



VICTORY

***The Famous Flagship
of Admiral Horatio Nelson
Art. 738***

ASSEMBLY INSTRUCTIONS ***English Version***

*Newly translated and improved by
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For the

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A SHORT HISTORY OF H.M.S. VICTORY

H.M.S. *Victory* is the fifth ship of the Royal Navy to bear this name. The first *Victory*, launched in 1559, of 800 tons, was the flagship of Sir John Hawkins at the defeat of the Spanish Armada in 1588.

The second *Victory*, launched in 1620, of 875 tons, took part in the first and second Dutch wars, 1652-1667. Rebuilt in 1666, she took part in the third Dutch war, 1672-1674.

The third *Victory*, launched in 1675, of 1486 tons, took part in the Battle of Barfleur in 1692. She was rebuilt in 1695.

The fourth *Victory*, launched in 1737, of 1920 tons, was lost with all hands in the Channel in 1744.

The story of the present H.M.S. *Victory* carries us back to 1758. In that year the ministers of George II decided on an ambitious programme of building twelve ships of the line. At the head of the list stood a ship -as yet unnamed -a first rate of 100 guns to be built at Chatham. It was singularly appropriate that this particular ship should be put in hand in the year 1759. This was the "Year of Victories" the climax of the Seven Years War. On land Britain's armies had triumphed at Surat, Minden and Quebec; at sea, at Lagos and Quiberon Bay. How fitting it was, therefore, that the ship laid down in July of that year should receive the proud name of H.M.S. *Victory*.

Designed by Thomas Slade, Senior Surveyor of the Navy, the *Victory's* building was supervised by Mr. Allen, Master Shipwright at Chatham. The usual period for building a first rate was then five years, but British successes at sea in the Seven Years War had lessened the sense of urgency, and it was not until 7th May 1765, that H.M.S. *Victory* was launched. Meanwhile in 1763, the Peace of Paris had ended the Seven Years War, and for thirteen years after her launching H.M.S. *Victory* remained in the River Medway. There in January, 1771, she must have been seen for the first time by the young Horatio Nelson, then aged twelve, on joining his first ship H.M.S. *Raisonnable*.

In 1778 France entered the American War of Independence on the side of the American colonists, and H.M.S. *Victory* was hurried to Portsmouth, where in May she hoisted the flag of Admiral Keppel in command of the Channel Fleet. In July of that year H.M.S. *Victory* was in action for the first time in an indecisive engagement off Ushant.

After wearing successively the flags of Admirals Hardy, Geary, Hyde Parker and Kempenfelt, she became the flagship of Lord Howe, and in 1782 took part in the relief of Gibraltar and the Battle of Cape Spartel. On her return to Portsmouth she was paid off in 1783, in which year the Treaty of Versailles brought a temporary peace. In 1793 Britain joined the First Coalition against Revolutionary France. In May of that year Lord Hood in H.M.S. *Victory* left England for the Mediterranean with a strong fleet of twenty-one ships. Toulon was captured, but had to be evacuated, mainly due to the exertions of a young artillery officer, Napoleon Bonaparte. In 1794 operations were undertaken against Corsica. At the siege of Calvi, men and guns were landed from H.M.S. *Victory* and placed under the command of Captain Horatio Nelson, who lost the sight of this right eye from a wound sustained during these operations.

Returning to Portsmouth for a brief refit, H.M.S. *Victory* returned to the Mediterranean as flagship of Admiral Man, second-in-command to Admiral Hotham, and in July 1795, she took part in the indecisive action off Cape Hyeres. Hotham's failure to force a decision at Hyeres led to Spain throwing in her lot with France and the Mediterranean was lost, until Nelson made reoccupation possible by his victory at the Nile three years later.

In November 1795, the command of the fleet was placed in the strong, capable hands of Admiral Sir John Jervis, with his flag in H.M.S. *Victory*. On 14th February 1797, came the timely victory of Cape St. Vincent. Commodore Nelson in H.M.S. *Captain* played a most effective part by leaving the line of battle, throwing his ship across the path of the Spaniards, and himself receiving the surrender of two of them.

In November 1797, H.M.S. *Victory* returned to Chatham and was paid off. From 1798 to 1800 her distinguished fighting career was temporarily interrupted, and she became a hospital ship for the prison hulks. In 1801, she was docked and for the next two years she underwent a very large refit. She was, in fact, almost rebuilt and her appearance altered to that she bears today. The figurehead was completely redesigned, the open galleries removed, the stern made "flat" and the chains moved from below to above the upper gun deck ports.

H.M.S. *Victory* was again commissioned in April 1803, and in July of that year she arrived in the Mediterranean as flagship of Lord Nelson, Commander-in-Chief. For the next eighteen months she took part in the blockade of Toulon, which ended with the escape of Villeneuve, the long chase to the West

Indies, the return of Villeneuve to Cadiz and of Nelson and the *Victory* to England. On 15th September 1805, Nelson in H.M.S. *Victory* left England to take over command of the fleet blockading Cadiz. This was the scene set for the most decisive battle ever fought at sea. On 21st October 1805, off Cape Trafalgar, the combined fleets of France and Spain were vanquished. Of their thirty-three ships, eighteen were taken; four escaped only to be rounded up a fortnight later; the remainder struggled back to Cadiz, there to remain for the rest of the war. But joy at the victory was compounded with sorrow - sorrow at the death of the great leader in the final moments of this, his greatest triumph.

H.M.S. *Victory*, which had led Nelson's column into battle, was so severely damaged that she had to be towed to Gibraltar, where temporary repairs were hastily effected. On 3rd November, with Nelson's body on board, she sailed for Portsmouth. She arrived at Spithead on 4th December and for a week her battered sides and jury masts were reminders of the cost of the victory. On 22nd December she arrived at Sheerness, and here the body of her beloved Admiral was transferred to the Commissioner's yacht for conveyance to Greenwich, there to lie in state in the Painted Hall prior to internment in St. Paul's Cathedral on the 9th January 1806. Also on that day was lowered for the last time the proudest flag she was ever privileged to wear.

To heal the wounds she had sustained at Trafalgar, H.M.S. *Victory* underwent an extensive refit at Chatham, at the end of which she was recommissioned in March 1808. For the next five years she was constantly employed. In January 1809, she helped to bring home Sir John Moore's army from Corunna. For the greater part of the time, however, she served as flagship of Admiral Saumarez, journeying to and from the Baltic, doing her work splendidly, as always, but finding no laurels comparable to those she had already gained.

In November 1812, H.M.S. *Victory* returned to Portsmouth from what was to be her last sea voyage. The following month she was paid off and once more she underwent a refit. In 1815 she was again ready for sea, but Waterloo brought an end to the Napoleonic Wars and an end, too, to the *Victory's* long fighting career and she remained in reserve until 1824 when she became flagship of the Portsmouth Command. Apart from the period 1869 to 1889, this high duty she has worthily borne right down to the present day.

Up to 1922, H.M.S. *Victory* was berthed in Portsmouth Harbour. By this time the state of her timbers had become a matter of grave concern. In that year, however, her future safety was assured when she was removed from her somewhat hazardous berth and placed in No. 2 Dock - the site of the oldest graving dock in the world. With the approval and co-operation of the Admiralty, a public appeal was launched by the Society for Nautical Research to raise money to restore H.M.S. *Victory* to the appearance she bore at Trafalgar and to preserve her in that condition for all time. So successful was this appeal that over £120,000 was raised. This enabled the restoration to be completed by 17th July 1928, when His Majesty King George V honoured the ship on a visit of inspection.

But it is not to British people alone that H.M.S. *Victory* will continue to exercise her fascination and appeal. Today, with all her labours completed, with all her battles ended, H.M.S. *Victory* and her proud association with Nelson will continue to be an inspiration for all time to all people.

Source: HMS Victory Official Guide, available from H.M. Dockyard, Portsmouth, England.

TIPS FOR THE BEGINNER

PREPARATION

The first step before starting the assembly of a ship model, is to understand as much as possible about the construction of the model, studying the construction plans, the instructions and any literature provided. Too much haste in the building can lead to mistakes with corresponding unnecessary expense and loss of time.

When you are sure that you understand each step in the construction, check that you have the necessary tools and that they are in good order. The wooden and metal components required are provided in the kit, but most require cutting or shaping in some way.

Planking the hull provides the most satisfying challenge for most modellers. Please read the special instructions of planking provided at the end of this booklet. Taken step-by-step, planking the hull is not as difficult as it may seem at first acquaintance.

TOOLS FOR THE JOB

Each individual may have their own idea about how many, or what type of tool to use and what to use them for. We have set out below some general advice on modelling tools and their uses for your consideration. These are just some of the tools available. Please ask your supplier for details.

Craft Knives. There are a number of sizes available, the larger handle being the most useful. There are many blades available from straight edge to curved and chisel ends, together with saw blades, etc.

Plank Benders. There are two main types: i) plier-type strip bender for forming dry planks (used in most applications) Mantua Model **Art.8151** is ideal for this purpose; ii) wheel-type bender - Mantua Model **Art. 8150** - suitable for bending wet planks.

Strip Clamp. Mantua Model **Art.8155** is a quick release clamp for holding strips whilst you trim them. This also doubles as a **hull clamp** allowing you to work with both hands on intricate work. To clamp other parts it is useful to have an assortment of pins, small nails and staples and of course a small pin hammer available.

Pin Pusher. Mantua Model **Art.8175** is spring-loaded. A pin is inserted headfirst into the barrel then the tool is used to punch the pin into the wood, removing the need to hammer pins in delicate places.

Balsa Plane. Mantua Model **Art.8170** is a small plane with a razor-type blade, able to be set for fine cuts.

Scraper. Mantua Model **Art.8290** contains a razor-type blade used for finishing flat surfaces.

Sanding Stick. Mantua Model **Art.8303** is a small plastic spring-loaded stick with a tapered end that takes a thin sanding belt, for sanding in tight places.

Sandpaper. The finishing of the wooden surfaces is done with sandpaper and emery-paper, Coarse, medium and fine grain (80, 120, 240-grain) are needed. The paper can be used with a wooden sanding block, or glued to a piece of flat plywood shaped like a file.

Razor Saw. Various grades of miniature saw blades with a fine cut are available. They are usually tenon-backed and can be obtained in sets to include handle, mitre box, or blade only. Mantua Model provides three grades of saw: **Art.8286**, **Art.8287** and **Art.8288**.

Pin Vice. Mantua Model **Art.8298** is a tool that resembles a jeweller's screwdriver and acts as a miniature twist drill, with collets of varying size which can take the smallest drill bit.

Electric drill. A miniature portable drill is perfect for drilling holes up to 3 mm in diameter and for finishing parts with different profile cutters. Wider holes will be cut with a hand drill or with a round file.

Lathe. Masts and spars require tapering. This can be done with a hobby plane, by using an electric drill and sandpaper or, ideally, using a hobby lathe. Mantua Model **Art.8160** is a 12 volt miniature lathe ideal for shaping masts, yards and spars, as well as for producing other turned fittings.

Pliers. Small and medium-sized tweezers help to handle the small parts and to make the small knots on the riggings. Round-nosed pliers are used to bend metal wires and profiles. Cutting nippers will cut rope and brass wires exactly. For cutting photo-etched brass sheets and thin ply-wood a pair of strong scissors or tin-snips are recommended.

Measuring equipment. Steel rules of various lengths, an adjustable square, a vernier gauge or good calipers will all help to check the dimensions of the various parts

Glue. Two types of glue are required: a white quick resin such as PVC wood glue or aliphatic resin; and instant glue (cyanoacrylate or 'super-glue'). Use small drops of glue and clamp items for the best result.

Painting. For finishing, cleaning, varnishing and painting, we need a number of paintbrushes, small (n.0 or 1), and medium size (n.4 or 5). Paints and varnishes should be matt or satin and definitely not gloss. Mantua Model sanding sealer **Art.4401714** is ideal for coating decks and other wooden parts. Use acrylic enamel paints ideally applied with an airbrush, or with a good quality sable brush.

Lighting. Strong natural light is best, but a portable electric desk light of the 'Anglepoise' type is also useful. A light containing a magnifying glass is ideal for working with small parts.

Work surface. The location is not important in itself, as a specialized hobby corner or kitchen table is commonly used. A piece of block-board or kitchen work surface on a table is ideal as a portable workbench. A small shooting board is useful to hold small pieces of timber when shaping or cutting them to size. A small mitre box is valuable when making small mitred joints around gratings or similar boxed items. Scrap timber is useful as protective backing when cutting or drilling parts.