

Middle School Scholars' Newsletter

Lent Term 2019

Portsmouth Historic Dockyard Issue



Introduction

There has been an aquatic theme to the scholars' Lent term with fascinating talks, respectively, from OA Tony Edwards on the sinking of the Tirpitz, and Commander Tony Long, CEO of Global Fishing Watch, on the threats to our oceans. The third year academic scholars also visited Portsmouth Historic Dockyard, taking in The Mary Rose Museum, HMS Victory, HMS Warrior, HMS M33, as well as having the chance to steer a tugboat. This edition of the newsletter features articles from those students and we hope you enjoy it.

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A Day at the Dockyard: Trip Report

by Johnny James

The group of seventeen scholars arrived by minibus at around 10 o'clock. There was a powerful sense of excitement, as we began our walk towards the dockyards, nearing our first activity for the day. Our adventure started at the Mary Rose museum. This modern looking museum contained a ship that was signed off by Henry VIII in 1510, to be built as a troop transporter for his army. She did not get named the Mary Rose until after she famously sank in 1545, tragically killing 660 of the 700 men on board. Her remains were raised from The Solent in 1982, where they were moved to Portsmouth to begin conservation work. It was exciting for us as recently before our visit, the conservation work had finished, allowing us to admire the ship that had fought so bravely for our nation. It is said that the ship sank while she was turning, when a strong gust of wind brought her onto her side. The museum also contained a large array of interactive screens and demonstrations, including firing a modern reproduction of the longbows that were used at the time.

After this, we had a harbour tour. Having gained our temporary pass to enter the Royal Navy dockyards, we then walked down to the boat that

would take us out to the tugboats. The driver of the tug was extremely nice and even let us have a go at driving the thirteen million pound



ship. The boats are extremely manoeuvrable and easy to drive, allowing complex tasks to be done quicker. This tug had a crew of four, whose latest task was to help get HMS Queen Elizabeth out to sea. We then swapped with the other half of the group who had gone on a tour in the boat that took us to the tugs. This gave us a good chance to look at some of the other features of Portsmouth, such as the Spinnaker Tower. The boat then took us back to the docks, where we walked to the picnic benches next to HMS Victory for lunch.

HMS Victory was the next activity on our list. This ship was first launched in 1765, but is best known for her role as Lord Nelson's flagship in the Battle of Trafalgar. To this day, she remains one of the most famous naval ships in the world. We started up on the top deck where we were quickly reminded of Nelson's tragic death. The golden plaque on the floor marks exactly where he fell, over 200 years ago. One of the most noticeable things on the inside of the ship was the lack of space and low ceiling height. It was cramped enough for us to walk around, let alone with over 800 sailors on board. She was



put in a dry dock in 1928, to ensure that the elements did not wear away the wooden architecture of the boat too quickly. Although it suffered damage during WW2, the boat was fully repaired in time for her 250th anniversary.



Then we had a tour of the HMS M33. This ship was built in 1915 in just seven weeks, and was used soon after being produced, at the battle of Gallipoli. Although the ship itself was poor, she is deemed to be a lucky ship as none of the crew died throughout its time in service. The boat was poor as its flat bottom, (which meant



it could go close to shore, caused it to be extremely unstable. However, despite this, the ship remained in service for another 69 years.

Finally, we went to see the HMS Warrior. This boat was launched in 1860, at a time of Britain's dominance in trade and industry. This ship was the head of Queen Victoria's fleet, and was the first ever armoured and steel-hulled ship. This meant that the ship was more of a deterrent than a warship, as no-one ever tried to fight her, as they wouldn't have stood a chance

against the Warrior. It was also revolutionary in terms of the way it got its power. Alongside traditional sails, the Warrior also had a steam engine, allowing it to have a top speed considerably higher than its rivals. There is a working model of this at the bottom of the ship where the old engine used to be, which gave us a good demonstration of how a steam engine works. Overall the day was a lot of fun and allowed us to appreciate the importance of our navy in the past, and going on in the future.



A Brief History of Portsmouth Dockyard by Rory Middlemiss

Her Majesty's Naval Base Portsmouth, HMNB Portsmouth, is one of three operating naval bases in the United Kingdom. It is the oldest naval base in the Royal Navy and has been an important part of our defence for centuries, without which neither the Royal Navy, nor the British Empire, may have existed. It is also the oldest dry dock in the world.

Brief History:

HMNB Portsmouth has been a military site dating back to the Roman times when Saxons built Portus Adurni to defend themselves from the Romans. Throughout Norman rule, HMNB Portsmouth was a functioning military site. In

February 1194, when released from captivity by Duke Leopold V of Austria, King Richard I set about summoning a fleet and an army to gather at Portsmouth with the aim of renewing hostilities against Philip II of France. In May 1194, he set sail with over 100 ships, and gave Portsmouth its first Royal Charter granting permission for the city to hold a fifteen-day fair. In 1212, King John ordered a wall be built around the Dockyard, and the site's importance to the Navy was confirmed.

In 1495, the first ship was built at the Dockyard on the order of King Henry VII and this was followed by three warships; the Sweepstake (1497), the Mary Rose (1509) and Peter Pomegranate (1510). However, after the establishment of Chatham Dockyard in 1550, no new naval vessels were built at Portsmouth until 1648, but ships from Portsmouth were a key part of the fleet that drove off the French in the battle of Solent and the Spanish Armada. Between 1704–1712, a brick wall was built around the Dockyard, following the line of the town's fortifications. However the main build was in the 1760s when the docks were considerably expanded and, by 1800, the Royal Navy had 684 ships in the Dockyard and was the largest industrial site in the world.

Battle of Solent:



The Battle of the Solent between the English and the French navies took place from 18-19

July 1545. The English fleet was outnumbered by the French who had landed on and occupied the Isle of Wight. Portsmouth became an essential part of the English victory, with the English fleet using it as their base. At dusk, the English fleet left Portsmouth and attacked the French on the Isle of Wight. Their only casualty was the English warship, the Mary Rose, which is said to have sunk because the crew had forgotten to close the lower gunports after firing, so she tipped over and sank when the sails filled with wind in Portsmouth harbour. However, when the British landed on the Isle of Wight, their attacks were ineffective, and both sides suffered heavy casualties. Nonetheless, the French realised that, even if they beat the English on the Isle of Wight, they would not be able to take Portsmouth Dockyard, and retreated to France.

In 1796, Samuel Benthams was appointed Inspector General of the Dockyard; he used the industrial revolution to his advantage to modernise the Dockyard. For



instance, he developed the first successful steam-powered ship, which began work in the harbour in 1802. The adoption of steam for warships led to large-scale changes in the Dockyards. The Dockyard modernised quickly, again, and was soon having to expand; in 1867 work was begun on a complex of three new interconnected drydocks. The Dockyard expanded their drydocks in 1875 and in 1876 HMS Inflexible was launched; at the time, this

was the world's largest battleship and the first to be fitted throughout with electric lighting.

As the First World War approached, HMNB Portsmouth was producing almost a warship a year; the last of these ships was the Royal Sovereign, in 1915. The city of Portsmouth and the Dockyard were major bombing targets during WW1; however, the Dockyard still serviced and repaired many ships. During WW2, the Portsmouth flotillas destroyers were essential to the defence of the English Channel, particularly during D-day. The base itself served a major repair role; the Germans realised this and the city and base were heavily bombed again.

WW1 and WW2:



HMNB played vital roles in both WWI and WW2. At the start of the 20th Century, it was producing almost a ship a year. From 1900-1904 it built three heavy armoured ships and two pre-Dreadnought ships. The first Dreadnought, was built in 1905, taking one day more than a year; more dreadnoughts followed at almost one dreadnaught a year. A 27,500-ton battleship, the Royal Sovereign, was launched in 1915; it was the largest vessel launched at Portsmouth during WWI. Other than this, WWI marine launchings were restricted to submarines. However, between

1914-1918, some 1,200 vessels underwent a refit at Portsmouth and over the same period 1,700 ships were placed in dry-dock for repairs. Unsurprisingly, the city of Portsmouth and the Dockyard became major bombing targets; over 65,000 homes in the city were hit and the Dockyard suffered major losses. However, the Dockyard kept on servicing and repairing ships.

After WW2, the Government announced that shipbuilding would cease at Portsmouth and that the workforce would be reduced. However, in 1982, Argentina invaded the Falkland Islands in the South Atlantic. A British task force was dispatched from HMNB Portsmouth but needed more ships. So HMNB Portsmouth re-opened some dry docks and employed more people to build these additional destroyers. Shipbuilding started again in 2003, when HMNB Portsmouth was engaged to build Type 45 destroyers and supplied parts for the Queen Elizabeth-Class Aircraft Carrier. However, since then, Portsmouth hasn't built any more ships; it just houses or repairs them.

In conclusion, HMNB Portsmouth has played a key role in the protection of Britain over many hundreds of years and has provided opportunities for engineering, employment and trade. For example, it helped the British defend themselves against both the French and the Spanish navies, and this led to Britain naval superiority. With this naval superiority, Britain set up the East India Company and the Virginia Company of London. This led to the development of the British Empire and, with this, global trade. HMNB Portsmouth also played a huge role in helping Britain to modernise in line with the industrial revolution, as it gave opportunities to use new

engineering techniques, such as the steam-powered ship. In the 20th Century, it aided Britain in both World Wars by building new ships and in extensive repairing and refitting work. All this provided work for local men and woman. HMNB Portsmouth was also a much valued strategic point, and provided valuable assistance in 1944 during the D-day landings. To conclude, the naval supremacy provided by HMNB Portsmouth has helped Britain to establish and maintain a global influence that continues into the 21st Century.

HMS Victory by Oliver Hobbs

From years of turmoil and turbulence to an endless state of patient decay, HMS Victory still sits on the water's edge, forever gazing on its prosperous descendants roaming the seas before it. Spread across 5 decks, the Victory is a prime example of Georgian architecture on the water. At its maximum occupation, it is believed that it could take up to 850 men, each with a specific role in keeping the ship going. Now hundreds of visitors walk the ship daily, to relive the life of the historic vessel, and to delve into the background of our country.

At the very top of the ship stand 3 brutal masts, draped with strands of wire rope - when in full flow, the 16 metre sails can take the beast up to 11 knots of speed, dependant on the conditions at sea. Below these sit several bland, white lifeboats,



stacked one by one, side by side upon the upper deck. Near to these is a plaque of effulgent silver, inscribed with 'Here Nelson Fell', twisted on each side with the date in between. 21st October 1805, the day of the greatest victory in British History, and a 5 by 9 inch plaque to commemorate it. Just to the side of this is the helm of the ship, skirting the entrance to the Great Cabin, and the forecastle above. Two cannons watch out over the harbour from the uppermost point on board, trailed by 12 smaller guns spread across the quarterdeck. Through both doors to the Great Cabin can be seen an intricate dining area, set for a grand meal with gold bars painted round the exterior. Through again, and with a view looking out through the wide, curved window, is a planning area, slanted at the slightest angle with instruments scattered about, ready for war.

Down the confined stairs to the Upper Gundeck, and you can see just how much of a warrior the Victory was in her day. 30 two tonne cannons line each side of the ship en masse, poking through the foot wide holes, with dozens of cannonballs stacked up to the rear of each. Not only do the cannons sit at each side waiting, but racks upon racks of handguns, rifles and swords fill the stark wooden boxes to the centre of the 50 metre long deck. Again, to the stern is the luxurious Great Cabin, separated from the rest of the petty crew by the imposing gold bars around the edge. More rooms are in the cabin on this lower floor; one at the very back for planning, one to the right for private dining, another on the far left as sleeping quarters for Hardy - the Captain at the time of Trafalgar - and to the very front of the cabin is the 'seat of ease', more commonly known as the private toilet.

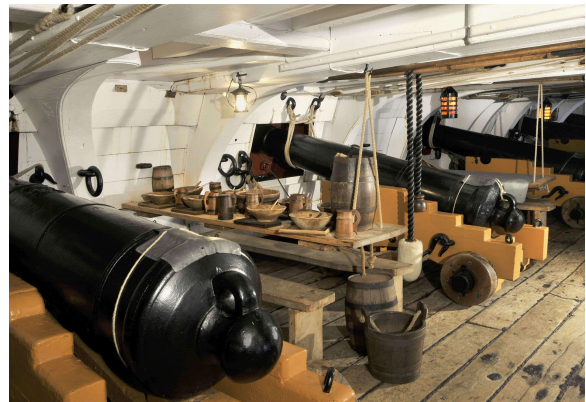
Downstairs, on the Middle Gundeck, the cannons on both sides are this time separated by large wooden tables, fixed to the wall on one side, and suspended by rope on the other.



This is partly due to the fact that this deck is more of a living space than for fighting, but also because the Galley is directly in the middle of the layout. It stands there, redundant. Over 800 men could squeeze on this ship at any one time, and yet all of their nutrition and health came from one small stove, constantly cooking food, either for the one hot meal a day, or for the Admiral's deluxe dining; everyone had the same. To the bow of the ship is a set of hammocks hung from the upper deck, to accommodate higher ranks in the navy, such as commanders or lieutenants, although the conditions here would have been far from luxury. At the very front, the narrowing and dim room used for storage is packed full with gunpowder. Rifles also line the walls to each side, hung by thin holes in a broad beam spanning the width of the ship. To the opposite end, the Great Cabin sits oblivious to the rest, this time occupied by none other than Admiral Nelson. His 'cot' lies to the left on entry, almost situated in a corridor through to the main quarters at the stern. To the right is his personal seat of ease, adjacent to a

multifunctional room with chairs around a circular table.

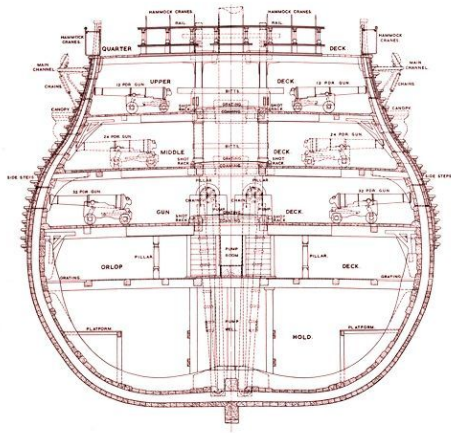
The lower gundeck, or the main gundeck, is the largest deck on the Victory. Here, it is several metres wider than the previous decks, and contains the strongest force of weaponry. Instead of the smaller 1.5 tonne cannon used on the middle gundeck, upper gundeck, and quarterdeck, the lower gundeck is filled with 2.75 tonne brutes, almost twice the weight of the guns above. They are in fact so large that no room is left for any luxury, aside from the few hammocks kept at the bow, and the officer's quarters. These stand completely to the rear, below the Admiral's quarters, and although the strong gold finish defines the great cabin above, here the nature is more prison-like than anything luxury.



Several small rooms are separated from the commotion of the gundeck by bland black bars, spanning the length of the room above waist-height - only reaching a foot or so before hitting the ceiling in the claustrophobic area.

The lowest deck - the Orlop Deck - was used as accommodation and living space for the majority of the crew. It was also used as a storage space for nearly everything the crew lived and worked off; food, ropes, gunpowder, weapons, and much more. Living conditions

here were vile in comparison to the rest of the ship, as around 500 men would share just one deck at any time, living, sleeping, and working together in a cramped and confined environment. Towards the bow are hundreds of hammocks, several to one patch of wood, lined side by side to maximise occupation space. To the rear are plenty of storage rooms, trapped at the bottom with no use for war. Even one was used as a makeshift hospital prepared in battle; Nelson himself was brought down to the hidden environment of the coils of rope once he was shot, as an attempt to keep morale high within the force. Yet despite what little medical treatment the crew could provide, he died in the foul conditions of the Orlop deck, equal to the rest of the petty crew.



Today, the Victory lies firmly cemented in history, its past still looming over us, still affecting our way of life. Nelson's death, in the cramped conditions of the Orlop Deck, will hold its presence in the walls of the ship forever.

A Study of HMS Warrior by Alexander Pavlides

In 1859, the French navy celebrated the addition of the Gloire, a brand new ship which featured a new advancement - on top of its standard wooden hull, it had 4.7-inch thick iron armour, backed up by a further ~17 inches of timber. The Gloire, or Glory in English, rendered all other ships of the time obsolete - it was able to resist hits from the largest naval cannons of the time, something that no wooden ship could achieve. However, although expansive, its armour only covered the horizontal above water part of the hull. Gloire was in response to the newly innovated explosive shells that could make short work of wooden ships, starting fires and making larger holes than ordinary shells - but they lacked the ability to penetrate thick armour, which was to Gloire's advantage.

The French built two more ships of the same class, Normandie and Invincible, launched in 1860 and 1861 respectively, and this new class of ship caused a problem in Britain. Without any ships able to counter them, and faced with worries about invasion and vocal doubt from Queen Victoria herself, the British Admiralty's reply was to commission a similar ship in the very same year, along with its sister ship, the HMS Black Prince. Construction ran from 1859 to 1861 in London, and the ship's design was led by Chief Constructor (of the Navy) Isaac Watts and Chief Engineer Thomas Lloyd. They designed it with an all-iron hull, and with the standard configuration of guns lined along the sides of the ship, on multiple decks. This would

later identify it as a broadside ironclad, when different types of ironclad began to appear.



The Warrior and its sister ships were, despite appearances, designed for a purpose other than in the front lines (the line of battle). They were very expensive to repair and build, costing over twice that of a wooden-hulled ship - and it would also be easy for commanders to overestimate the strength of the ships' armour: the admiralty didn't want to take risks, not knowing how well it would respond to sustained fire from opposing ships of the line. Warrior's intended purpose was to dictate some of the factors of an engagement. It had enough speed and range to fight over long distances, where its armour would be all but impossible to penetrate, whereas it wouldn't have trouble firing on and damaging a wooden-hulled boat with explosive shells or even solid shot. It was also able to use its speed to pursue a fleeing enemy, and catch them up to engage them, and was also able to fire on them while following them with a fore-mounted 110-pounder chase gun.

Using power from both steam engines and sails, the Warrior was able to get up to speeds of around 17 knots. She had a single propeller, powered by a two-cylinder trunk engine (engines that were short enough to be laid horizontally under the waterline, in relative safety, while still providing good power) which drew steam from 10 separate boilers and used two funnels. The engine produced around 5770

horsepower (hp), bringing the ship to a speed of just over 14 knots under steam only. Warrior had a 26-ton propeller that could be hoisted into the ship (the largest retractable propeller ever made), and its funnels could also be lowered into the ship, and these reduced drag significantly. Coupled with 48,400 square feet of sail, a comfortable speed of 13 knots could be reached under sail power, faster than the Black Prince's 11 knots. The dual power sources of wind and steam meant that even if the sails were targeted and severely damaged, which would practically immobilise most other ships, the Warrior could stay functional without needing to have its sails repaired.

Working on the Warrior as a crew member was tough and physically demanding. Much of the machinery was operated by hand, such as the retracting propeller which took 600 men to lift and one of the heaviest anchors of the time. The Warrior's crew complement was average compared to the ships of the line at that time which had 3 gun decks, 656 ratings and 50 various officers and 706 crew in total. The officers lived near the aft of the ship, with their own cabins, while the rest of the crew slept on the gun deck - the ratings towards the fore of the ship and the 126 Royal Marines among them slept closer to the rear, in between the officers and the ordinary crew. To have space for her massive crew and impressive armament, the Warrior was 420 feet long and 58 feet across - the largest ship in the world up until then had been the wooden ship-of-the-line HMS Victoria, at 260 feet long and 60 feet across and displacing just under 7000 tons. The Warrior's displacement was 9137 tons.

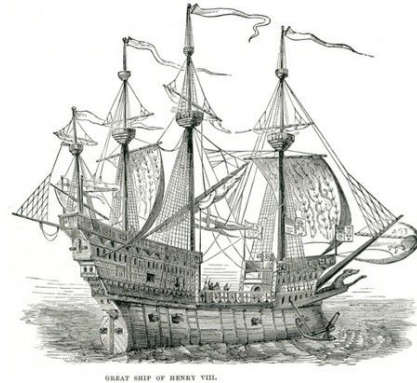
With effectively two gun decks (main deck and gun deck), the Warrior had fewer guns than

many ships of the line - but it made up for this with very high calibre cannons and the chase and main deck guns having larger firing arcs.



With its effective armament, fast speed and near-impervious armour, the HMS Warrior was superior to all other ships of its time. Its creation bought other countries to the realisation that they needed to build similar ships in order to have an effective and up-to-date navy, and so ushered in a new era of ship design. Soon, most wooden ships were rendered obsolete, and the Warrior remained one of the best ships in the Royal Navy until the launch of HMS Devastation in 1871.

The Mary Rose: A Very Short Introduction by Matthew Rolfe



Of all the wonders displayed in Portsmouth Historic Dockyard, perhaps the most remarkable is the Mary Rose, a ghost of a ship, once the flagship of Henry VIII's fleet. The ship was finally raised from the seabed on 11 October 1982, 437 years after she sank in the Battle of the Solent on 19 June 1545. Over half of the wreck remained intact, submerged beneath layers of silt and mud, remarkably well preserved. The mud also preserved many of the artefacts and personal remains. The surviving section of the ship and the artefacts found amongst the wreckage provide a unique insight into the personal lives of a handful of crew members.

A unique set of historical artefacts displayed in the museum are the eight rosaries which were found on each deck of the Mary Rose, evidence of the significance of faith in the lives of the sailors.



These rosaries were predominantly made from humble materials, some from boxwood, others from bone beads. The rosary had been used for centuries in Catholic devotions as a physical method of keeping count of the number of Hail Marys or Our Fathers during one's prayers, it would have been a deeply personal and spiritual object; the owner would have held each bead in turn, whilst meditating on the life of Christ. Only one of the eight rosaries was locked away in a chest, the others were with their owners. We can safely assume that the rosaries were still in use onboard the Mary Rose at the time of its sinking. Of course, it is still possible that these rosaries belonged to foreign Roman Catholic sailors: analysis of human remains has shown that the crew included individuals of Mediterranean and even African heritage.

In 1538, however, as part of the suppression of popular traditional devotions, Thomas Cromwell, Henry VIII's chief minister, banned the 'mechanical recitation' of the rosary in a series of injunctions, which were designed to give practical effect to the changes in traditional devotions and doctrine.

By the time of the sinking of the Mary Rose, Henry VIII had proclaimed himself Supreme Head of the Church of England, denying the authority of Rome and the Pope. The titles of the King are inscribed on a bronze gun found onboard the Mary Rose: "Henry the Eighth, by the Grace of God King of England and France, Defender of the Faith, Lord of Ireland and in earth Supreme Head of the Church of England." This tumultuous period of religious reform is often recorded in the form of written documents, Acts of Parliament and private letters; the artefacts of the Mary Rose, however, provide a different perspective on

these historic events. Despite the elitist prohibitive nature of the Reformation, many sailors onboard the Mary Rose seem to have made private acts of protest.



HMS M33 and its Role in the Gallipoli Campaign by Thomas Perrott

HMS M33 was an M29-class monitor of the Royal Navy built in 1915. Having a pair of 6-inch (152 mm) guns and having a shallow draught, M33 was designed for coastal bombardment. Her very first active operation was the support of British landings in Gallipoli. The Gallipoli Campaign, which began in February 1915, aimed to break through the Turkish defences in the Dardanelles Strait, capture Constantinople and destroy Turkey's fighting force. M33 sailed to the Dardanelles in July 1915. M33 was to give supportive fire to the forces on land.



M33, which arrived in Gallipoli in July after being commissioned after the campaign had started, was designed to be expendable, as the navy commanders did not want to risk state of the art warships in what they knew would be a risky campaign. Also, as monitors only had room for 67 men, they would be putting fewer men at risk. The ship was built in 7 weeks, meaning that it was unstable, unmanoeuvrable and could only reach 10 knots. Despite this, however she spent the next 3 years in Gallipoli, targeting enemy forts with around 50 rounds of gunfire a day; the crew did

not return home until an armistice was declared.

The overall aim of the Gallipoli campaign which M33 was to be involved in was to allow allied ships to pass through the Straits of Dardanelles, capture Constantinople (now Istanbul) and ultimately knock Turkey out of the war, easing pressure on Russia and the eastern front. Allied success in the campaign could have weakened the Central Powers, allowed Britain and France to support Russia and helped to secure British strength in the Middle East.

The campaign began with a failed naval attack on the Dardanelles straits by the British and French forces. After the failed naval attack, preparations began for large scale troop landings on the Gallipoli Peninsula. Troops from Australia, New Zealand and the French colonies assembled with British forces on the Greek island of Lemnos and on April 25 the Allies launched their invasion of the Gallipoli Peninsula and suffered heavy casualties establishing 2 beachheads, where they would try to advance further down the peninsula.



After the initial landing, the Allies were able to make little progress from their initial landing sites and trench warfare ensued, mirroring the

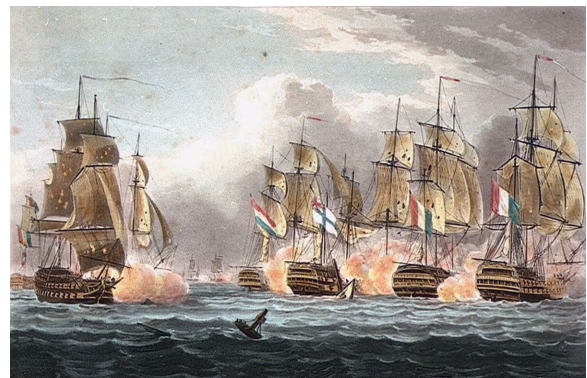
stalemate at the western front as the Turks gathered more and more troops on the peninsula from both the Palestine and Caucasus fronts. In an attempt to break the stalemate, the Allies made another major troop landing on August 6 at Suvla Bay. The surprise landings proceeded against little opposition, but Allied indecision and delay stalled their progress, allowing Ottoman reinforcements to arrive and firm up their defences. Failures to gain significant ground from Cape Helles, Anzac Cove, and Suvla Bay cost thousands of Allied lives. This, combined with the need for more effort in Serbia to fight the Central Empires and disrupt their rail lines to the Ottoman Empire, put a grim light on Gallipoli and on November 22, the evacuation was ordered and the campaign abandoned. The full-scale evacuation of troops began on December 15th. This only happened by night, starting with supports and reserves, and then thinning out the trenches. By December 19th, 36,000 troops were evacuated out to sea, and only 10,000 remained. Then, that night, they were evacuated, leaving rifles and grenades with timing devices to make it seem as if they were still there. The evacuation of Gallipoli is seen as the only allied success in a disastrous campaign. By the end of the Gallipoli Campaign, the Allies had well over 100,000 casualties, the Ottoman Empire over 200,000, and the landings on Cape Helles and Anzac Cove became some of the best lessons for the Allies in their preparations for the D-Day landings in World War II.

Today, M33 stands at a dry dock at Portsmouth Historic Dockyard, being the only surviving ship of the Gallipoli campaign, and millions have been spent in restoring it to its former glory. The ship is now open to all and those

who visit can immerse themselves in the history of the ship and the disastrous Gallipoli campaign. The “lucky ship”, given that name as not one of the men on that boat died, is now a reminder and a memorial to all who lost their lives in the campaign.

Historical Perspectives: HMS Victory by Fran Trotter

The HMS Victory has participated in five battles: the first and second battle of Ushant, the battle of Cape Spartel, the battle of Cape St Vincent and, the battle of Trafalgar. The ship is known mostly for its involvement with the battle of Trafalgar. She was Lord Nelson’s flagship. However, it is commonly forgotten that she was also the flagship of other admirals in the previous wars.



The HMS Victory is the world’s oldest naval ship which is still in commission. In fact, it has been active for 241 years. Currently, her position is that she is the flagship of the first sea lord. Although, she will not enter battle as she is a museum now, the HMS Victory acts as a symbol of British history. The Victory was to be built alongside 11 other ships; however, the Victory was a first-rate ship. The designer of the ship is Sir Thomas Slade. The HMS Victory took six years to build! In comparison, the

Empire State Building took only one year. However, the HMS Victory is not bigger than the Empire State Building, so why did it take so much longer? The HMS Victory had so many different resources required, which, then, would take a long time to be processed and imported, then put together. Also, the processes for testing and making material so that it was fit to put up a fight up against cannon balls, took a long time. But, generally, the largest factor was due to the extreme advantage of modern technology. The HMS Victory was made using 6000 trees (5000 of which were oak). The HMS Victory, being great, was also costly. It cost £63,176 (which today, is now worth £50 million).



Despite her looking untouched by enemies and the wildness of the seas, an earlier HMS Victory sank in a storm in 1744. This caused the deaths of over 1,000 men. This occurred fifty miles south-east of Plymouth, and it is considered the worst naval disaster to happen in the English Channel. Later, in the early 19th century, Horatio Nelson died on board of the HMS Victory. The date of his death was the 21 October 1805. He was shot by a french sniper during the battle of Trafalgar. His final position where he stood on the boat is marked by a plaque on the upper deck. Famously, his last words were said to be “Kiss me, Hardy”. Lord Nelson could only see properly out of one eye since it failed in Corsica, also he lost most of one of his arms in his unsuccessful attempt to capture Santa Cruz in Tenerife.

The crew on the HMS Victory would not drink the water due to unhealthy storage systems. Water was stored in barrels and would become unfit for drinking very quickly. As a replacement, they drank over six pints of beer every day. Men worked together in groups of up to 8 (called a ‘mess’) and each week, the provisional leader would prepare food. However, due to repetitiveness an essential vitamin was not being taken - vitamin C. This led to the outbreak of a disease called scurvy.

The ship originally contained 104 cannons, but today, only 8 remain (as the heavy weight of cannons would damage the ship over time). The cannonballs of the first broadside of the Victory weighed over 1.25 tons. Each gun would weigh over three tons. Every ninety seconds a round was fired by a group of twelve men.

There are three masts on the ship. In total, the length of all the rope between the masts



accumulates to a distance of 26 miles. To the top of the masts from the bottom of the ship, the height is 62.5 metres. The length of the ship is 69 metres. The HMS Victory is the 17th oldest surviving ship in the world. The HMS Victory could travel upto 11 knots.

After the battle of Trafalgar the Navy considered the Victory as too old for battle, so it was demoted to second-rate and she became a troopship. From 1813 to 1817, she

was also a prison ship. In 1814, once repairs had finished, her condition was still not good, so she was sent to Portsmouth for further repairs. She then became the flagship of the Port Admiral in Portsmouth until 1830. After, her materials were being reused for other vessels, however, this was not appreciated by the public as the Victory was such famous ship. Therefore, to stop this, she was promoted (in the early 20th century) to the flagship of the First Sea Lord.

The Story of the Ship that was Underwater for 430 Years by Thomas Wright

The Mary Rose was a warship intended to be the flagship of Henry VIII's navy. It was one of the two warships that Henry VIII built at the start of his reign, in 1510. It was constructed because Henry decided to expand his navy, as he had only got 5 ships inherited from his father, King Henry VII. He used the large sum of money that he inherited from his father to pay for these ships. This was in order to defend against enemies of Britain as well as the Church, such as France. It was most likely that it was named after the Virgin Mary. However some historians say it was named after Henry's sister, Mary Tudor, and the Rose was because of the Tudor's emblem, which was the rose.



The Mary Rose was built of elm and oak timbers and the ship's main purpose was to attack enemy ships by going alongside them, firing its cannons, and then boarding the enemy ship. It was also used to transport soldiers. It could hold more than 415 crew, 30 of whom would have been gunners, 200 marines and 185 soldiers. It was 42 metres in length, and 12 metres in width. It carried 78 guns, and so was heavily armed. However it had only 5 big guns, which is relatively few. This is because the main way of attacking an enemy was to board their ship, and not to overwhelm them with cannons.

The Mary Rose fought in three major wars. The first was the First French War. In 1412, Admiral Edward Howard, with 18 ships that combined carried over 5,000 men, decided to use the Mary Rose as his flagship. The battle was a success, and caused 13 ships from Brittany to be captured. After this battle, the ship completed many other battles in the war, being used as a troop carrier, as well as for offensive purposes. In 1513, the Mary Rose was used against the French fleet near Brest. Because the French had recently strengthened their defence, Admiral Howard was killed, and the fleet retreated to Portsmouth, and a new admiral was appointed, Thomas Howard. The Mary Rose transported troops to Newcastle to

fight the Scottish King James VI. In 1514, this war ended when Henry's sister married with the French king Louis XII.

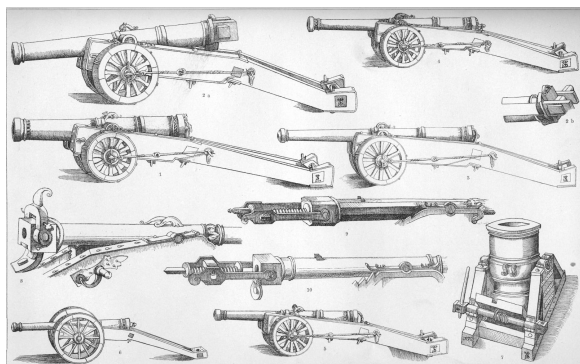
The Mary Rose was in the Second French war, in 1525. The war ended when, in 1542, the French King was captured. In this war, the Mary Rose was not used much, and was only used to escort soldiers. This is because it was mainly kept in reserve, and only went out of reserve in 1535. Despite the wars going on at the time, it cost quite a lot of money to maintain the Mary Rose, being a big ship, and it was cheaper to not have the ship at sea. In 1527, repairs were made to the ship, and in 1535 it was reinforced and refitted. The Third French war, starting in 1543 was the Mary's Rose's last war. In 1545, the French navy gathered its ships, wanting to land on English soil, and set sail in early June. It entered the Solent on 16 July, with 225 ships, meeting the English fleet of 80 ships, including the Mary Rose. The English fleet retreated under the safety of Portsmouth. On the first side, neither side suffered real loss. On 18 July, King Henry VIII presented George Carew with the role of Vice admiral, and made him captain of the Mary Rose. There are different accounts of what happened. The French side said that they used their galleys, ships propelled by rowing, to lure the English into range of their main force in the morning of 19 July. The English fleet then got devastated, and in that battle the Mary Rose sank. Some sources have said that it had fired all of its guns on one side, when it caught a gust of wind, and toppled over, and then sank. However other sources say that the French attacked in the evening, and that was when the Mary Rose sank. Historians are certain that it sank in July 1545, having served 34 years, and an estimated only 34 of the 500 men on the ship survived.



Some Venetian operators were hired to raise the wreck from 1545 to 1548. They got part of the sails, masts and rigging, as well as later some cannons back to the surface, however this failed to move the shipwreck due to its weight. It was raised on 11 October in 1982. However, because the ship's port side was exposed to erosion, only the starboard side survives now.

Early Modern Naval Cannons by Shawn Xu

Naval artillery used large warships mounting a great variety of different types and sizes of cannons as their main armament. It stayed relatively constant throughout the 16th to the 19th century. Typically, they mounted more powerful bronze guns on the lower deck and lighter iron guns on the upper deck. A typical Royal Navy ship of the late 18th century could be fired 3 times in approximately 5 minutes, depending on the training of the crew, while the French and Spanish crews typically took twice as long to fire. A well-trained British team was able to fire even faster. To understand how the speed is accomplished, we must look at how the guns were fired in practice.



In pursuit of speed and efficiency, several tools and methods were invented. As noted in the 1771 edition of the Encyclopaedia Britannica, eight instruments were essential to operate a medieval style cannon effectively. A sponge attached on a long stick would extinguish any remaining sparks that could set off any subsequent charges. A wad-screw is two points of iron in the shape of a corkscrew, used to extract any hard remnants. The lantern or ladle serves to carry the powder into the gun. The primer would contain priming powder to

prime the shot. A rammer is a round piece of wood, used to drive home the powder and ball into the barrel. The botefeuix would be used to hold a match to fire the cannon. A priming iron is used to clear the touch hole of the pieces of powder or dirt and is also used to pierce the cartridge. The quoin of mire was used to easily adjust the attitude of the cannon.

Firing a bronze naval cannon required a great amount of labour and manpower. A team was needed to operate such a cannon. First, the gun had to be retracted inwards. Secondly, the wad-screw would be inserted from the front end to remove any remaining debris from the last firing. Thirdly, a wet sponge would extinguish any spark remaining. Next, a cartridge of gunpowder would be loaded with loose straw on top. A ram would then be used to load the iron shot together with a wooden disk called tampion. Finally, the gun would be run back onto the gunport and fastened to the ship before finally being aimed and fired.



An iron cannon could be fired more easily. The gun consisted of a firing barrel at the front and a firing chamber at the back. During reloading, the chamber could be easily replaced by a new one, shortening the reload time. This practice eliminates the need to clean the firing

chamber but limits the power and range of the gun.

Despite the lengthy loading procedures, the guns were still favoured by most naval powers at that time for their great power.

Demi-cannons were capable of firing projectiles with such force, that they could penetrate more than a metre of solid oak, from a distance of 300 feet, and could dismast even the largest ships at close quarters. Iron guns were much less powerful but required less than half of the manpower and gunpowder. Despite the power of the gun, they were inaccurate when fired afar, and were only accurate close-range.

To combat this problem, a variation called the Long Nine appeared. It was a proportionately longer-barrelled 9-pounder, usually mounted as a bow or stern chaser. This also allowed room to operate this longer weapon. In a chase situation, the gun's greater range came into play. However, the desire to reduce weight in the ends of the ship and the relative fragility of the bow and stern portions of the hull limited this role.



The carronade was another compromise design. It fired an extremely heavy shot but, to keep down the weight of the gun, it had a very short barrel, giving it shorter range and lesser accuracy. However, in the short range of many naval engagements, these "smashers" were

very effective. Their lighter weight and smaller crew requirement allowed them to be used on smaller ships that would otherwise be needed to fire such heavy projectiles. It was used from the 1770s to the 1850s. One of them was equipped on the deck of HMS Victory.

Naval artillery in the age of sail encompasses the period of roughly 16th to 19th century, when large, sail-powered wooden naval warships dominated the high seas, mounting a bewildering variety of different types and sizes of cannon as their main armament. By modern standards, these cannon were extremely inefficient, difficult to load, and short-ranged. These characteristics, along with the handling and seamanship of the ships that mounted them, defined the environment in which the naval tactics in the Age of Sail developed.

Before; During; After: A Survey of HMS Victory and HMS Warrior by Rohan Chandrasekaran

The HMS Victory

On 7th May 1765 HMS Victory, a 104-gun first-rate ship of the British navy, was floated out of the Old Single Dock in Chatham's Royal Dockyard. In the years to come, over an unusually long service, she would gain renown leading fleets in the American War of Independence, the French Revolutionary War and the Napoleonic Wars. In 1805 she achieved lasting fame as the flagship of Vice-Admiral Nelson in Britain's greatest naval victory, the defeat of the French and Spanish at the Battle of Trafalgar.

Construction: The HMS Victory began construction in 1758 on the orders of Prime Minister William Pitt the elder, who had earlier commissioned the building of 12 new naval ships. In 1759 the construction was halted after the ship's frame had been built (it was customary to cover it up and leave it for several months to allow the wood to "season" once the frame had been built). The end of the Seven Years' War meant that Victory remained in this condition for nearly three years, which helped her subsequent longevity. Work resumed in 1763 and the ship was finally completed in 1765 at a cost of £8.48 million.

Success in Battle: Victory's first outing came 13 years later during the American War of Independence at the Battle of Ushant (1778);



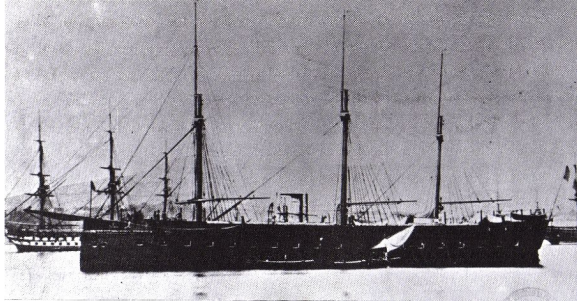
the battle succeeded France's entrance into the war and was the first naval engagement between French and British fleets during the war. Commanded by Admiral Augustus Keppel, Victory served as the flagship for a British fleet comprised of 34 ships. However, the battle proved to be indecisive with almost negligible casualties on both sides. Undoubtedly Victory's most famous battle saw her as Vice-Admiral Horatio Nelson's flagship at the Battle of Trafalgar (1805), fought against a

combined French and Spanish fleet. The allies were soundly defeated, total losses reaching 22 ships without the Royal Navy losing one. Nelson was shot at the height of the battle and died on Victory's orlop deck after receiving news of victory.

Aftermath: For Victory, however, active service did not end with the loss of Nelson. In 1808 she was recommissioned to lead a fleet in the Baltic. However, after the Admiralty Board considered her as 'too old' and 'in great disrepair', she was relegated to harbour service just four years later. In 1922 she was saved for the nation and placed permanently into dry dock where she remains today, visited by 25 million visitors as a museum of the sailing navy and the oldest commissioned warship in the world.

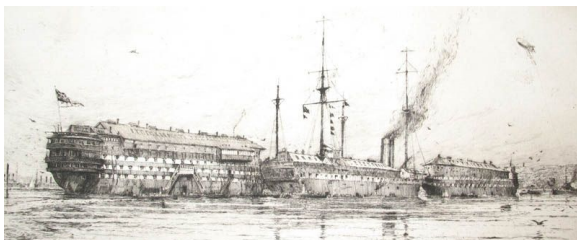
The HMS Warrior 1860

Pride of The British Navy: The HMS Warrior, a 40-gun steam-powered armoured frigate, was unarguably the first of her kind in the British Navy. During her tenure, she became the pride of the Navy and revolutionised the building techniques used on subsequent ships. Warrior's launch as the first armour-plated, iron-hulled warship in the British navy came in response to France's launching of a similar ship, La Gloire, in 1859. The launching of the HMS Warrior culminated a naval arms race between the two countries that had lasted since 1850; during this short time period, both the first steam-powered and ironclad warships were developed, replacing the now obsolete wooden ships of old. Warrior and her sister ship Black Prince became the fastest, largest, strongest and most powerfully-armed warships in the world and facilitated Britain's place as the ruler of the waves.



Absence in War: Unlike her predecessor, HMS Victory, Warrior was never utilised in battle. During her time in commission, Britain ceased to involve herself in any major conflict, this can be accredited to the lasting peace and prosperity within Europe that characterised the latter stages of the 19th Century.

Obsolescence: By 1883 Warrior had been superseded by newer, better armed and protected ships. On May 14th she entered Portsmouth for the last time under her own steam. In her 22 years of service, six of them in full commission and eight as a first line reserve, Warrior had sailed some 90,000 sea miles without ever seeing an enemy ship or firing a shot in anger. Now withdrawn from sea service she was stripped of her engines, boilers and guns. For several years she languished in 'Rotten Row', a remote corner of Portsmouth Harbour. Now little more than a floating hulk, although still officially classed an armoured cruiser Warrior was progressively forgotten by most. Once the pride of the British Navy, Warrior sadly faded into obscurity.



Restoration: However, Warrior's legacy hadn't been entirely forgotten and in 1967 people first started to talk about restoring Warrior. Prominent in this campaign was John Smith, at the time MP for the Cities of London and Westminster, who had formed the Manifold Trust five years earlier to restore threatened items of our national heritage. Publicity was raised to such an extent that even the House of Commons heard of Warrior's fate. MPs were told that Warrior could serve as "a potent source of education and inspiration for our children...." Smith's drive and persistence led to a committee, chaired by the Duke of Edinburgh, meeting in 1968 to discuss Warrior's future. From this emerged the Maritime Trust, formed to raise money for the preservation of our naval heritage. On June 16th, 1987, 58 years after she left Portsmouth in a terrible state, Warrior made her triumphant return, facilitating her place within Portsmouth Historic Dockyard.

Creative Writing

The HMS Victory Diaries by Freddy Chelsom

The boat's hull skimmed across the water, the bow broke the waves like butter. But every onslaught of water sent us lurching forwards and backwards again. Stranded in our hammocks we were at the mercy of the seas, unable to control the endless rocking. Some coped better than others. The petty officers were on boats so much of their lives that they couldn't remember sleeping without the ceaseless movement, but the other landsmen and I had never been on a boat before, we

were paid the least out of everyone on board and most of us were just boys. I was 13 when I joined the crew, my father was a fisherman and my mum stayed at home gutting the fish. They couldn't afford to feed me anymore, not with my 7 siblings to think about. The choice was a simple one - go down the local copper mine for 12 hours a day without so much as a helmet or join the navy and have a bed and reliable food. Like many children from my town, I chose the latter.

My favourite time on the boat was when I got to scrub the decks, the taste of the sea air was refreshing and took me away from the world of gunpowder and scurvy below. The ship's cook had just introduced lemon juice to the rations when I got onboard, apparently, it helped stop scurvy but many men still died each week from it. All we had to drink was beer, we had 6 ½ pints each day. It was weak beer but men still got drunk and threw up down the side of the boat, resulting in a permeating smell of vomit. Going into port was a bittersweet experience, we weren't allowed off the boat but new rations came aboard. For a few days, we would have fresh bread and meat, and then it was back to ship's biscuits and stale bread if you were lucky. The worst part about going into port was pulling up the anchor. There was a massive wooden wheel that pulled up the rope and anchor with it. The anchor was so heavy that it took over a hundred men to pull it up. There were 24 wooden beams and six men on each one we would have to walk for ages heaving up the anchor, the anchor weighed 2 tons and the rope weighed 4 ½ tons, so everyone was really tired afterwards.

That night in the thick of the storm, I couldn't sleep. I thought that every wave would take us

tumbling below the water; I had heard stories of massive ships wrecked in storms like this.



The storm seemed to last for weeks. None of the landsmen dared go up onto the deck including myself, most of the petty officers, however, seemed fine to be blown about like leaves in the harsh winds above us. They would go out into the night to check the riggers. I later learnt that some of them were blown clean off the side of the ship, disappearing into the murky waters, swallowed by the gargantuan waves. I wanted so bad to leave the navy then, but I had to stay, I had signed a 12-year contract and I was only 3 months in. Mutiny always played at the back of my mind, I am sure like many others. But mutiny was no happy ending, nothing awaited you at home but arrest or starvation. My family would never have taken me back in, not like that. The first morning after the storm we sat at our mess table and ate some cold sludge, sweetened with molasses, we only got one hot meal a day but that was one more than at home. The oil lamps watched us eating, flickering and giving off foul odours. We couldn't open the hatches to let some air in as the waves would have crashed in and washed us away.

I remember once a boy in my mess, he couldn't have been more than 14, was caught drunk on the deck, the whole crew including me stood and watched him being whipped, he got 30 lashes, a harsh punishment for one so young. His back bled slowly at first and then more wounds opened up until great gaping slits appeared on his back streaming crimson blood. By this point he had stopped screaming, too weak to put up any resistance. His back was sore for months, every time he changed his shirt it stuck to the wounds peeling off his body slowly, soaked in his congealed blood. Because of this he rarely changed his shirt. The wounds became infected and the ship's surgeon could do nothing. He sat in his hammock for weeks, not moving or speaking, just lying there. One day he just stopped breathing. We had to throw him overboard ourselves - needless to say, not many people got drunk after that.

The Mary Rose : A Sailor's Story by Ralph Hargreaves

The wind reared up, catching on the sails, and one side of the ship was lifted from the water as if on a string, the crew looked up as this gigantic ship turned over into the water, plunging almost everyone - including me - into the murky, blue waters.



My father had been a sailor, so naturally I had been eager to become one myself. I had been working on a ship once before and so had been looking to be employed as a deckhand on another ship. I ended up as a cabin boy on the Mary Rose, a towering warship that had already endured over thirty years of battle, blissfully unaware of the horrors that would unfold on her next journey.

The Mary Rose set sail in early July 1545, just a couple of weeks after my thirteenth birthday, complete with a full crew of over five hundred men. I lived as a cabin boy on the ship, running small errands for the captain such as delivering messages around the ship.

However, it was not all easy work, in fact far from it as I was often ordered to be helping with rigging and hoisting the mast with little break. I spent the majority of the my time upon the ship cleaning, to make the ship appear in

prime condition; it was no mean feat. As I had so much work to do, the little free time I had was often spent resting from the back-breaking labour. I was also one of the youngest on board the ship, with almost all the men being about twenty years old. I was very wary of them, as their gambling habits were notorious for being quite violent, with scraps sometimes breaking out over the calmest of games. However, not all the men were bad, in particular the musicians. I enjoyed the melodies that would break out, especially as there was one crew member who was quite good at the fiddle. However, it was quite hard to relax as I was cramped into rooms in a tiny bed, even for someone of my size.

The first few days had been relatively easy, with the Mary Rose not being at any major risk from the French ships, with most of the fights being long range and neither ship hitting one another. Although there were no hits, I found the fighting exhilarating with all the crew running around the ship in hectic fashion. I still had to help with keeping the sails up, and also delivering orders from the captain to the lieutenant, though it was a lot harder than usual as the whole crew was busy doing their jobs, whether that be loading the cannons or preparing the other guns. We had been fighting for nearly two weeks when we overheard news that the Mary Rose was to be Admiral Carew's flagship, and Carew was to become the vice-admiral of the whole fleet. That night I went to sleep, not worried about the next day at all.

I was woken up early on the morning of the 19th of July, as the crew were beginning to prepare for another long day of battle with the French, and it was fortunate that I had been woken up early as the French began to try to

make moves against our ship very early on. The French ships appeared to be trying to lure us closer to their ships, in order to board and capture our ships. Most of fleet was helpless due to the fact that the ships had not yet been mobilised and very quickly lots of small oar boats were overwhelmed and taken out. Orders were then taken for the Mary Rose to attack the French galleys, and everyone quickly put the orders in to place and soon the Mary Rose was sailing straight for the French Ships.

As our ship began fighting the enemy galleys, there was a sudden gust of wind and I felt one side of the ship lift over and I was thrown across the ship. Anyone that hadn't had a strong grip on something was tossed to the right of the half-overturned ship, with most of the men being being thrown into the waters. The first time I was thrown I managed to stay aboard, but as I stood up the ship tipped further over and I hit the side of the ship before being plunged head first into the treacherous, blue waters. I could hear screaming all around me as more men flew into the water, and I had almost given up all hope as I saw huge chunks of the ship crash noisily into the sea. However, as one particular piece of wood fell near me I gave one last push to try and reach it, pulling myself onto the loose plank and stared out on the carnage. I tried not to but I could only watch on as men were trapped beneath parts of the now completely submerged Mary Rose and people that I had spent the last two weeks living with took their final breaths and sunk into the deep, blue waters.

A Sonnet for The Mary Rose by Tom Walters

A broken pinnacle of times gone by,
Yet fêted on that day before the fall:
The glorious banners, they were flying high
And led the pack into the vicious brawl.

Once leader of the navy; centre stage
Five hundred wasted souls did slip away.
She dropped, unnoticed, as the battle raged;
A treasured victim of the stormy fray.

And while tempestuous waves did rule the
crown,

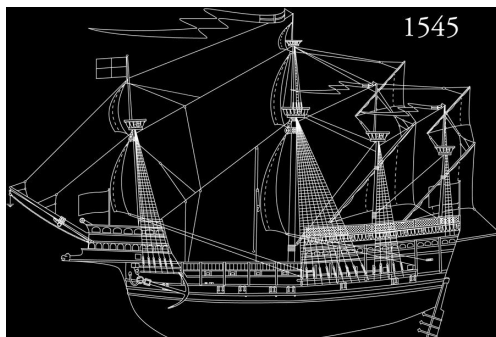
The vessel slipped into the dark abyss.

A grave, unmarked, six fathoms conquered
down,

A ship, whose splendour we will sorely miss.

A forest of oak felled to no avail:

When fighting nature man cannot prevail.



*Brought to you by the Third Year
Academic Scholars:*



(Pictured in front of HMS Victory)