

This article was downloaded by: [New York University]

On: 09 May 2015, At: 07:25

Publisher: Routledge

Informa Ltd Registered in England and Wales Registered Number: 1072954

Registered office: Mortimer House, 37-41 Mortimer Street, London W1T 3JH, UK



The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

H. M. S. "VICTORY."

Edward Fraser

Published online: 22 Mar 2013.

To cite this article: Edward Fraser (1922) H. M. S. "VICTORY.", *The Mariner's Mirror*, 8:7, 194-198, DOI: [10.1080/00253359.1922.10655122](https://doi.org/10.1080/00253359.1922.10655122)

To link to this article: <http://dx.doi.org/10.1080/00253359.1922.10655122>

PLEASE SCROLL DOWN FOR ARTICLE

Taylor & Francis makes every effort to ensure the accuracy of all the information (the "Content") contained in the publications on our platform. However, Taylor & Francis, our agents, and our licensors make no representations or warranties whatsoever as to the accuracy, completeness, or suitability for any purpose of the Content. Any opinions and views expressed in this publication are the opinions and views of the authors, and are not the views of or endorsed by Taylor & Francis. The accuracy of the Content should not be relied upon and should be independently verified with primary sources of information. Taylor and Francis shall not be liable for any losses, actions, claims, proceedings, demands, costs, expenses, damages, and other liabilities whatsoever or howsoever caused arising directly or indirectly in connection with, in relation to or arising out of the use of the Content.

This article may be used for research, teaching, and private study purposes. Any substantial or systematic reproduction, redistribution, reselling, loan, sub-licensing, systematic supply, or distribution in any form to anyone is

expressly forbidden. Terms & Conditions of access and use can be found at <http://www.tandfonline.com/page/terms-and-conditions>

H. M. S. "VICTORY."

BY EDWARD FRASER.

IT is proposed in this and succeeding articles to relate from existing authentic sources, as far as space permits, the history of H.M.S. *Victory* and her predecessors. In this first article, by way of introduction, a general outline statement appears of the careers of the successive ships of the name *Victory*. In later numbers details of each ship will be given, including construction and measurements, armament, etc., in as complete a form as possible.

Summary outline statement, in general terms:—

"VICTORY" I.

[800 tons ; 34 guns ; 300 " mariners " ; 34 " gunners " ;
400 " soldiers."]

The origin and first appearance of the first *Victory* is somewhat obscure. Apparently, she was built in 1559, as a merchant ship, under the name of the *Christopher*, by a firm of London traders. In 1561 she was purchased for the Royal Navy, and underwent reconstruction to some extent. In September, 1562, the ship, hitherto known under her original name, on being floated out of dock was renamed *Victory*. Extracts from naval MSS. in the Rawlinson Collection at the Bodleian bearing on the above points will be given in a later number. The next will deal with the present *Victory*, as being of immediate interest. After that her predecessors will be taken *seriatim*. In 1585 the *Victory* was rebuilt under the supervision of Sir John Hawkins—"altered into the form of a galleon." In 1606 she was reported as unfit for further service, and, it is stated, was "given" by James I. to his eldest son, Henry, Prince of Wales; apparently to do what he liked with. At that time, Raleigh was interested in plans for what he considered would be the ideal man-of-war. Prince Henry, who was on intimate terms with Raleigh, asked his father for the old *Victory* as a gift, so that Raleigh might try his hand on her. Raleigh's elaborate proposals are in print, reasoned out and complete. The project, however, fell through, whereupon the *Victory* was returned to the King, who handed her over to Deptford Dockyard, where she was taken to pieces.

The *Victory* was of 800 tons, the ship intended to replace her was designed to be of 1,200 tons. This ship, it appears, was first intended to bear the name *Victory*, and during great part

of the time she was in dock building was officially so styled, as existing State Papers record. Then the name was altered to *Prince Royal*, as which the ship was launched in 1610.

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

1562, October, to 1563, July :—Newhaven Expedition (for the relief of the besieged English garrison of Havre, then known as Newhaven).

1570, July and August :—Mobilization of the Fleet. (Ordered on information that a large Spanish fleet with troops on board was about to sail for the Channel.)

1588, July and August :—Defeat of the Spanish Armada (Flagship of Sir John Hawkins).

1589, June to December :—The Earl of Cumberland's privateering expedition to the Azores and "South Seas." (Flagship of Cumberland, having been "lent" on profit-sharing terms by the Queen.)

1599, August and September :—Mobilization of the Fleet. (Ordered in view of a threatened Spanish naval attack and invasion. The *Victory* was stationed in the Lower Hope, with attendant light craft to signal the appearance of the enemy by guns to Tilbury Fort.)

"VICTORY" II.

[Second Rate (or "Rank"). 656 tons burden (875 ton and tonnage); 42 guns (later of 60 guns); 270 men (later 350 men).

The second *Victory* was laid down in accordance with the recommendations of the Commission of 1618, and launched at Deptford on October 10th, 1620. Designed by Phineas Pett. She had a "small repair" in 1631, and a second "large repair" in 1645-6, when her armament was increased to 60 guns. She was rebuilt as a 3-decker of 82 guns in 1664-6 at Chatham, and launched May 1st, 1666. "Cast" and broken up at Woolwich, February, 1690, being then in her seventieth year.

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

1621, May to August :—With Sir R. Mansell's fleet in the Mediterranean against Algerine pirates.

1621, September to April, 1622 :—Winter guard in the Narrow Seas.

1622, May :—Flagship of the Earl of Oxford in the Channel on "particular service"—*i.e.*, clearing the seas of Dunkirk privateers, or "pirates." The cruise was a failure, not one being taken or dealt with.

1622, June to August :—Escort duty conveying the Spanish Ambassador Gondomar to the Tagus.

1627, June to October :—With the Isle of Rhé and Rochelle Expedition. Flagship of the Earl of Denbigh, Rear-Admiral.

1629, June to September :—Cruising on commerce protection against Dunkirk and Turkish (Algerine) pirates in Home Waters.

1632, September to December : On the same service.

1636, June to September : With the second " Ship-Money " Fleet under the Earl of Northumberland, Lord High Admiral.

1636, September :—Detached to convey the Spanish Ambassador to the Tagus

1638, June to August :—Rear-Admiral's flagship (Sir H. Mervyn) in Pennington's Fleet in the Narrow Seas.

1639, May to September :—With the Fleet in the Narrow Seas under Pennington.

1641, May to August :—On similar service (flagship of Rear-Admiral Povey) and off the coast of Scotland during the Scottish War.

1642, July :—The Revolt of the " Summer Guard " squadron in the Downs. The *Victory* was flagship of the second in command and one of the four ships to hold out for the King.

1642, August to October :—On the Irish Station.

1643, April to September :—Service in Home Waters during the Civil War. Blockading Dartmouth and Exeter.

1646, March to August :—On " Summer Guard " service.

1647, June to September :—Appointed as one of six second rates " graved and fit to be set forth on any emergency." Captain and full crew on board.

1649, April to September :—With Blake and Deane's fleet.

1649, September :—Same service. Flagship of Vice-Admiral Moulton.

1651, August to October :—Blake's flagship in the Downs. (Fired the Navy salute off Dover in celebration of Cromwell's " crowning mercy " victory at Worcester.)

1652, May 19 :—*First Dutch War*. Blake and Tromp off Dover. (Capt. Lionel Lane.)

1652, September 28 :—Blake and De With off the Kentish Knock (Capt. Lionel Lane.)

1652, November 30 :—Blake and Tromp off the Ness. (Captain Lionel Lane.)

1653, February 18-20 :—Blake and Tromp off Portland. (Vice-Admiral Lionel Lane.)

1653, June 2-3 :—Blake and Monk *v.* Tromp off the Gabbard (Vice-Admiral Lionel Lane.)

1653, July 31 :—Monk and Tromp off the Texel. (Vice-Admiral Lionel Lane.)

[Rebuilt as a 2nd Rate ; 1,029 tons ; 82 guns ; 500 men—

According to contemporary official records the ship of 1666 was not considered to have a separate existence from the ship of 1620.]

1666, June 1—4 :—The Four Days' Fight. (Vice-Admiral Sir Christopher Myngs—mortally wounded.)

1666, July 25—6 :—The St. James's Day Fight. (Vice-Admiral Sir E. Spragge.)

1667 :—Sunk in the Medway off Chatham Dockyard during the Dutch raid. Afterwards weighed up and refitted.

1672, May 28 :—*Third Dutch War.* The Duke of York and de Ruyter—Solebay. (Capt. the Earl of Ossory.)

1673, May 28 :—Rupert and De Ruyter—1st Battle off Schoonevelt. (Capt. Sir Wm. Jennens.)

1673, June 4 :—Rupert and De Ruyter—2nd Battle off Schoonevelt. (Capt. Sir Wm. Jennens.)

1673, August 11 :—Rupert and De Ruyter—Battle of the Texel. (Capt. Sir Wm. Jennens.)

" VICTORY " III.

[1st Rate, 1,486 tons ; 100 guns ; 754 men.]

The third *Victory* was the second *Royal James*, 100 guns, built in 1675, renamed by an Admiralty Order of March 7th, 1691. She had a large repair in 1694-5. Renamed *Royal George* by Admiralty Order of August 27th, 1714 ; by another Admiralty Order, September 9th, 1715, her name was changed back again to *Victory*. In July, 1716, she was cut down to two decks, and appointed for harbour service. In February, 1721, while being "trimmed" in dock at Portsmouth, in the process of breaming, the hull took fire, and the ship was practically destroyed. By an Admiralty order of March the wreck was taken to pieces, what timbers were serviceable being by a Navy Board order stored under tarpaulins in the dockyard in view of a future re-build, as stated. They remained in that condition until August, 1733, when the keel of a new *Victory* was laid. Curiously, throughout the period, from 1721 to 1733, every year pay for 14 men as "shipkeepers" on board the *Victory* appears regularly in the Navy Board papers. The Admiralty Progress Books record that the *Victory* was to be begun

rebuilding on March 6th, 1726, but nothing seems to have resulted at that time.

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

1691, May to September :—With Russell's fleet cruising in the Channel. (Vice-Admiral Sir John Ashby; Captain Edward Stanley.)

1692, May 19 :—Battle off Cape Barfleur. (Adm. Sir John Ashby, Captain Edward Stanley.)

1692, May 23—24 :—Boat attack in La Hogue Bay. (Admiral Sir John Ashby, Captain Edward Stanley.)

1693, May 23 :—With the Grand Fleet in the Channel under the Joint Admirals, Killigrew, Delavall and Shovell. (Captain Christopher Billop.)

1693, July 12 :—With the Grand Fleet in the Channel under the Joint Admirals Killigrew, Delavall and Shovell. Flagship of Vice-Admiral Lord Berkeley of Stratton. Captains : 1st, Thomas Jennings ; 2nd, John Every.

1693, August 12 :—Paid off at Chatham for "large repair."

1695, May to March :—With the "Main Fleet." Captain Stafford Fairborne.)

1696, April :—With a squadron of the "Main Fleet," Flagship of Vice-Admiral Matthew Aylmer. (Captain Edward Whitaker.)

1696, May and June :—With the Main Fleet. (Capt. Stafford Fairborne.)

1696, July—August :—Operations in the Bay of Biscay. Flagship of Sir Cloudisley Shovell, Captain Edward Whitaker.)

1697, March—August :—Flagship "Main Fleet." Admiral Sir Cloudisley Shovell.

1702, February to May :—With the "Main Fleet." (Captain David Greenhill. Flagship of Rear-Admiral Sir John Munden.

1702, May to December :—At Spithead with reduced crew. (Captain David Greenhill.)

1703, January to 1704, November :—At Spithead with reduced crew. (Captain Christopher Myngs.)

1704, November 12 to 1705 January 26th :—In Portsmouth Harbour with reduced crew. Captain Jno. Hartnoll. Paid off January 26th, and crew turned over to *Royal Sovereign*.

1708, February and March :—A Jacobite attack on Portsmouth was expected, by the Brest Fleet and transports with troops, aided by a French squadron from Dunkirk. The *Victory* was brought down to the mouth of the harbour and moored across it, between Blockhouse Point and the Round Tower, with heavy guns on board, to serve as a floating battery.

(To be continued.)