, the Clerk, the Surgeon and the Parson, had their own personal cabins. Most of them were housed on the orlop deck but the Secretary and the Sailing Master usually lived in the "coach houses", close to the Captain's cabin under the poop. Proximity to their jobs was the criterion that dictated their quarters; therefore, the Boatswain, Carpenter and Gunner were forward on the orlop deck near the access hatches to their stores. The Parson might well live as a Wardroom officer but like many things this varied at the whim of the Captain. The Standing officers were expected to know their task and their ship completely and would very often remain in one ship for her whole period of active service. Their jobs in the ship are mainly self-explanatory but the example of one in particular will assist in presenting the general picture: the Boatswain was responsible for the ship's boats, the rigging, the sail, the anchors, all cables and cordage, and also to see that the seamen "go about their several duties with alacrity". His uniform was quite distinctive: either all blue or with white trousers, and with gold buttons on coat, cuffs and pockets. The usual headgear was a low top-hat with a cockade on one side; of particular note was his "Bos'n's call" which was a silver whistle on a silver chain hung round his neck – this was his badge of office and the means of passing orders. The word of the evolution required would be passed verbally to him by the First Lieutenant, then the order would be translated into a series of piercing notes by the Boatswain on his call. This "pipe" as it was called would be picked up by the Bos'n's Mate, who would relay the order round the ship. To achieve alacrity the Boatswain wielded a thin cane and his mates wielded "starters" or "persuaders", which were short ropes ends. The call would often have come from the quarter-deck: "Bos'n's Mate – start that man". The "persuader" would be lustily applied to the back of someone who appeared not to be swinging into or out of the rigging with alacrity. In action, the Boatswain was stationed on the fore-castle with his

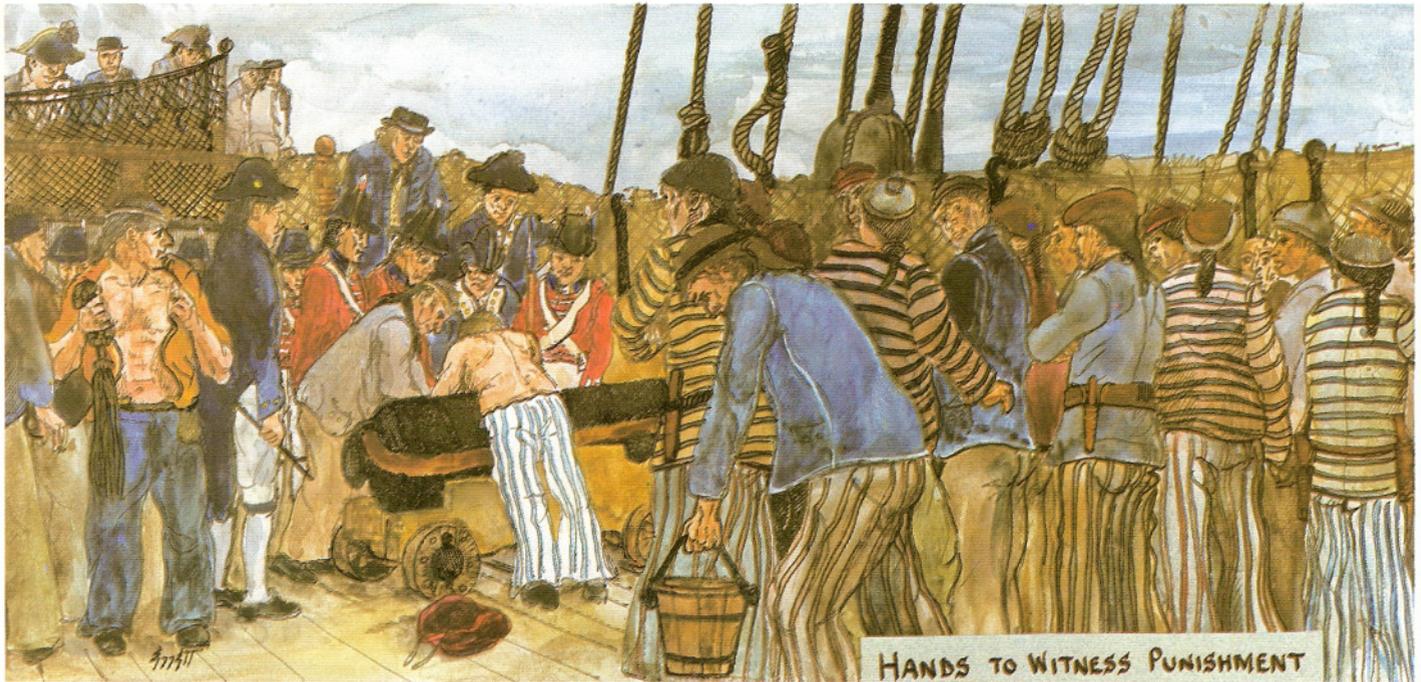


sheet anchor party, a nucleus of experienced old-timers ready to deal with emergencies, such as a mast going by the board and needing to be cut away. The sailmaker was directly under the Boatswain and the problem of keeping sails in repair, and dry when stowed in the sail lockers on the orlop deck, was monumental in itself. In harbour, the Boatswain had to ensure that the ship presented a trim and seamanlike appearance at all times: Yards braced square, no ropes trailing over the side – in short, generally ship-shape. All the standing officers had mates. The Master's Mates deserve special mention because of their position in the hierarchy. Whereas the mates of the Gunner, the Carpenter and the Boatswain ranked as what can be termed Petty Officers alongside Captains-of-the-Tops, who were in charge of work aloft, the Master's Mates were loosely equated to Midshipmen and assisted the Master in his responsibility to the Captain for the safe navigation of the ship, checking the ship's position, maintaining a record of sounding and bearings, care and correction of charts, controlling the ship's movements during battle and so on. Master Mates wrote up the ship's log, the daily record of position and happenings; heaved the log, the means of recording the ship's speed; attended to the stowage and safety of the hold. Much therefore depended of

the Standing Officer and his Mates.



Another group of officers – and these were of the gentleman class – were those of the ship's detachment of Marines, the Navy's sea-going soldiers. A First Rate ship would have a detachment of some 150 men including officers, sergeants and corporals. A large detachment like this would be commanded by a Captain supported by three Lieutenants; these were of ward-room status. Their men lived apart from the seamen, in some ships, under the fore-castle, in what was known as the Marines Barracks. This was necessary because, from their formation as a Corps under Admiralty Control in 1755, they had come to be regarded as the hinge-pin of Naval discipline and built up a reputation for unswerving loyalty, an elite corp of volunteers. In action they acted as a small arms force, on the poop, and behind the hammock nettings in the waist of the ship – the nettings with stowed hammocks being their parapet. Additionally, in action, they provided sentries at access hatches to prevent breaches of regulations or discipline among the seamen. This crack force of men remained loyal during the mutinies of 1797 and were given the title which they still hold today – "Royal Marines". Earl St. Vincent referred to them as "the country's sheet anchor".



Two marine corporals were almost invariably employed as the ship's "policemen" under the one remaining "officer" yet to be mentioned – the "Master-at-Arms". This worthy with an ancient title had been employed in Kings' ships since before the advent of the true purpose-built warship, when his main duty had been to instruct the seamen in the art of small arms, in support of the soldiers manning the fore and after castles, and in consequence to supervise their discipline whilst under arms. By the 18th century he was occupying a status fractionally below that of Standing Officers though he possessed, and still does today, a sword – a powerful symbol of authority as compared to a cutlass. Through this office of Master-of-Arms, the First Lieutenant enforced the discipline of the ship.

Discipline was the essential ingredient of the fighting sailing warship, as is readily apparent when the foregoing details of how the men were

recruited, fed and housed are considered. Discipline was harsh and based on fear of the consequences if orders and drill were not carried out to the letter. Times too were harsh and life in a warship was no picnic, yet, strange to relate, the seamen, in the main, found it humanly bearable, if only just so. The all-important factor was – in one word – justice. Much could be borne, and was borne, provided it was just. Without justice, morale was lost more quickly than for any other single reason.

Punishment was also very harsh, possibly even brutal and sometimes went to the limits of human endurance. But it worked; there was no alternative under such conditions of living, of fighting, and of dying.

If caught for desertion, a man would be sentenced to Flogging round the Fleet. This entailed his being placed in a boat stripped to the waist, secured by his wrists either to a grating stood on end or to a lashed capstan bar, so that his back was exposed for the gruesome work of the cat-of-nine-tails. In the boat with the deserter would be the surgeon, or his mate, and Master-at-Arms from his own ship. Accompanied by a boat from every ship in the anchored fleet this mini-fleet would move from ship to ship so that the sentence of the court martial could be carried out. Perhaps this meant 25 lashes of the cat at each ship with a probable overall total of 300 lashes! The "cat" would normally consist of a hemp "handle" about a foot long to which were attached nine "tails" approximately two feet in length made from "foxed up" hemp yarns securely whipped at the ends. This implement would be applied to the man's bare back by a brawny Boatswain's Mate at each ship in turn. Probably two mates would be used so that the force of impact would not diminish: the last lash had to be as good as the first. One dozen lashes could well open the back to the bone.

### PUNISHMENT FOR SLEEPING ON WATCH FROM EARLIER TIMES

*If any man within a ship had slept upon his watch four times and so proved, this be his punishment.*

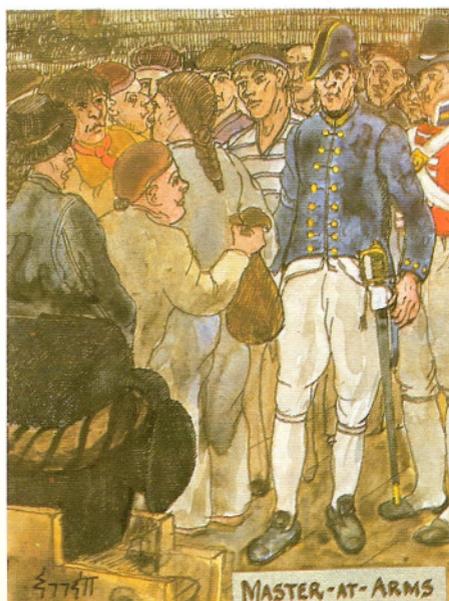
*The first time he shall be headed at the mainmast with a bucket of water poured upon his head.*

*The second time he shall be armed, his hands held up by a rope, and two buckets of water poured into his sleeves.*

*The third time he shall be bound to the mainmast with gun chambers tied to his arms and with as much pain to his body as the Captain will.*

*The fourth and last punishment. Being taken asleep he shall be hanged to the bowsprit in a basket, with a can of beer, a loaf of bread and a sharp knife, and choose to hang there until he starve or cut himself into the sea.*

*There was no fifth time.*



LEG IRONS



ROPES END



CAT O' NINE TAILS

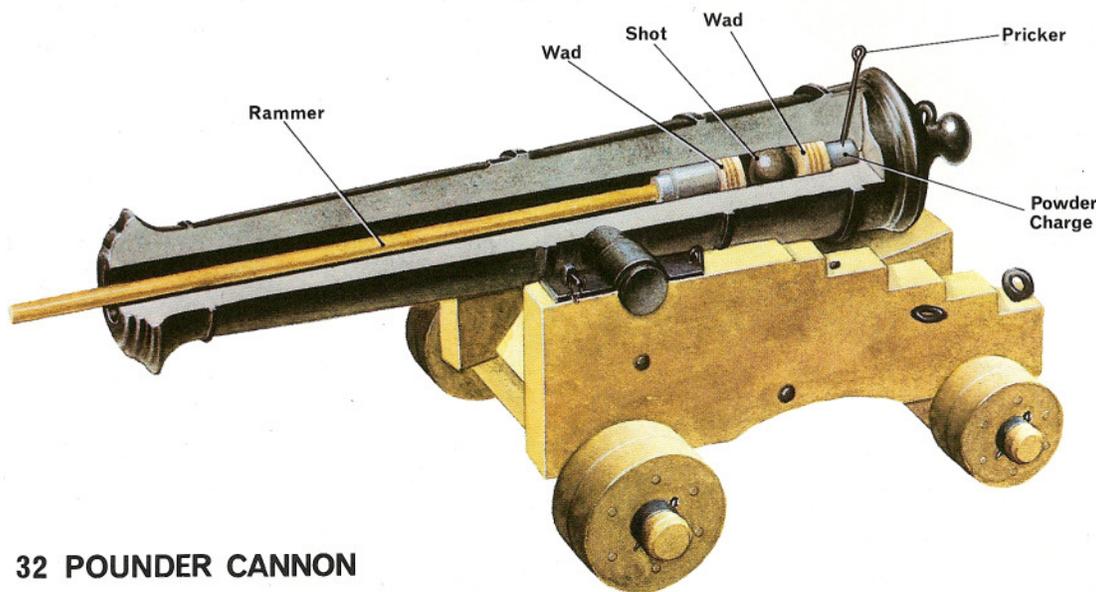
J. Warner

Small wonder men fainted and were revived by the doctor – small wonder that men also died of such punishment. Insubordination usually resulted in being secured in leg irons and being gagged with an iron “bit”. Minor offences in one’s own ship usually resulted in between one dozen and two dozen lashes being awarded at the whim of the Captain. Drunkenness on duty could easily justify two dozen lashes being meted out “at the gangway” (the for’d end of the quarter deck or just below on the upper deck) before the mustered hands at the time-honoured seven bells in the forenoon watch (11.30 a.m.). The half hour sand glass would be turned by the marine sentry and the hands piped to

A strict but just Captain could expect, and could get, his ship’s company to cause the ship to move and fight like clockwork once they were settled in or “worked up”, as it is known. Morale would be amazingly high, yet in another ship it would take only a small spark to cause open mutiny. A well ordered, “taut” ship could “clear for action” in something under ten minutes!

The drums would roll for “Beat to Quarters”: the decks would be made wet and strewn with sand to prevent men slipping in blood once fighting commenced. Battle lanthorns would be positioned at each below-decks gun: smoke would soon make it dark. The guns would be cast loose, newly primed

drinking water, and oranges if possible, would be placed near the masts for quenching powder-parched throats. Boats would be swayed out for towing astern, sometimes containing the Captain’s chickens or the wardroom goat! The boats would be needed after the action, intact, and it reduced the amount of splintering wood. Splinter-nets would be rigged over the weather decks to catch falling blocks and spars and, to reduce this possibility, extra slings would be fitted to lower and top mast yards. Extra spars and tackle would be made available on the weather decks. Thus was a ship-of-the-line “cleared for action” and possibly within 10 minutes.



32 POUNDER CANNON

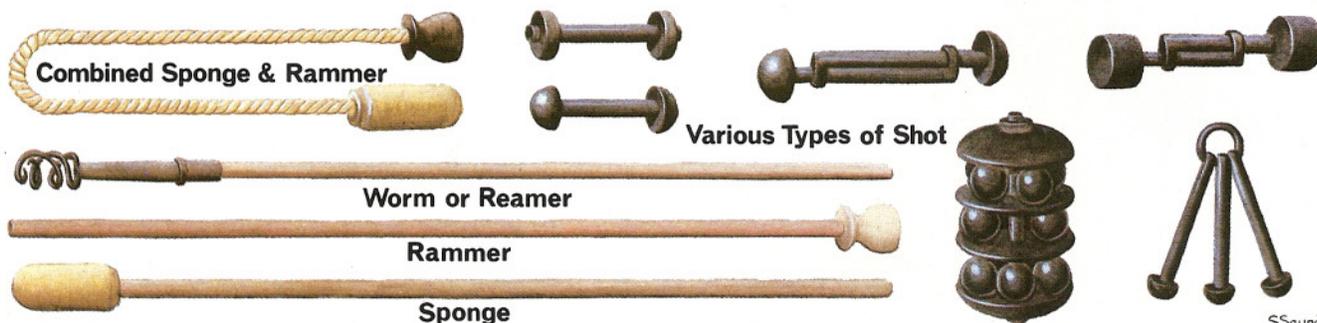
SSaunders

“lay aft to witness punishment”. Some Captains were renowned for being free with the cat, others varied its use as dictated by a particular situation. Some ordered floggings only in extreme circumstances, thus providing one of the many factors giving a “name” to a particular ship or Captain.

H.M.S. *Victory's* own log books show 71 floggings at the gangway for the last five months of 1803 and over 300 for the year of 1804. None of them could be regarded as severe punishments – six dozen lashes being the highest number awarded.

and slow matches made ready in case flintlocks failed. One dozen rounds of shot would be provided at each gun in rope garlands, together with boarding axes, cutlasses and half pikes. The ship would be stripped, fore and aft, including the Captain’s and Admiral’s Quarters: furniture would go the hold; the stern windows removed; stern chaser gun positions prepared. The ward-room tables and chairs and cabin baggage would also go to the hold, while the canvas cabins would be ripped down. In places, wet “fearnought” screens would be rigged to reduce fire risk. Buckets of water for fire fighting,

The same, well-ordered, taut ship could expect a phenomenal rate-of-fire from the guns in action. The entry (made as often as possible) in the Ship’s Log, “Exercised the people at the great guns”, would pay dividends. Good drill and discipline were the essential ingredients for success in action which was, after all, the prime purpose of the ship-of-the-line. A 32 pounder gun weighed nearly three tons and had to be manhandled in all movements except that of recoil. The ball projected had a range in excess of one mile and at half that range would penetrate 2½ feet of solid oak. Every move of the 15 men in



SSaunders



the gun crew had to be machine-like. When a gun fired, the recoil ran it in-board until the muzzle was some three feet clear of the gun port inside the ship; at this point the breech rope took the strain and killed the recoil. The train tackle connected to the rear of the gun carriage was connected in turn to a ring bolt and hauled taut to hold the gun, during cleaning and reloading, against the roll of the ship. A reamer on a stave, pushed down the muzzle and quickly withdrawn, pulled out any smouldering fragments of the charge; this was quickly followed by the wet sponge, also on its stave, which cleaned and cooled the barrel. The powder monkey had provided the flannel bag of gun powder which was rammed down the muzzle into the breech. This was followed by the wad, the round shot, and then another wad, and all was rammed hard home. The final wad was necessary to prevent a gap developing between the cartridge of powder and the shot as the ship rolled – if a gap developed it could cause the gun to burst on being fired! Whilst the crew were engaged in this loading, the Captain of the Gun placed an iron “pricker” down the vent, or touch hole, to pierce the flannel cartridge bag and then inserted a quill from his pouch. This quill contained a mealy powder in a sprit of wine to provide continuity from the flintlock to the cartridge. From his powder horn he put loose powder in the pan of the flint-lock. The gun was now “run out” by easing off the train tackle and heaving on the side tackles. The Captain of the Gun cocked his flintlock then pulled on his firing lanyard which tripped the lock, causing a spark to ignite the powder. The flash travelled down the quill to the cartridge and the gun fired. This whole operation could be completed in a matter of 90 seconds by a well-trained, disciplined crew and the importance attached to it was a major factor in ensuring success in action. At

the Battle of Trafalgar it is estimated that French crews took twice this length of time and the Spanish even more. We therefore more than doubled our firepower. Usually, on commencement of an action, the guns started firing as they came to bear on the target, once within range, and a ripple of fire resulted. The drill was to maintain this ripple in a devastating fire; it was more beneficial to the structure of the ship than a

broadside with all the guns firing at once. A broadside tended to spring the fastenings of the knees, particularly if the ship had withstood the effects of weather and sea for months on end. On occasions guns were double and even treble “shotted” or, if used in an anti-personnel role, loaded with one round shot and a cannister containing musket balls for maximum spray effect. It must be borne in mind that the complement of the ship was only sufficient to man half the guns; therefore a captain had carefully to weigh the advantages and disadvantages of whether to man all the guns on one side of the ship, or to man every other gun on both sides, or even whether to split in two his gun crews and man all the guns, with a consequential slowing of the rate of fire.

Despite the methods of recruitment; despite the deprivations of life at sea, with its poor food and harsh discipline; despite the dangers of the sea and the violence of the enemy, much was achieved by these men who made up the Royal Navy during the wars with France in 1793 and 1815. Led by such men as John Jervis, Howe, Hood and the immortal Horatio Nelson, they were masters of the sea. Immediately after the Battle of Trafalgar the Chief of Staff to the French, Admiral Pierre Villeneuve, was to remark —

*“The act that astonished me most was when the action was over. It came on to blow a gale of wind, and the English immediately set to work to shorten sail and reef the topsails with as much regularity and order as if their ships had not been fighting a dreadful battle. We were all amazement, wondering what the English seamen could be made of. All our seamen were either drunk or disabled, and we, the officers, could not get any work out of them. We never witnessed any such clever manoeuvres before, and I shall never forget them”.*



**POWDER MONKEY**

# HORATIO NELSON

## THE MAN AND THE HOUR

*A look at Lord Nelson and the Battle of Trafalgar*

Horatio Nelson, the fifth son of the eleven children of the Reverend Edmund Nelson, was born at the Parsonage House of Burnham Thorpe, in the county of Norfolk on the 29th September 1758. The house no longer stands but the parish register of All Saints Church, Burnham Thorpe, records the christening. His mother, Catherine, was sister to a naval man, a Captain Maurice Suckling, and was also related to the powerful Walpole family. It was because of this connection that young Nelson was christened Horatio. The name had originally been bestowed on the second son but he lived only a few months and so it passed to the future hero. The Reverend Edmund Nelson's own family tree contained many well-connected clergymen; therefore, although the family was not wealthy, they were nevertheless proud of being of "good stock". Horatio was only nine when his mother died, aged 52, and his father, who did not remarry, accepted his lot of single parent to the surviving eight children, the

youngest of whom was only 10 months. Horatio attended the Royal Grammar School at Norwich until the age of 11 and then passed on to Sir William Paston's School, North Walsham.

During the Christmas holidays of 1770-71, Horatio read in a newspaper that his Uncle Captain Suckling had been appointed to command the *Raisonnable* of 65 guns. At Horatio's request, application was made to Captain Suckling for a place in his ship. Suckling replied, "What has poor Horace done, who is so weak, that he above all the rest should be sent to rough it out at sea? But let him come: and the first time we go into action, a cannon-ball may knock off his head, and provide for him at once".

Horatio Nelson was rated on the books of the *Raisonnable* as a midshipman on 1st January 1771. He was 12 years and 3 months old. Four months later Suckling packed young Nelson off to the West Indies in a merchant ship for experience. From 1773 to 1776 he saw service in various ships as a midshipman and although while in the *Seahorse* (20 guns) this small weak youngster almost wasted to

a skeleton with disease, he survived and learnt his trade. He joined the *Worcester* as an acting Lieutenant and on the 8th April 1777, having satisfied the regulations by serving 6 years at sea, at least two of them as a midshipman, he passed his examination for Lieutenant. At this time Nelson wrote of himself, "I know it is my disposition that difficulties and dangers do but increase my desire of attempting them". Service followed in the frigate *Lowestoft* (32 guns) as second Lieutenant under Captain William Locker. From Locker's favourite adage, "Lay a Frenchman close, and you will beat him", grew Nelson's own views. In 1778 he joined the flagship of the West Indies station, H.M.S. *Bristol*, under the Commander-in-Chief Sir Peter Parker. Lieutenants who served in flagships stood well for promotion and while the *Bristol* lay at Jamaica. Nelson was made Commander of the *Badger*, brig, his first command. On the 11th June 1779 he was promoted to post-Captain and assumed command of the frigate *Hinchinbroke* (28 guns). His interest had worked well, combined with his natural abilities; he was not yet 21!



*Nelson's birthplace at Burnham Thorpe, Norfolk*

As a captain, Nelson immediately distinguished himself in a combined operation against Spanish possessions in the Gulf of Mexico. His orders were not to proceed beyond the mouth of the San Juan river but he disobeyed orders – and not for the last time! He decided to transport the soldiers up-river in his ship's boats. He took an active part in every action of an expedition which failed, largely owing to the ravages of fever. Out of the ship's complement of 200 men only 10 survived and Nelson himself was so ill that on his return to Jamaica he was compelled to request leave in England to effect his recovery. Less than a year later he was back in the American theatre in command of the 28-gun *Albemarle* and was caught up in the final year of the American War of Independence. Here he met for the first time Prince William (later William IV) who was serving as a midshipman in the flagship *Barfleur* under Admiral Lord Hood. The Prince noted Nelson as "the merest boy of a captain I ever beheld, irresistibly pleasing in his address and conversation, and displaying an enthusiasm, when speaking on professional subjects, which showed he was no common being". It was under Lord Hood that Nelson gained his first experience of fleet work, which was to stand him in good stead. The Peace of Versailles brought Nelson home but the following year he was again in the West Indies in command of the frigate *Boreas*. His sense of duty over interpretations of the Navigation Act, which denied the islanders the right to trade with ships of the newly born U.S.A., brought legal actions against him and but few friends ashore. One friend was



SIR WILLIAM HAMILTON



LORD NELSON



LADY HAMILTON

England and *Boreas* paid off. Until the outbreak of the Napoleonic wars in 1793, Nelson lived happily with his family at Burnham Thorpe – 5 years of peace. Lord Hood was now a Lord Commissioner of the Admiralty and with the outbreak of war he granted Nelson his dearest wish – command of a ship-of-the-line, the *Agamemnon*, of 64 guns. He took with him his now 12 year old stepson, Josiah, as a midshipman and joined the Mediterranean Fleet, which was to be under the command of Lord Hood himself. The *Agamemnon* suited Nelson; it was in fact one of the happiest periods of his life; she was a fast ship and he was capable. During the siege of Toulon he was sent scurrying in *Agamemnon* to the independent nation of Naples to try and raise re-inforcements. Here he met for the first time Sir William Hamilton, the British Ambassador, and Lady Hamilton, the ambassador's second wife.

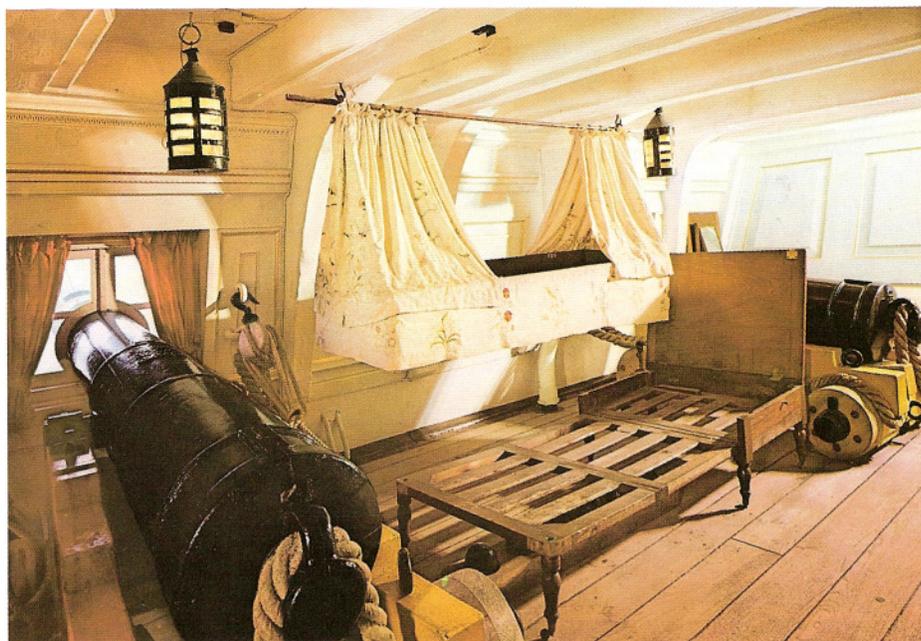
A woman of great charm and beauty,

Lady Hamilton had gained a certain notoriety, for as Emily (or Emma) Hart she had previously enjoyed the protection of Sir Harry Fetherstonhaugh and the Hon. Charles Grenville, a nephew of Sir William. In return for having his debts paid, Grenville gave the beautiful Emma into his Uncle's custody. Hood's occupation of Toulon was brief, due to the placing of the French Artillery batteries by a young officer named Bonaparte! Toulon was evacuated in a hurry so another base was urgently needed in the area. Nelson was dispatched with five ships to drive the French out of Corsica. In the months that this took he thoroughly enjoyed leading his seamen ashore and hauling cannon up mountains. At the siege of Bastia, when that port was captured, Nelson, whilst busy at a battery of guns before the town, was struck by splinters and stone. During this attack he suffered a deep cut which penetrated his right eye, the sight of which he never recovered.



LADY NELSON

Mr Herbert, President of Nevis, whose niece kept house for him. The niece was a young widow, Mrs Francis Nisbet, with a small son, Josiah, Nelson, starved of friendship, fell in love with her and they were married on "Nevis" on 11th March 1787. Prince William gave the bride away and Nelson's health, so often not good, caused the Prince to remark, "He is more in need of a nurse than a wife". Shortly after, the Nelsons – husband, wife and stepson – sailed for



Nelson's cot and folding bed

In October 1794 Admiral Hood, flying his flag in H.M.S. *Victory*, sailed for England, a sick man. His successor, Admiral Hotham, was a pleasant but ineffective commander, which did not suit the active Captain Nelson. In the following March, Nelson fought his first fleet action. A strong French Fleet put out from Toulon with the object of recapturing Corsica but after contact with the British turned back for Toulon. One of the largest of the fleeing ships, the *Ca Ira*, was dismantled in collision and slowed up; a British frigate attacked her but was driven off when two French ships of the line gave support to the *Ca Ira*. *Agamemnon* was ahead of the fleet; Nelson immediately attacked and the *Ca Ira* and one other was taken. Hotham did not press the advantage thus gained and Nelson was delighted when Sir John Jervis relieved Hotham as C. in C. four months later. Nelson was promoted Commodore and could now call himself a flag officer. On the 13th June 1796 he left the worn-out *Agamemnon* and moved into the 74 gun *Captain*. Encouraged by France's land victories, Spain declared war on Britain and the vastly out-numbered British fleet withdrew from the Mediterranean. After a final trip in a frigate to evacuate Elba, Nelson rejoined *Captain* with the fleet off Cape St. Vincent, sailing right through the Spanish fleet in a fog to do so. He was just in time for the battle of Cape St. Vincent when 15 British ships of the line encountered 27 Spanish. The Spanish fleet had a wide gap in the middle and Sir John Jervis led his fleet into this gap to overpower and destroy one half of the enemy before succour arrived from the other half. Nelson's *Captain* was near the rear of the British line and without orders turned out of line to prevent a reunion of the two halves of the Spanish Fleet – if this happened a British victory would not be remotely possible. After fighting against tremendous odds, he grappled the 84-gun *San Nicholas* and using her deck as a bridge boarded the *San Josef*, of 112 guns, on the other side. Nelson received the surrender of both ships and that evening the disabled *Captain* was cheered by the rest of the Fleet. Sir John Jervis in *Victory* clasped the dirty and disfigured Nelson in his arms – the battle of Cape St. Vincent was a glorious victory. Within days, Nelson was a rear-admiral and Knight of the Bath. In July, Nelson, flying his flag in *Theseus*, with a small squadron attempted to capture a Spanish treasure-ship in Teneriffe. The action was a complete failure and, in the land action, his men outnumbered by 8 to 1, Nelson lost his right arm while leading the attack. He considered his career over and said, "a left-handed Admiral will never again be considered ..." but no sooner had he recovered than Jervis, now Earl St. Vincent, was calling for his return to action.

In March 1778 with his flag in *Vanguard* and with a small squadron Nelson was sent to Toulon to discover for what purpose Napoleon was fitting out an expedition and to thwart the attempt. His ships were commanded by selected officers who were later to be immortalised as "The Band of Brothers". The French Fleet slipped past Nelson in bad weather but Nelson's intuitive genius decided that Napoleon was

making for Egypt and having been joined by Troubridge, strengthening his force to thirteen 74s, a 50-gun, and an 18-gun brig, he finally found the enemy anchored in an almost impregnable position in Aboukir Bay by the mouth of the Nile. A bold attack virtually destroyed the enemy fleet: out of 17 ships, 13 were destroyed or captured and Napoleon was stranded with his army in Egypt. London went wild at this victory and Nelson was created Baron Nelson of the Nile. Nelson was wounded in the temple and was nursed back to health by Lady Hamilton after the fleet had been tumultuously received at Naples. The King of Naples created him Duke of Bronte and he was promoted Rear Admiral of the Red.

It was two years after the Battle of the Nile before Nelson arrived back in England, travelling overland with the Hamiltons in a leisurely fashion. In the January of the following year, 1801, Nelson was promoted to Vice Admiral of the Blue, and in the same month, Lady Hamilton gave birth to his daughter, Horatia; he separated from his wife and was appointed as second-in-command to Admiral Sir Hyde Parker for service in the Baltic. The need for a fleet in the Baltic was brought about by the "Armed Neutrality of the North", engineered by France to close the Baltic to the essential British trade in this area: spars, tallow and hemp for the fleet was shipped through the Baltic from Russia. The fleet sailed from Yarmouth with Nelson's flag in the *St George*. On the 2nd April 1801 the Battle of Copenhagen was fought. Nelson commanded the squadron which attacked the Danish fleet at anchor off the city whilst Sir Hyde Parker watched from a safe distance with the ships of deep draught – Nelson had shifted his flag from *St George* to the *Elephant* for this reason. Nelson displayed unparalleled exertions both in surveying the approach during the night before the action and in bringing the desperate battle to a successful conclusion. It was at Copenhagen, when Sir Hyde Parker flew the signal to discontinue the action and withdraw, that Nelson is supposed to have put his telescope to his blind eye and declared he could see no signal. Both sides had fought to a standstill when Nelson demanded a truce to save further loss of life. Nelson considered this battle his hardest-won victory. Shortly after the action, Nelson was created Viscount Nelson of the Nile and Burnham Thorpe and assumed command of the Baltic fleet but within a month he resigned on the grounds of ill-health and returned to England in a brig. On his return he went on a triumphal tour with the Hamiltons and his brother William and family and commissioned Lady Hamilton to purchase Merton Place in Surrey. In the autumn Merton became his residence. In the following year, 1802, his father died, followed within the year by the death of Sir William Hamilton.

## Line of Battleships at Trafalgar

	Guns	Killed	Wounded
<b>"BRITISH" (27)</b>			
<i>Victory</i>	104	57	75
<i>Royal Sovereign</i>	100	47	94
<i>Britannia</i>	100	10	40
<i>Temeraire</i>	98	47	76
<i>Prince</i>	98	0	0
<i>Tonnant</i>	80	26	50
<i>Belleisle</i>	74	33	93
<i>Revenge</i>	74	28	51
<i>Mars</i>	74	29	69
<i>Neptune</i>	98	10	34
<i>Spartiate</i>	74	3	17
<i>Defiance</i>	74	17	53
<i>Conqueror</i>	74	3	9
<i>Defence</i>	74	7	29
<i>Colussus</i>	74	40	160
<i>Leviathan</i>	74	4	22
<i>Achille</i>	74	13	59
<i>Bellorophon</i>	74	27	123
<i>Minotaur</i>	74	3	20
<i>Orion</i>	74	1	21
<i>Swiftsure</i>	74	9	8
<i>Polyphemus</i>	64	2	4
<i>Africa</i>	64	18	37
<i>Agmemnon</i>	64	2	7
<i>Dreadnought</i>	98	7	26
<i>Ajax</i>	74	2	2
<i>Thunderer</i>	98	4	12
<b>"FRENCH" (18)</b>			
<i>Bucentaure</i>	80	197	85
<i>Indomptable</i>	80	(Two thirds)	
<i>Fougueux</i>	74	(546)	
<i>Achille</i>	74	(480)	
<i>Heros</i>	74	12	26
<i>Swiftsure</i>	74	68	123
<i>Algesiras</i>	74	77	142
<i>Pluton</i>	74	60	132
<i>Neptune</i>	80	15	39
<i>Berwick</i>	74	(Nearly all drowned in wreck)	
<i>Aigle</i>	74	(Two thirds)	
<i>Intrepide</i>	74	(half crew)	
<i>Redoubtable</i>	74	490	81
<i>Formidable</i>	80	22	45
<i>Mont-Blanc</i>	74	20	20
<i>Scipion</i>	74	17	22
<i>Duguay-Trouin</i>	74	12	24
<i>Argonaute</i>	74	55	137
<b>"SPANISH" (15)</b>			
<i>Santisima Trinidad</i>	130	216	116
<i>Rayo</i>	100	4	14
<i>Principe de Asturias</i>	112	54	109
<i>Santa Anna</i>	112	104	137
<i>Montanes</i>	74	20	29
<i>San Leandro</i>	64	8	22
<i>San Justo</i>	74	0	7
<i>San Ildefonso</i>	74	36	129
<i>Bahama</i>	74	75	66
<i>San Juan</i>			
<i>Nepomuceno</i>	74	103	151
<i>Monarca</i>	74	101	154
<i>San Francisco de Asis</i>	74	5	12
<i>Neptuno</i>	80	38	38
<i>San Augustin</i>	74	184	201
<i>Argonauta</i>	80	103	202

Flagships are printed in red.

In consequence of renewed hostilities with France, following the short peace treaty of Amiens, Nelson was appointed Commander-in-Chief of the Mediterranean and on the 18th May 1803 hoisted his flag in H.M.S. *Victory* for the first time. Now followed a soul-destroying task for Nelson, his ships, and his men; for 18 months without a break he blockaded Toulon and for two whole years was scarce out of the ship. He maintained an open blockade to entice the French fleet out, which in January 1805 they did and evaded the British fleet. When Nelson learnt that Admiral Villeneuve had taken the Toulon squadron past the Straits of Gibraltar, he chased after him to the West Indies, failed to contact him and raced back again, passing the enemy, also returning, on the way without sighting them.

On the 18th July 1805 he joined Vice Admiral Collingwood off Cadiz and leaving his ships as reinforcement sailed alone in *Victory* to Portsmouth to rest and recover his health. He went to Merton for 3 weeks but paid frequent visits to London to call on Ministers and the Admiralty. At the beginning of September it was learnt that Villeneuve had taken refuge in Cadiz where he was being watched by Collingwood.

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On the 13th September 1805 Nelson left "dear, dear Merton" for the last time. He was well aware of the veneration in which he was now held – on his visits to London he had been recognised and mobbed by adoring crowds – and now as he embarked in *Victory* at Portsmouth to rejoin and command the

fleet off Cadiz he was to say, "I had their huzzas before. I have now their hearts".

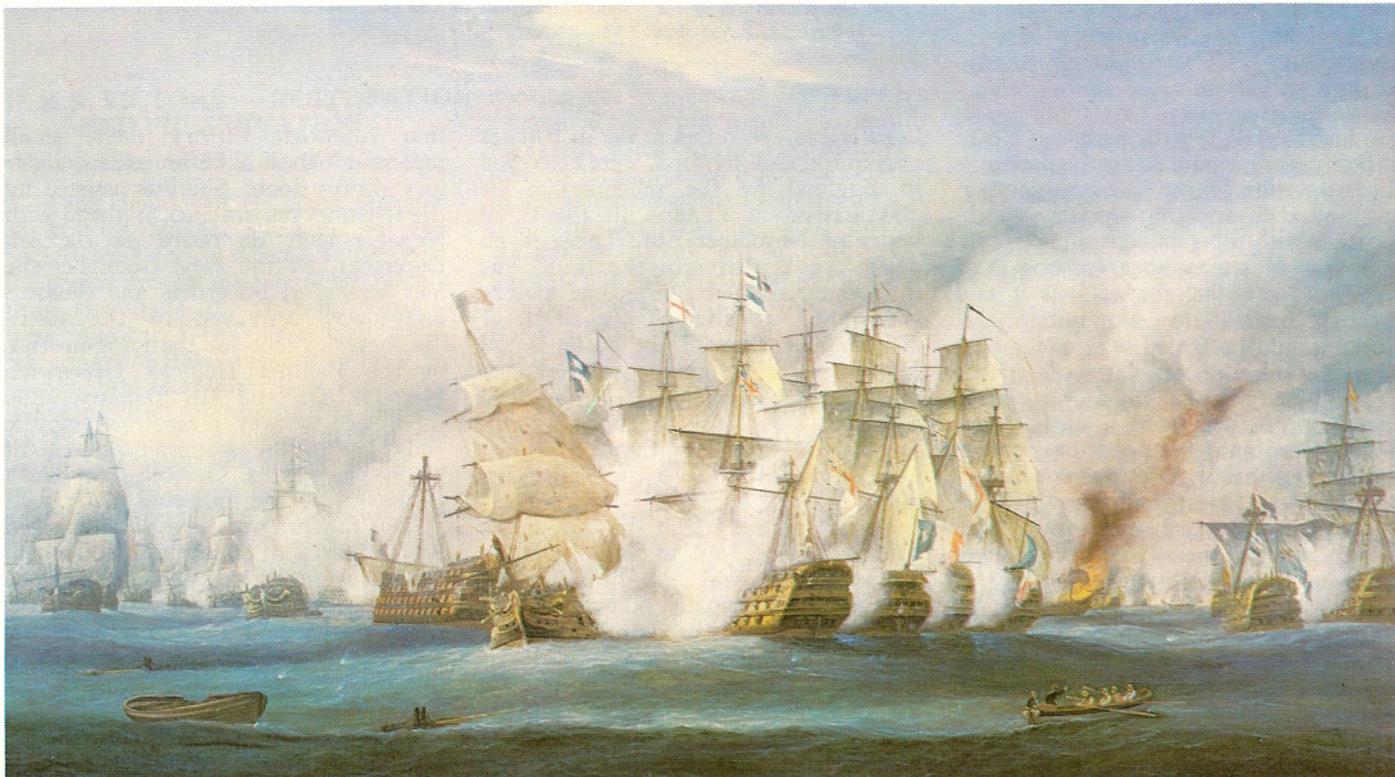
◇ ◇ ◇

He was received with enthusiasm by Collingwood and the fleet off Cadiz. The following day 29th September was his 47th birthday and many commanding officers dined that evening in *Victory*. The next day the remainder dined on board. The enemy was now expected hourly to put to sea and Nelson withdrew to 50 miles off shore to entice them out, leaving frigates to watch Cadiz harbour and report.

Nelson commenced the last entry in his diary on Monday 21st October 1805. "At daylight saw the enemy's combined fleet from East to E.S.E. Bore away, made the signal for order of sailing and to prepare for battle, the enemy with their heads to the southward".

Cape Trafalgar was 21 miles away almost due east. Nelson had 27 ships of the line against 18 French commanded by Villeneuve and 15 Spanish under Admiral Gravina. The wind was blowing lightly onshore and the British Fleet ran before it under a full press of canvas, including studding sails, in two columns. *Victory* led the weather-line flying Nelson's Flag and Collingwood in *Royal Sovereign*, the lee. Villeneuve "wore" his ships round to head back towards Cadiz and his line of battle became a closely-packed crescent shape. The British fleet went to breakfast and then cleared for action with the bands playing patriotic tunes. The frigate captains reported to the flagship for final instructions and accompanied Nelson on his tour of the gundecks of *Victory*

where the men, stripped to the waist stood ready at the guns. Nelson wore the undress uniform of a Vice-Admiral with his stars of the four orders of chivalry to which he belonged stitched to the breast. After the tour, as Nelson paced the quarter-deck, he said, "I'll now amuse the fleet with a signal". Using Popham's Telegraphic code, Pascoe, the signal Lieutenant made: "England expects that every man will do his duty". Shortly after Nelson made his last signal, "Engage the enemy more closely" and this remained flying until shot away. The first enemy shot pierced *Victory's* foretop sail, so with the wind falling light, it was Collingwood's column which broke through the enemy line first at about noon. *Victory*, which had already suffered some damage and casualties, was through some 40 minutes later under the stern of the French flagship *Bucentaure* which was given a double-shotted broadside. The 68-pounder "Carronade" on the port side of *Victory's* forecastle fired right through the enemy's stern windows. *Victory* then ran foul of the French *Redoutable* from whose mizzen fighting top the musket ball was fired that gave Nelson his mortal wound as he paced the deck with Captain Hardy. The time was about 1.25 pm and the ball entering high on his left shoulder, pierced his lungs and entered his spine. Nelson was carried below by Sergeant Secker of the Royal Marines and 2 able-seamen into the gruesome hell of the cockpit where Surgeon Beatty and his mates, assisted by the chaplain were doing their best with the wounded. Surgery was crude:



The Battle of Trafalgar by Thomas Luny. A contemporary of Nelson, Luny (1758-1837) established a reputation as a marine artist. He exhibited at the Society of Artists and the Royal Academy. This scene was painted from descriptions given to him by sailors who took part in the battle.



Admiral Lord Nelson, struck by a musket-ball fired from the mizzen-top of the *Redoubtable*, falls on the quarterdeck. He was carried below to the cockpit where he died about 3 hours later.

if a limb needed amputating it was a case of pouring some rum down the patient's throat, getting him to bite on a leather gag and then applying the saw which together with other implements were in a bucket of warm water so that the metal did not feel too cold as it cut through flesh. After amputation the stump would be sealed with hot pitch. The Reverend Scott later described *Victory's* cockpit as a butcher's shambles. Before Nelson died, three hours later, Hardy was able to report a complete victory with fourteen or fifteen prizes taken. Nelson had bargained on 20, and in the end nineteen of the enemy struck their colours, though many of these prizes were lost in the severe gale which followed the battle. As Nelson's breathing became more laboured and the pain in his breast greater, he sent messages to his friends and particularly to Lady Hamilton whom he left as "a legacy to my country". He died thanking God he had done his duty.

News of the victory and the death of

Lord Nelson, recorded in the dispatches of Admiral Collingwood, were conveyed to England by the schooner *Pickle* and arrived in London in the small hours of November 6th. There is no doubt that through the land, as throughout the fleet, the joy of victory was dulled by grief at the death of Nelson. The close of the battle found H.M.S. *Victory* almost a complete wreck with 57 men killed and 103 wounded, but the French 74-gun *Redoubtable* under Captain Lucas had 500 killed out of a complement of 600.

British gunnery won the day and a French writer was to say, "Despite appearances it was not the flames of Moscow that dissipated Napoleon's fortune, it had already been drowned in the waters of Trafalgar. In vain victories followed victories. All the triumph on the continent could not save him; the hero was stricken to death by a secret wound . . . it was the ships of Nelson that were the victors of Waterloo".

After the battle and the terrible storm

that followed, *Victory* made small repairs in Gibraltar before sailing under jury rig for home. She was assisted up the Channel but reached Spithead with Nelson's body on board on the 4th December. By the 22nd December she had arrived at Sheerness and Nelson's body was conveyed in the Commissioners' Yacht for the lying-in-state in the Painted Hall of Greenwich Hospital. On the 8th January 1806 there was a river procession and the body lay in the Admiralty overnight before the funeral service at St Paul's Cathedral on the following day.

The funeral was magnificent; seven Royal Dukes attended and 200 naval officers were listed by name. Seamen and Marines from *Victory* carried the ship's colours and the shot-torn colours were ripped to pieces after the service so that each might possess a fragment as a souvenir.

Thus laid to rest were the earthly remains of the world's greatest Admiral who was to inspire generations of many nationalities in wars yet to come.

# RESTORATION & PRESERVATION



*Crossing the main yard (during the early days of restoration)*

## H.M.S. VICTORY — RESTORATION AND PRESERVATION

### A Summary — 1921 To present Day

In the summer of 1921, the Marquis of Milford Haven, President of the Society for Nautical Research, informed the annual general meeting of the Society that the days of H.M.S. *Victory* were numbered and that she could no longer safely remain afloat in Portsmouth Harbour. As a result, he found support and approval to embark on the task of obtaining the help of the authorities and the general public to save her. The Board of Admiralty was willing to accept the Executive Officers of the Society as official advisers in the work of restoring Nelson's flagship, although tradition forbade the grant of money from naval votes to restore a ship that could no longer fight. Lord Milford Haven died but the Society, under Admiral of the Fleet Sir F. C. Doveton Sturdee as chairman, had raised £105,000 through public appeal by 1932. Work on *Victory* started as soon as £50,000 had been raised and on 12 January 1922 *Victory* entered historic No. 2 dock in Portsmouth where she remains to this day. The

docking was by no means easy — and is a story in itself — but it was successfully managed. King George V visited her 6 months later and his influence resulted in her being raised higher in the dock so that the surrounding land was at waterline level giving her the appearance of being afloat. This difficult operation was achieved in 3 stages of lift which was completed in April 1925.

Many talented members of the Society gave considerable time to the initial restoration task and special mention must be made of Sir Phillip Watts, Sir William Smith, Mr. R. C. Anderson, Mr. L. G. Carr Laughton, Mr. W. L. Wyllie and his son, Lieut. Colonel H. Wyllie, all of whom formed part of the advisory technical committee. The restoration work was inaugurated in June 1923 with the ceremony of lowering the figurehead from the Seppings bow. The monumental task, which involved not only considerable repair but a vast amount of alteration because of the changes made by evolution of warship design since 1805 as well as special adaptation for a long period of Harbour service, was completed in July 1928.

King George V toured the ship on the 17th July and expressed his great satisfaction, and, thanks to the efforts of the Society for Nautical Research, the nation had been provided with a memorial of the greatest of British seamen, and of Trafalgar, which should endure for many generations to come. The Society also provided for the *Victory* Museum close by the ship and formed it around the panorama of Trafalgar by W. L. Wyllie. This museum was opened in 1938 and forms the basis of the present Portsmouth Royal Naval Museum.

Since the 1930s a continual battle has been fought within the ship against that particular pest, the death-watch beetle; renewal of decayed timbers with teak instead of the traditional oak, together with strenuous efforts to prevent ingress of water between the skins of the hull and with increased ventilation, the menace has been brought under control. Modern insecticides (and *Victory* is very often the trial site for these) are of course considerably helping the constant struggle against the death-watch beetle.

Repair and restoration work continues; between 1970 and 1978 the stern was to a large extent rebuilt from keel to poop deck by the small highly skilled team of dockyard tradesmen, shipwrights, joiners, and so on who are permanently attached to the ship and display a high standard of dedicated work. Fresh historical evidence is always coming to light and every opportunity is taken to improve historical accuracy of detailed finish, despite the necessity to use modern methods such as timber lamination. Dockyard riggers maintain the mass of rigging and undress and strike masts as required, and here again some modern materials will soon need to be used because of the difficulties of obtaining the traditional Russian Hemp.

The work is still carefully monitored by the *Victory* Advisory Technical Committee which contains a large proportion of Society of Nautical Research members and the Society continues to administer the "Save the *Victory* Fund" for the benefit of the ship.

Despite the constant repair and restoration work, much original timber remains — possibly to the extent of some 10% to 15% of the timber that was in her when Nelson was a baby and a total of over 40% that was there in the Napoleonic Wars.

The half million or so visitors who tour the ship annually and the Royal Navy and Royal Marines who man her are rightly proud of this great ship which is still in commission as the flagship of a Commander-in-Chief. Surely none can fail to be gripped by the atmosphere of tradition which pervades and is so apparent when they step on board either as tourists or in an official capacity.

# HORATIO NELSON Personal Chronology

- |      |  |      |  |  |      |   |
|------|--|------|--|--|------|---|
| 1758 | 29 September: born at Burnham Thorpe   | 1795 | 13 March: AGAMEMNON 64 guns does battle with French CA IRA 80 guns   | 22 September: flagship anchors at Naples; Nelson is entertained by Sir William and Lady Hamilton, created Baron of the Nile and Burnham Thorpe | 1803 | 6 April: Sir William Hamilton died  |
| 1771 | Joined the RAISONNABLE as Midshipman   | 1796 | 4 April: hoists broad pennant of Commodore in AGAMEMNON  | 14 February: promoted Rear Admiral of the Red  | 1804 | 23 April: Vice-Admiral of White Squadron  |
| 1776 | Promoted Acting Lieutenant at 17 years   | 1797 | 13 February: broad pennant hoisted in the CAPTAIN  | 13 August: created Duke of Brunzè  | 1805 | 8 February: off Alexandria  |
| 1779 | 11 July: became Post Captain of the Frigate HINCHINBROOK; still under 21 years old.                                |      | 14 February: during battle of St. Vincent boarded the SAN NICOLAS and SAN JOSEF, receives swords of vanquished Spaniards | 13 July: struck his flag at Leghorn  |      | 4 April: received news of the French fleet having put to sea on 30 March                  |
| 1781 | 23 August: appointed Captain of the ALBEMARLE a small frigate of 21 guns   |      | 17 March: accorded Knight of the Bath  | 6 November: landed at Yarmouth   |      | 11 May: sailed for the West Indies  |
| 1784 | 18 March: appointed in Command of the frigate BOREAS   |      | 20 March: promoted Rear-Admiral of the Blue with seniority   | 13 January: separated from his wife  |      | 13 July: sailed for Europe  |
| 1787 | 11 March: married Mrs Francis Nisbet at Nevis in West Indies; bride given away by Prince William, later William IV |      | 1 April: hoists flag for the first time  | 17 January: hoisted his flag on board SAN JOSEF  |      | 18 August: arrived at Spithead and struck his flag and went to Merton                     |
| 1793 | 30 January: appointed Captain of 64-gun AGAMEMNON. Later that year visited Naples where he first met Lady Hamilton | 1798 | 24 July: commanded an attack on SANTA CRUZ. Right arm amputated  | 29/30 January: Horatia born  |      | 2 September: Blackwood arrived at Merton with the News of the French having gone to Cadiz |
| 1794 | 12 July: during siege of Calvi lost sight of right eye   |      | 27 September: invested with Order of the Bath by George III  | 2 April: Battle of Copenhagen  |      | 13 September: left Merton   |
|      |  |      | 29 March: hoisted flag on board VANGUARD   | 5 May: appointed C-in-C of the Baltic  |      | 15 September: sailed from Spithead in VICTORY   |
|      |  |      | 1 August: Battle of the Nile   | 22 May: created Viscount Nelson of the Nile and Burnham Thorpe   |      | 28 September: joined the fleet off Cadiz  |
|      |  |      |  | 24 July: appointed C-in-C of a Squadron for the defence of the South Coast   |      | 21 October: Battle of Trafalgar, death of Nelson  |
|      |  |      |  | 10 April: Struck his flag  | 1806 | 9 January: buried in St. Paul's Cathedral, London   |
|      |  |      |  | 18 April: Nelson's father died   |      |   |

# H.M.S. VICTORY

1st. Rate; 104 guns; 2162 tons; 850 Officers and Men.  
Designed by Sir Thomas Slade

- |         |  |         |   |
|---------|--|---------|---|
| 1759    | 23rd July. Laid down, Chatham Dockyard   | 1809    | Spain. Brought home part of Sir John Moore's army from Corunna. Returned to Baltic. Blockade of Cronstadt.  |
| 1765    | 7th May. Launched  | 1811    | Flag of Rear-Admiral Sir Joseph Yorke. Took reinforcements to Lisbon for Sir Arthur Wellesley. Returned to Baltic. Flag of Sir James Saumarez. Boat actions.                          |
| 1765-78 | In ordinary, Chatham   | 1812    | 18th. December. Paid off at Portsmouth  |
| 1778    | Portsmouth. Flag of Admiral Keppel. Channel Action with d'Orvilliers off Ushant  | 1813-16 | Rebuilt. During this period the brass tablet 'Here Nelson fell' was first let into the Quarter deck   |
| 1779    | Flag of Vice-Admiral Sir Charles Hardy   | 1816-24 | In ordinary   |
| 1780    | Flag of Admiral Sir Francis Coary. Flag of Rear-Admiral Sir Francis Drake. Coppered for the first time at Portsmouth   | 1824-69 | Flag of Port Admiral, Portsmouth  |
| 1781    | Flag of Vice-Admiral Sir Hyde Parker. Flag of Rear-Admiral Kempenfelt. Capture of French convoy off Ushant   | 1869-88 | Tender to H.M.S. DUKE of WELLINGTON   |
| 1782    | Flag of Lord Howe. Present at sinking of the ROYAL GEORGE the boats of H.M.S. VICTORY saving the majority of the survivors. Relief of Gibraltar.                             | 1888    | Refit   |
| 1783    | Paid off at Portsmouth   | 1889    | to the present day. Flag of Commander-in-Chief  |
| 1790    | Flag of Lord Howe. Flag of Lord Hood.  | 1903    | Rammed by H.M.S. NEPTUNE. NEPTUNE'S ram bow pierced the ships side at the spot where Nelson died, the ship was docked to prevent sinking. After repairs it was moored at usual buoys. |
| 1791    | Paid off. In ordinary  | 1905    | Saluting ship, sunset gun custom carried out by VICTORY. Up to 1906 in company with ST. VINCENT as training ship for boys.  |
| 1791-93 | Flag of Lord Hood, Mediterranean. Reduction of Toulon  | 1922    | Berthed in No. 2 Dock. "Save the VICTORY" Fund launched for her restoration to (and her preservation in) her Trafalgar condition.   |
| 1794    | Corsica. Capture of Bastia and Calvi   | 1928    | Restoration completed. Inspection by His Majesty King George V.   |
| 1795    | Flag of Rear-Admiral Man. Action off Hyères. Flag of Vice-Admiral Linzee. Flag of Admiral Sir John Jervis  | 1940    | Ship damaged by German bomb   |
| 1797    | Battle of St. Vincent. Driven from her anchors during a storm in Lagos Bay and nearly lost. Blockade of Cadiz. Boat actions. Paid off at Chatham; name struck off Navy List. | 1945    | VICTORY floodlit for VJ Day   |
| 1798-99 | Hospital ship for prisoners of war.  | 1946    | Personal standard of HRH Princess Elizabeth broken at the main. Commander-in-Chief and senior officers of the Portsmouth Command  |
| 1800-02 | Large refit. Stern galleries removed and her stern made flat   | 1971    | Major repairs to stern commenced  |
| 1803-05 | Flag of Lord Nelson, Mediterranean. Blockade of Toulon. Chase of Villeneuve to West Indies and back. Blockade of Cadiz. Battle of Trafalgar.                                 | 1973    | Royal Standard worn on the occasion of HM The Queen's visit to the ship. Her Majesty lunched in the Great Cabin.  |
| 1806    | Paid off at Chatham. Large refit in the dock in which she was originally built.  |         |   |
| 1808    | Flag of Admiral Sir James Saumarez. Operations in the Baltic.  |         |   |

# HMS VICTORY, Portsmouth

HMS *Victory*, Lord Nelson's flagship at the Battle of Trafalgar, and the Portsmouth Royal Naval Museum, are adjacent to each other inside the Naval Base at Portsmouth, within easy walking distance from the Main Gate of the Base.

Because of her age and historic significance, the ship is unique as the world's most outstanding example of ship restoration. This work was initiated in 1922 by the Society for Nautical Research who were instrumental in restoring the vessel to the appearance she bore at the Battle of Trafalgar in 1805.

*The Museum* is complementary to the ship for it contains in the Victory Collection those relics of Nelson and Trafalgar which cannot be conveniently displayed on board. It has a huge panoramic display of the battle—a gift to the nation by the late W. L. Wyllie, RA, many personal relics of Nelson, his family and his associates, and a wonderful collection of ships' models and figureheads as well as exhibits relating to the French Revolutionary Wars. The Nelson-McCarthy Collection, the generous gift of Mrs J. G. McCarthy, CBE, is housed in a Georgian building adjacent to the Victory Collection. This consists of prints, paintings, ceramics, medallions, letters and miniatures, all commemorative of Nelson and his times.

Nearly half a million people visit the ship annually. In July and August, a period of queuing may be necessary. The ship is open every day of the year with the exception of Christmas Day and the infrequent occasions when the ship is used for official purposes. The Museum is closed on Christmas Day, Boxing Day and New Year's Day.

Schools intending to send organised parties to visit the ship and the Museum should first write to the Careers and Cadet Training Officer, Staff of CINCNVHOME, H.M. Naval Base Portsmouth.

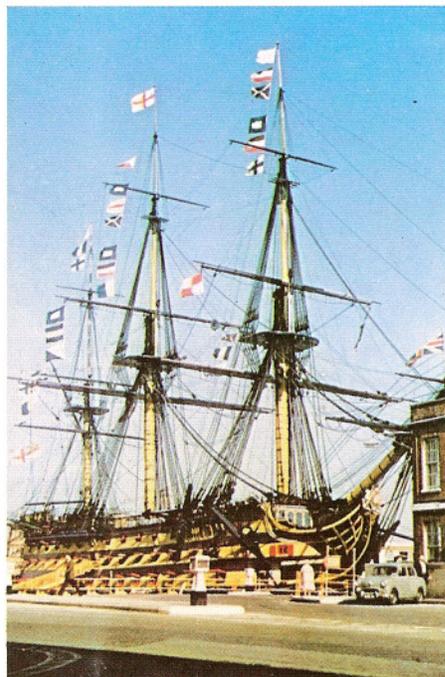
## How to get there

By rail: there are frequent services from London (Waterloo—approximately 100 minutes), Brighton and Southampton, to the British Rail terminus at Portsmouth Harbour Station which is within walking distance of the Main Gate.

## Opening Times

<i>Summer</i>	1 March-31 October
	Monday-Saturday 1030-1730
	Sunday 1300-1700
<i>Winter</i>	1 November-end of February
	Monday-Saturday 1030-1630
	Sunday 1300-1630

# ENGLAND EXPECTS . . .



*Admission to HMS Victory, as the Flagship of the Commander-in-Chief Naval Home Command, is free.*

## Acknowledgements

Written by PETER WHITLOCK. Designed and produced by WILLIAM PEARCE.

Peter Whitlock and William Pearce are past Captains of HMS *Victory*. Feeling that there was a need for a small publication dealing with Lord Nelson and HMS *Victory*, William Pearce encouraged Peter Whitlock to write this story which could not have been completed without the help of many other people.

In particular they would like to express their thanks to Mrs J. G. McCarthy, CBE, for permission to make use of certain material from the McCarthy Collection which she presented to the Portsmouth Royal Naval Museum, and to Mr John G. McCarthy for the right to reproduce the picture on the front cover. Thanks are also due to the Commanding Officer, HMS *Victory*, the Director and Staff of the Portsmouth RN Museum, Mrs June Phillips and Mr R. M. Dean, MA, for their co-operation and assistance. Special thanks are also due to the following artists Messrs John Eggett, Bob Wright, Steve Saunders and John Warner who have

responded so well to requests for pictures, illustrations and other art work specially commissioned for this book. The photographs on page 12 are by Tony Wilson, other photographic work by Hewes of Southsea.

Lieutenant Commander P. C. Whitlock, MBE, RN (ret'd), is a Member of the Council of the Society for Nautical Research, and an International Member of the British Commission for Military History and is well known for his television and radio appearances.

Lieutenant Commander W. E. Pearce, MVO, RN (ret'd), as well as being an active Member of the Society for Nautical Research, is the Business Manager of the Portsmouth Royal Naval Museum Trading Company Ltd., whose profits are largely covenanted for the benefit of that Museum, the Save the Victory Fund and other naval charities.

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## HMS VICTORY SOUVENIR SHOP

The Souvenir Shop close to HMS *Victory* is well worth a visit. It is situated in the colonnade of No. 9 Store, an ancient dockyard building which is part of the Naval Museum. The woodwork, made from old ships' timbers, and the beautiful original brickwork recreate the atmosphere of Lord Nelson's days.

The wide range of souvenirs include tankards, plates and trays in pottery, glass and copper; prints and etchings in black and white and in colour; and engravings on copper and stainless steel. There is also a large selection of books, postcards and colour slides.

Adjoining the shop is a Buffet and there is also a small souvenir shop on board HMS *Victory*. Those who cannot visit the shop can obtain HMS *Victory* Souvenirs by mail-order. A colour brochure is available on application to:

Business Manager, HMS *Victory*,  
Portsmouth, Hants PO1 3PZ  
Tel. Portsmouth 26682

