The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

<http://www.tandfonline.com/loi/rmir20>

H. M. S. "VICTORY." (Continued)

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Published online: 22 Mar 2013.

To cite this article: Edward Fraser (1922) H. M. S. "VICTORY." (Continued), *The Mariner's Mirror*, 8:8, 232-236, DOI: [10.1080/00253359.1922.10655130](https://doi.org/10.1080/00253359.1922.10655130)

To link to this article: <http://dx.doi.org/10.1080/00253359.1922.10655130>

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The measurements of this cleat are slightly different from those given in previous papers, which may possibly be due to shrinkage. They now are : greatest length, 5 ft. 3 in. ; greatest width, $5\frac{1}{2}$ in. ; the thickness varies from $\frac{1}{2}$ in. to $1\frac{1}{2}$ in. Each of the three projecting " studs " is about a foot long, $3\frac{1}{2}$ in. high and is wedged-shape, being $2\frac{1}{2}$ in. thick at the base and 1 in. at the top. The hole in the centre of each, for the reception of the peg, is oval, and measures 2 in. by $1\frac{1}{2}$ in.

By a similar process a smaller crack, adjoining the larger one, has been healed, the wood in this case being $2\frac{1}{2}$ in. in width and $1\frac{1}{2}$ in. in thickness. The holes for the thongs are drilled at a distance of $\frac{1}{2}$ in. from the edge, and average 2 in. apart.

As previously stated, the stern-board and the patches put on the outside of the boat were made water-tight by bundles of moss being tightly caulked in. During the repairs which were recently made to the boat, some of this material was submitted to the late M. B. Slater, who spent some considerable time in examining it. He reported that he had detected twenty-three species of Mosses and Hepatics. These he has mounted on glass, and the specimens have been placed in the Museum. It is rather remarkable to find, that, notwithstanding the great age of the moss, etc., and the treatment to which it has been subjected, the most delicate tissues are still perfectly preserved.

Details of other finds of " dug-outs " with a Bibliography, appear in Hull Museum Publication No. 73.

H. M. S. "VICTORY."

(Continued).

BY EDWARD FRASER.

" VICTORY " IV.

[1st Rate ; 1,920 tons ; 110 guns ; 900 men.]

The keel of the fourth *Victory* was laid at Portsmouth in August, 1733, and the ship launched on February 23rd, 1737. She cost £38,239 3s. 1d. to build, hull, masts and rigging ; and in the five years she existed, an additional £20,230 5s. 8d. was spent on refittings and repairs ; a total sum of £58,469 8s. 9d. The *Victory*, while flagship of Admiral Sir John Balchen was wrecked on the Caskets, it was believed, on the night between October 4th and 5th, 1744, with, according to newspapers of the

time, upwards of 1,000 in board, all of whom perished. Wreckage and officers' baggage was washed up on the coast of Normandy, but no bodies were reported, nor was the exact place of the wreck ever identified. Reports of the ship being crank were current, and a vote of censure on the Admiralty was talked of. In view of that the Admiralty had the large-size model of the ship now at Greenwich Hospital constructed from the dock-yard working drawings; but the expected Parliamentary discussion did not take place.

This is the fourth *Victory's* service record :—

1741, June and July :—Flagship of Admiral Sir John Norris commanding the Channel Fleet. (Captain Samuel Faulknor.) First cruise off Cape Finisterre. July 17: The *Victory* in collision with the *Lion*: both ships had to put back to Portsmouth for repairs.

1741, November :—Sir John Norris's 2nd cruise. The *Victory* flagship as before.

1744, February :—Action with the French Brest fleet off Dungeness prevented by a severe gale. The enemy, who had come north to escort the Pretender's army of invasion across from Dunkirk, withdrew to Brest scattered and badly damaged. (Admiral Sir John Norris. 1st Captain Henry Medley. 2nd Captain Samuel Faulknor.)

1744, April and May :—With Vice-Admiral Sir Charles Hardy's fleet convoying storeships to the Tagus. (Captain Samuel Faulknor.)

1744, July to October :—Admiral Sir John Balchen. (Flag in the *Victory*. Captain Samuel Faulknor). With the Channel Fleet released British storeships for the Mediterranean Fleet blockaded by a French force in the Tagus. After escorting them safely as far as Gibraltar, the returning fleet was separated in a violent gale which broke on them on October 3rd to the south-west of Scilly. All ships reached port safely except the flagship *Victory*, last seen on the morning of the 4th in mid-Channel.

"VICTORY" V.

[1st Rate; 2,162 tons; 104 guns; 850 men.]

The present *Victory* was laid down at Chatham on July 23rd, 1759, and named by Admiralty Order of October 28th, 1760. She was launched on May 7th, 1765. In 1771, when ordered to be prepared for commission, in view of a war with Spain in consequence of the Falkland Islands dispute, a large part of her side-planking was found to be rotten and a "middling"

repair was ordered. Before it was complete the crisis was over, and the *Victory* returned to her "Ordinary" moorings in the Medway, off Upnor, till March, 1778. Then, in consequence of the rupture with France in connection with the American Colonial War, she was ordered to fit for sea, as flagship-designate of the Channel Fleet. She had cost £63,000 to build, and £20,000 more for repairs and fitting out before she left the Medway in April, 1778, to hoist Keppel's flag at Spithead. Between 1783, at the Peace, and March, 1793, when war with the French Revolution broke out, she had two "middling repairs," and one "large repair," making an additional £55,537. In 1794-5, when she returned home with Hood, in the short period at Portsmouth before her rejoining the Mediterranean Fleet, a sum of £13,154 was spent on repairs. Between 1800 and 1803 she was practically rebuilt, at a cost of £70,922. Repairs after Trafalgar cost £9,936; and between 1806 and her final paying off at Portsmouth as a seagoing ship in 1812, £23,191 further was expended on repairs and refittings. Between 1813 and 1815 she was a second time practically rebuilt at a cost of £79,772, her external appearance from that at Trafalgar with beak head and square-headed forecastle and recessed stern galleries, being then altered to her present form in essentials. From 1824 to 1830 she was Flagship at Portsmouth. In 1831 it was proposed to *razie* her to an 84-gun two-decker, or alternatively break her up. Various influences and some patriotic poetry in the newspapers stopped the project, and after being repaired and fitted for harbour service she was from 1833 to 1840 Admiral Superintendent's flagship at Portsmouth, being then moored half a mile up harbour, in one of the lines of ships laid up in ordinary. That being found inconvenient, in 1838 she was moored close off the dockyard. In 1841 she again became flagship at Portsmouth (occupying the berth she had until this year), and remained so until 1869. From then to 1893 she served as tender to the flagship *Duke of Wellington*, after that resuming, until 1922, her post as Flagship of the Commander-in-Chief. Including her refits and repairs since 1815, the *Victory's* cost to the nation has totalled, from first to last, in round figures £475,000, upwards of half a million. That includes everything, from the first provision at Chatham of timber for the ship, in response to the Admiralty Order of December, 1758, directing the Commissioner of the Yard "to prepare to set up and build a new ship of 100-guns as soon as a dock shall be available for the purpose down to December of last year."

This is the present *Victory's* Service Record :—

1778, May 16th :—Hoisted flag of the Commander-in-Chief of the Channel or "Grand Fleet" (also "Western Squadron"), Admiral Hon. Augustus Keppel. 1st Captain Rear-Admiral Campbell; 2nd Captain Jonathan Faulknor.

1778, July 27, 1778 :—Keppel's action off Ushant.

1779, March 19 :—Hoisted the flag of Admiral Sir Charles Hardy. 1st Captain, Richard Kempenfelt. 2nd Captain, Henry Collins.

1779, September 1st to 5th :—Hardy's retreat up Channel before the Combined Franco-Spanish Fleet (British 37 sail of the line, Enemy 66 of the line),

1780, May 24th :—Hoisted the flag of Admiral Geary. 1st Captain, Rd. Kempenfelt; 2nd Captain S. W. Clayton.

1780, September 26th to December 29th :—Flagship of Rear Admiral Francis W. Drake. Captain S. W. Clayton.

1781, March 20 to May 31 :—Flagship of Vice-Admiral Hyde Parker. Captain S. W. Clayton.

1781, April : With the Channel Fleet at Admiral Darby's relief of Gibraltar.

1781, June to August :—Broad pennant of Commodore John Elliot. Captain John Howorth.

1781, September 10th to 1782, March 11th :—Flagship of Rear Admiral Rd. Kempenfelt. Capt. John Howorth, then Henry Cromwell, then Henry Duncan.

1781, December 12th :—Kempenfelt's action with De Guichen off Ushant.

1782, April 20th to November 14th :—Flagship of Adm. Lord Howe, 1st Captain Leveson Gower; 2nd Captain Roger Curtis, then Thos. Byard.

1782, October 20 :—Relief of Gibraltar and action with the Combined Fleet off Cape Spartel.

1787, July :—In view of expected war with France prepared for commission and appointed to hoist Lord Howe's flag.

1790, July and August :—Flagship of Admiral Lord Howe for the expected war with Spain over the Nootka Sound dispute. ("The Spanish Armament.")

1790, August to 1791, August :—Flagship of Admiral Lord Hood, and in 1791 during the Russian Armament in expectation of a war with Russia.

1793, February 5 to May 6 :—Flagship (temporarily) of Rear-Admiral Sir Hyde Parker. Captain, John Knight.

1793, May 6 to 1794, December 15 :—Flagship of Admiral

Lord Hood as Commander-in-Chief in the Mediterranean. 1st Captain, Rear-Admiral Sir Hyde Parker ; then J. N. Inglefield ; 2nd Captain, John Knight.

1793, December 16 to 22 :—The evacuation of Toulon. Destruction or capture of great part of the French Toulon Fleet.

1794, February 8 to 19 :—At the Bombardment and capture of San Florenzo, Corsica.

1794, April 11 to May 19 :—At the Bombardment and capture of Bastia.

1794, June 27 to August 10 :—At the Siege of Calvi.

1795, July 8 to September 27 :—Flagship of Rear-Admiral John Man. Captain, John Knight.

1795, July 13 :—In Hotham's action off Hyères.

1795, October and November :—Flagship of Vice-Admiral Robert Linzee. Captain, John Knight.

1795, December 3 to 1797, March 30 :—Flagship of Admiral Sir John Jervis. 1st Captain, Robert Calder ; 2nd Captain, George Grey.

1797, February 14 :—Battle of Cape St. Vincent.

1798-9 :—Prison Hospital Ship in the Medway.

1803, May to 1805, October 21 :—Flagship of Lord Nelson. 1st Captain, George Murray ; 2nd Captain, T. M. Hardy, then September to October, 1805, Captain, T. M. Hardy.

1805, October 21 :—Trafalgar.

1808, April to December :—Flagship of Admiral Sir James Saumarez in the Baltic. 1st Captain, George Hope ; 2nd Captain, Philip Dumaresq ; then 1st Captain, T. Byam Marten ; 2nd Captain, J. C. Searle.

1809, January :—With squadron escorting transports to rescue the remains of Sir John Moore's army at Corunna. Captain, J. C. Searle.

1809, April to December, 1810 :—Flagship in the Baltic of Admiral Sir James Saumarez. 1st Captain, George Hope ; 2nd Captain, Phil Dumaresq.

1810, December to 1811, March :—Flagship of Rear-Admiral Sir Joseph Yorke in with squadron escorting transports to reinforce Wellington's Army holding the Lines of Torres Vedras. Captain, Phil Dumaresq.

1811, April to October, 1812 :—Flagship of Admiral Sir James Saumarez in the Baltic. Captain, P. Dumaresq.

1812, November 30 :—Paid off at Portsmouth and close of seagoing service.