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The history of HMS Victory

Warship 2017 is devoted to the design, development and service history of the world's combat ships.

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Featuring a broad range of articles from a select panel of distinguished international contributors, this latest volume combines original research, new book reviews, warship notes, an image gallery and much more to maintain the impressive standards of scholarship and research from the field of warship history. This 39th edition features the usual range of diverse articles spanning the subject by an international array of expert authors.

In the summer of 1773 the 14-year old Horatio Nelson took part in an expedition to the Arctic, which came close to ending his naval career before it had begun. The expedition was to find a navigable northern passage between the Atlantic and Pacific, and was supported by the Royal Society and King George III. Two bomb vessels HMS Racehorse and Carcass were fitted out and strengthened under the command of Captain Hon. Constantine Phipps. It was an extremely cold Arctic summer and the ships became locked in ice far from Spitzbergen and were unable to cut their way out until days later when the wind changed and the ice broke up. The ships were extricated and returned home. On the trip, the young Nelson had command of one of the smaller boats of the ships, a four-oared cutter manned by twelve seamen. In this he helped to save the crew of a boat belonging to the Racehorse from an attack by a herd of enraged walruses. He also had a more famous encounter with a polar bear, while attempting to obtain a bearskin as a present for his father, an exploit that later became part of the Nelson legend. Drawing on the ship's journals and expedition commander Phipps' journal from the National Archives, the book creates a picture of the expedition and life on board. Using the ships' muster books it also details the ship's crews giving the different roles and ranks in the ships. The book is illustrated using some of the ship's drawings and charts and pictures of many objects used on the ship, while a navigational chart of the route taken has been created from the logbooks. The book also looks at the overall concept of naval exploration as set in train by Joseph Banks and the Royal Society. The fact that the

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expedition failed as a result of poor planning with potentially tragic results demonstrates the difficulties and uncertainties of such an expedition. It also looks at a great naval commander at the earliest stage of his career and considers how the experience might have shaped his later career and attitudes. Other great captains and voyages are discussed alongside Nelson, including Captain Cook and his exploration of the south seas and the later ill-fated northern journeys of Franklin and Shackleton.

Enduring great danger and often terrible conditions in heavy seas, the Rescue Tug Services worked tirelessly to bring to port damaged vessels and keep up the supply of food and essential items during two world wars. They were first deployed towards the end of the First World War to support and if necessary to salvage merchant shipping that had been damaged by U-boat attacks. During the Second World War they were needed even more urgently when ships bringing food and other essential supplies to a beleaguered Britain were attacked by both air strikes and submarines. Although part of the Royal Navy, the contribution of the Rescue Tug Service remained curiously absent from the naval history of the Second World War. Yet the Service had developed what a wartime American newspaper called 'a new type of naval vessel – the British fighting escort tug' and had saved millions of tons of shipping, both warships and merchant ships, not to mention the crews and the precious cargoes. The official history of the Merchant Navy did not mention the Service either, nor did numerous other books on the war at sea. In 2014 author Ian Dear was given access to the archives of the Deep Sea Rescue Tug Service which were about to be disbanded. His research, here and elsewhere produced a view of the war at sea from an entirely new angle. The result, *The 'Tattie Lads'* explores why the service might have been omitted from the official story, and reveals its fascinating history in a full-length book for the first time.

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“ A first-rate visual guide to the most famous preserved warship on the planet. The imagery has the ‘ wow ’ factor . . . a brilliant showcase. ” —Warships International Fleet Review HMS Victory is probably the best-known historic ship in the world. A symbol of the Royal Navy ’ s achievements during the great age of sail, she is based in Portsmouth and seen by tens of thousands of visitors each year. In this new series written by experts and containing more than 200 specially commissioned photographs, each title will take the reader on a superbly illustrated tour of the ship, from bow to stern and deck by deck. Significant parts of the vessel for example, the capstan, steering gear, armament, brody stove, cockpit, stern cabins are given detailed coverage both in words and pictures, so that the reader has at hand the most complete visual record and explanation of the ship that exists. In addition, the importance of the ship, both in her own time and now as a museum vessel, is explained, while her design and build, her fighting career and her life prior to restoration and exhibition are all described. No other books offer such superb visual impact and detailed information as the Seaforth Historic Ship Series—a truly groundbreaking concept bringing the ships of our past vividly to life. Nominated for the 2011 Mountbatten Awards “ In a precise and careful treatment, they cover the evolution of naval architecture, maritime warfare, and British strategy that led to the construction of the 100-gun ship-of-the-line . . . A valuable book for students of the age of fighting sail. ” —New York Military Affairs Symposium

Forever associated with Nelson's last battle, HMS Victory is one of the most famous ships of all time, and is now preserved at a museum in Portsmouth. This book presents a full description of the ship and her position in the development of the First Rate.

This self-published sensation sold over 120,000 copies in one month in Great Britain. George Courtauld

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wrote it when he discovered one evening that his three young boys had history questions even he couldn't answer. So, he set out to create a simple book that would outline the basic facts and make his children proud of their heritage. What he produced is a uniquely British, thoroughly fascinating timeline of events, with no judgment or padding, brought to life by soul-stirring quotations. Major moments in British history are placed alongside coinciding world events in an easy-to-read format. From the building of Stonehenge to England's rugby World Cup victory in 2003, from the rule of Henry VIII to the death of Princess Diana, The Pocket Book of British Patriotism covers all of Britain's essential dates, quotes, and speeches--and has proven itself a must-read for every historian, trivia buff, and Anglophile alike.

A Pocket Guide to Netherlands East Indies was originally a 5.25"x4.24" pocket-size booklet released in 1943 for American GIs in World War II on their way to Indo-European countries, including Sumatra, Java, and Borneo, which were near territories occupied and controlled by the Japanese. The pamphlet outlines the role of the soldier, as well as descriptions of the different countries and peoples, their habits and cultures, and the native vegetation and wildlife. The booklet includes a map of the 3,000 countries making up the East Indies, guides to currency, time, measurements, and language, and a list of dos and don'ts when interacting with the general population. The War and Navy Departments, Washington D.C., publish pamphlets, reports, manuals, and instructions ranging on topics from countries and regions of the world, machine and weapon operation, roles of persons and positions, vehicle operation and safety, and other topics pertinent in wartime and for the military.