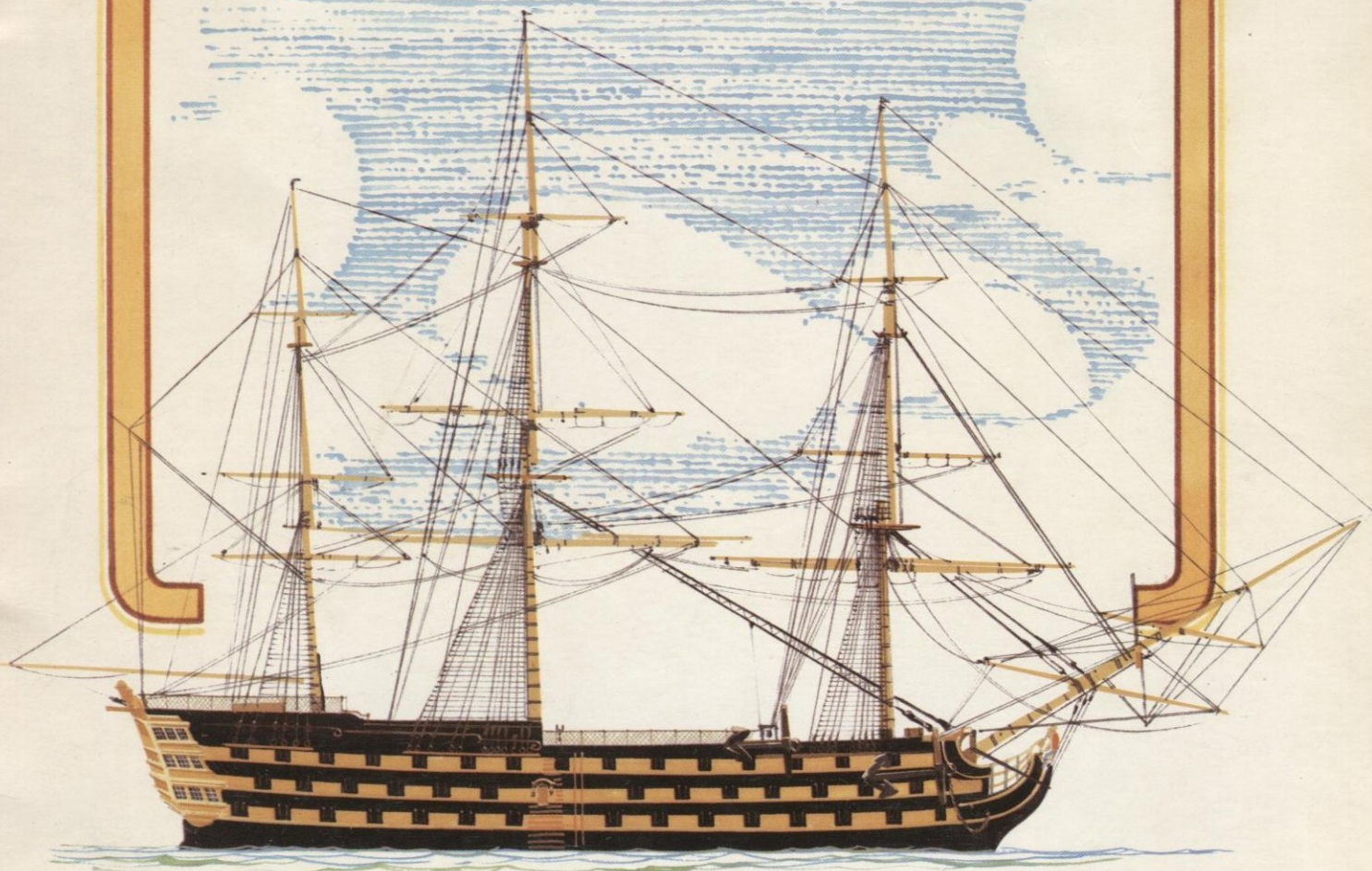


A YOUNG PERSON'S INTRODUCTION TO

H·M·S

VICTORY



Lord Nelson's Prayer

On the morning of 21st. October, 1805
The combined fleets of France and Spain
then in sight.

"MAY THE GREAT GOD, whom I worship, grant to my Country and for the benefit of Europe in general, a great and glorious Victory: and may no misconduct, in any one, tarnish it: and may humanity after victory be the predominant feature in the British Fleet.

For myself individually, I commit my life to Him who made me and may His blessing light upon my endeavours for serving my Country faithfully.

To Him I resign myself and the just cause which is entrusted to me to defend.

AMEN · AMEN · AMEN"



A YOUNG PERSON'S INTRODUCTION TO

HMS *Victory*

by William Pearce

Principal Dimensions

Length 226 ft. 6 in. (69 metres) roughly equal to the width of a soccer pitch.

Width 51 ft. 10 in. (16 metres) or over twice as wide as the goal mouth.

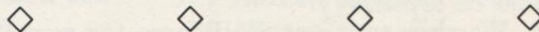
Tonnage 2162 tons.

From Water-line (Dockside) to the truck of the Mainmast 205 feet. The keel was laid 23 July 1759 in the Old Single Dock at Chatham; possibly witnessed by Prime Minister Pitt (First Earl of Chatham) although the name *Victory* was not allocated until 31 October 1760. Having been built in a dock *Victory* was not launched but 'floated up' on 7 May 1765.

The total cost to that day was £63,176.15.

Classed as a First Rate or Ship of the Line (or Battleship) HMS *Victory* carried 44, 12 pounder cannon; 28, 24 pounders; 30, 32 pounders and 2, 68 pound carronades. 32 pounder means the cannon ball weighed 32 pounds or a 68 pdr ball would weigh 68 pounds.

The weight of a 32 pdr barrel and carriage was 56 cwt. Even the smallest 12 pdr weighs 1 $\frac{3}{4}$ tons.



HMS Victory

Approaching HMS Victory through the Main Gate of Portsmouth Dockyard or standing in the arena alongside this lovely old ship you will wonder how young sailors managed to climb the tall masts and set the sails on the yards, but first how did they actually get onboard from the little boats that had to ferry them from shore.

Look first at the gangway entrance doors and you will see steps leading from water-line to taffrail on the upper deck. The officers' baggage would have been hoisted onboard and the Admiral or Captain would be piped onboard by the Boatswain or his Mates.

The sailor however would climb those narrow steps to the top carrying his few possessions with him.

You, as a visitor to Admiral Nelson's old Flagship will enter by the doorway. But mind your head.

The height between deck and deckhead (floor and ceiling) is very small, not because sailors in those days were small (Hardy - *Victory's* Captain was 6 ft. 2 in.) but because the ship builder had to get as many guns onboard as possible without making the ship too high out of the water or she would be top-heavy.

A Warship was just a platform for guns and a storeroom for ammunition. That meant officers

and men had very little room to live and sleep.

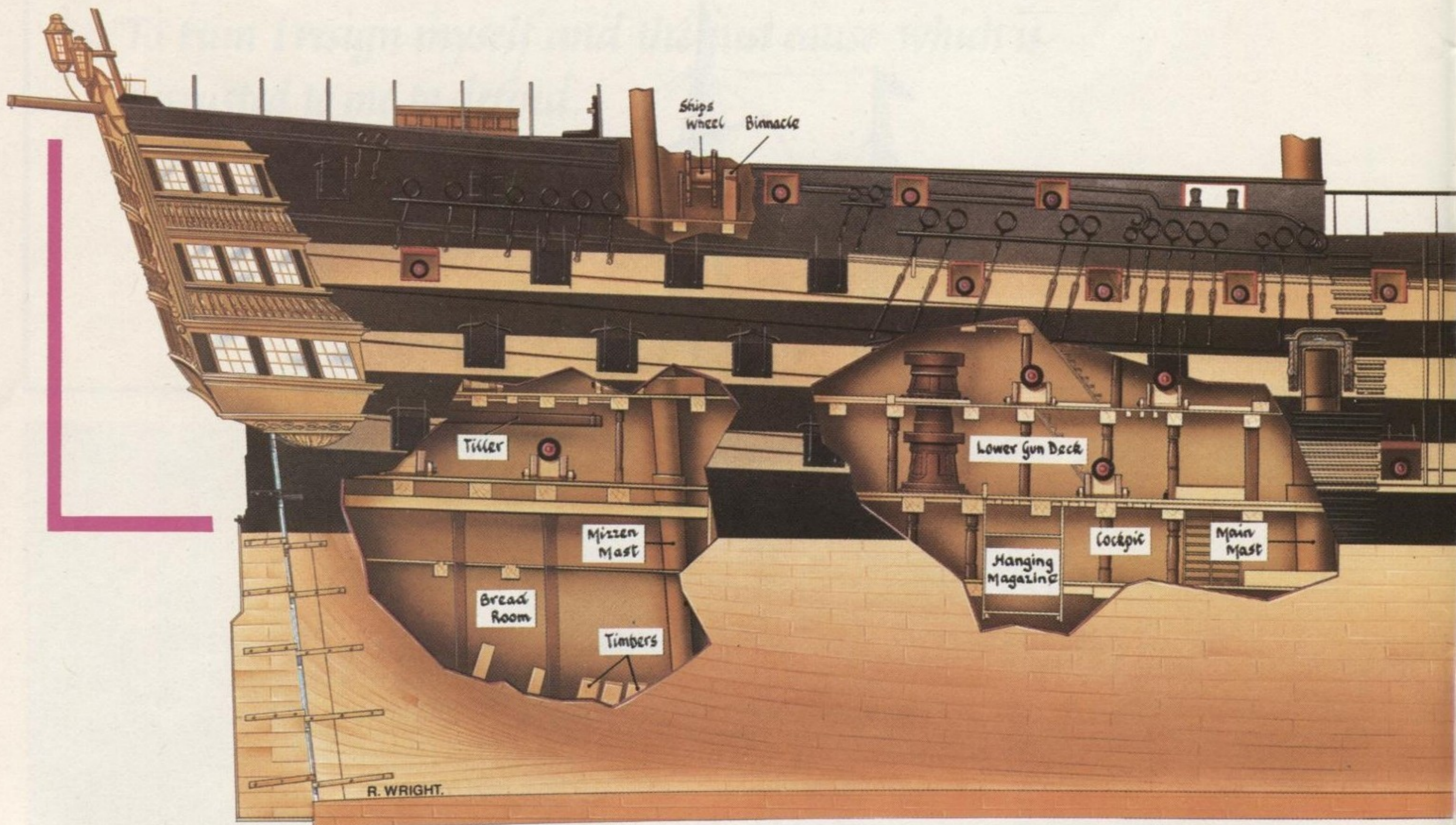
The peep-through plan below allows you to see how much space was given to stores, magazines, gun-powder rooms, anchors and cables etc. The men lived in messes between the guns and slept in hammocks slung above the guns and tables. Don't be too alarmed at the lack of space, about half the men would be on watch or working sails, whilst the other half ate or slept.

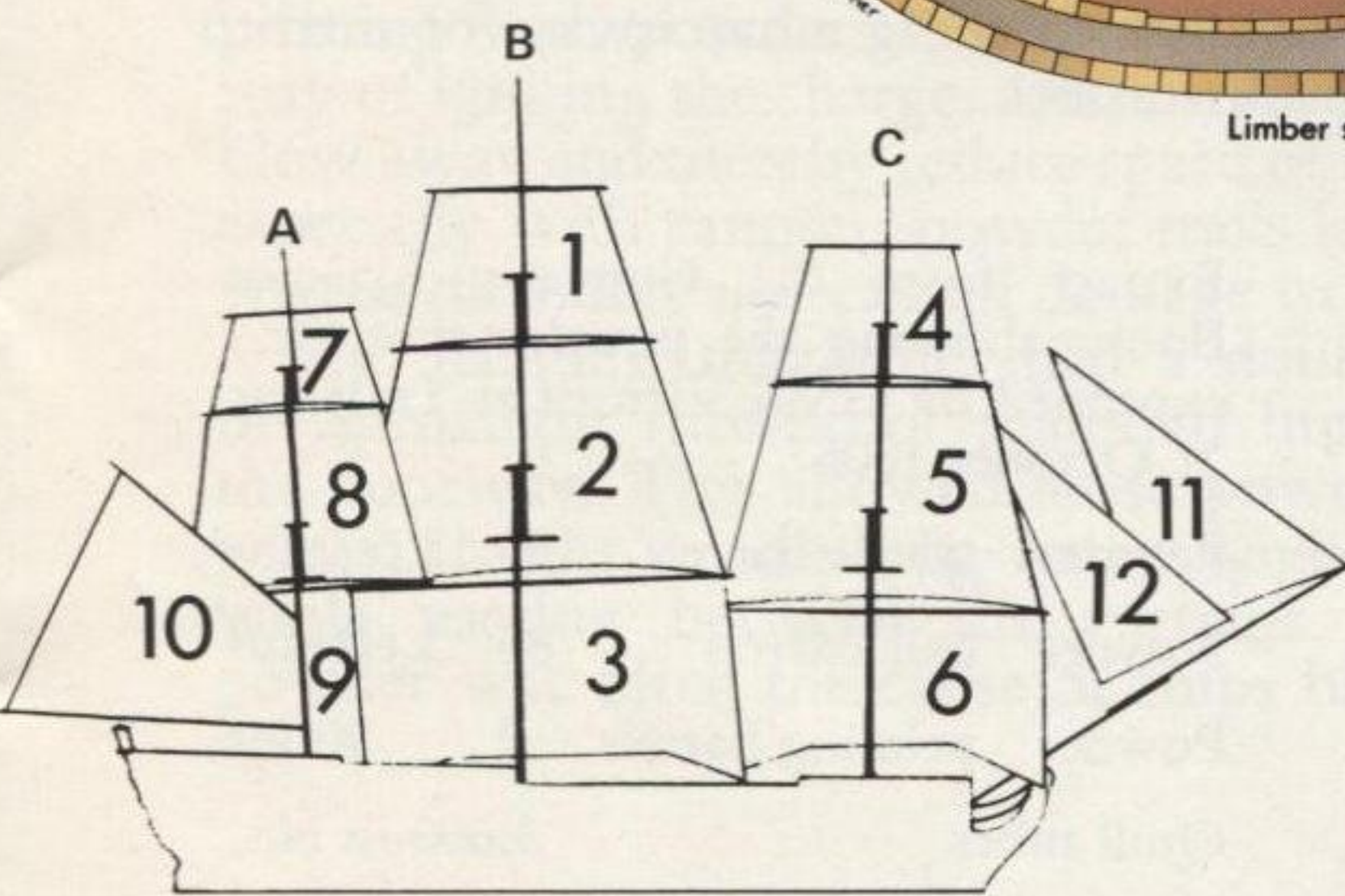
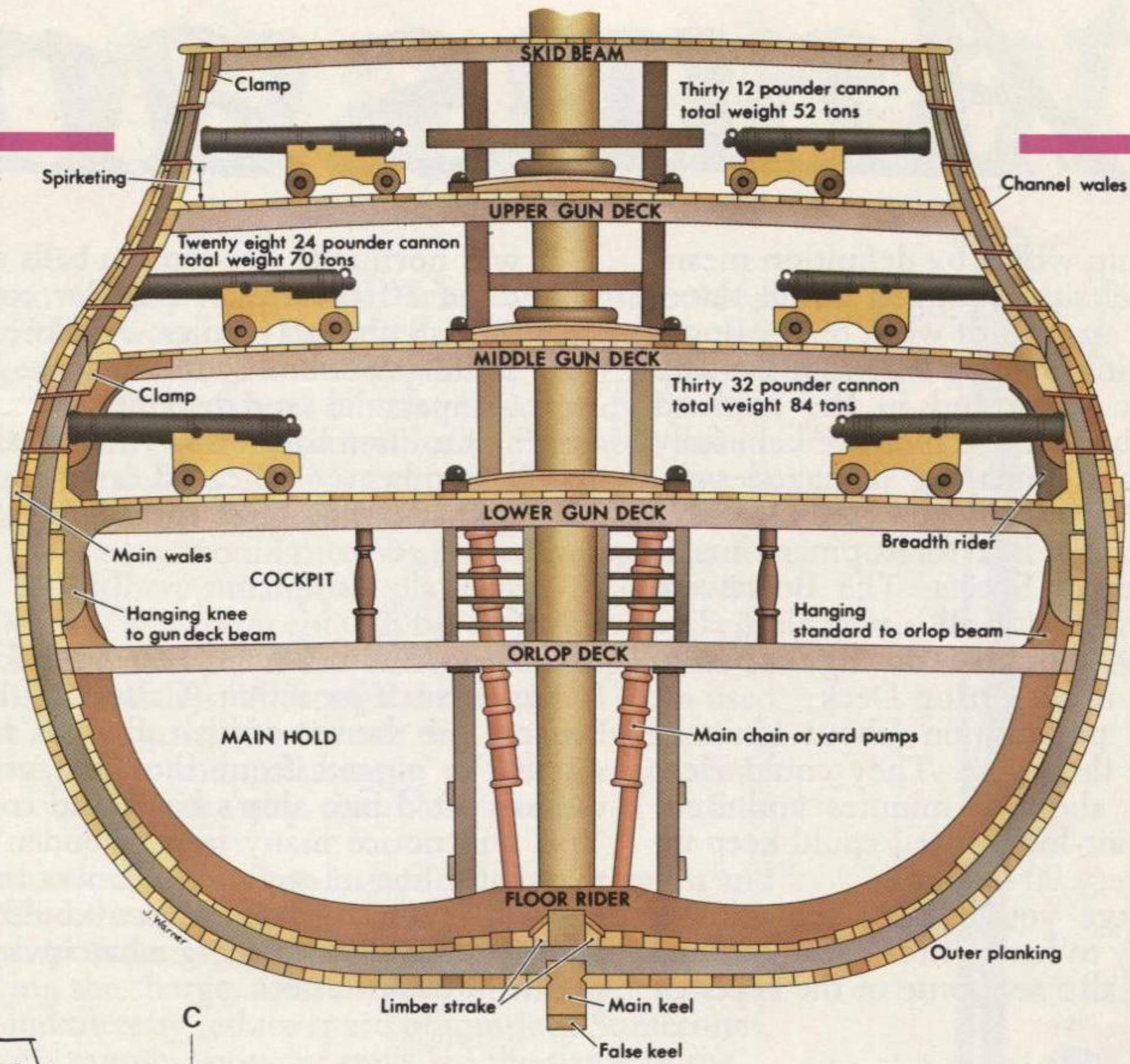
You might feel it was unfair for the Admiral to have so much space. Even Nelson slept in a hanging cot and he did have a pretty large staff who would have regularly dined with him.

Try to visualise as you walk round what it was like to live onboard *Victory* in the days of Trafalgar.

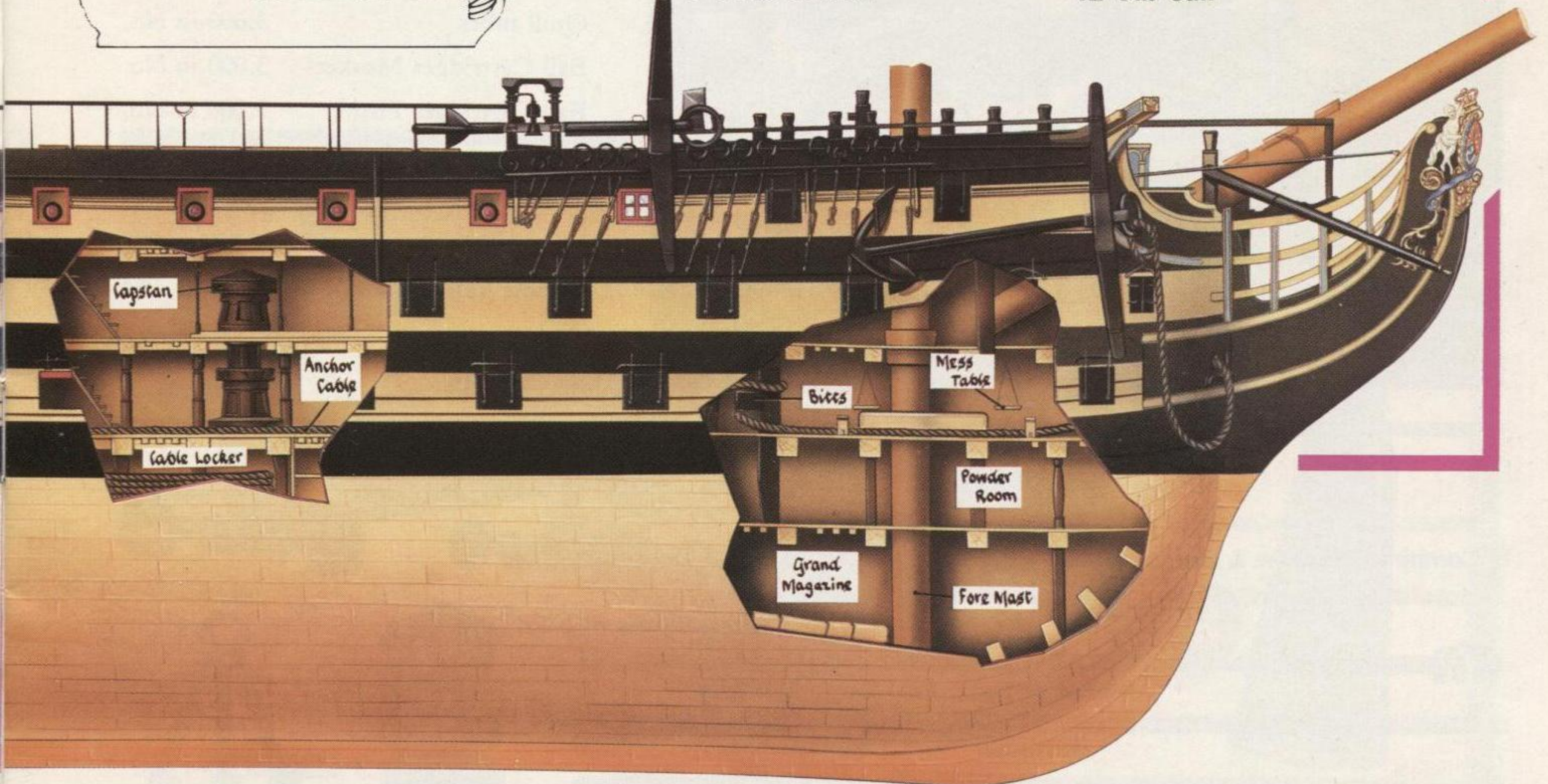
Firstly all the cannon would be "run in" and gun ports battened down against rough seas. What little light there was between decks came from smokey candle lanterns. The smell from damp clothing, food and bodies would make life unbearable most of the time.

Complaints were not unknown and many Admirals such as Nelson and Earl St Vincent tried hard to improve conditions but discipline was very strict and punishment was regularly dished out. But you will know from history that the British Tar was a pretty tough person.





- | A Mizzen Mast | B Main Mast | C Fore Mast |
|------------------------|--------------------------|-------------|
| 1 Main topgallant sail | 7 Mizzen topgallant sail | |
| 2 Main topsail | 8 Mizzen topsail | |
| 3 Main course | 9 Mizzen course | |
| 4 Fore topgallant sail | 10 Driver | |
| 5 Fore topsail | 11 Jib sail | |
| 6 Fore course | 12 Jib sail | |



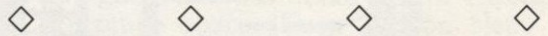
Arms and

HMS Victory is a Ship which by definition means a three masted vessel square-rigged on all three. This means a terrific amount of work on the upper deck and in the rigging making sure that the ship can sail at the best speed and in the required direction. During a battle these men are kept fully occupied repairing and replacing damaged sails, yards and masts. Most are Able or Ordinary Seamen but with names like foretopman, mast-headman or Yeoman of Sheets. The Boatswain and his Mates will make sure all is well aloft. The foretopsail received 90 shot holes during the battle. You can see this sail in the Orlop Deck.

The crew of a 32 pdr cannon (about 15 men) would live close to their gun. They could clear decks for action in about 6 minutes and once started firing with flint-locks fitted could keep up a rate of one shot every 90 seconds.

Below on this page you can see the various implements necessary to load – fire – clean out and load again. You can also see some of the types of shot used.

It was normal to fire cannon balls singly. A full charge of 10 pounds of powder could throw a cannon ball about 1½ miles. At close quarters the ball could penetrate 2½ feet of oak. Believe it or not, Gunners did send men into the enemy ships to get their cannon balls back. After all there is a limit to the number a ship could carry and the Gunner always had to account for all powder and shot used.

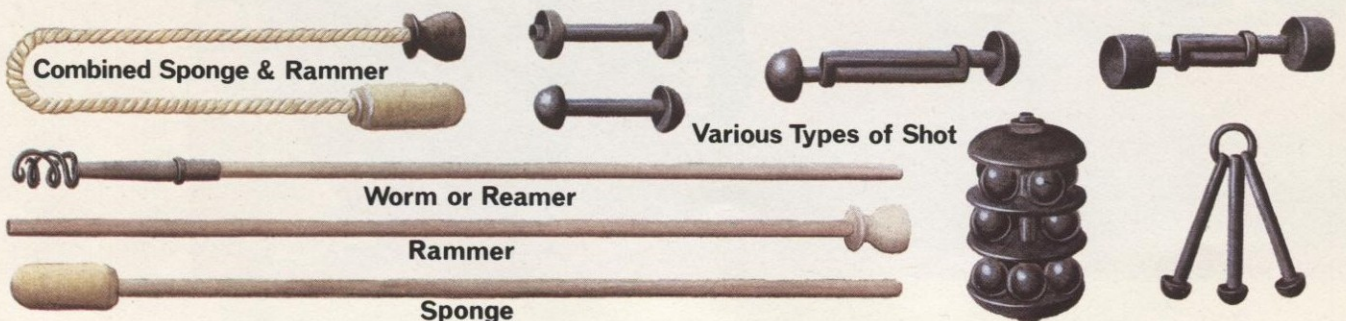


Cannon could also be landed for action ashore. It was in such an action (Calvi 12 July 1794) that Nelson lost the use of his right eye. Large tackles would be rigged from the yard arms and the cannon lifted into ship's boats and rowed ashore. You will notice many large wooden gratings on the centre line of each deck. It was through these holes that stores, cannon etc., could be lifted in and out as well as forming a hatchway for men to get from deck to deck.



Extract from the Gunner's Expense Book, showing the powder shot etc., expended by HMS Victory at Trafalgar 21 October 1805.

Powder	whole barrels	150	13,500 lbs		
Powder	half barrels	80	3,600 lbs		
Powder	priming barrels	2	90 lbs		
Quill tubes			3,600 in No.		
Ball Cartridges	Musket	3,000	in No.		
Ball Cartridges	Pistol	1,000	in No.		
				32pdr	24pdr
Paper Cartridges		937	1,234	1,799	
Round Shot		997	872	800	
Double headed shot		10	11	14	
Grape Shot		10	20	156	

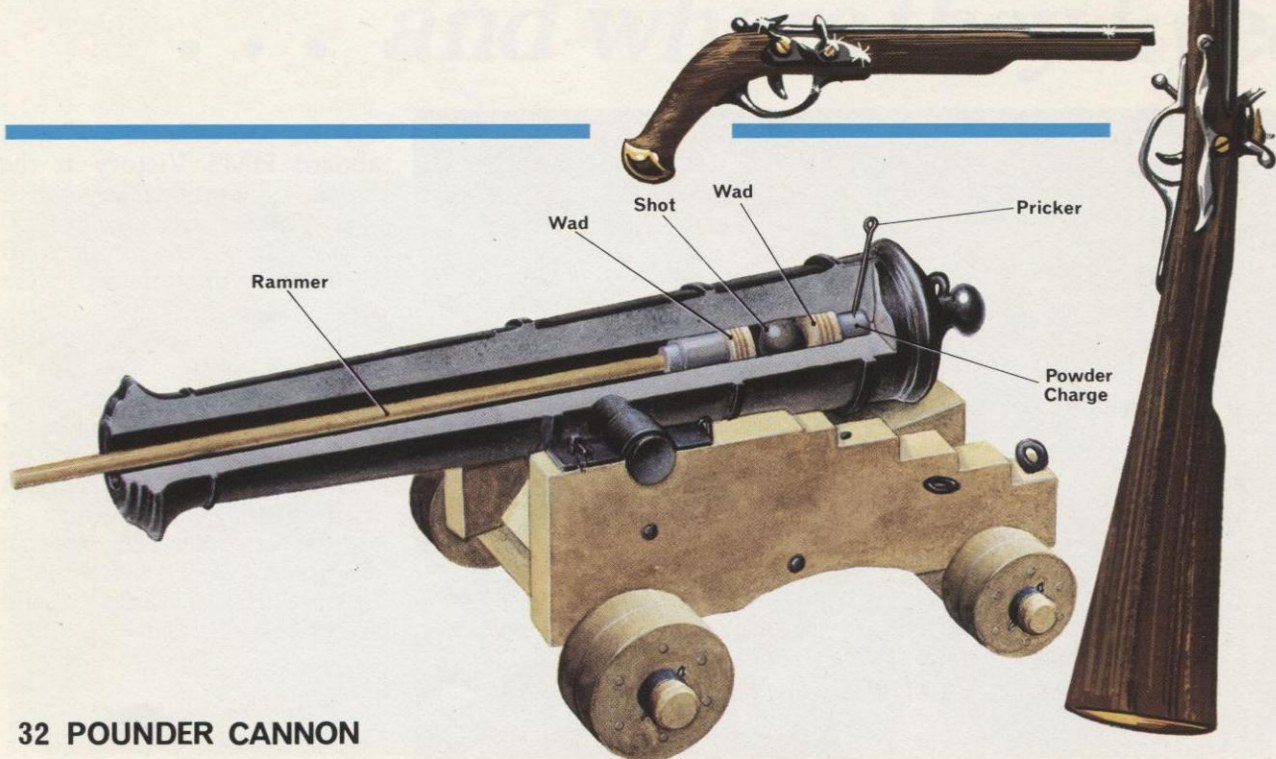
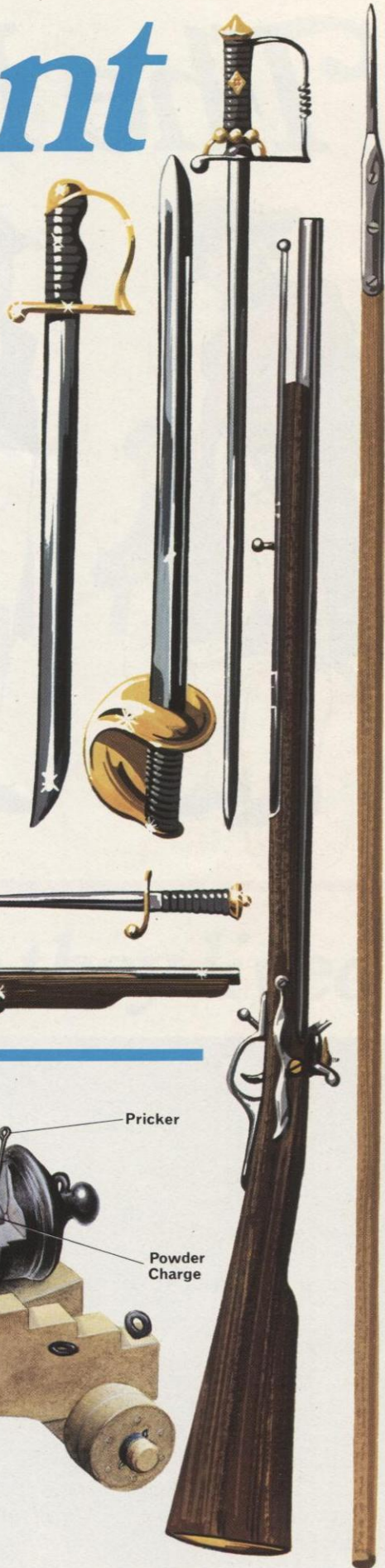


Armament

In addition to cannon many small arms were used. Most officers carried a sword and the petty officers a cutlass. For some strange reason Admiral Nelson did not wear his sword during the action at Trafalgar. It was placed ready for him but remained in the Great Cabin until after the battle ended. Muskets were carried by the Marines at all times between decks and on the upper deck. The fighting tops, platforms high up on the masts, would often be the action stations for some men. The *Victory's* mainmast platform (732 cm × 549 cm × 8 cm thick), was room enough for 40 men armed with blocks, marline spikes and any other suitable implement to throw down on boarders. Although the British seldom used arms against individuals, the French did "man the fighting tops". It was from the mizzen-top of the French Ship *Redoubtable*, some 40 feet away, that Nelson received his fatal wound.

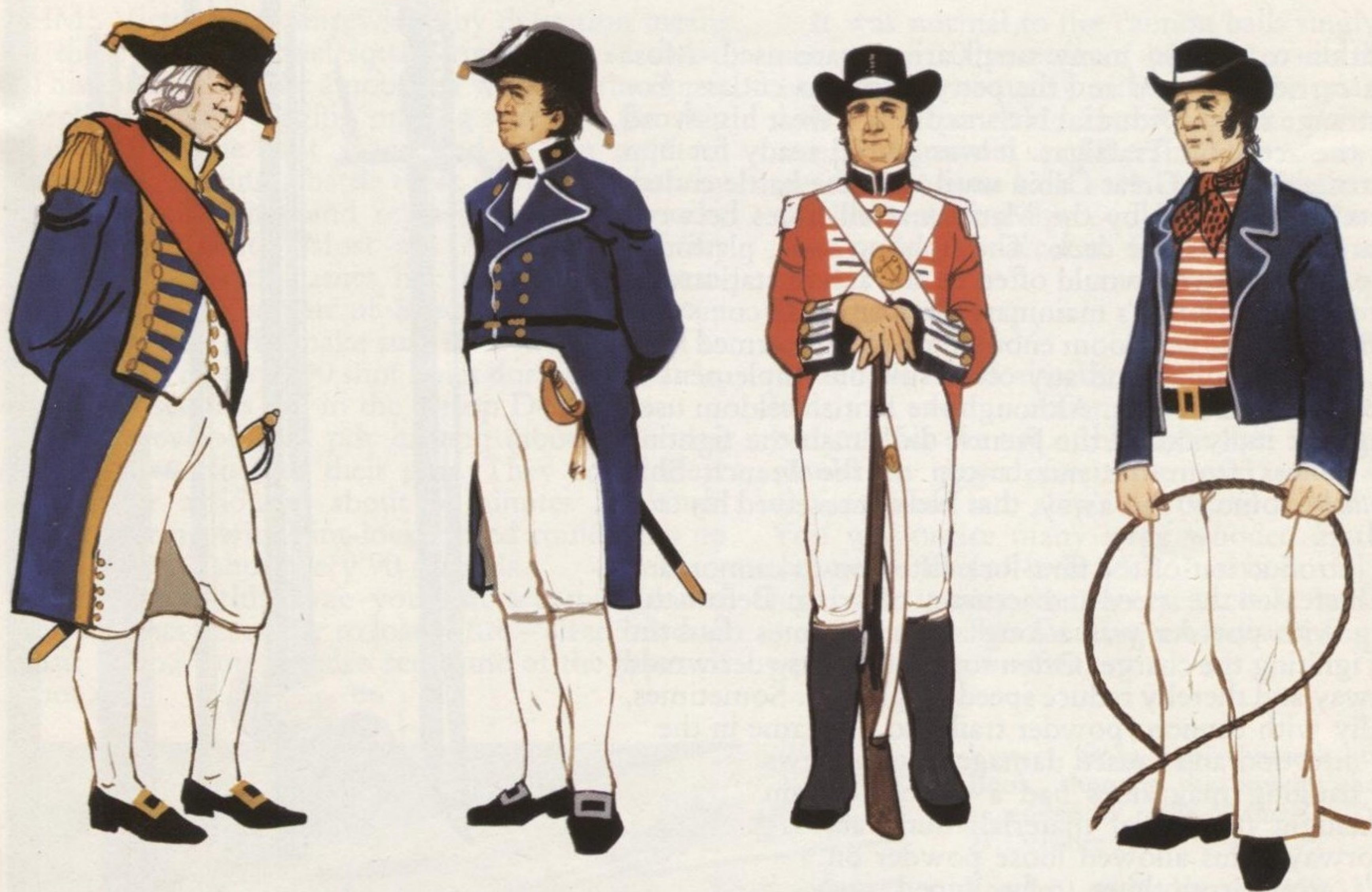
The introduction of the flint-lock fitted on to cannon and pistols increased the speed and accuracy of firing. Before this priming with powder was a long and sometimes doubtful way of igniting the charge. Often some of the powder would blow away and thereby reduce speed of ignition. Sometimes, especially with cannon, powder trails led the flame in the wrong direction and caused damage to gun crews.

The hanging magazines had a double curtain of fearnought (fire-proof material) hung across the doorway. This allowed loose powder on a person's arms or clothing to be wiped away while passing between the curtains. Loose powder was often the cause of ships blowing up.



32 POUNDER CANNON

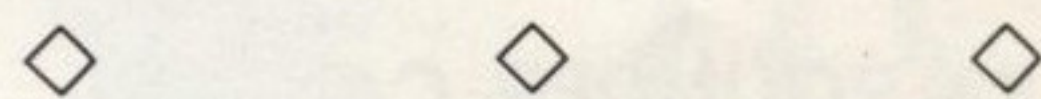
The Men of Trafalgar



Of the 850 officers and men aboard HMS Victory at the Battle of Trafalgar over half were under the age of 30 years. In fact about 115 including 15 officers were teenagers.

There were several boys of 12 years of age but only 8 men, all seamen were more than 50. The oldest being William Russell 57 years.

There were 150 Marines including 4 officers and in all more than 20 foreign countries were represented, from Africa to Sweden and America to Russia.



falgar . . .



. . . and where they lived



EARLY MORNING MESS DECK SCENE

TRAFALGAR 1805

The Battle of Trafalgar was fought on 21 October 1805 between the combined fleets of France and Spain under the French Admiral Villeneuve, and the British Fleet under Admiral Lord Nelson.

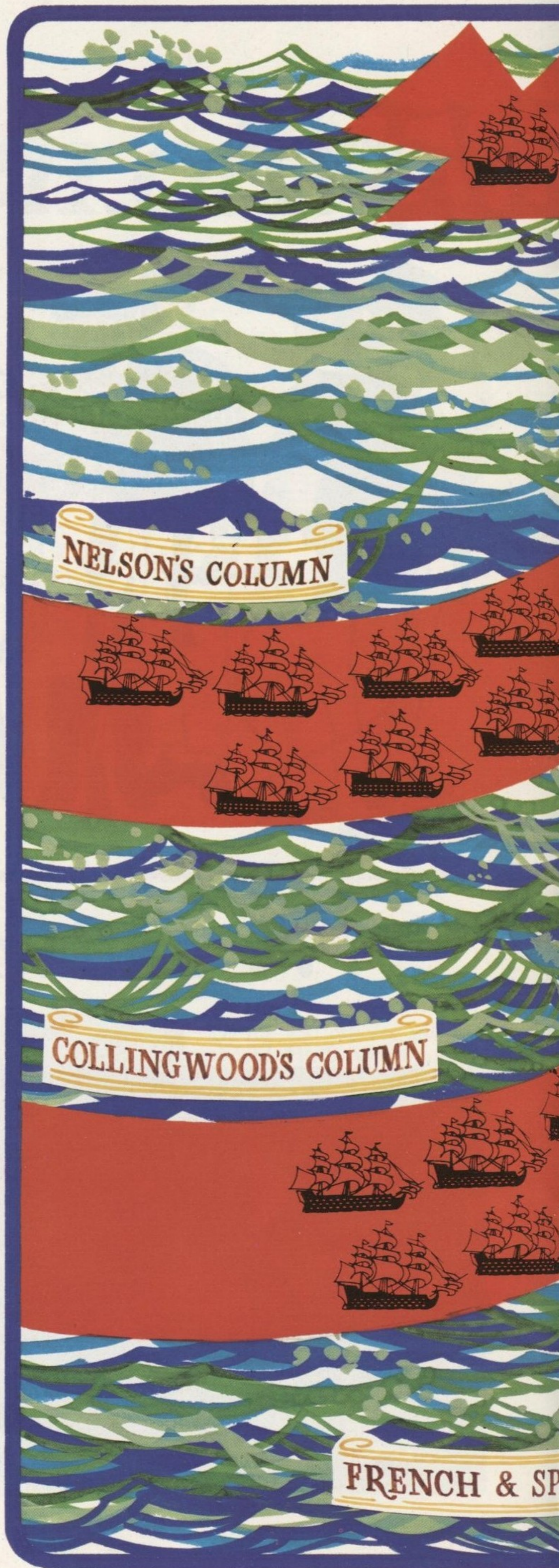
The combined fleets had assembled at Cadiz. They were located by the British Fleet after a long chase to the West Indies and back. The main British Fleet remained out of sight of land, but Nelson was kept informed of enemy movements by signals from Frigates stationed off Cadiz. On 19 October, Captain Blackwood in command of the *Euryalus* passed a message that the combined fleet was preparing for sea.

Admiral Villeneuve's Fleet appeared to be making for the Straits of Trafalgar, but on finding that the British Fleet was in the vicinity gave order to return to Cadiz. Early on 21 October the combined fleets were sailing in one long line. Due to lack of wind and experience the line was irregular and crescent shaped. At about 1145 the British Fleet made contact with the enemy.

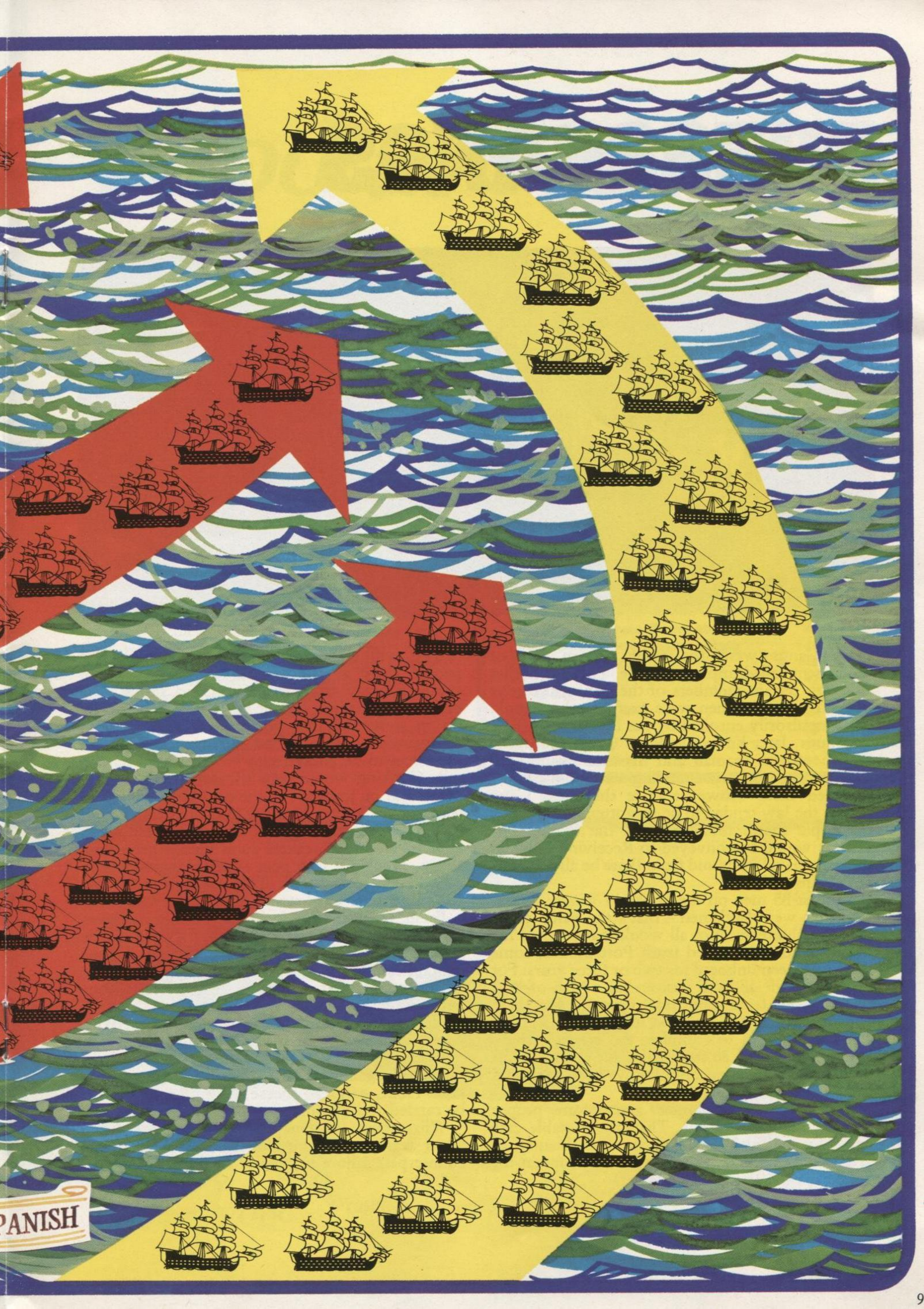
Some days earlier Lord Nelson had held a meeting of his Admirals and Captains to outline his plan for a battle. In consequence he had his fleet sailing in two lines, one led by himself in the *Victory*, the other by Admiral Collingwood in the *Royal Sovereign*.

Roughly, the British Fleet sailed to meet the combined fleet at right angles. Collingwood with 15 Sail were to engage the rear third of the enemy's line. Nelson and his 12 Sail would engage the centre third, leaving the Van or leading third to look after itself. Due to lack of wind and orders from their Commander in Chief the enemy van failed to double back in sufficient time to prevent the much smaller British Fleet of 27 Ships taking a technical advantage.

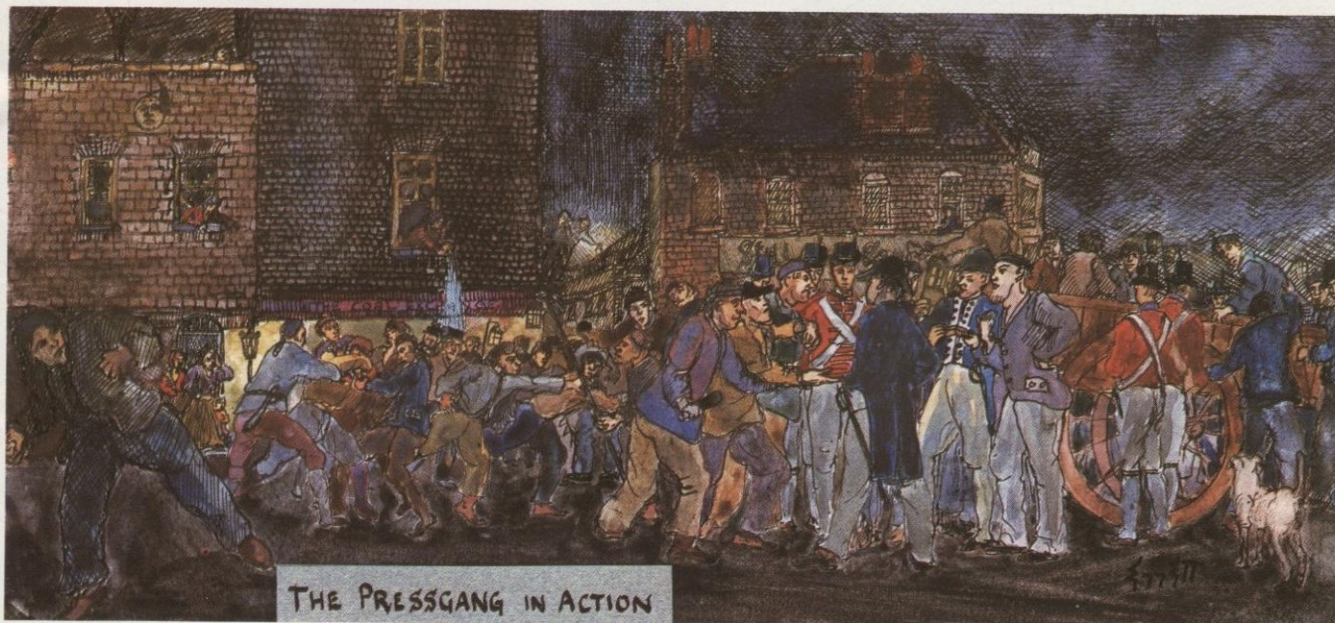
Of the combined fleets, 18 French and 15 Spanish ships that left port only 11 escaped. Of these 4 were taken by a British Squadron in November. The close of the battle found *Victory* very badly damaged with 57 killed and 103 wounded. The French ship *Redoubtable* which had been locked together with the *Victory* for most of the battle had 500 killed out of a complement of 600.



SPANISH



PRESSGANGS



Press Gangs were the result of an Act of Parliament called Impress Service. This meant that although certain members of the public like boys under 18 or fishermen were exempt others could be compulsorily enrolled by the Navy.

Groups, later known as Press Gangs, comprising an officer, seaman and marines would tour parts of the country rounding up volunteers or allocated men. However once the Press Gang landed the law tended to be forgotten and all sorts of people found themselves in the Navy. The victims would be conveyed to Receiving Ships in the main naval ports and from there be allocated to HM Ships of War.

At least 85 men on the books in *Victory* during Trafalgar were landsmen – that's the name given to non volunteers. Not all would have joined the *Victory* before she sailed from Portsmouth; some may have been onboard for two or three years. For it was also the allowed custom for a Man-of-War sailing away from England to stop a Merchant Ship such as an East or West Indiaman and enroll a few good men to complete the crew. Perhaps James Caton aged 26 from Salvador in Brazil was so enrolled. Goodness only knows how he would have got home again.

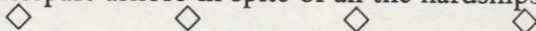
Landsmen could volunteer and become proper naval ratings. Many did. The most notable case being Lieutenant J. Quilliam the First Lieutenant of HMS *Victory*. He later became a Captain for his part in the Battle of Trafalgar.

You will understand the problem of feeding people over a long period if you have been camping away from the towns and shops. The problem was much bigger in a Man-of-War even up to some hundred years ago. There was no refrigeration or tinned food. What was called fresh meat had to be packed into wooden barrels with salt. Cooking would help kill some of the putrid meat, and on journeys to the cold Baltic countries it might last longer but once in the tropics all food suffered. The same applied to water. Fresh water kept in wooden breakers soon turned green and slimy. Ships put into port as often as possible to "wood and to water". The wood was for the cooking stove. Coal stocks did not last long.

Fresh meat in the form of live animals was carried. The 'fenced in' part right forward on the Lower Gun Deck called the Manger helped contain the sheep – goats – chickens etc., but their smell could not have improved conditions between decks.

No doubt if you had to eat rotten meat with cheese and weevil biscuits on a candlelit messdeck you could always wash it down with your daily ration of a gallon of beer or half pint of watered rum. Flour, oatmeal, cheese and butter would also be carried and rations not too small either.

What must be remembered is that the sailor afloat was usually considered better off than his counterpart ashore in spite of all the hardships.



Food at sea

Prize money and Grants from Patriotic Funds for Wounded Men helped to swell the meagre wages.

Most men had little chance to spend money and pay was usually kept on the ledger until the ship paid off. Clothing (called slops) was available from the Purser against a ticket repayable when wages were paid.

Lieutenant Pascoe – Signals Officer and Lieutenant Bligh received £100 each, and Midshipman Rivers who lost a leg £80, for wounds received at Trafalgar. Another 76 seamen and marines received amounts of £10 to £40 and Mr Wilmott the Boatswain £30.

In a letter home a 10 year old boy who served in HMS Victory at Trafalgar 1805 writes: "We live on beef which has been 10–11 years in the cask and on biscuit which makes your throat cold in eating it owing to the maggots which are very cold when you eat them, like calvesfoot jelly."

In the Navy, it was left to Samuel Pepys in 1667 to regularise the generally adopted biscuit ration of one pound daily and he defined the issue thus "one pound of good, clean, sweet, sound, well baked wheaten biscuit". These hard-baked biscuits were thick, brown in colour and stamped with perforations in the centre so that this area became even more compressed and only softened slightly after long keeping. Then, it attracted a type of maggot which was eventually transformed into an insect called a weevil, a small type of beetle. Despite such imperfections such biscuits were still consumed, usually at night, when "the eye saw not, nor did the heart grieve."

Rates of Pay

(Per Week), in a First Rate Ship of the Line in the year 1815. It was somewhat less in 1805.

	£	p
Admiral of the Fleet and C in C	32	30
Admiral	22	61
Vice-Admiral	16	15
Rear-Admiral	11	30
Captain	7	43
Surgeon	3	23
Master	2	90
Carpenter	1	33
Captain's Clerk	1	00
Boatswain, Gunner, Purser		94
Master's Mate		88
Midshipman, Schoolmaster		64
Master-at-Arms, Armourer		64
Carpenter's Mate		58
Quartermaster, Sailmaker		52
Boatswain's and Gunner's Mate		52
Yeoman of Powder Room, Corporal		52
Yeoman of Sheets, Trumpeter		49
Coxswain, Quartermaster's Mate		49
Quarter Gunner		42
Cook		41
Able Seaman		36
Ordinary Seaman		29
Landsman		26
First Class Boy		16
Second Class Boy		14



Fighting the ship



On the quarter-deck and 3 gun decks other men have different duties. Theirs is to fight the ship. Gun crews, suppliers of shot, magazine and powder room handlers, even the powder monkeys (young boys) are fully occupied in keeping the guns firing. The Master Gunner and his Mates will see that everything necessary is supplied.

The large contingent of Marines will be

responsible that boarders do not get below to interfere with the guns. They will also be stationed round the taffrails to fight the boarders with bayonets and direct their musket-shot against marksmen in the rigging of enemy ships. Captain of Marines Charles Adair and many Marines died at Trafalgar.

p

Shortly after the Battle of Trafalgar started the French Ship *Redoubtable* was sandwiched between the British Ships *Victory* and *Temeraire*.

Whilst the port side guns of *Victory* kept up a high rate of fire against the Spanish *Santissima Trinidad* and French *Bucentaure*, the starboard guns on the middle and lower gun decks were pointed downwards into the *Redoubtable*. The guns were loaded with reduced powder charges to prevent the shot from going right through and damaging the *Temeraire*.

During this period a most strange sight was observed. As the shot was fired into the *Redoubtable* (being so close it set fire to the enemy) the same guns crew had to throw buckets of water to put out the fire lest it set light to their own ship. The area of the *Victory* we are talking about is just where you leave the ship.

However it is very much to the *Victory's* credit that due to good training, discipline and ships regulations not one casualty from accident or explosion occurred onboard HMS *Victory* during the whole battle.



READY FOR ACTION

Entertainment



There are very many songs and shanties composed and sung by sailors. Music played a big part in getting rhythm into pulling heavy ropes. The fiddler on the capstan was responsible for the smoothness in which the anchor was raised; by playing faster or slower so would the men heave or take the strain.

But the men had many ways of entertaining themselves. From carving patterns on fish bones to making decorative ropework passed many an hour.

The men also loved to dress up and act. Not long before the battle Nelson watched a concert onboard. No doubt some of the younger boys would dress as girls for the dances. The sailor's horn-pipe is probably the most well known.

Cards and dice would have been commonplace. The naval edition of ludo called 'Uckers' is still very popular in ships today. Men also had to do their own mending and darning. A half day off of work at sea even today is called a "Make and Mend".



Punishment



Flogging, hanging from the yard-arm and keelhauling were at one time quite common punishments at sea.

Probably the most common and most recent would have been flogging. Sometimes a man would be "flogged around the fleet", as an example. He would first be spread and secured to a grating in the bow of a ship's boat. The boat would then be rowed to the gangway of each ship present and with the full ship's company watching

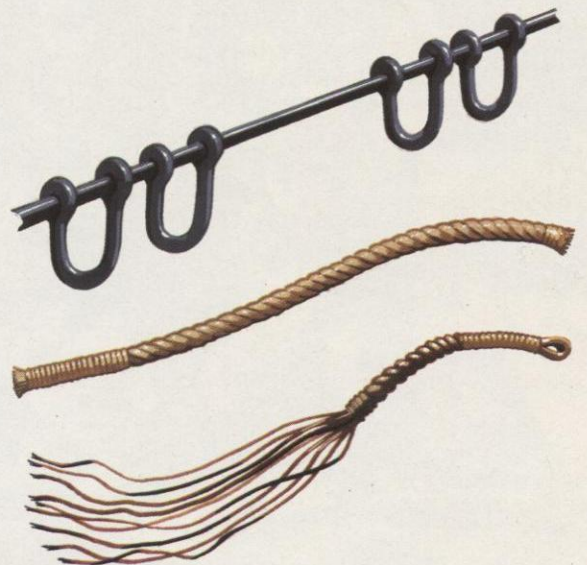
the victim would receive perhaps 20 lashes. The gap in time between one ship and the next could be more painful than the actual lashes, although a fair sized fleet might be 10 or more ships.

It was usual for the boats crew to be made up from known troublemakers to serve as a warning.

The last official naval yard-arm execution took place on the China Station in 1860. The culprit was a Marine charged with attempting to murder his Captain.

ROGUES SALUTE

When Keelhauling was recognised as a punishment a single gun (known as the rogues salute) would be fired over the head of the delinquent as he emerged from the sea. "In order to astonish and confound him". Hardly necessary you might think after an underwater trip of about 180 feet from gunwale to gunwale via the keel in *Victory*. The expression was also used to describe the single gun fired at the start of a Court-Martial.



THE DEATH OF NELSON

Admiral Lord Nelson was struck by a musket shot fired from the mizzen-top of the French Ship *Redoubtable*. The shot entered high on his left shoulder and penetrated his chest.

The moment he fell, Marine Sergeant James Secker lifted him and two seamen carried their Commander in Chief below to the Orlop Deck. During the journey below he noticed that the tiller-ropes had been shot away and gave orders to a Midshipman to remind the Captain to reeve new ones.

The Cockpit on the Orlop Deck was just below the waterline. Here most casualties were brought.

Mr Beatty the Ship's Surgeon soon attended the

Admiral but Nelson feeling that he was beyond medical care told the Surgeon to deal with those he could help. During the 2½ hours Lord Nelson was alive he was tended by the Chaplain, Rev Alexander Scott. Many times the dying Admiral called for Captain Hardy to enquire how the battle progressed. Many times he mentioned Lady Hamilton and his daughter Horatia. It was after he was told that the Battle had been won that he spoke finally to Captain Hardy. When he was assured that his body would not be thrown overboard he said "Kiss me Hardy". On two occasions the Captain knelt and kissed Nelson on the cheek and on the forehead. As he died some 15 minutes later his Lordship was heard to say Thank God, I have done my duty.



HORATIO NELSON Personal Chronology

- | | | | | | | |
|------|--|------|--|--|------|---|
| 1758 | 29 September: born at Burnham Thorpe | 1795 | 13 March: AGAMEMNON 64 guns does battle with French CA IRA 80 guns | 22 September: flagship anchors at Naples; Nelson is entertained by Sir William and Lady Hamilton, created Baron of the Nile and Burnham Thorpe | 1803 | 6 April: Sir William Hamilton died |
| 1771 | Joined the RAISONNABLE as Midshipman | 1796 | 4 April: hoists broad pennant of Commodore in AGAMEMNON | 14 February: promoted Rear Admiral of the Red | 1804 | 23 April: Vice-Admiral of White Squadron |
| 1776 | Promoted Acting Lieutenant at 17 years | 1797 | 13 February: broad pennant hoisted in the CAPTAIN | 13 August: created Duke of Brontë | 1805 | 8 February: off Alexandria |
| 1779 | 11 July: became Post Captain of the Frigate HINCHINBROOK; still under 21 years old. | | 14 February: during battle of St. Vincent boarded the SAN NICOLAS and SAN JOSEF, receives swords of vanquished Spaniards | 13 July: struck his flag at Leghorn | | 4 April: received news of the French fleet having put to sea on 30 March |
| 1781 | 23 August: appointed Captain of the ALBEMARLE a small frigate of 21 guns | | 17 March: accorded Knight of the Bath | 6 November: landed at Yarmouth | 1801 | 11 May: sailed for the West Indies |
| 1784 | 18 March: appointed in Command of the frigate BOREAS | | 20 March: promoted Rear-Admiral of the Blue with seniority | 1 January: Vice Admiral of the Blue | | 13 July: Sailed for Europe |
| 1787 | 11 March: married Mrs Francis Nisbet at Nevis in West Indies; bride given away by Prince William, later William IV | | 1 April: hoists flag for the first time | 13 January: separated from his wife | | 18 July: joined Collingwood off Cadiz |
| 1793 | 30 January: appointed Captain of 64 gun AGAMEMNON. Later that year visited Naples where he first met Lady Hamilton | 1798 | 24 July: commanded an attack on SANTA CRUZ. Right arm amputated | 17 January: hoisted his flag on board SAN JOSEF | | 18 August: arrived at Spithead and struck his flag and went to Merton |
| 1794 | 12 July: during siege of Calvi lost sight of right eye | | 27 September: invested with Order of the Bath by George III | 29/30 January: Horatia born | | 2 September: Blackwood arrived at Merton with the News of the French having gone to Cadiz |
| | | | 29 March: hoisted flag on board VANGUARD | 2 April: Battle of Copenhagen | | 13 September: left Merton |
| | | | 1 August: Battle of the Nile | 5 May: appointed C-in-C of the Baltic | | 15 September: sailed from Spithead in VICTORY |
| | | | | 22 May: created Viscount Nelson of the Nile and Burnham Thorpe | | 28 September: joined the fleet off Cadiz |
| | | | | 24 July: appointed C-in-C of a Squadron for the defence of the South Coast | | 21 October: Battle of Trafalgar, death of Nelson |
| | | | | 10 April: Struck his flag | 1806 | 9 January: buried in St. Paul's Cathedral, London |
| | | | | Resided at Merton | | |
| | | | | 18 April: Nelson's father died | | |

H.M.S. VICTORY

1st. Rate; 104 guns; 2162 tons; 850 Officers and Men.
Designed by Sir Thomas Slade

- | | | | |
|---------|--|--------------------------|---|
| 1759 | 23rd July. Laid down, Chatham Dockyard | 1800 | Spain. Brought home part of Sir John Moore's army from Corunna. Returned to Baltic. Blockade of Cronstadt. |
| 1765 | 7th May. Launched | 1811 | Flag of Rear-Admiral Sir Joseph Yorke. Took reinforcements to Lisbon for Sir Arthur Wellesley. Returned to Baltic. Flag of Sir James Saumarez. Boat actions. |
| 1765-78 | In ordinary. Chatham | 1812 | 18th. December. Paid off at Portsmouth |
| 1778 | Portsmouth. Flag of Admiral Keppel. Channel Action with d'Orvilliers off Ushant | 1813-16 | Rebuilt. During this period the brass tablet 'Here Nelson fell' was first let into the Quarter deck |
| 1779 | Flag of Vice-Admiral Sir Charles Hardy | 1816-24 | In ordinary |
| 1780 | Flag of Admiral Sir Francis Geary. Flag of Rear-Admiral Sir Francis Drake. Coppered for the first time at Portsmouth | 1824-69 | Flag of Port Admiral. Portsmouth |
| 1781 | Flag of Vice-Admiral Sir Hyde Parker. Flag of Rear-Admiral Kempenfelt. Capture of French convoy off Ushant | 1869-88 | Tender to H.M.S. DUKE of WELLINGTON |
| 1782 | Flag of Lord Howe. Present at sinking of the ROYAL GEORGE the boats of H.M.S. VICTORY saving the majority of the survivors. Relief of Gibraltar. | 1888 | Refit |
| 1783 | Paid off at Portsmouth | 1889 to the present day. | Flag of Commander-in-Chief |
| 1790 | Flag of Lord Howe. Flag of Lord Hood. | 1903 | Rammed by H.M.S. NEPTUNE. NEPTUNE'S ram bow pierced the ships side at the spot where Nelson died, the ship was docked to prevent sinking. After repairs it was moored at usual buoys. |
| 1791 | Paid off. In ordinary | 1905 | Saluting ship, sunset gun custom carried out by VICTORY. Up to 1906 in company with ST. VINCENT as training ship for boys. |
| 1791-93 | Flag of Lord Hood, Mediterranean. Reduction of Toulon | 1922 | Berthed in No. 2 Dock. "Save the VICTORY" Fund launched for her restoration to (and her preservation in) her Trafalgar condition. |
| 1794 | Corsica. Capture of Bastia and Calvi | 1928 | Restoration completed. Inspection by His Majesty King George V. |
| 1795 | Flag of Rear-Admiral Man. Action off Hyères. Flag of Vice-Admiral Linzee. Flag of Admiral Sir John Jervis | 1940 | Ship damaged by German bomb |
| 1797 | Battle of St. Vincent. Driven from her anchors during a storm in Lagos Bay and nearly lost. Blockade of Cadiz. Boat actions. Paid off at Chatham; name struck off Navy List. | 1945 | VICTORY floodlit for VJ Day |
| 1798-99 | Hospital ship for prisoners of war. | 1946 | Personal standard of HRH Princess Elizabeth broken at the main. Commander-in-Chief and senior officers of the Portsmouth Command |
| 1800-02 | Large refit. Stern galleries removed and her stern made flat | 1971 | Major repairs to stern commenced |
| 1803-05 | Flag of Lord Nelson, Mediterranean. Blockade of Toulon. Chase of Villeneuve to West Indies and back. Blockade of Cadiz. Battle of Trafalgar. | 1973 | Royal Standard worn on the occasion of HM The Queen's visit to the ship. Her Majesty lunched in the Great Cabin. |
| 1806 | Paid off at Chatham. Large refit in the dock in which she was originally built. | | |
| 1808 | Flag of Admiral Sir James Saumarez. Operations in the Baltic. | | |

