

The Nelson Dispatch



**Journal of
The Nelson Society**

Volume 14 Part 7 Summer 2022

The Nelson Society

Aims and Objectives

To advance public education in the appreciation of the life and achievements of Admiral Lord Nelson

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Cover photo: Historical model of HMS Victory recently sold by Sotheby's

The Nelson Dispatch

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EDITORIAL

Within this edition is a reminder of the Society's constant need for vigilance in the face of the continued widespread falsification of Nelson's legacy by some institutions and the media. As Chris Brett reports, the Society submitted evidence to a consultation by Goldsmiths, University of London on the removal of a statue of Nelson from Deptford Town Hall (which had been paint splattered by activists in 2020). Framed as an attempt to address 'anger at the statues', Goldsmiths may have been surprised (disappointed?) that 85% of respondents to an online survey and 58% to a postal survey were opposed, or strongly opposed to its removal. This broadly chimes with public opinion on the threat to other historic monuments across the country, usually initiated by small but vocal and well-organised groups of activists. Sensibly, Goldsmiths have now proposed installing an information panel beneath the statue, placing it in context.

The Society will pay close attention to the wording on the panel at Deptford as, more recently, we were made aware of factually incorrect and highly opinionated text being placed alongside a small display of Nelson artefacts at the Norwich Castle Museum, in Nelson's home county of Norfolk. This otherwise excellent museum—to which the Society had donated funds for the conservation of *Le Genereux's* flag—had unfortunately strayed into alerting visitors to Nelson's 'well-known support for the Slave Trade...morally repugnant to us today'. Of course, Nelson's support of the slave trade is not well known to me and nor was it to the authors of over 1000 biographies of the admiral. But it was unequivocally known to Afua Hirsch whose 2018 article in the *Guardian* (cited by the Museum in response to our objection) still wreaks damage on public perceptions of Nelson, despite all the evidence (including his opponents' use of forgeries) to the contrary. Following an unnecessarily lengthy correspondence with the Castle Museum, the offending gallery text is being changed. Nevertheless, this unfortunate incident illustrates how, beyond the excellent research and social aspects of The Nelson Society, we play a crucial role in correcting historical inaccuracy and the public misrepresentation of the admiral. This is recognised by Douglas Murray in his latest bestselling book 'War on the West' which acknowledges The Nelson Society for revealing the forgery behind Afua Hirsch's 'drive by shooting' of Nelson.

On a much happier note, I am delighted to announce the forthcoming opening of 'Experience Nelson' in Nelson's birthplace of Burnham Thorpe, North Norfolk. This exciting destination will be located alongside the recently refurbished Lord Nelson Pub and will offer many visitors to the village an immersive introduction to Nelson's life in Norfolk, and his career at sea. The Society is the lead sponsor of the attraction which is supported by the National Museum of the Royal Navy and Holkham Estates. The opening of 'Experience Nelson' will coincide with the Society's AGM in October and promises to be a very exciting event!

Martyn Downer, August 2022

FROM THE CHAIRMAN

We are now over halfway through our first ‘free of Covid restrictions’ year, and we are able to operate our full programme of events for members. These are our commemorative events: St Vincent, Copenhagen, the Nile, Trafalgar and Pickle. We also organise visits for you to take part in. We had tea with the Lord Mayor of Portsmouth, and an overseas visit to Tenerife to witness the re-enactment of the Battle of Santa Cruz, where Nelson lost his arm. In August, we have a visit to Minterne House, the home of the Digby family, and in September there will be visits to Menorca and the new ‘Nelson Room’ at the Painted Hall, Greenwich. This is quite a choice of events for you to enjoy, as Members of The Nelson Society. We have something like 500 members, all interested in the history, deeds and reputation of Admiral Lord Nelson. We try very hard to keep up your interest with our quarterly ‘Nelson Dispatch’. This reports on our events, for those unable to attend, to read about. It also, and hopefully, stimulates and broadens your interest with a series of interesting technical, historical and academic articles, often written specifically for us by eminent historians.

We have a very high reputation for the standard of our productions and our clear focus on Nelson. Members of The Nelson Society become part of a very special group bound by a common interest and able to participate in what the Society offers, that others outside do not receive. I think that this works very well and has done so for many years – in fact for over 40 years since our formation in 1981, which we celebrated last November at the Norfolk Club.

However, our organisation of events and visits is only as good as the numbers of you, as members, attend. If events and visits are not well attended, there is little point in your Committee organising them! This year we could only muster some 25 attendees at our annual St Vincent lecture at the Union Jack Club in London in February, when we usually expect about 40-50. Our Copenhagen event in Chichester only attracted 21. There were only 8 of us on our overseas visit to Tenerife. The usually very popular Nile Luncheon in Buxton at the end of July, had to be relocated to a smaller room due to reduced numbers. The visit to Minterne House in August, only had 18 booked out of a minimum required of 20 which we have to pay for. So far, bookings for our ‘dual Trafalgar Dinners’ at our Trafalgar Weekend in Norfolk – Nelson’s birthplace - in October are coming in well, but whether there be the usual 100 or thereabouts which we plan for, remains to be seen.

So, come along members! Please get more involved in what we are putting on for your enjoyment in The Nelson Society, and let us know your thoughts on and ideas for the events you’d like us to organise.

Graham Capel, August 2022

MEMBERSHIP MATTERS

Thank you to everyone for your continuing support. Members can look forward to a quarterly ‘good read’ when the ‘Nelson Dispatch’ reaches them, and a great programme of events and meetings. We’re looking forward to seeing many of you soon and hoping for a good attendance at the Trafalgar weekend in October which is always very sociable, new members being made especially welcome. It’s such a wonderful opportunity to meet up with fellow members and friends who share many interests – not just in Nelson! Last but not least, a warm welcome to new members who have joined, or re-joined recently: Carole Harris, Dr Craig Johnson, Tim and Sue Clayton, Captain John Rodgaard and Dr Judith Pearson, Dr Stephanie Jones and Captain Clive Carrington-Wood.

Sue Morris, Membership Secretary

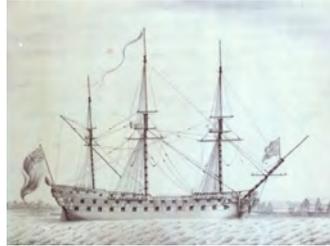
DONATIONS AND REMEMBRANCES

Chris Brett

Anyone who has read Sue Morris’s book ‘The Nelson Society: 40 Years’ (sent free to all members in November 2021) could not fail to be impressed at the number of good works, related to Nelson, that the Society has undertaken since its inception. In addition to the regular publication of the ‘Nelson Dispatch’, with its wide range of scholarly articles, the Society has produced a wide range of publications and supported a number of worthy causes. Sue’s book sets these out in detail (pp 17-18 and 30-33).



Restoration of flag of ‘Le Genereux’



Excavation of ‘Invincible’ wreck



There have been many highlights with recent examples including donations to the development of an Emma Hamilton exhibition at the National Maritime Museum, financial support for Bournemouth University’s excavation of the *Invincible* in the Solent, a contribution to the restoration of the flag of *Le Genereux* with the Norfolk Museum Service, contributions to the restoration of the Painted Hall and Nelson Room at the Old Royal Naval College, and the development of a Nelson Trail in Bath for UNESCO World Heritage.

Our work is significant and high profile and reaches across seas. However this work is only possible if the Society has sufficient resources to contribute. This is where you come in! Whilst we will continue to fund raise at our events, any donations now, or as a bequest in your will, whether large or small would be gratefully received and acknowledged, and would enable us to continue to fulfil our mission of raising public awareness of Admiral Lord Nelson and his Navy.

Contact Chris Brett if you have any questions about making a donation, or a legacy gift. **PLEASE REMEMBER NELSON!**

ADMIRAL LORD NELSON KEY CONNECTIONS DATABASE AND NELSON SOCIETY LIAISON OFFICER



We are creating a ‘Key Connections’ database of Museums, Collections and Institutions that are in any way connected to Admiral Lord Nelson, the simple objective being to distribute information from ourselves as applicable, and to receive information from them about any of their own events and developments that could be of interest to our members - and to support those events in any way that we can. This is our current list, and if you know of any ‘Key Connection’ you feel could be included, please send me the details, the only stipulation being that, as well as a connection to Nelson, they must have a website and contact/email details.

Chatham Historic Dockyard
Minterne House
National Museum of the Royal Navy
Navy Records Society
Old Royal Naval College, Greenwich
Royal Marines Historical Society
Royal Museums Greenwich

Laskaridis Foundation
Monmouth Nelson Museum
Naval Dockyards Society
Norwich Castle Museum
Portsmouth Historic Dockyard
Royal Marines Museum
Society for Nautical Research

Paul Ganjou, Liaison Officer

CALENDAR OF EVENTS 2022

For information please contact committee members/organisers as indicated, and check the website for updates.

225th Anniversary of the Battle of Santa Cruz de Tenerife: 20-27 July 2022.

Visit to Tenerife to take part in the commemoration. See report below.

Battle of the Nile Commemorative Luncheon, Buxton: 30 July 2022.

See report below.

Minterne House visit: 16 August 2022. Contact David Curson.

Menorca: 13-20 September 2022. Details below. Contact Graham Capel.

Private Collection Viewing, London: 29 September 2022.

Details below. Contact Graham Capel.

Nelson Room and Painted Hall, Greenwich: 30 September 2022.

Details below. Contact Paul Ganjou.

Seafarers Service, Portsmouth: 2 October 2022. Details below.

Contact Jeanette Ryder.

Portsmouth Hill Trafalgar Day Wreath-laying: 21 October 2022. Details below. Contact Jeanette Ryder.

41st Annual General Meeting & Trafalgar Weekend, Norfolk: 21-23 Oct 2022. Details below. Booking Form enclosed with previous 'Nelson Dispatch'. Contact Graham Capel.

Pickle Night & Remembrance weekend, Portsmouth: 12 Nov 2022. Details below. Booking Form enclosed. Contact Jeanette Ryder.

EVENT NOTICES 2022

VISIT TO MENORCA, 13-20 SEPTEMBER 2022

Graham Capel

It's not too late to book for our trip to Menorca but you will quickly need to contact Graham Capel, and book your flights and hotel. If you have been dithering about joining this trip, please do read John Maynard's report below on the 'preview' trip which took place in June, to see what treats are in store for you!

PRIVATE COLLECTION VIEWING, LONDON 29 SEPTEMBER 2022

A private visit to the London home of a collector of Nelson and other period memorabilia, at 10.30am on Thursday 29 September (Nelson's birthday) to view his extensive collection, personally escorted by Chairman, Graham Capel. Collector's name and address to be advised - for security reasons. 5 persons

admitted at one time, visit total 10, but there may be a second visit available a week or so later. You will be amazed!

Followed by a pub lunch overlooking the Thames. Cost £10 per person for Nelson Society funds and you pay for your own lunch. Strictly by application to the Chairman, Graham Capel. Contact treasurer.nelsonsociety@gmail.com

**VISIT TO THE PAINTED HALL, NELSON ROOM & 500 YEARS
OF HISTORY TOUR, ROYAL MUSEUMS GREENWICH
30 SEPTEMBER 2022**



A wonderful opportunity to visit a very special World Heritage site and enjoy a Guided Tour of the Painted Hall and the newly refurbished Nelson Room, of which the Society has been a benefactor; followed by lunch in The Old Brewery.

11.45: Meet at the Painted Hall

12.00: Guided session Painted Hall

12.30: Guided session Nelson Room

13.15: Lunch in The Old Brewery al fresco weather permitting

Cost: £30 per person, including 2 course lunch.

Starters - choice of

Dorset crab & parmesan tartlet crushed garden peas

Old Brewery Scotch egg, watercress, chunky piccalilli

Roasted artichoke, goat's curd & olive tapenade crostini (v)

Chilled roasted Nutbourne tomato soup, sorrel pesto bruschetta (vg)

Mains - choice of

Beer battered cod, triple cooked chips, tartare sauce, mushy peas

British curry, seasonal produce, mild curry sauce, wild rice, sesame seeded flatbread (vg)

British Angus rump steak, triple cooked chips, watercress, pesto butter

Cumberland pork/apple sausage, crushed Jersey potatoes, buttered leeks, apple crisps, red wine gravy.

Please register your interest with Paul Ganjou by email or calling:

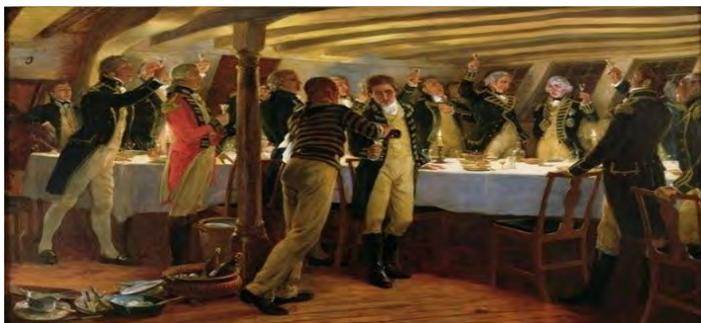
paul@ganjou.com 07981 787 042

Directions: visit **ornc.org** and go to 'Getting Here'

It will also be possible to visit any of these other RMG attractions after lunch and to take part in a '500 Years of History' site tour lasting 45mins:

- 14.00 and 15.00: '500 Years of History' site tour (no charge)
- National Maritime Museum *and the Nelson, Navy, Nation Gallery*
- Cutty Sark
- The Queen's House
- Royal Observatory.

**'ADMIRAL VISCOUNT NELSON:
NEW LIGHT ON HIS PRIVATE LIFE & NAVAL CAREER'
EXHIBITION AT THE NATIONAL MUSEUM OF THE ROYAL NAVY,
PORTSMOUTH**



For six months from October 2022, the National Museum of the Royal Navy at Portsmouth will display highlights from the extraordinary collection of Nelson papers at the The Aikaterini Laskaridis Foundation in Piraeus, Greece.

The collection, well known and long admired by the Society, and visited by a party of members in 2016, includes many unpublished letters from Nelson to Emma, Lady Hamilton and other treasures such as silver belonging to the admiral. A full, illustrated catalogue of the collection, compiled by Martyn Downer, will be available online ahead of the exhibition opening, together with details of an exclusive tour of the collection for Society members early in 2023.

SEAFARERS SERVICE, PORTSMOUTH, 2 OCTOBER 2022

This annual service will be held in Portsmouth Cathedral on 2 October and wreaths will be laid, for all seafarers, past and present, including one on behalf of The Nelson Society. All welcome - details from Jeanette Ryder.

TRAFALGAR DAY WREATH-LAYING, PORTSDOWN, PORTSMOUTH 21 OCTOBER 2022

The annual service will take place on 21 October and Nelson Society member, Jane Smith, will lay a wreath. All welcome. Contact Jeanette Ryder for details.

'When Nelson appealed during his lifetime for a monument to the Royal Navy itself, his plea fell on deaf ears'



The original Nelson's column

High on Portsdown Hill overlooking the home of the Royal Navy stands the Nelson Monument. It's a fitting memorial to the great man which is ironic, given that when Nelson appealed during his lifetime for a monument to the Royal Navy itself, his plea fell on deaf ears.

Fewer than two years after his death, however – and 30 years before Nelson's Column was erected in Trafalgar Square – the foundation stone of the 120ft memorial was laid.

The Royal Navy agreed to foot the bill but had an ulterior motive. The monument's vantage point at Monument Lane in Portchester meant it could be easily seen from the sea and could therefore act as a seamark for ships entering Portsmouth Harbour.

Unusually for such a memorial at this time, its designer, Thomas Groves, turned his back on the classical orders of Greece and Rome, appearing instead to take inspiration from Africa. It's been claimed the monument's design was copied from an upright slab made in Axum in Ethiopia.

The memorial is inscribed with the words: 'Consecrated to the memory of Viscount Lord Nelson, by the zealous attachment of all those who fought at Trafalgar to perpetuate his triumph and their regret 1805'.

And every year, on the anniversary of his death, a wreath is laid by the Nelson Society, supported by officers and personnel from HMS Collingwood which is named after the admiral's redoubtable second in command.

(Article sent in by Jane Smith)

TRAFALGAR WEEKEND AND ANNUAL GENERAL MEETING NORFOLK 21-23 OCTOBER 2022

Graham Capel

Don't miss out! Last minute bookings for the 2022 Trafalgar Weekend can still be made. A Booking Form and full details were published in the last 'Nelson Dispatch'. The booking deadline was officially 31 August, but we'll fit you in if we can - **contact Graham Capel as soon as possible.** Tickets/joining instructions will be sent out shortly in September. Based at the 4-star Dukes Head Hotel in King's Lynn, highlights will include a visit to Burnham Thorpe on 21 October for the AGM and an informal Trafalgar Dinner at the 'Lord Nelson'; a day in King's Lynn on the 22nd which includes a guided walk round historic King's Lynn, a 'Nelson Roadshow', and a formal Trafalgar Dinner at the Dukes

Head Hotel (with guest speaker the well-known author, and now a Vice President of The Nelson Society, **Dr John Sugden**); and morning service on the 23rd at All Saints Church, Burnham Thorpe.

Contact Graham Capel on treasurer.nelsonsociety@gmail.com, 07845 341 781 or 01293 871541.

ANNUAL PICKLE NIGHT DINNER AND REMEMBRANCE SERVICE, PORTSMOUTH 12-13 NOVEMBER 2022

Jeanette Ryder

The annual Nelson Society Pickle Night Dinner will be held on Saturday 12 November at the Royal Maritime Hotel & Club in Portsmouth. A booking form is enclosed with this 'Nelson Dispatch'. Accommodation can also be booked at the RMC which was this year presented with the ROSE Award which recognises accommodation providers across England, and the RMC Hotel was one of just ten hotels around England to be presented with this prestigious award.

The evening promises to be an excellent event with our special guest and speaker, Cllr. Canon, Dr Hugh Mason, Lord Mayor of Portsmouth, whose nautical talk will be of interest to all. The dinner will be three courses with wine, and coffee as well as port with toasts.

There will also be an opportunity of a VIP position at the very moving Remembrance Service at Portsmouth Guildhall next morning, and on the Friday, 11 November an opportunity for a limited number to dine at the splendid and unique 'Ye Spotted Dogge', first licensed in 1523, and where the first Duke of Buckingham was murdered. The delicious meal and the wonderful atmosphere means this venue is always very popular so it's wise to let Jeanette know as early as possible if you wish to be included.

NEW YORK CITY PICKLE NIGHT 12 NOVEMBER 2022 THE NEW YORK YACHT CLUB

Nelson Society members have received an invitation to join the American Friends of the National Museum of the Royal Navy in commemorating the historic journey in 1805 of HM Schooner *Pickle*, bringing news from Trafalgar to London of Admiral Lord Horatio Nelson's death and the victory at the Battle of Trafalgar. The event this year marks the 217th anniversary of the Battle of Trafalgar and the 17th New York City Pickle Night event. It celebrates the special relationship between our two countries and navies. Keynote remarks will come from Vice Admiral Martin Connell CBE, Second Sea Lord, Royal Navy.

Proceeds from this event will benefit the preservation and education efforts of the National Museum of the Royal Navy.

Tickets are available from early September on the AFNMRN website afnmrn.org/picklenight.

**VISIT TO THE NELSON TOWER, FORRES, MORAYSHIRE:
A WALK IN THE PARK, 18 MAY 2023
Ronnie Kane**



The Nelson Tower in Forres, whose foundation stone was laid 1806, is a remarkable memorial to Lord Nelson not least because it is one of four climbable towers to Nelson's memory in Britain. It was refurbished just a few years ago by the Forres Heritage Trust. (See TND vol.12, Part 7, pp 398). The refurbishment of the Tower was the catalyst for the FHT to reach out to The Nelson Society and the bond was formed between us from that time.

The Society is proposing a visit to this, one of the earliest monuments, (the third in Scotland) in the spectacular setting of the pretty Morayshire village of Forres, overlooking the Moray Firth.



Falconer Museum, Forres



View from Tower towards Findhorn Bay in Moray Firth

A three night stay in the Highland Capital City of Inverness (16, 17, & 18 May) is proposed, during which time we may undertake the short rail journey to Forres to be met by the FHT volunteers, our hosts. Details will be firmed up nearer the time.

The Lord Lieutenant of Morayshire, Major General Seymour Monro, CBE LVO, whose ancestors fought with Nelson (see TND Vol.14 Part 3 pp 167), has agreed to meet us at the Nelson Tower and extended an invitation to his home afterwards to view the portrait of Charles Brisbane at the taking of Curaçao. There will be a dinner at which our fellow member, John Maynard, has kindly agreed to be the speaker. Other activities will be planned depending on the members' response.

A Booking Form will be issued with the next 'Nelson Dispatch'. Meanwhile do not hesitate to contact Ronnie Kane with any question or suggestion you may have regarding this proposed visit.

roninspain2010@gmail.com

EVENT REPORTS

MENORCA PREVIEW 7-12 JUNE 2022 John Maynard



Alan and Lyn Cross, Jeanette Ryder, Sue Tribe, John Maynard, Raglan Tribe and Terry Ryder. Behind us you can see the Naval Base constructed to serve the Royal Navy Mediterranean Fleet

Despite much media-induced anxiety about air travel, seven of us arrived safely on Tuesday 7 June to join Graham and Barbara Capel for our Menorca preview, to see where Nelson and the Navy fitted into the history of this beautiful island. The Port Mahon Hotel where we stayed had splendid views over the harbour. Here is the group: (l to r) Alan and Lyn Cross, Jeanette Ryder, Sue Tribe, John Maynard, Raglan Tribe and Terry Ryder. Behind us you can see the Naval Base, constructed to serve the Royal Navy Mediterranean Fleet in Nelson's time, which he visited when he came to Menorca in October 1799. With its strategic location and ideal sheltered harbour, Menorca has been sought after and fought over for centuries. The British were using the harbour with Spanish agreement in the 17th century and occupied the island for the first time in 1708, lost it to the French in 1756 (resulting in Admiral Byng's execution for failing to do his utmost to destroy the enemy), regained it in 1763 and lost it to the Spanish in 1782. After the Battle of Cape St Vincent Sir John Jervis ordered Nelson to send ships to capture Menorca as a valuable base for blockading the French fleet in Toulon. Nelson was too occupied with Lady Hamilton in Naples, and sent Commodore

John Duckworth with a squadron of 28 ships and troops who arrived unopposed in 1798. Nelson made his only recorded visit to the island in 1799, arriving in HMS *Foudroyant* on 13 October. We could have seen his ship to the right, anchored a little further down the harbour. Menorca was finally handed back to Spain in 1802 and so was not available to Nelson as a base during his Mediterranean campaign leading up to Trafalgar.



On Thursday we walked (or got a lift) to Es Castell, where the British-built parade ground is now an attractive town square, and visited the Military Museum in the old barracks. There are three Nelson letters on display but they are not all genuine, so Graham set us to puzzle it out. The Town Hall in the parade ground is where Nelson would have visited General Erskine on Monday 14th and again on Wednesday 16th

October 1799 to ask for troops to relieve Malta, which was still in French hands. Despite there being some 18,000 troops on the island, General Erskine would not commit himself as he was about to be replaced by General Fox.

Further round the coast we came to the magnificent modern Hamilton Hotel for welcome drinks on the rooftop bar, and a great view down the harbour to where Admiral Byng met his nemesis. Despite all the rumours, her Ladyship never visited the island. From there it was a short walk round the headland into the lovely fishing village of Cala Fonts for lunch. Then it was back to Cala Corb where Nelson probably came ashore from HMS *Foudroyant*, and on to Graham and Barbara's lovely apartment looking across the harbour to Cala Llonga.



The colonial style Hotel Almirante at Cala Fonduco is also known as Collingwood House, where Admiral Collingwood stayed in Room 9 when he came ashore very ill from HMS *Ville de Paris* in mid-February 1810. The weather was too bad to leave, and it was not until 9th March that he was carried on board. The ship sailed but sadly Collingwood died at sea the following day, never having returned to his beloved Northumberland and wife

and two girls since before the Battle of Trafalgar in 1805. This visit with its special memorabilia had the feeling of a pilgrimage.

Back at Port Mahon a minibus took us across to the little village of Es Grau on the north shore of Menorca where the geology is very different. Nelson would have sailed past this bay in HMS *Foudroyant* on his way back to Lady Hamilton



in Palermo. From here the minibus took us through the interior farming countryside to Monte Toro. With its lofty position this was an important signal station in Nelson's day; it serves a similar purpose today but with rather different signal masts. Blue-robed Benedictine nuns were working in the gardens.



On Saturday we went back to explore more of the old city of Mahon with its Moorish gateway and magnificent Romanesque 12th-century monastery church of San Francisco. Its elegant cloister on three levels now houses the Museo de Mahon, a superb modern presentation of the island's long history from earliest times. A recital in the Cathedral de Santa Maria on the organ which Admiral Collingwood had escorted from Barcelona to Mahon in 1809 was unfortunately cancelled.



The highlight of the week was undoubtedly the visit to the British Naval Hospital built in 1711 on the Isla del Rey (King's Island), and continuing in one form or another for something like 250 years before being abandoned in the 1960s. In 2004 under the leadership of retired Spanish Army General Luis Alejandre a group of volunteers began visiting the island every Sunday morning to reclaim the historic site and buildings, Graham being one of them whenever he was in Menorca. Volunteers can only do so much, and a great deal of the restoration work required professional tradesmen, which in turn set a huge fundraising challenge. The work is ongoing but the achievements are remarkable. This was a 1200 bed hospital and as individual wards are completed they are being furnished to tell the many aspects of the hospital's story. Graham had managed to acquire a copy of the memoirs which Nelson wrote whilst on board HMS *Foudroyant* in Mahon Harbour. It is dated 15th October 1799 – Port Mahon. In addition, he had acquired a book entitled THE LIFE OF HORATIO LORD VISCOUNT NELSON by Richard Clarke dated 1813 – only 8 years after Nelson's death at Trafalgar in 1805. Although the



bindings were missing, the contents were in reasonable condition. Carlos who used to run a printing works in Menorca and has restored a 19th-century printing workshop which is part of the displays on the Isla del Rey, kindly rebound the volume, so that it is now in fine condition. Graham explained the donation, and the restored book was presented to General Luis Alejandro by Raglan Tribe on behalf of The Nelson Society for display in the Hospital Library.



In Britain, Stonehenge is the star among a limited number of prehistoric monuments. On the small island of Menorca there are hundreds of remarkable structures from that same period. We went to see one such site near Alaior which had been prepared to welcome visitors. The Committee even held an underground meeting in a funerary cave; the proceedings have not yet been released!

Our final visit was to the beautiful Cala en Porter with 192 steps down to the beach. We went back up by the original cliff path known as Nelson's Steps (though he never went there) where a youthful Graham Capel and friends built their Goldeneye watersports club in 1965/66. Refreshments at Club Menorca restaurant were very welcome as we enjoyed the glorious clifftop view. Then it was back to our hotel by service bus, before a memorable last evening meal at Cala Fonts with little boats moored all along the quay and a full moon reflected across the water as the sun went down. **Contact Graham Capel as soon as possible if you would like to join the Nelson Society group visiting Menorca on 13-20 September 2022.**



From Alan Cross:
 ‘Spotted in Menorca. Quite an international affair - Sri Lankan tea, imported by the Portuguese for the benefit of the Spanish and sold by that upmarket German tea emporium, Lidl’.

**VISIT TO TENERIFE 20-27 JULY 2022, FOR THE 225th
ANNIVERSARY OF THE BATTLE OF SANTA CRUZ DE TENERIFE**
Brian Gibbs



At the invitation of the Tertulia (Friends) of 25th July 1797, The Nelson Society visited Tenerife in July this year to join celebrations of the 225th anniversary of the Battle of Santa Cruz, a battle in which newly promoted, and recently appointed Rear Admiral Sir Horatio Nelson not only lost the battle but also his arm, and was lucky to escape with his life.

We could only muster eight members to represent the Society, for which the Chairman and Brian Gibbs did apologise, but our experience in Tenerife made us realise in what high regard The Nelson Society is held internationally, being treated royally and wined and dined by our hosts.

The four day itinerary included a visit to meet the Captain General of the Spanish Army in the Canaries and the Balearics at his Headquarters, and then the Lord Mayor of Santa Cruz received us in the Town Hall with a splendid and specially engraved presentation from the City. We then paid a visit to the Almeyda Military Museum, which is dedicated to the 1797 Battle, followed by a Luncheon overlooking the harbour.

The itinerary included a tour of the Astrophysical Observatory on El Teide (3718metres), one of the principal observatories in the Northern Hemisphere.

We also unveiled a plaque in St George's Church to the 141 British Sailors and Marines who had fallen in the battle, followed by a reception at the Royal Club Nautica and a casting of a wreath into the sea in memory of the British sailors. Following the laying of a wreath at the statue of General Gutierrez the Spanish Commander, a military parade took place outside the church where he is buried, where we had 'red carpet' treatment.

The commemorations include a re-enactment of the Battle through the narrow streets of Santa Cruz, pictured above.

(A detailed report on this visit will be published in the next 'Nelson Dispatch')

BATTLE OF THE NILE COMMEMORATIVE LUNCHEON: BUXTON 30 JULY 2022

Jon Ponting

The first Nile luncheon that has taken place in the last three years was held on 30 July at the Palace Hotel, Buxton. Thanks and congratulations are due to Jeanette Ryder for her organisation of a demanding day. The event was attended by 18 members of the Nelson Society and guests. Due to COVID and family circumstances, the speaker and the replacement speaker had to cancel at very short notice. This resulted in a very hastily rearranged pre-dinner quiz which had been organised by Jeanette, literally hours before! The Palace Hotel was understanding in reorganising for such a low number of diners and provided an excellent meal. Jeanette should be congratulated in reorganising at such short notice.

The evening buffet was also a success, although again, it was attended by depleted numbers. Marina Deestan-Jones provided an intellectually challenging quiz with forfeits and prizes for both the worst and best performing teams. The evening concluded at approximately 10:30pm.

During the day, numerous discussions were had regarding the future locations for the Nelson Society commemoration of this important battle. It was agreed to look into alternative venues for next year's Nile Luncheon.

NEWSROUND

NELSON SOCIETY NOT ALONE

Chris Brett

In Volume 14 Part 4 (p227) of the 'Nelson Dispatch' we reported that Goldsmiths, University of London, as owners of the former Deptford Town Hall, were consulting on the possible removal of four statues decorating the building. One of those statues was of Admiral Lord Nelson. The consultation was in response to 'anger at the statues' connections with the slave trade and Britain's colonial past'. A misleading statement about Nelson was offered for consultees to consider. The Nelson Society formally objected to the proposal on the basis of lack of evidence associating Nelson with the slave trade or slavery.

On 12 June 2022 Goldsmiths published the findings and conclusions of the consultation. That found that 58% of the respondents to a postal consultation, involving the local community, were opposed to the removal of the statues whilst 85% of respondents to an online consultation strongly disagreed or disagreed with the statues' removal, consistent with the Society's position on this matter. Goldsmiths have therefore decided not to seek approval for the removal of the



statues (approval would be required as the statues form part of a building listed as being of special historical or architectural interest). Instead the college proposes to install free standing interpretation panels on the window ledges below the statues, develop a programme of community engagement and offer a grant for local artists of colour to explore issues raised by the statues. The Nelson Society will offer to be involved in this

process to ensure that misinformation about Nelson is not perpetuated.
(Photograph from Goldsmiths website)

HMS VICTORY UPDATE

Chris Brett

At the last AGM the question was raised about the Memorial Stone presented by the Nelson Society to be placed on the orlop deck of HMS *Victory*. The stone was unveiled at 5.30 pm on 21 June 2008. (The full story behind the stone can be found in the ‘Nelson Dispatch’ Volume 9 Part 11 pp664-670).

In 2014 a decision was taken by the trustees of the ship to remove the stone. Prior to the last AGM, in Sept 2021, the Society contacted Andrew Baines, the Deputy Executive Director of Museum Operations at the National Museum of the Royal Navy, who provided the following explanation for the stone’s removal: ‘With regards to the memorial stone, as set out in our email communication at the start of 2018, the decision to remove the memorial, when taken in July 2014, was a permanent decision i.e. we are not able to reinstate on the orlop deck given the fragile condition of that part of the ship’s structure and the weight of the memorial stone. Reinstatement would require replacement of original material which, whilst rotten, is capable of remaining if it is not subject to excessive loads. Removal of that timber for the purpose of displaying the memorial stone would not be ethically acceptable.

As you may be aware, we have recently redeveloped the Victory gallery, and considered display of the stone in that location, but in the end its size and mass meant that it was not possible to achieve. At present, therefore, the stone remains in NMRN’s stores. With regards to the future, we are exploring the possibility of displaying the memorial on the dockside adjacent to the ship, but this will require scheduled monument consent to achieve. Given that the next decade is likely to see the ship and dockside covered with scaffold, we believe

the most appropriate course will be to progress this plan closer to the end of the ship's conservation project. We continue to explore digital display options, and this is the most likely route to the stone's interpretation and display in the short term. I appreciate that this will continue to be disappointing to the Society, but hope you can agree that the Museum's priority must be the stabilisation and conservation of the ship.

With regards to the ship's conservation: We have now completed the work to place Victory on her new support system, as part of which public access has been provided to No. 2 Dock in summer 2020. Looking to the year ahead, we are currently undertaking structural analysis of the ship and planning for major works. In the second quarter of 2022, Victory will be scaffolded amidships and work to replace decayed hull planking will begin. We anticipate that this phase will take 3 - 5 years, before attention turns to the bow and stern. In preparation for these works, the main lower mast was removed from the ship in May this year - the first time since 1896 that the mast had been out of the ship.'

The Nelson Society will remain in dialogue and negotiation with the NMRN to secure an appropriate future for the memorial stone.

THE QUEEN'S PLATINUM JUBILEE

Congratulations to Her Majesty the Queen on her Platinum Jubilee.

Many members will no doubt have celebrated this memorable anniversary in their own localities.

Jeanette Ryder had the following 'Letter of the Week' published in the Romsey Advertiser on 3 June:

TOWN CENTRE'S DECORATION:

'I noticed flags on the Romsey Town Hall a few days ago and I only moved to Romsey last year so was so pleased



to see Lord Nelson's signal represented by flags reading the inspiring message 'England expects that every man will do his duty'. I found this so relevant, as Nelson's wish that 'every man will do his duty' mirrors the promise which our Queen made when she was crowned Queen Elizabeth II, and she has

continued to do her duty for the past 70 years. I am so proud to be a resident of Romsey and to acknowledge the link between our brave Lord Nelson and our long serving Queen Elizabeth.

Jeanette Ryder, The Nelson Society'

One of our favourite photos of this very special occasion in June was this shot of 15 Typhoon aircraft from RAF Coningsby and RAF Lossiemouth flying in '70' formation over Trafalgar Square and Nelson's Column.



ARTICLES

A NELSON LIBRARY

Ray Aldis



I count myself fortunate in that one of the first books I bought after joining The Nelson Society was ‘The Nelson Companion’ edited by the late Colin White (1951-2008). At the time of the book’s publication (1995) Colin was Chief Curator of the Royal Naval Museum in Portsmouth and, according to most Society members, was the ‘Guru’ on all matters Nelson. Contained in Colin’s ‘Companion’ is a bibliography of 20 Nelson biographies recommended by Michael Nash, then of Marine Books of Hoylake, a founder member of The Nelson Society and editor of ‘The Nelson Dispatch’ 1981-85. Nash’s 20 recommendations seemed like a good starting point to me and I set about acquiring them. However, as many of them were out of print, tracking them down, one by one, was not exactly straightforward, but after many visits to second-hand bookstores and searches on the internet I managed to bag them all.

The ‘Nash 20’ is still a good starting point for any collector, but we have now moved on over a quarter of a century since it was first produced and much new information about our hero has subsequently come to light. In particular, the bi-Centenary in 2005 inspired the publication of many new books on Nelson. Also, during my time as Nelson Society Historian I have found that whilst I turn to some of the ‘Nash 20’ again and again in search of some piece of information, there are others that I have never had reason to re-open since first reading them.

So, if you want a collection of Nelson books that is not only an excellent and highly informative read but will also continue to serve you as a useful reference library, I offer the following as your first 20 (but beware, collecting Nelson books is addictive; I now have over 200!)

Books marked* were included in Michael Nash's 20:

1. **Sugden, John**, comprising two volumes: '*NELSON, A Dream of Glory*', Jonathan Cape, 2004 and '*NELSON The Sword of Albion*', Bodley Head, 2012. Sugden's two volumes make up, in my opinion, the bible amongst Nelson biographies. Once armed with these it might be argued that one's Nelson library is complete!
2. ***Clarke, James Stanier & McArthur, John**, '*The Life and Services of Horatio Viscount Nelson*', 1810, T Cadell & W. Davies. Published as the first 'official' biography in two massive octavo sized volumes which today fetch thousands of pounds. A revised edition in 3 volumes was produced in 1840 and these too can be hugely expensive. Fortunately, copies of the 1840 edition can be readily obtained from the Cambridge Library Collection, printed on demand by Cambridge University Press. The vital difference between this early work and the more informed modern biographies is that Clarke & McArthur not only lived during the time of Nelson's great exploits, they were also able to consult with those who had served alongside the Nation's greatest Naval hero.
3. ***Nicolas, Sir Nicholas Harris**, '*The Dispatches and Letters of Vice Admiral Lord Viscount Nelson with Notes*', 7 Volumes, 1844-46, Henry Colburn. Once again, first editions are expensive, however, unabridged facsimiles may easily be acquired. I obtained mine from Elibron Classics (www.elibron.com). The most comprehensive collection of Nelson's letters and a must for every Nelson library. (Volume 1 includes Nelson's own brief autobiography '*A Sketch of my Life*' written in 1797.)
4. ***Mahan, Alfred Thayer**, '*The Life of Nelson, The Embodiment of the Sea Power of Great Britain*', 1897, Sampson, Low, Marston & Co Ltd. First published in two volumes but revised and re-published in 1899 as a single (recommended) volume. This is an important biography as it was not only one of the first written by a 'neutral' (Admiral Mahan was an American) but also one of the first to be written by a senior professional naval officer, who was able to bring valuable insights to this authoritative work. Later editions of the single volume version are readily available from on-line sources.
5. **White, Colin**, '*The Nelson Companion*', 1995, Sutton Publishing Ltd. A further edition was published in 1997 by Bramley Books. An essential introduction to the world of Admiral Nelson.
6. ***Oman, Carola**, '*Nelson*', 1947, Hodder and Stoughton. The benchmark amongst modern Nelson biographies. First editions can be expensive but there have been many reprints of this beautifully written book, and these are readily available.

7. **Coleman, Terry**, *'Nelson, The Man and the Legend'*, 2001, Bloomsbury Publishing Ltd. An important biography as it was one of the first to discard the Victorian 'rose-tinted glasses' and looks at our Hero 'warts and all'.
8. **Lambert, Andrew**, *'Nelson, Britannia's God of War'*, 2004, Faber & Faber. An excellent study of Nelson the warrior, by one of the UK's leading maritime historians. This book is the 21st century's equivalent of Mahan's much earlier work and an essential read for the serious student of Nelson and naval warfare in the age of sail.
9. **Matcham, Mary Eyre**, *'The Nelsons of Burnham Thorpe'*, 1911, Bodley Head. First editions are difficult to find but reprints are available from on-line sources. This is an important collection of letters and notes that record not just the exploits of Horatio Nelson but also follows the lives of the wider family. An important reference work for those wishing to delve deeper into the story of this famous Norfolk clan. (Many will be aware that Nelson's youngest sister Kitty married into the Matcham family).
10. **Lavery, Brian**, *'Nelson and the Nile, The Naval War against Bonaparte 1798'*, 1998, Chatham Publishing. The author is a renowned historian and worked at the National Maritime Museum, Greenwich for over 14 years. This masterpiece is considered by many as the standard work on Nelson's first great battle as a fleet commander.
11. **Pope, Dudley**, *'The Great Gamble, Nelson at Copenhagen'*, 1972, Weidenfeld & Nicolson. The late author was one of the UK's most prolific maritime historians. This book is probably the most comprehensive work on Nelson's second great battle. A must for the bookshelf.
12. **Adkins, Roy**, *'Trafalgar, The Biography of a Battle'*, 2004, Little Brown. There are literally dozens of books on Trafalgar but this one is a favourite of mine. The style in which it is written make it equally enjoyable for both the serious student and the casual reader.
13. **Adkin, Mark**, *'The Trafalgar Companion'*, 2005, Aurum Press Ltd. This massive volume contains everything you might want to know about the personnel, the ships and the weapons at Trafalgar. My constant 'go to' reference book on Nelson's final battle.
14. **Mackenzie, Robert Holden**, *'The Trafalgar Roll, The Ships and the Officers'*, 1913, George Allen & Co Ltd. Lists by ship the names of every British officer and midshipman at the battle. First editions can be found but this valuable research tool is readily available as a reprint by several publishers.
15. **Goodwin, Peter**, *'Admiral Nelson's Warship at Trafalgar, HMS VICTORY, Pocket Manual 1805'*, 2017, Osprey Publishing (First edition printed in 2015). This handy little book is a must for every Nelson student's toolkit. Peter Goodwin was technical and historical advisor to HMS *Victory* for over 20 years and his knowledge of the great ship is legendary.
16. **Beatty, William**, *'Authentic Narrative of the Death of Lord Nelson'*, 1807, T. Cadell & W. Davies. First editions are rare, but reprints are readily available.

This account of Nelson's death and the recovery of his body to England, written by *Victory's* surgeon almost immediately the events occurred, is an essential for your Nelson collection.

17. **Walker, Richard**, *'The Nelson Portraits'*, 1998, The Royal Naval Museum. This meticulously researched and beautifully presented book provides an authority on Nelson artwork. (Amongst my most regularly revisited volumes.)

18. **Downer, Martyn**, *'Nelson's Purse'*, 2004, Bantam Press. The extraordinary discoveries revealed by Martyn Downer in this book advanced our knowledge of the Nelson story more than any other in recent times. An essential read.

19. **Gill, Edward**, *'Nelson and the Hamiltons on Tour'*, 1987, Alan Sutton Publishing Ltd. My inclusion of this slim volume might raise a few eyebrows, but it provides the only detailed account of the fascinating tour of England and Wales by Nelson and the Hamiltons in 1802 during the Peace of Amiens.

20. **Williams, Kate**, *'England's Mistress'*, 2006, Hutchinson Random House. Love her or loathe her, Emma Hamilton cannot be ignored in the story of Nelson. This extraordinary woman played a major part in the last 7 years of our greatest Admiral's life, hence her inclusion on my list. There are several excellent biographies of Emma; I have selected this one for its eminently readable style.

Perhaps the best piece of advice I can offer to those looking for used copies from the above list is not to rush in and buy the first version you find (despite the excitement of locating it). Prices for identical editions, in excellent condition, can easily vary from between £5 and £50, so do shop around before you make your purchase. In buying my first '20' I was lucky enough to get several first editions at very reasonable prices. Whilst a first edition of Clarke & McArthur's biography will set you back a small fortune, you should be able to pick up a used copy of one of the John Sugden volumes for under a tenner.

I must emphasise that the above is very much my personal list and I am sure many members will hotly argue that such and such should have been included. Just as many enjoy selecting their own 'Desert Island Discs' perhaps veteran members of The Nelson Society might like to sit down and idle away a couple of hours producing their own Nelson 'Top 20'.

For our next article, Paul Ganjou writes:

'Many members will remember Michael Crumplin as our guest speaker at the Battle of the Nile event in Bakewell's Rutland Arms in 2010. A retired Consultant Surgeon, Michael is now a historian, curator and archivist and writes reports and articles for numerous historical publications. *The Death of a Hero* was originally published in *The Historian*, the magazine of the Historical Association, and is reproduced here with their kind permission'.

THE DEATH OF A HERO: THE INJURIES AND DEMISE OF VICE ADMIRAL HORATIO LORD NELSON

Michael Crumplin

At approximately 1.15pm on 21 October 1805, during the smoke and fury of the great battle off Cape Trafalgar, a random shot, almost imperceptible above the crash of ordnance, was fired down from the mizzen fighting top of the 74-gun French ship *Redoutable* onto the quarter deck of HMS *Victory*. This shot ended the life of one of Britain's great war heroes, Vice-Admiral Lord Horatio Nelson.¹ Before describing the circumstances of the fatal event, it is interesting to reflect briefly on a few medical aspects of Nelson's illustrious career.

Early Career and Health

There are several stories of Nelson as a child exhibiting derring-do which may have been apocryphal. These exemplified a lack of fear and sense of honour. His mother died when he was nine years old and he joined the Royal Navy at the age of twelve. Early in his career, he was inspired by some experienced officers, under whom he had served. One of these was Captain William Locker, a frigate commander. Under him, Nelson undoubtedly learned to engage enemy ships with vigour and he had always followed Locker's tenet, 'always lay a Frenchman close, and you will beat him'.² Nelson's leadership style was set to fight alongside his men, a trait which would expose him to significant risks.

In addition to Nelson's injuries, his naval career was blighted by various medical problems. He was often prone to seasickness and he suffered bouts of malaria, the first on a voyage to the East. Serving in Nicaragua, he was poisoned by drinking water, polluted by the fallen fruit of a Manchineel tree. He lost some teeth when he developed scurvy, while serving on the American station. He had various fluxes and febrile illnesses and also digestive problems, possibly oesophageal reflux and painful spasm. He was prone to bouts of depression and anxiety during his short, stressful life.

As to injuries, Nelson's first and relatively minor wound was a 'cut on the back', earned while on the east side of Cap Corse in 1794. The captain was overseeing a siege battery, set up against the town of Bastia, in Corsica and on 19 April, a French round shot hit an earth bank and the debris knocked him down. Shaken, he just suffered a laceration on his back, which he barely mentioned. But another action on Corsica dealt him a more serious injury. The siege of Calvi required heavy pieces of naval ordnance to be manhandled a mile or two over land. On 12 July, a round shot crashed into a sandbagged rampart and showered Nelson's face and neck with sand and stones. Cut and bleeding, he suffered great pain and loss of vision in his right eye. Whether he remained blind is conjectural, but it is likely a piece of grit had penetrated the globe of his eye.

On 14 February 1797, at the action off Cape St Vincent, Commodore Nelson of HMS *Captain* led boarding parties to take possession of two Spanish ships. He was struck by a shard of wood from a block and tackle, smashed up by

a round shot. Injured on his lower abdominal wall, he was badly bruised and was temporarily unable to pass urine (from internal bruising). He developed a hernia after this wound, following disruption of some muscles. Five months later, on 3 July, Nelson was in combat again. Newly promoted to rear admiral, he personally led a small boat action against Spanish gunboats which were threatening a British bomb vessel bombarding Cadiz. He fought beside his sailors and was twice saved from death by his coxswain, John Sykes.³

That year continued to be unlucky as, on 25 July, Nelson was wounded during a boat raid on the port of Santa Cruz in Tenerife. Whilst landing from a leading craft, he was shot with a musket ball above his right elbow. His stepson, Josiah Nisbet, staunched the bleeding, using his silk cravat as a tourniquet. Nelson's barge retreated and Nelson scrambled up the tumblehome of the *Theseus* and underwent a high arm amputation by Surgeon Eshelby. In the dim light, the median nerve was caught in a ligature round the artery. After months of pain, the site became infected, but the ligature eventually came away, so relieving Nelson's suffering.

Now Nelson was fit enough to seek out a French fleet, which had escorted Napoleon's vast armada on the expedition to Egypt in 1798. After weeks of fruitless searching, Nelson finally cornered the enemy ships, moored up in Aboukir Bay, 20km east of Alexandria. In a bold and innovative assault the enemy fleet was effectively destroyed. During the action, whilst Nelson stood on deck of HMS *Vanguard*, a piece of langridge (metallic debris) fired from a French cannon struck the right side of his forehead, tearing a flap of skin and muscle, which flopped down over Nelson's previously wounded eye.

The wound was soon stitched up and Nelson went back on deck to witness the destruction of the enemy ships. Nelson, exhausted and suffering the after-effects of a head injury, recuperated in Naples.⁴

Nelson's Nemesis

After Nelson's sojourn at home, the transient Peace of Amiens ended, and war was declared against Napoleonic France on 16 May 1803. Nelson, now commanding the Mediterranean fleet, was engaged in arduous blockading duties off Toulon from 1803 to 1804. However, in the Spring of 1805, the French fleet broke out and, joined by a Spanish force, sailed across the Atlantic, in a feint to draw the Royal Navy away from the Channel and assist in Napoleon's plans for an invasion of Britain. Pursued by Nelson, the enemy ships were chased back from the West Indies and eventually they took refuge in Cadiz. On 28 September 1805, Nelson sailed on HMS *Victory* to join Admiral Collingwood, his trusted second-in-command, to blockade the combined enemy fleet.

With a favourable wind, on 19 October, Admiral Villeneuve the French commander, ordered his 40 ships to make sail to ease his fleet out of port. These preparatory movements had been spotted by British frigates. The enemy was to sail out and proceed south towards the Mediterranean. As Nelson's 27 line-of-

battleships approached, the enemy fleet went about, to run back north for Cadiz. Nelson's ships, sailing to the west of the enemy, had the light breeze in their favour. As they caught up, they moved out of line and turned to starboard, splitting into two parallel squadrons, Nelson's squadron to windward of Collingwood's – both now at right angles to the enemy line of ships. Approaching slowly *Victory*, being now head on to the enemy line, was unable to return fire and soon took heavy punishment from the enemy. Nelson's secretary was almost cut in two by a round shot beside him and eight Royal Marines gathered on the poop deck were killed by a Spanish bar shot.

Nelson's windward column, led by *Victory*, lagged behind Collingwood's lee squadron, but at last crossed the rather ragged enemy line, passing between the French flagship, *Bucentaure* and the French 74-gun *Redoubtable*. Now the British first-rate could show how effective well-rehearsed British gunnery could be.⁵ A rate of fire, often twice as great as the French, could get off one to three rounds in 5 minutes from these heavy guns. As she passed under the stern of *Bucentaure*, she fired a rolling larboard broadside, raking the length of Villeneuve's flagship. This double-shotted volley threw over a ton of metal down the length of the French vessel and dismounted around 20 cannon and mangled and killed scores of her crew.

As each British vessel passed across the French and Spanish ships, close engagement was the order of the day. Whilst there was a risk from French boarders, British gunnery took its toll on the enemy ships. Such close fighting posed huge risks to crews – on the upper decks from small arms fire, grenades, cannon fire and falling spars and rigging. On the lower decks, terrible wounds would be suffered from iron shot and jagged shards of wood, not infrequently containing dirt and bacteria (eg spores of *Clostridium Tetani*). A lesser powder charge or double shotting increased splinter dispersal, which caused more injuries than the iron balls themselves. Splinters were tricky to remove, when embedded in human soft tissues. Round shot could pass right through a ship or ricochet about the deck-spaces, causing fatal injuries to head, torso and limbs. During the action, sweating British gunners on *Victory*, fired over six tons of black powder, over 4,500 round shot, bar and anti-personnel shots, and thousands of musket balls.⁶ At point-blank range, the large shots went straight through the oak ships' sides, smashing anything on the way. Shots with a lower velocity, showered their targets with splinters.

Whilst action was mounting Surgeon William Beatty, a capable surgeon of Irish/Scots descent from Londonderry,⁷ had set out dressings, instruments and splints. He conferred with his two assistants, on the orlop deck, where his cabin, the apothecary's store and the midshipmen resided. William Westerburgh was the assistant surgeon to Beatty and Neil Smith served as a warranted surgeon's mate. Three surgeons for a first rate like *Victory* was two staff under par and they would be kept busy.

The Fatal Wound

On the starboard side of *Victory*, lay the 84-gun *Redoutable*, commanded by a truly able commander – Captain Jean Lucas. *Victory* collided with the French vessel and the rigging of the two ships became tangled. On deck, Lucas’s amassed crew, awaiting an opportunity to board *Victory*, fired their weapons from decks and the fighting tops. At around 1.15pm, while pacing the quarter deck with his flag captain, Thomas Hardy, Nelson approached a companionway and as they turned, Nelson was hit by a marksman from the mizzen top of the *Redoutable*. This was likely an aimed shot, fired from around 16 metres away, but with the ship’s movements, smoke and risk of the shooter being himself a target, this is uncertain. All occupants of the French mizzen tops were shot down and killed, so negating any hope of identifying Nelson’s slayer.

Hardy noticed that Nelson was down and with a few crew members and a marine sergeant rushing to his aid. Nelson admitted that the wound was likely to be mortal and he knew his backbone was, ‘shot through’, having previously witnessed a sailor fall from *Victory*’s rigging and who had suffered a paraplegia. Naval casualties were nearer surgical aid than in the army and Nelson was soon carried awkwardly down ladders and laid forward, on the port side of the orlop deck, in the cockpit. There, Beatty breaking off his grim tasks with scores of wounded, came to see his admiral.

What damage had been done? To determine this, we have ballistic data, figures concerning the distance, height and angle of fire of the fatal shot, contemporary clinical accounts by Nelson and his carers, Beatty’s assessment and eventually, his post-mortem. In addition, an unpublished filmed experiment carried out on HMS *Victory*, has helped to interpret the course of the ball.

From this experiment and anatomical considerations, it was possible to deduce the track of the ball through Nelson’s body and the damage inflicted in its path. The filmed event was performed by placing a skeleton of Nelson’s height at the position on the quarterdeck where Nelson was hit. The ‘shot’ was reproduced using a laser beam mounted on a musket and fired from the correct height and angle. To replicate the marksman’s shot, the beam was ‘fired’ by an experienced shooter on a cherry picker, placed alongside *Victory*. The laser beam was followed by placing a straight plastic rod along the laser track. The deduction was that the shot went straight through the chest and spine and was unlikely to have deviated significantly. From a French study, the shot was fired from about 16 metres distance, at an angle of just more than 40 degrees, and entered Nelson’s chest from the side at an angle of just 15 degrees off the lateral.⁸

At post-mortem, Beatty noted the ball track. It had entered in front of the shoulder, slightly chipping the tip of the acromion bone (the projecting part of the scapula, which articulates with the collar-bone, at the tip of the shoulder). It passed into the upper left chest, breaking the 2nd and 3rd ribs, penetrating the apical segment of the upper and the superior segment of the lower lobes of the lung. This caused a blood and air leak into the chest cavity. The ball then injured the spine,

shattering the 6th and 7th thoracic vertebrae and divided Nelson's spinal cord.⁹ The missile came to rest in the muscles of the back, five cm below the right shoulder blade.

As far as the ballistics are concerned, the weapon used to kill Nelson was probably a smooth-bore flintlock 1777 Charleville pattern musket. Comparing contemporary with early nineteenth-century ballistics,¹⁰ shows that a 7.9 gm AK-47 bullet with a muzzle velocity of 716 metres per second, would deliver approximately 2,500 Joules of energy at 16 metres. In comparison, a 20 gm (0.69 inch calibre) ball, fired from a well-loaded Charleville musket, with a muzzle velocity of around 305 metres per second, would impart around 200-300 Joules of energy through Nelson's body – still a highly destructive force.

Beatty gently examined Nelson and by feeling his back and noting the lack of leg movements and sensation, concluded that which Nelson already knew. There was no need to look for or remove the missile. There was bleeding from the non-exiting chest wound and severe damage to Nelson's spinal cord. Both men acknowledged that little could be done. Surprisingly, there is no record of Nelson being given analgesics (opiate derivatives). It may be that Nelson was anxious to remain fully aware of the progress of the action. Beatty could have performed a thoracocentesis ie passing a removable steel trocar (a curved, sharp-pointed rod) within a silver cannula tube into the chest, to drain blood and air from the Admiral's chest, so easing his discomfort and assist breathing. In retrospect, this might not have helped as the drainage procedure may have increased blood loss since, to some extent, accumulated air and blood in the chest could slightly increase pressure against continued haemorrhage. As time passed, Nelson became hot and profoundly thirsty. He was fanned and given lemonade to drink. He suffered from pain radiating around from the spine to his chest and frequently asked for the front of his chest to be rubbed, as counter-irritation. As blood loss slowly continued, his level of consciousness waned and, after hoping for victory, of which he was partly assured by Hardy, and wishing adequate care for his mistress and child, Nelson died at 4.30pm, murmuring that he had done his duty.

Nelson's corpse was stripped and placed into a leaguer (a large cask) of brandy, which was later topped up with spirits of wine, from the naval hospital at Gibraltar. Myrrh and camphor were added when the body was back in England.

Many military personnel in the long wars against the French Republic and Empire (1792–1815) had survived after receiving non-exiting chest wounds. A question remained about the precise cause for Nelson's death. This can only be answered by the application of current medical thinking with the clinical, anatomical and ballistic data that had been retrieved.

The post-mortem, carried out by William Beatty at the Nore on 11 December, ascertained that Nelson's organs were generally in a healthy state. Beatty commented that there was rather less blood in the left side of the chest than might be expected with this injury. He had to give a plausible reason for Nelson's demise and he, not unreasonably given the state of knowledge of those times,

concluded that the main left pulmonary artery or a large branch of it had been injured and, 'being so near the heart', blood loss from this had ended the Admiral's life. Now, considering the rather lateral wound track (passing behind the main pulmonary trunk), the modest accumulation of blood in the chest and the time it took Nelson to die, suggest that there might not have been an injury of a major blood vessel and that the chest injury alone was not the cause of Nelson's demise. So why did Nelson survive so long, without a large collection of blood and air in his chest?

In 2005, during the bicentennial commemorations of Trafalgar, at a large medical and naval conference in Portsmouth, the author proposed that when the spinal cord was divided, there was also traumatic sympathetic autonomic nerve disruption and that this had prevented the normal physiological vascular compensation during blood loss. This compensation consists of all the non-essential blood vessels closing down, so diverting the blood supply to the brain, heart and kidneys.¹¹ During 2005, this postulate was agreed to by relevant specialists, and two acknowledged experts on Nelson's wounds (the late Professor LP Le Quesne and Surgeon Vice Admiral Sir James Watt). As recently as 2017, this observation was further supported by a publication from the USA.¹²

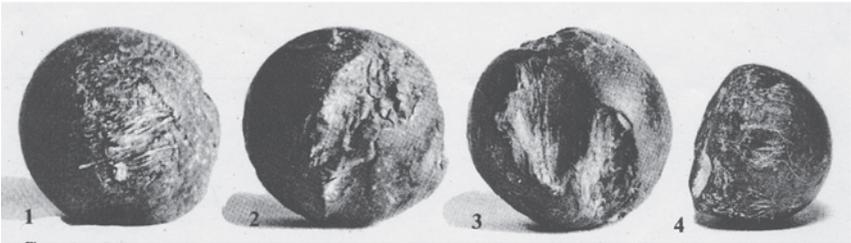
Thus in summary, Nelson's demise can be explained by blood seeping away from chest, lung and bony vertebral blood vessels. The bleeding would have been somewhat checked by Nelson's falling blood pressure. But there was a complete inability to benefit from normal compensatory vaso-constriction (closing-down of the myriad of less vital blood vessels). This neurogenic shock was an integral penalty of such spinal damage. Gradually there was just insufficient circulation to sustain life. Without the spinal injury, Nelson could have survived.

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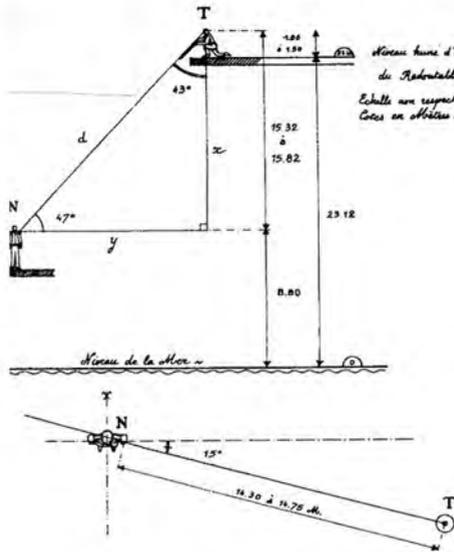
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¹² Nijensohn, D.E. (2017), 'Admiral Horatio Nelson's Death at the Battle of Trafalgar: a neurosurgeon's forensic medical analysis', *Journal of Trauma and Treatment*, 6:2.

Michael KH Crumplin FRCS (Eng & Ed), FRHistS, is a retired consultant surgeon, who is an Honorary Curator at the Royal College of Surgeons of England. His primary interest is in the human and medical aspects of conflict, which he has studied for around 50 years. He has published five books, many articles and given over 450 lectures. He acted as educational lead for Waterloo200, in 2015. In addition to assisting many military historians and the media in their productions, he has created, with the help of a generous benefactor, a unique museum of relevant surgery, on the battlefield of Waterloo.



The ball that killed Nelson (1-3) – note the epaulette braid, (1) and the effects of bone strike (2 and 3) and comparison with a smaller calibre French ball fired from a rifle (4) (Courtesy Pierre Lorain)



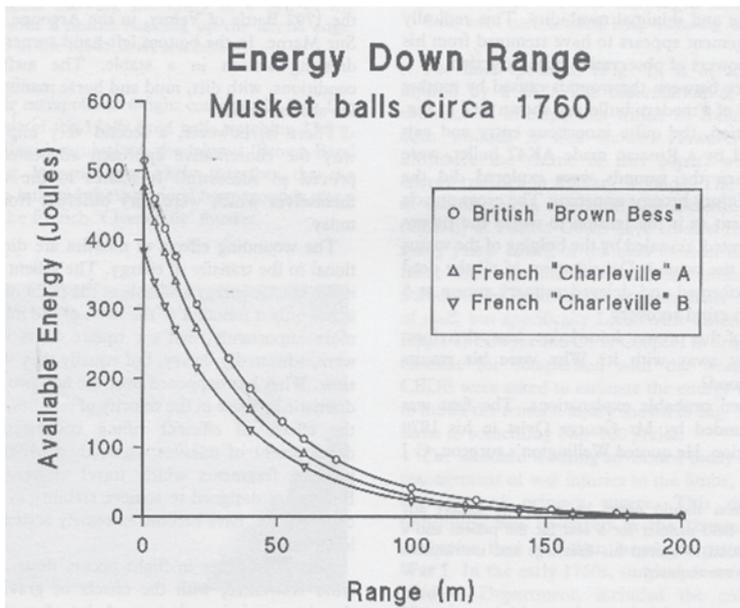
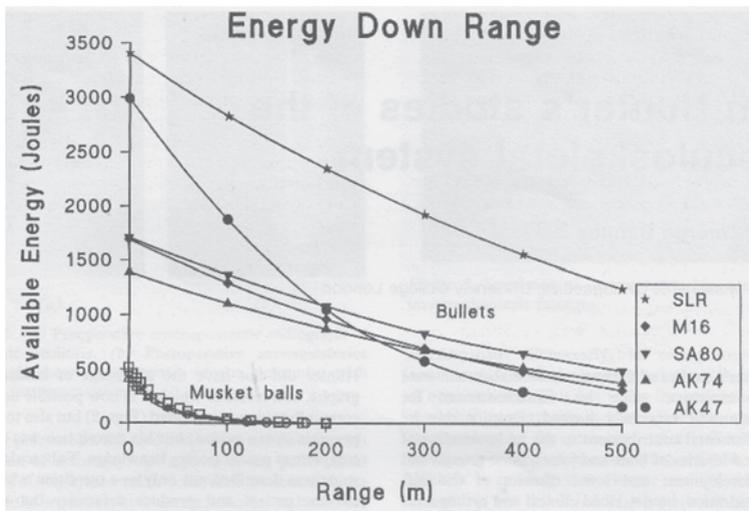
The height and angles of the fatal shot (Courtesy Pierre Lorain)



*The ball's track through chest and spine
(Courtesy Professor Leslie Le Quesne)*



*The ball's passage (white line), passing behind the pulmonary artery
(Author's)*



*Comparative ballistics of early 19th-century flintlock muskets with modern weaponry
(Courtesy General Peter Craig)*

We are grateful to Alain Borghini, Director of the 'Museo Medagliere dell'Europa Napoleonica' in Tuscany, Italy, www.medaglierenapoleonico.com, for providing this next article about an item in the Museum's collection. The article was originally published in Italian in the museum's newsletter.

AN UNUSUAL OAK BADGE

Alain Borghini

The commemorative medal, as its name suggests, has always been designed to fix in its metal an historically important event. Sometimes a commemorative medal becomes a special item in its own right, and the one I'm about to describe to you is special in this way, because of the unusual way it was made and because of the historical context in which it was produced and used.

(Actual diameter 28mm,
depth 5mm)

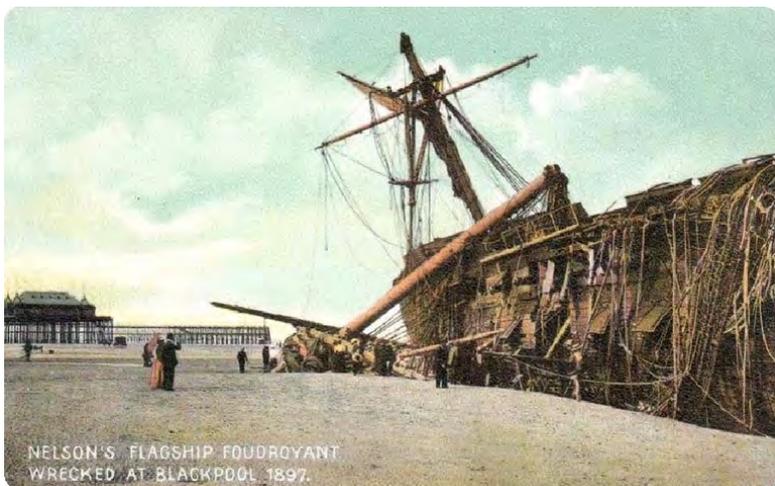


This medallion is composed of two materials: oak wood in the centre, surrounded by a copper ring. Bimetallic coins are not unusual, but this combination of wood and metal is unique in numismatics.

Moreover, the legend engraved around the central wooden disc on the obverse reveals that these are not just any materials, but they have a very evocative historical provenance. They were

recovered from two ships which are highly significant in the history of British shipping, and indeed the history of the world: the *Victory*, the ship in which Admiral Horatio Nelson won the Battle of Trafalgar in 1805, although he lost his life; and the *Foudroyant*, Nelson's flagship in 1799 which saw the overthrow the Neapolitan Republic and the re-establishment of the Bourbon dynasty on the throne of the Two Sicilies in that year. The fate of these two historic vessels enabled each in their own way to become a source of historical memorabilia.

The *Foudroyant*, after almost a century of service at sea, was sold by the navy in 1891 to be scrapped. This caused such a scandal among the English public that a wealthy businessman decided to buy her and restore her, turning her into a sort of school ship and a floating tourist attraction destined to visit all the ports in England. However, a few years later, in 1897, the ship's fate was sealed when she went aground in a storm off Blackpool beach and was wrecked.



At this point, the owner had no choice but to dismantle her. However, he took due account of its great symbolic value, and sold it in pieces not as a simple salvage material but as a veritable quarry of historical relics, (just as had happened a century earlier with the Bastille, or a few years earlier with the remains of the Tuileries Palace in Paris). All kinds of objects were made from the various materials, from furniture made from the wood of the cabins to commemorative medals made from the metal of the copper hull plating.

*Cabinet made of Foudroyant wood
(Collection Museo Medagliere dell'Europa
Napoleonica)*



*Foudroyant copper medals minted 1897
(Collection Museo Medagliere dell'Europa Napoleonica)*

The *Victory*, on the other hand, was not destroyed, but rather became a unique museum, which is now ‘anchored’ in the port of Portsmouth.

If the ship still exists, how is it possible that there are relics made from its material? One might be tempted to regard them as forgeries and in doing so one would be grossly mistaken.

The *Victory* has undergone many restorations in the two hundred or more years since its construction. This has been necessitated by battle damage, exposure to the elements and above all, a specific deterioration process of the wood from which it is built. Its custodians are periodically but continually replacing the old



wood with new material, where possible coming from the same forest as the original wood. It is estimated that more than half of the ship is already made of wood that has been replaced over time, a process which will continue due to the decision to keep the ship in the open air, (unlike Stockholm's *Vasa*, for example).

Returning to the relic from which our story originated, we can clearly observe when it was made, on what occasion and for what purpose.

On the reverse of the medallion there is a clear reference to an event and a date: 'SHIPPING & FISHERIES EXHIBITION 1905'. This international exhibition celebrated the Battle of Trafalgar and its tragic protagonist on the occasion of its centenary, and took place at Earl's Court, London throughout 1905. Seafaring was celebrated there in many ways, from industrial and technological exhibitions, to shows based on marine curiosities, and museum displays of relics linked to the battle and, above all, to Admiral Nelson.



There was no shortage of events that today we might call extravagant, but which were designed to strike the imagination of visitors and to satisfy public hunger for information in perhaps unorthodox ways: from the reconstruction of an Amerindian village, to the possibility of diving in a sort of mini-submarine placed inside a large tank.

A pamphlet, with a distinctive 'Art Nouveau' style cover, was published containing the programme of events:

(Image-Internet Archive)



Within this large exhibition and entertainment space, there were also many places where visitors could refresh themselves during their all-day visit. Some of these places were completely open to the public, others were private clubs with access restricted to members or specific categories.

The Old Welcome Club belonged to the latter group: the headquarters of an association of retired soldiers, which had been moved to the exhibition area for the occasion.

In the exhibition catalogue itself, there was a page advertising this club, which not only announced its opening times throughout the year, but also described its attractions and the services offered to members.

As this was a private club, patrons had to prove that they were eligible and the management decided to do something just as extraordinary as opening a temporary branch at Earl's Court, namely to make a historical 'pass' for collection.

In order to create this particular object and to ensure that it had a specific charitable significance, it was decided to contact the British and Foreign Sailor's Society, which as a charity founded several decades earlier to support sailors wounded in the performance of their duties and the families of the fallen, had been commissioned by the Admiralty of the British Navy to use the salvage material resulting from the extraordinary restoration work on the *Victory* to raise funds to support its activities.

The Old Welcome Club.

NOW enjoying its Eleventh Season this Club is situated in the Western Gardens, close to the North End entrance, and directly opposite the principal band stand. It is opened daily at noon, excepting Sundays, throughout the course of the Exhibition, and closed in May, August and September, at 10.45 p.m., and in June and July, at 11.15 p.m.

President :

FIELD-MARSHAL EARL ROBERTS, **ᄁ.C.**
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C.S.I., M.D., LL.D.	MAJOR G. E. WYNDHAM MALET, <i>Secretary.</i>

With its quaint rustic buildings and surroundings, trim, grassy lawns, comfortable lounge chairs, the club ever provides an *al fresco* and picturesque retreat much appreciated by its Members and their friends. Every Member may introduce three ladies and two gentlemen each day that the Exhibition is open to season ticket holders.

Applications from those desirous of becoming Members should be addressed to the Secretary.

The association launched a massive marketing campaign, impressive for the modernity with which it was carried out, through the creation of a vast assortment of historical 'gadgets' intended for the many fans of Admiral Nelson. A catalogue was created in which to choose one's favourite heirloom from the many proposed and made exclusively from material from Nelson's flagships.

Nelson Centenary Memorial Fund.

NELSON CENTENARY MEMENTOES

All bearing, by Royal permission, King Edward's initials, and containing Copper from H.M.S. "VICTORY," and Presented to Donors and Collectors by

THE BRITISH AND FOREIGN SAILORS' SOCIETY.

The large ones specially suitable for Cities, Libraries, Schools, and various Institutions.

"VICTORY" SHIELD.



Size—10 1/2 in. by 8 1/2 in.

£5 5s.

NELSON BUST.



Height 12 1/2 inches.

£50.

LARGE "VICTORY" SHIELD.



Size—14 1/2 in. by 11 1/2 in.

£25

"VICTORY" CHARM.



(Obverse 1/-)

"VICTORY" PLAQUE.



Size—12 in. diameter.

£10 10/-

"VICTORY" CHARM



(Reverse 1/-)

"VICTORY" BROOCH.



5/-

"VICTORY" MEDAL.



Reverse. 5/- Obverse.

The small "Victory" Charm, suitable for Watch Chain, Necklace, Bracelet, etc., etc., has been much admired.

Every School collecting £5 5s. will receive a "Victory" Shield, while every boy or girl will receive a personal memento according to the amount given or collected. Kindly note all the oak and copper taken from H.M.S. "Victory," after her recent accident, was given by the Lords of the Admiralty to the above Society.

(Collection Museo Medagliere dell'Europa Napoleonica)

From the poster/catalogue, however, it can be seen that our medallion was not part of the assortment, yet on the edge of the medal is engraved: 'PRESENTED BY THE BRITISH AND FOREIGN SAILORS' SOCIETY' followed by a number.



The Old Welcome Club was clearly a rich and influential club with many members (our medallion is numbered 897), which could afford to commission this special object to be given exclusively to its members, and to give support to the philanthropic charitable organisation.

A search on the Internet and contact with a number of important collectors in UK, has revealed only two other examples in British museums dedicated to naval history, in addition to the one in the Museo Medagliere dell'Europa Napoleonica situated in Tuscany, Italy. A wonderful piece of history!

IMPORTANT HISTORICAL *VICTORY* MODEL SOLD BY SOTHEBY'S Martyn Downer



On 5 July 2022, Sotheby's London sold an extraordinary early model of HMS *Victory* which had been on loan at the National Maritime Museum, Greenwich since 1962. Familiar to scholars, the model is the only known contemporary

model of *Victory* in her Trafalgar state and offers an invaluable and important material record to the long history of the ship.

At the auction, the model sold for £656,000. Here are my research notes which were published in the sale catalogue.

A FULL HULL MODEL OF HMS VICTORY, A 100 GUN FIRST RATE THREE DECK SHIP OF THE LINE.

Unknown maker, English, circa 1800.

Constructed during *Victory*'s large repair in 1800-1803 and the only known contemporary full hull model of Admiral Lord Nelson's celebrated flagship in the state that she fought the battle of Trafalgar.

Scale: 1:48; overall dimensions approx.: 400 x 1420 x 340 mm / 15 ¾ x 56 x 13 ½ inches.

Provenance:

Probably George Green (1767-1849) of Blackwall Dockyard, London.

Messrs R and H Green, shipbuilders of Blackwall Dockyard, London

Henry Green (1838-1900)

Admiral Sir John Frederick Ernest Green KCMG CB (1866-1948)

By direct family descent.

Exhibited:

1891: Cat. No. 4493, Royal Naval Exhibition, Chelsea.

1921-1962: On loan to the Royal United Service Museum, Whitehall.

1962-2022: On loan to the National Maritime Museum, Greenwich.

Literature:

Official Catalogue of the Royal United Services Museum, London 1924, Cat. No. 3468, p.221.

Peter Goodwin, *Nelson's Ships*, 2002, ill. p. 250.

Brian Lavery, *Nelson's Victory*, 2015, ill. p.102.

Margarette Lincoln (ed.) *Nelson & Napoleon*, National Maritime Museum London 2005, Cat. No. 246, ill. p.212.

By 1799, HMS *Victory* was already thirty years old and in apparent terminal decline after a fairly unspectacular career. Launched at Chatham in 1765 but not commissioned until 1778, the ship had seen fitful action during the revolutionary wars with America and France; most famously as the flagship of Admiral Sir John Jervis at the Battle of Cape St Vincent in February 1797 where the exploits of Commodore Nelson had first caught the public's eye. Following the action, an Admiralty survey of *Victory* found '*several of her hanging knees sprung on the lower, middle and quarter decks, and 2/3 of all the knees in the ship require unbolting and re-faying, as the ship has strained very much; the copper is much broke at the water's edge, she has received some shot below the water's edge, lower masts are wounded and fished, the starboard knight's head is badly wounded and must be shifted*'. In addition to the damage, *Victory* was becoming outdated and although the ship still sailed well, she risked ending her

days as a prison hulk in the Medway. At the eleventh hour, with shipping losses mounting in the war with France, the Navy Board, anxious not to waste a valuable three-decker battleship, intervened. A 'middling' then 'great' repair was agreed and in August 1799 *Victory* went into dry dock at Chatham with work beginning the following February. She would remain there for three years, latterly during the short-lived peace with France following the Treaty of Amiens on 25 March 1802. Initially, there were ambitious plans to modernise the ship by adding a section amidships to extend the hull, making her sleeker and faster. But these were quickly abandoned—likely on account of cost—and beyond widespread hull repairs, only a small number of visible but critical changes were made, all of which are evident in this contemporary model. Despite the efforts at cost-cutting, the repairs would eventually amount to £70,933.

The most significant alteration to the outward appearance of *Victory* was at the stern. An Admiralty directive of October 1798 had abolished open stern galleries with their gilded 'carved works': features that were expensive and subject to structural failure at sea. The stern was closed in and a triple-arched transom attached with glass panels, low-relief balustrades and mouldings on the taffrail and quarter pieces. By eighteenth-century standards, the painted decoration was restrained and limited to the royal coat of arms with supporters, and devices symbolising the trophies of war (rather than the royal arms, today *Victory* shows a plume of Prince of Wales's feathers at her stern). The jolly-boat davits at the stern were also removed, together with two of the original four stern gun ports. To maintain firepower, extra ports were cut on the lower gun deck. The most eye-catching addition to the ship was a new figurehead (carved at a cost of £50) of cherubs supporting a shield emblazoned with the royal standard. This replaced the far larger and more complex 1765 figurehead of allegorical figures supporting a bust of the king. Finally *Victory* was painted in its now characteristic yellow and black 'bumblebee livery' (before Trafalgar, Nelson would have the port lids further painted black to create his bespoke chequerboard effect).

The repairs at Chatham were neatly summarised by William Rivers (1788–1856), midshipman in *Victory* who lost his leg at Trafalgar. He recalled that: '*During the time at Chatham under repair to 1803, the stern galleries were taken away and her stern made a flat one; the head was removed, which was then four gigantic figures representing Europe, Asia, Africa and America; two naked boys supported a shield with the Standard engraved thereupon, with a Royal Crown on the top; she had an additional port cut on the lower deck, which made 16 on either side, and the two transom-ports filled in, which made only two.*'

Victory was still under repair in March 1803—and likely to go into Ordinary (the dockyard reserve) when completed—when the Admiralty sent orders to urgently prepare the ship for sea on the likely resumption of war with France. The precipitate end to the works is evident in the model which shows never-to-be-completed details such as poop railing and solid bulwarks for crew protection.

On 9 April, *Victory* left dock for rigging before sailing into the river where she anchored to take on water and stores. There she was sketched by John Constable who recalled how: ‘*At Chatham I hired a boat to see the men of war, which are there in great numbers. I sketched the Victory in three views. She was the flower of the flock, a three decker of 112 guns (sic). She looked very beautiful, fresh out of dock and newly painted. When I saw her they were bending the sails; which circumstance, added to a fine evening, made a charming effect.*’ Constable’s sketches, discovered in 2002, are probably the only images of *Victory* in the same pristine state as her model. Two and a half years later, when the ship returned to Chatham after Trafalgar, she was shot through, with her masts and yards largely gone, her galleries and bow shattered and having deposited her dead admiral in London ahead of his State Funeral.

Following the battle, *Victory* was repaired and re-armed before returning to sea but she would never be the same ship again. Re-rated a second-rate line of battle ship, she was paid off in 1812. Two years later, the ship went into dock again for another large repair emerging with the new style round bow, hull shape and flat stern familiar to visitors to Portsmouth today. Only this model, and Constable’s sketches, now bear witness to the very short period when *Victory* was in her prime Trafalgar state.

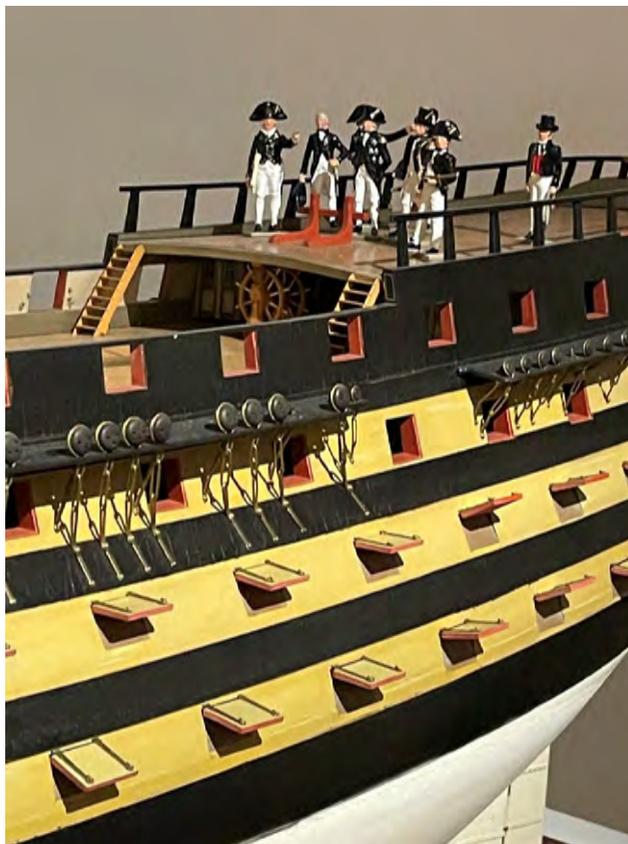
In the nineteenth century the model belonged to the Green family of shipbuilders at Blackwall Dockyard on the Thames in East London. George Green (1767-1849) had trained as an apprentice at the yard before marrying the daughter of its owner John Perry and becoming partner in 1797. Since the seventeenth century, the yard’s principal business had been building ships for the East India Company but under Green’s management it diversified into whalers, fast frigates for the merchant fleet, gunboats for the Royal Navy, steam and eventually iron ships. Following George’s death, the yard continued to prosper under his son Richard Green (1803- 1863) trading as *R & H. Green* in partnership with his half-brother Henry (1808-1876). The firm continued into the twentieth century and, under different guises, survived into the 1980’s.

The Blackwall Yard had a reputation for displaying high status ship models. Unlike the Royal Dockyards at Portsmouth, Chatham, Deptford and Woolwich, Blackwall had always been privately managed with its owners needing to project their shipbuilding skills (and affluence). In the seventeenth century, former owner Sir Henry Johnson, a friend of Samuel Pepys, had displayed his celebrated collection of ship models at his mansion within the yard, later occupied by the Greens. These included a model of *Britannia*, a 1719 warship of 100 guns which until 2020 resided on loan alongside *Victory* at the National Maritime Museum, Greenwich.

Other models from the Green collection at Blackwall Yard included *Amazon*, 32 guns, made circa 1780 (now National Maritime Museum SLR0315); *Leander*, 50 guns, made circa 1800 (NMM SLR0650) and a Trinity House yacht made circa 1800 (NMM SLR0249). There was also a model section of a bomb

vessel, circa 1800, formerly belonging to Admiral Lord Nelson (ex loan NMM SLR1798) which, together with the models of *Leander* and the yacht, was exhibited by *R. & H. Green* alongside *Victory* at the Royal Naval Exhibition at Chelsea, which Queen Victoria visited on 7 May 1891.

Following the death of George Green's grandson Henry in 1900, *Victory* was inherited by John Green (1866-1948), later admiral in the Royal Navy who commanded a battle cruiser at Jutland in 1916. In June 1921, whilst Green commanded naval forces in support of White Russians fighting the civil war, he loaned the model to the Royal United Services Museum where it was displayed at the Banqueting House in Whitehall. In 1962, when the RUSM was dissolved, the model transferred on loan to the National Maritime Museum, Greenwich where it was exhibited at the 2005 blockbuster exhibition *Nelson & Napoléon* to coincide with the bicentenary of Trafalgar.



(Photos courtesy of Sotheby's)

A THOUGHT ON DR MICHAEL SHAW'S 'MEDICAL MYSTERY'

Jennifer Newbold

(Note: Jennifer Newbold's latest novel 'The Private Misadventures of Nell Nobody', mentioned in the last issue, is now available on Amazon).

I agree with Dr Shaw's conclusion (*TND*, Vol 14, Part 6, Spring 2022) that we may never determine the cause of Nelson's 'gout.' Even given our superior modern medical knowledge of how the human body works, it is likely to always remain a mystery.

Trying to think as a layperson (or even a physician!) of the late-eighteenth century, I consulted *Domestic Medicine: Treatise on the Prevention and Cure of Diseases by Regimen and Simple Medicines*, by William Buchan, M.D., Seventeenth Edition, of 1800. I discovered that gout and rheumatism were considered closely related; using the humoral theory of diagnosis, the term *gout* was frequently used for undiagnosed pain associated with hot, moist humours, whilst *rheumatism* was used for similar pain associated with cold, damp humours. Nelson is described as suffering from both gout and rheumatism as a young man, but these are not generally diseases we associate with youth. He refers, in a letter to Captain Locker in 1780, to having consulted a physician in the West Indies about the 'gout' in his breast, but for the most part we don't know if these ailments were diagnosed by a physician, or self-diagnosed. If he was using a book such as *Domestic Medicine* to try to determine the cause of his pain, he might have read the following (NB: I have copied the text verbatim from *Domestic Medicine*, complete with archaic spellings):

'There is no disease of which shews the imperfection of medicine, or sets the advantages of temperance and exercise is a stronger light, than the gout. Excess and idleness are the true sources from whence it originally sprung, and all who would avoid it must be active and temperate.'

Nelson would have certainly taken this advice to heart. He deplored the amount of time he had to spend at his desk, constrained to administrative tasks; he asserted it made him unwell.

'Though idleness and intemperance are the principal causes of the gout, yet many other things may contribute to bring on the disorder in those who are not, and to induce a paroxysm in those who are subject to it; as intense study; too free an use of acidulated liquors; night-watching; grief or uneasiness of mind [...]' Sound familiar?

The following illustrated how little the cause of gout was understood. We know today that gout is caused by accumulation of uric acid crystals in the joints, but in the eighteenth century we no more knew what caused gout than we understood what caused gallstones or 'gravel' (kidney stones). 'Gravel' was frequently associated with gout, and one type of kidney stone is, indeed, comprised of uric acid. Here is Dr Buchan again:

'The course which we would recommend for preventing the gout, is as follows: In the first place, universal temperance. In the next place, sufficient exercise. By this we do not mean sauntering about in an indolent manner, but labour, sweat, and toil. These only can render the humours wholesome, and keep them so. Going early to bed, and rising betimes, are also of great importance. It is likewise proper to avoid night studies, and intense thinking. The supper should be light and taken early. All strong liquors, especially generous wines and sour punch, are to be avoided.

We would likewise recommend some doses of magnesia alba and rhubarb to be taken every spring and autumn; and afterwards a course of stomachic bitters, as tansy or water-trefoil tea, an infusion of gentian and camomile flowers, or a decoction of burdock-root, &c. Any of these, or an infusion of any wholesome bitter that is more agreeable to the patient, may be drank for two or three weeks in March and October twice a day. An issue or perpetual blister has a great tendency to prevent the gout. If these were more generally used in the decline of life, they would not only prevent the gout, but also other chronic maladies. Such as can afford to go to Bath, will find great benefit from bathing and drinking the water. It both promotes digestion, and invigorates the habit'.

Modern medical practitioners would recognise that drinking greater quantities of *any* water would have likely been beneficial; it didn't have to come from Bath. We know today that an 'issue' (by that I believe Dr Buchan means a drain inserted into the joint) or a 'perpetual blister' would be more likely to promote infection than treat pain caused by gout, but humoral theory dictated that the bad humours had to be released from the body, and if perspiration wasn't effective, more *heroic* methods were necessary.

Dr Buchan also discusses 'gout' occurring in other places within the body: *'Though there is little room for medicine during a regular fit of the gout, yet when it leaves the extremities and falls on some of the internal parts, proper applications to recal and fix it become absolutely necessary. When the gout affects the head, the pain of the joints ceases, and the swelling disappears, while either severe head-ach, drowsiness, trembling, giddiness, convulsions, or delirium come on. When it seizes the lungs, great oppression with cough and difficulty of breathing, ensue. If it attacks the stomach, extreme sickness, vomiting, anxiety, pain in the epigastric region, and total loss of strength, will succeed.'*

Dr Buchan proceeds to prescribe medical treatment in these instances. For the most part they sound unpleasant, involving evoking copious perspiration, raising blisters, or inducing vomiting; this is the way the humoral theory of medicine worked. There is no evidence that Nelson ever owned a volume of this book, but if he did, that sentence 'When it seizes the lungs, great oppression with cough and difficulty breathing, ensue' must have resonated with him, for lack of any better diagnosis.

John Sugden refers to Harrison, and Clarke and McArthur, in reference to Nelson's life in Burnham Thorpe with his new wife, and relates that Nelson suffered from rheumatism that first winter. Here is what Dr Buchan had to say about rheumatism: *'This disease has often a resemblance to the gout. It generally attacks the joints with exquisite pain, and is sometimes attended with inflammation and swelling. [...] It is usually distinguished into acute and chronic; or the rheumatism with and without a fever.*

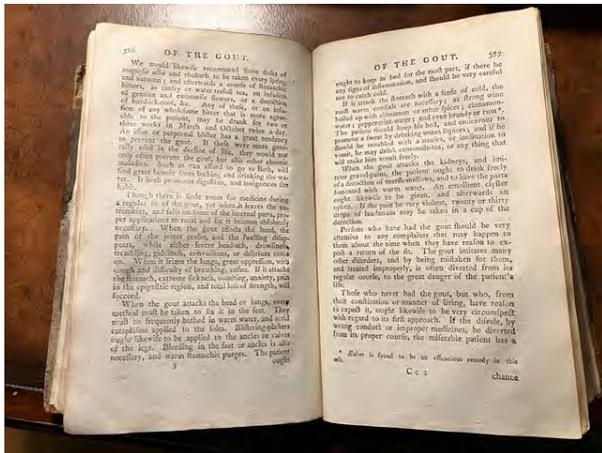
CAUSES.-----The causes of a rheumatism are frequently the same as those of an inflammatory fever, viz. an obstructed perspiration, the immoderate use of strong liquors, and the like. Sudden changes of the weather, and all quick transitions from heat to cold, are very apt to occasion the rheumatism.

[...] The rheumatism prevails in cold damp, marshy countries.

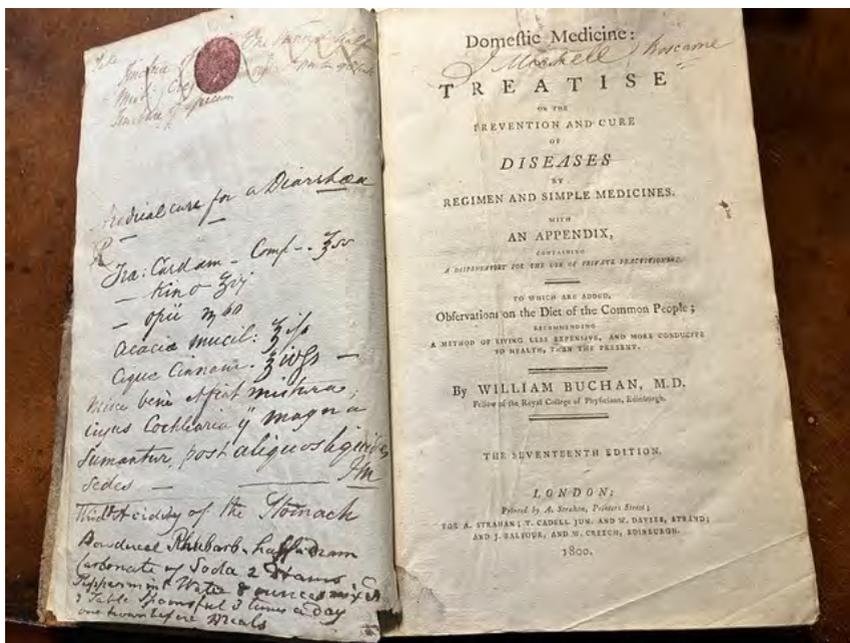
[...] SYMPTOMS.-----The acute rheumatism commonly begins with weariness, shivering, a quick pulse, restlessness, thirst, and other symptoms of fever. Afterwards the patient complains of flying pains, which are increased by the least motion. These at length fix in the joints, which are often affected with swelling and inflammation.'

Dr Buchan goes on to describe treatment, which included bleeding, in addition to various cooling and 'opening' liquors; confinement to bed; and perspiration promoting concoctions. The least unpleasant treatments he prescribes are warm bathing, and 'a diet of roasted apples, groat-gruel, [and] weak chicken broth'.

Whether gout or rheumatism were the actual culprits in Nelson's illnesses, as Dr Shaw observed, we will likely never know. Given the eighteenth-century understanding and treatment of both diseases, I would not wish them on my worst enemy, much less a man I cherish and revere!



All pictures: Author's copy of Dr Buchan's 'Domestic Medicine'



THE AWARDS OF THE PATRIOTIC FUND AT LLOYD'S Dr Mark A Barton

It is always great to see when someone draws attention to the excellent work done by the Patriotic Fund established at Lloyd's in 1803. However, Graham Capel asked some questions in his article in the last 'Nelson Dispatch' (Vol 14 Part 6 pp 344-350) that deserve answers and he also had a couple of misconceptions. The fund was established as the Patriotic Fund at Lloyd's and was independent of the insurance market, just as Lloyd's List and Lloyd's Register are, although all emerged from the same place (Lloyd's Coffee House as Graham quite correctly describes). These all had different but overlapping groups organising them. The committee that ran the Patriotic Fund was made up of the first 50 contributors to donate a £100 or more and then initially 13 further members were invited because of their position. It is quite clear that the Patriotic Fund was determined to make sure it was not purely associated with Lloyd's because the head of the three other major insurance companies and various other city institutions were invited to be committee members. This separation is also quite clear in their published minutes because the name is clearly just the Patriotic

Fund. Overall, those from Lloyd's made up less than half of the committee and several of the really active members were not Lloyd's subscribers. It did not change its name until the Crimean War when it wished to distinguish itself from some other patriotic funds.

The Editor pointed out the main answer to Graham's question regarding how the committee decided who was offered silver or a sword because in most cases they were offered a sword or silver plate. However, an individual was always allowed to take cash instead and some individuals were only awarded silver plate and some just awarded cash. Of the two raised by Graham as not receiving awards for Trafalgar, they were actually given the award by the Fund. However, Captain Harvey took the cash as is indicated by the star next to his name in the ledger and Captain Codrington donated his money back to the Patriotic Fund.

There were a variety of reasons the Fund only offered plate. These included if the award was for more than £100 (with the exception of Captain Brisbane who was offered a £200 sword for capturing Curacao in 1807 but took a vase instead) and if it was posthumous, which is why the awards to the families of Captains Duff and Cook and Lieutenant Simons were all plate. A third common reason was if the awardee was merchant service; the Fund makes just one exception to this and that is Dance's action in 1804 when they were awarded swords. However, all other actions involving merchant naval officers, such as the three packet actions recognised by the Fund, were offered silver only. Another major reason was when the awards were not for an action. For example, Surgeon Heddle helping to look after the injured in the defence of Goree in 1804 was offered a vase only, as was another Captain Rutherford (not the American featured in last issue's article) of the merchant ship *Helen* who brought Duckworth intelligence enabling the battle of St Domingo in 1806. Those getting smaller awards would not be offered swords. Instead, awards of a medal, bosun's call, tankards and direct cash awards (as low as £10) were all made. These include the two cash awards to women, Mrs Elizabeth Brown and Mrs Jane Russell; both for providing medical support, at Gibraltar post an action and after the Battle of Corunna respectively. Captain Lavie was only offered a vase because he was a prisoner of war by the time the committee considered his action, which was well known to the committee as his brother was on it.

It is worth noting the fund used the position of Captain for those in Command, which means they are often misidentified as holding that rank. By the end of the Battle of Trafalgar there were six Lieutenants in command, Hannah and Cumby, who took over on the deaths of their captains; Pilford and Stockham, whose Captains were back in Britain for the court martial of Admiral Calder, and Lapenotiere and Young, whose vessels were too small to carry a Captain.

Overall, the Patriotic Fund made 262 awards for zeal of which 202 were offers of swords and of these 152 were taken as swords, with the remainder of those offered either taking the silver or the cash, while two candidates never

claimed their award. There are also six times they award both a sword and silver. The number of swords made was between 152 and 167 depending on what is counted. That might sound confusing but in 1809 when they ceased awarding swords and plate for zeal, which they publicised, they were clear in the handwritten minutes that if you were awarded money for an injury that you could have a sword made with it and 12 officers did this. Twelve of these were made by Teed and one was made by Brunn. There were also two swords made for Lieutenant Menzies as the fund uplifted his award from £30 to £50; we know that the first sword was already made as it is recorded in Line's list of work, but probably the first one was dismantled and all the components passed across except the blade. Captain Rogers of HM Packet *Windsor* was also clearly upset that because he was merchant navy his heroic action was considered only worth silver plate and the City of London would not give him a sword either when they gave him the Freedom of the City, so he took the cash and had his own presentation sword made. There are also at least three other presentation swords sharing elements of Patriotic Fund swords presumably as Teed used up spare components.

A lot of the confusion comes from the fact that there are two sets of minutes; the published minutes that the Patriotic Fund sent out to various subscribers to encourage further donations and then the handwritten minutes of the meetings, which are clearly a fair copy. These have a lot of differences between them, particularly pertaining to when things occurred, and only present certain aspects to the public. The differences include who the first recipients were and the published minutes do not show that initially no sword was selected in the competition to find a suitable prize, while the handwritten minutes discuss this. It was only after the first recipients all opted for a sword that they selected Teed's design.

It must be remembered that the giving of awards was a minor part of what the Patriotic Fund did. Their main activity was looking after those serving, initially by providing a financial award to those injured or the families of those killed and then later by supporting the education of their families and looking after the prisoners of war. In addition, they made various awards for those who had suffered misfortune due to their service, in much the same vein that they do today. Unlike the other subscriptions that Graham mentions, this was done on an almost industrial scale and the offer was made prior to the events, not simply by rewarding post an action by an individual subscription.

I hope this helps provide answers to some of the questions that Graham raises.

Reference: All references and evidence to the above statements are within *The Patriotic Fund at Lloyd's, a covenant between the City and the Armed Forces*, PhD Thesis submitted to Kings College London, June 2021 by Commander M A Barton Royal Navy accessible at: [https://kclpure.kcl.ac.uk/portal/en/theses/the-patriotic-fund-at-lloyds-a-covenant-between-the-city-and-the-armed-forces\(4df602f1-79a7-412f-add0-b33d9c2c0c82\).html](https://kclpure.kcl.ac.uk/portal/en/theses/the-patriotic-fund-at-lloyds-a-covenant-between-the-city-and-the-armed-forces(4df602f1-79a7-412f-add0-b33d9c2c0c82).html)

NELSON'S EXAMINATION FOR LIEUTENANT

Kester Bathgate

Reading through back copies of the 'Nelson Dispatch' recently, my attention was taken by a statement in Graham Capel's article, *Blue Town, Kent* (Volume 13, Part 1, Winter 2018, pp. 48-52). Referring to the above examination, page 50, he writes that: 'Nelson had connections with Sheerness as described in the museum and in 1777 he took his examination for Lieutenant there...' The latter 'fact' however is surely incorrect. I had always read that Nelson had sat for the examination, the first step on the ladder for any aspiring naval officer, at the Navy Office in Somerset House, the Strand, London. To settle the question, I looked up various references regarding this important event in the young Nelson's life.

I began by consulting my earliest source, Robert Southey. He, naturally, mentions the examination and gives the date for it as 8 April 1777, although there is no mention of the venue. Carola Oman corrected the date to 9 April, but she too mentions no specific place. However, her reference to the Navy Board implies that the examination happened in the Strand and Maurice Suckling's presence, as Comptroller of the Board, would also tend to suggest it. Oliver Warner also gave the date as 9 April, but again there is no indication as to the location, whilst Roger Knight agrees as to the date and includes the additional information that Nelson presented himself at Crutched Friars in the City of London. Most of the other authors I consulted also say that it took place at the Navy Office and on that date, John Sugden further siting the Office as being between Crutched Friars and Seething Lane... although Tom Pocock says it took place at the Admiralty and Andrew Lambert says Tower Hill. (Interestingly, the latter author also says that the Navy Office location was to indulge Suckling in his 'subterfuge'.)

The final reference and surely the decider, I left until last. It appears in Nicolas and is from the candidate himself, being the very first letter in Vol. 1. It is of course the well-known communication from the newly-made Lieutenant Nelson to his brother William, then at Cambridge and in which he says: 'I passed my Degree for Master of Arts on the 9th instant...' the wording being couched not only in terms that William would understand but also, surely, being a joking reference to the 'mysteries' of navigation. The address, which he writes at the top of his letter, is: 'Navy Office, April 14, 1777.' (The difference between the two dates was due to Nelson's having travelled to Sheerness in the interim as the fully-fledged second lieutenant of the frigate *Lowestoffe*, which position he took up the day following the examination.)

I think we can be reasonably certain, therefore, that Nelson sat his Examination for Lieutenant at the Navy Office in the Strand, on 9 April 1777 and not as local historians assert, in *Blue Town, Sheerness, Kent*. Nelson, of course, knew the Medway area very well, having visited it on several occasions during his career, but I would suggest that the 'fact' of his being there on this particular occasion, as the museum appears to maintain, was not one of them.

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AN AMERICAN SEA CAPTAIN ENCOUNTERS HORATIO NELSON – AND LIVES TO TELL THE TALE

David Kindy

Few sea captains could claim they crossed bowsprits with Lord Nelson and sailed away – ship and cargo intact – but Nathaniel Carver of Plymouth, Massachusetts, was one who did. Not only did he survive the encounter, the American received a letter of commendation from the man who would later be remembered as the ‘Hero of Trafalgar’. This unusual event occurred in the summer of 1782 just off Cape Cod. The outcome of the American Revolution was all but decided at this point. A year earlier, George Washington had forced the surrender of British forces under Lord Cornwallis at the Battle of Yorktown, and in April of 1782, peace negotiations had begun in Paris between England and its former American colonies. Combat operations, however, had not ceased, though they were definitely on the down swing. On the ocean, smaller craft still needed to be careful that they did not sail into harm’s way, that is, any larger, armed vessels on the prowl for easy prizes.

On July 14, Carver was on a return voyage from North Carolina. The Plymouth captain was in command of the *Harmony*, a small schooner hauling corn from the southern states. Some reports identify his vessel as a fishing boat, which it may have been, but it is likely she was serving as a merchantman on this particular trip. As luck would have it, Captain Carver’s schooner caught the attention of the HMS *Albemarle*, a twenty-eight-gun, sixth rate frigate under the command of none other than Horatio Nelson, then a junior officer in the Royal Navy. Nelson, a captain, was on his way back to Quebec after a rather unsuccessful cruise to raid American shipping and to hunt for pesky privateers. On this summer day, Nelson brought Carver onboard his vessel and ordered the American to serve as pilot through the treacherous shores in and around Cape Cod. Filled with shoals, sandbars and rock outcroppings, this notorious region is often referred to as the ‘Graveyard of the Atlantic’ – and for good reason. Over the past 500 years, the complex coastline along Cape Cod, Martha’s Vineyard, and Nantucket has claimed thousands of shipwrecks. Which is precisely why Carver was such a valuable asset to Nelson. The American captain’s knowledge

of the local waters would be extremely helpful as the *Albemarle* continued its mission in the seas off New England.

Undoubtedly, Captain Carver was aware of the capabilities of his captor. Nelson had scored several small successes as a captain of tenders and also as master and commander of HMS *Badger*, a brig with twelve guns. Of course, this was not the Nelson of legend that Carver encountered. He was not yet a lord, nor even an admiral. Horatio Nelson was only twenty-three and captaining only his second ship. Ahead of him still lay fame and glory. This remarkable leader with a unique understanding of strategy and the ability to create unconventional tactics in in the heat of bloody conflicts was just beginning his march into history.

Nelson would go on to become one of Britain's most famous naval war heroes. His presence of command in battle resulted in several decisive victories for England and cemented the notion that 'Britannia rules the waves.' And he was not afraid to put his own life on the line. Today, his likeness stands atop the Nelson Column at Trafalgar Square in Westminster to remember his heroic sacrifice.

However, that was all in the future. In 1782, Nelson was just coming of age. And now, with Captain Carver serving as an able pilot, he was able to continue his raid. For the next month, Nelson had Carver help him navigate the bays – Boston, Massachusetts and Cape Cod – while the *Albemarle* harassed American merchantmen and challenged the French fleet in Boston Harbour to sail forth and do battle. Under the command of Louis-Philippe de Vaudreuil, the French ships finally took notice of this upstart Englishman and began the hunt. With Carver's assistance, Nelson led four French ships of the line and a frigate on a merry chase from Boston Harbour, around Cape Cod, and down to Vineyard Sound. Rather than fleeing his enemy, Nelson was trying to induce a mistake by the French admiral so he could lessen the stacked odds against him and make it a fair fight.

Captain Carver's local knowledge proved advantageous. The American was able to direct Nelson through a series of shoals where the deeper-draft French ships dared not follow. Once past these hazards, Nelson noticed the French flagship had become separated from the rest of the fleet. He ordered his crew to shorten sail and came about to engage the enemy. The French admiral – even with at least 40 more cannon – thought better of the situation and made a tactical retreat. Following this event, Nelson sailed the *Albemarle* back to Plymouth and returned Carver and his crew to their homeport, keeping the *Harmony* to serve as a tender. Carver reported the incident to the schooner's owner, Thomas Davis of Plymouth, who was determined to recover his vessel.

Davis loaded fresh meats and provisions on another boat, and then he and Carver sailed out to meet Nelson. They pulled alongside the *Albemarle* and shouted that they had brought the captain a gift. Nelson welcomed them aboard. He was pleased to receive fresh food and vegetables since he had been at sea for

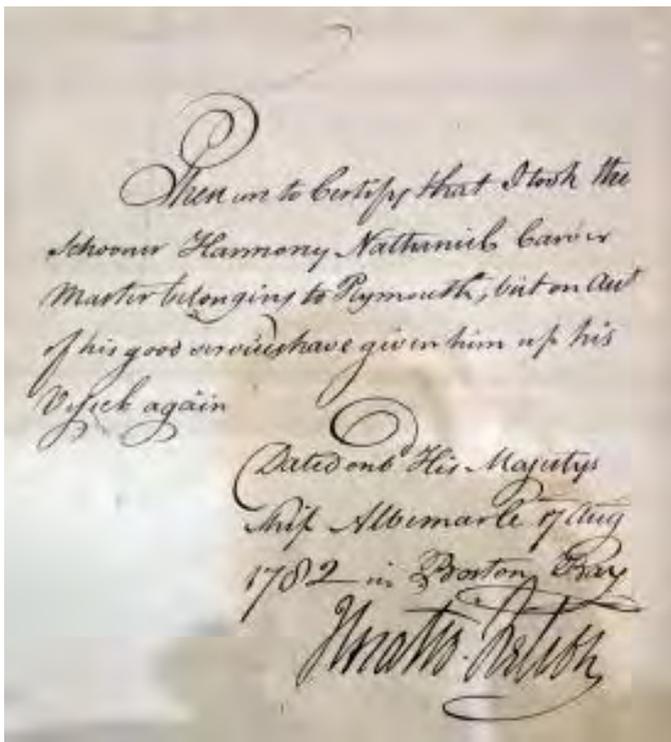
several months and was in desperate need of resupply, especially with the ever-present threat of scurvy hanging overhead.

Nelson invited Davis and Carver to join him for dinner in the captain's quarters. Not a word was spoken about the return of the ship. Following the meal, Nelson called for his writing desk and wrote the following certificate (spelling and punctuation appear as on the actual manuscript):

These are to certify that I took the schooner Harmony Nathaniel Carver master belonging to Plymouth, but on acct of his good services have given him up his vessel again.

Dated on His Majesty's Ship Albemarle 17 August, 1782, in Boston Bay

Horatio Nelson



The Nelson Certificate. (Author's picture)

The letter was a 'Get out of Jail' card for Davis and Carver. It guaranteed the Harmony would not be troubled during any future encounters with the Royal Navy. Nelson then handed over the certificate and released the schooner back to the possession of its owner and master.

The Davis family kept the letter. Immediately after the American Revolution, it was seen as a novelty – a kind of a war souvenir from a quirky moment between two warring nations. However, it soon became a prized possession as Nelson's

acclaim began to rise. The certificate was passed through the family for generations, eventually being framed and hanging prominently on the wall for all to see. For some time, it was believed to be the only signature of Nelson in the United States. The certificate was unknown in England until 1852, when Abbott Lawrence, minister to the Court of St. James, happened to mention it in conversation with a professor of history at the University of Edinburgh. The professor was astounded because he was unaware Nelson had served in North America during the Revolution. He did not believe the story until a copy of the certificate was later presented. William T. Davis, the great-grandson of Thomas Davis, eventually came to own the letter and wrote about it in one of his many history books about Plymouth. The Davis descendant was clearly proud of his family's legacy and even shared the story with British historian Robert Southey, who had included the event in 'The Life of Nelson', the first definitive biography of the admiral, which was published in 1813.

The whereabouts of the original certificate is unknown today but is believed to still be in the possession of the Davis family. A facsimile resides at the Hedge House, headquarters of the Plymouth Antiquarian Society in Plymouth, Massachusetts. Replete with remarkable penmanship and the flourishes of the later First Viscount Nelson, First Duke of Bronté, it is a fascinating link to a nearly forgotten moment of the American Revolution – a brief encounter when hostilities were temporarily suspended and enemies could treat each other with respect.

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(This article was originally published on the website of the 'Journal of the American Revolution' and is reproduced here with their kind permission).

USS CHESAPEAKE IN PORTSMOUTH- A FOLLOW-UP

Graham Capel

You may recall from the 'Nelson Dispatch' Vol 14, Part 3 dated Summer 2021, where I reported on my learning of the remains of the USS *Chesapeake*, the 36 gun American frigate which was defeated by HMS *Shannon* in a gun battle outside Boston, USA on 1 June 1813 in an action lasting a reported 16 minutes. (Other reports state 11 minutes). The USS *Chesapeake* was dis-masted and

boarded by Captain Philip Broke of the *Shannon*, who suffered a severe head injury which ended his Royal Navy career. The American Captain, James Lawrence died from his injuries. His last words were ‘*Don’t give up the ship, lads*’. He died - and they had to.

The wreck of the USS *Chesapeake* was repaired and rebuilt in Halifax, Nova Scotia and sailed to Portsmouth where she was re-commissioned into the Royal Navy as HMS *Chesapeake*. She did not last long as a navy ship. She was sold out of commission at auction in Portsmouth in 1819. She was broken up and her timbers were sold at public auction in 1820.

A number of the main frame timbers including the cross deck 15 inch x 18 inch frames, plus other beams from the lower hull section were bought by John Prior and carried to his water mill at Wickham, some 5 miles north of Portsmouth where they were used to rebuild his 11th century mill, in probably its second, third or even fourth rebuild, at least. The rebuilt mill now has its width the same as the beam of USS *Chesapeake*, and is currently an antique/bricabrac shop within a charming and historic building constructed from genuine ships’ timbers, and showing a lot of its ancestral heritage for all to see. The USS *Chesapeake* lives on today in the present Chesapeake Mill in Wickham.

On the morning of the November 2021 Pickle Night at the Royal Maritime Club in Portsmouth, I took our American correspondent Jennifer Newbold (who was in England for our Trafalgar Weekend in London, Pickle Night in Portsmouth, and our 40th Anniversary at Norwich), to see what I had found. Jenny was, until the recent pandemic, an Interpretation Guide on the only other remaining US Frigate of the six originally built before the war of 1812-14 – the USS *Constitution* (44) preserved in Boston. It is the oldest warship still afloat having been launched in 1797.



Jenny Newbold at the Mill, with its memorabilia display

Jenny and I were awestruck at the number of exposed timbers making up the ceilings (deck heads) in the Chesapeake Mill. They were all from USS *Chesapeake* and fully exposed where they had been used in the re-construction of the Chesapeake Mill in the 1820s. They were everywhere! We spent the whole of our time looking at the beams and not paying much attention to the stock for sale in the multitude of shops and stalls in between.

You can reach up and touch the beams which were once part of a 200-year-old American Frigate, with a place in British and American history. It is well worth a visit and entry is free. What we saw of the little shops were also interesting for when we go back. There is also a delightful little café with Tea and Cakes including traditional English bread and butter pudding.



Graham and Jenny studying the beams

NELSON THREATENED WITH BLACKMAIL

Alastair Robertson has sent us this intriguing item discovered on the British Newspaper Archive online:

Exeter Flying Post 5/11/1801

LORD VISCOUNT NELSON.- The following audacious letter has been addressed to Lord Nelson, by a person calling himself Mr. R. Hill, as our readers will see upon perusing it, for the purpose of extorting money from his Lordship. It is but consistent with the noble manliness of Lord Nelson's character, that he should resist and expose such an infamous attempt; and surely the miscreant who made it, could scarcely have selected a man more invulnerable on every ground, than the Hero of the Nile.

'My Lord,

Tuesday.

I have long anxiously waited for your return to town. Although necessity induced me to write to you in the manner that I did, yet I had no intention of publishing what I sent you, because I thought you would either have complied with the terms of my Letter, or have taken no further notice of it. But in consequence of the step

you took, I have been at the trouble of writing a statement of your conduct since the beginning of the War.

The manuscript is too long to copy, or I would send it you; I shall therefore merely state to you the heads of what it contains. When you commanded the *Agamemnon* 64, you *ran away* from four French frigates. Since that time the *Lion* 64, engaged four Spanish frigates, and took one of them; the *Glatton* 64, *chased* and beat off six French frigates. When desired to go down and assist the ships engaging the *Ça Ira* and *Censeur*, you did not go, and the reasons you gave afterwards for not going; that your stopping to board the *St. Joseph* and *St. Nicholas*, instead of pushing on to stop some of the other ships, was more calculated to acquire popularity in the newspapers, than to add to the further success of the action; because the ships were making no resistance, nor did they even, when you boarded them, and consequently would have been taken possession of by the ships astern of you; that the want of success at *Teneriffè* was chiefly owing to the manner and *time* of the attack; that even the mode of attack put into practice by you at *Aboukir*, was given out by Lord Hood, when he meant to attack the French squadron in *Frejus Bay*; that the act of some of your ships going inside of the enemy's line, was not in consequence of any signal from you, because there was no such signal in the signal book, but done by the Captains themselves; the reason why no ship *attempted* to support the *Zealous* the next morning, &c.; that the accidents which happened to so many of the ships under your command at *Copenhagen*, and the circumstances which prevented so many others from getting into action, ought and *might have been prevented; the consequences of those accidents; the motives of humanity* which induced you to send the flag of truce; some particulars, in addition to what I sent you, respecting the attack at *Boulogne*, which I have since learnt from an old shipmate wounded on that occasion; such as, that the divisions did not get off together; that instead of its being very dark, as you say in your Letter, and to which you attribute the failure, that the moon was up; the speech you made in Captain *Somerville's* division, &c. Those are the principal points I have treated. Should you, my Lord, wish the manuscript not to be published, you will please to enclose me, *not by post, small notes* to the amount you think proper. I leave it to yourself. The Letter, I think, had better be enclosed in a sheet of brown paper, so as to look like a parcel, in order to prevent any risk from the shopman, should the person, at whose house you will be pleased to direct it, be out. The direction I wish to be put on it is – Mr. R. Hill, at Mr. Jordan's, Bookseller, No.19, Ludgate-hill.

If you comply with my request without taking any steps to find me out, and you may suppose, after the warning you have given me, that I shall not be so foolish as to run any risk, you may rely on it I will burn the manuscript, and never mention it to anyone. But if I do not hear from you in *two days*, I shall take it for granted that you have no objection to my printing the Pamphlet, because you think your reputation to well established with the *public*, to suffer from anything I can say. But a plain statement of facts, supported by reasoning, the *opinion of*

seamen – so different from that of the newspapers – and the failure at Boulogne, may perhaps have more weight than you imagine.

To the Right Hon. Lord Nelson.

HILL'.

2021 NELSON SOCIETY PRIZE QUIZ ANSWERS

It's been pointed out that we never published the answers to last year's Prize Quiz (which was won by Robert and Maureen King, and additional prizes by Tim Scott and Paul Kocher). So here they are! Thanks again to our Historian, Ray Aldis for compiling this challenging quiz. How did you all get on?



PRIZE QUIZ THE NELSON SOCIETY answers



- Q1. Hilborough (All Saints Church).
- Q2. John Rathbone.
- Q3. Bomb Vessel (Infernal-class).
- Q4. George Farmer.
- Q5. He had passed his Lieutenants Examination (a letter to his brother William).
- Q6. Port Royal, Jamaica (he was in charge of the harbour defences at Fort Charles).
- Q7. Frank Lepee.
- Q8. The had adopted the French practice of wearing epaulettes (“I think them great coxcombs”).
- Q9. Alexander Davison (later to become Nelson’s prize agent).
- Q10. Montpellier.
- Q11-20: Picture Round (see over)
- Q21. Robert Calder.
- Q22. San Cristobal.
- Q23. Thomas Masterman Hardy.
- Q24. Colonel William Stewart (Rifle Corps).
- Q25. *Santisima Trinidad* (136 guns).
- Q26. Daniel Tremendous McKenzie (born on board *HMS Tremendous* at the Battle of the Glorious 1st June).
- Q27. North Elmham (Norfolk).
- Q28. Emma Carew.
- Q29. Elm (see *HMS Victory Pocket Manual 1805* by Peter Goodwin).
- Q30. Hate the French (“you must hate a Frenchman as you hate the devil”).

Picture Round Answers:

	<p>Q 11. <i>HMS Diamond Rock</i> (off Martinique).</p>		<p>Q12. Cornelia Knight (having been helped and befriended by Nelson and the Hamiltons she shunned them on their return to London from Naples).</p>
	<p>Q 13. John Whichelo (1784-1865, similar to but not the De Koster).</p>		<p>Q14. Admiral Thomas Masterman Hardy (located by his home in Dorset).</p>
	<p>Q15. (Captain-General) Don Antonio Gutierrez (Spanish Commander at the Battle of Santa Cruz, 1797).</p>		<p>Q16. 'I have urgent dispatches' (as flown by <i>HMS Pickle</i> on her voyage home from Trafalgar).</p>
	<p>Q17. Elizabeth Andrews (Nelson's friend in St Omer)</p>		<p>Q18. Melasina St George (nee Chenevix, later Trench, recorded in her journal after the two women met in Dresden 1800).</p>
	<p>Q19. Norwich School (the Chapel).</p>		<p>Q20. Great Yarmouth (on top of the Nelson Memorial).</p>

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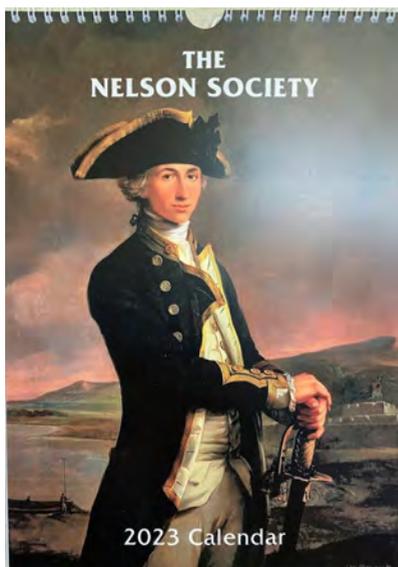
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NELSON SOCIETY MERCHANDISE AND MEMORABILIA

NEW - 2023 NELSON SOCIETY CALENDAR



The Nelson Society is pleased to announce a new calendar for 2023.

The calendar is illustrated with a selection of paintings, statues and structures associated with Lord Nelson.

The calendar is A4 size, with each page divided approximately half picture and half calendar dates, with key events recorded.

Priced at £15.50 each, the calendars will be available to buy at Nelson Society autumn events.

They will also be available to order online (<https://nelson-society.com/shop/>) Alternatively, please order directly from the Sales Manager David Curson. davidcurson007@outlook.com or Tel 07870 547255.

Calendars ordered for delivery by post will also incur postage and packing charges.

We're sure you will want to buy this exclusive Calendar for yourself, or as a year-round Christmas gift for your friends and family!

(We won't be publishing new Christmas cards this year, so we hope you will be buying our 2023 calendars instead!)

All purchases support The Nelson Society and help to fund our projects.

Gifts and merchandise

We have a great selection of special Nelson Society merchandise for sale including ties, scarves, umbrellas, lapel-pins, bow-ties and cuff-links. We also have limited numbers of The Nelson Society's own specialist publications including many out of print titles unavailable elsewhere. All these make wonderful gifts for the Nelson enthusiast. If you would like to buy, do take a look at our website Online Shop. Please contact David Curson (Sales Manager) for all information and further details of prices and availability. And don't forget we have back numbers of 'The Nelson Dispatch' going back up to 40 years and Binders if you wish to complete your collection.



Donated Memorabilia and Books

From time to time the Society is fortunate to be given members' Nelson books, pictures, prints, ceramics and other memorabilia, to be sold for the benefit of the Society. These are usually offered on the Sales Table at Nelson Society events. If you would like to be sent a list of items periodically please let Sue Morris know.

Thank you for supporting The Nelson Society! Your purchases and donations help us to achieve more of our aims and objectives.

MEMBERSHIP OF THE NELSON SOCIETY

Membership is open to anyone who is interested in Nelson, his life and times. Members are sent free quarterly issues of the 'Nelson Dispatch', and are able to participate with their guests in our varied programme of events, luncheons, lectures and visits to relevant places of interest. Contact the Membership Secretary, whose details appear on the inside front cover of this issue, for details of how to apply, and current subscription rates.

CONTRIBUTIONS & ADVERTISING

Contributors

Any contributions, whether fully researched articles, short features, queries or letters, will be welcomed. Please send material initially to the Executive Editor, Sue Morris. Ideally, material should be sent in **by email, as a plain Word document** which we will lay out. Any references should be included as end-notes. (Please additionally send as a pdf, if your article includes figures or tables so we can check it is accurately displayed). Illustrations and photographs are very welcome and should be sent separately as jpeg files **numbered and identified with detailed captions**. Articles should ideally conform to our house style and 'Notes for Contributors' are available on request. Please contact the Executive Editor for advice on any of the above.

Deadlines

Edition	Researched articles and full page adverts	Letters, notes, event notices and reports, small ads
Winter (publication 28 Feb)	30 December	15 January
Spring (publication 31 May)	31 March	15 April
Summer (publication 31 Aug)	30 June	15 July
Autumn (publication 30 Nov)	30 September	15 October

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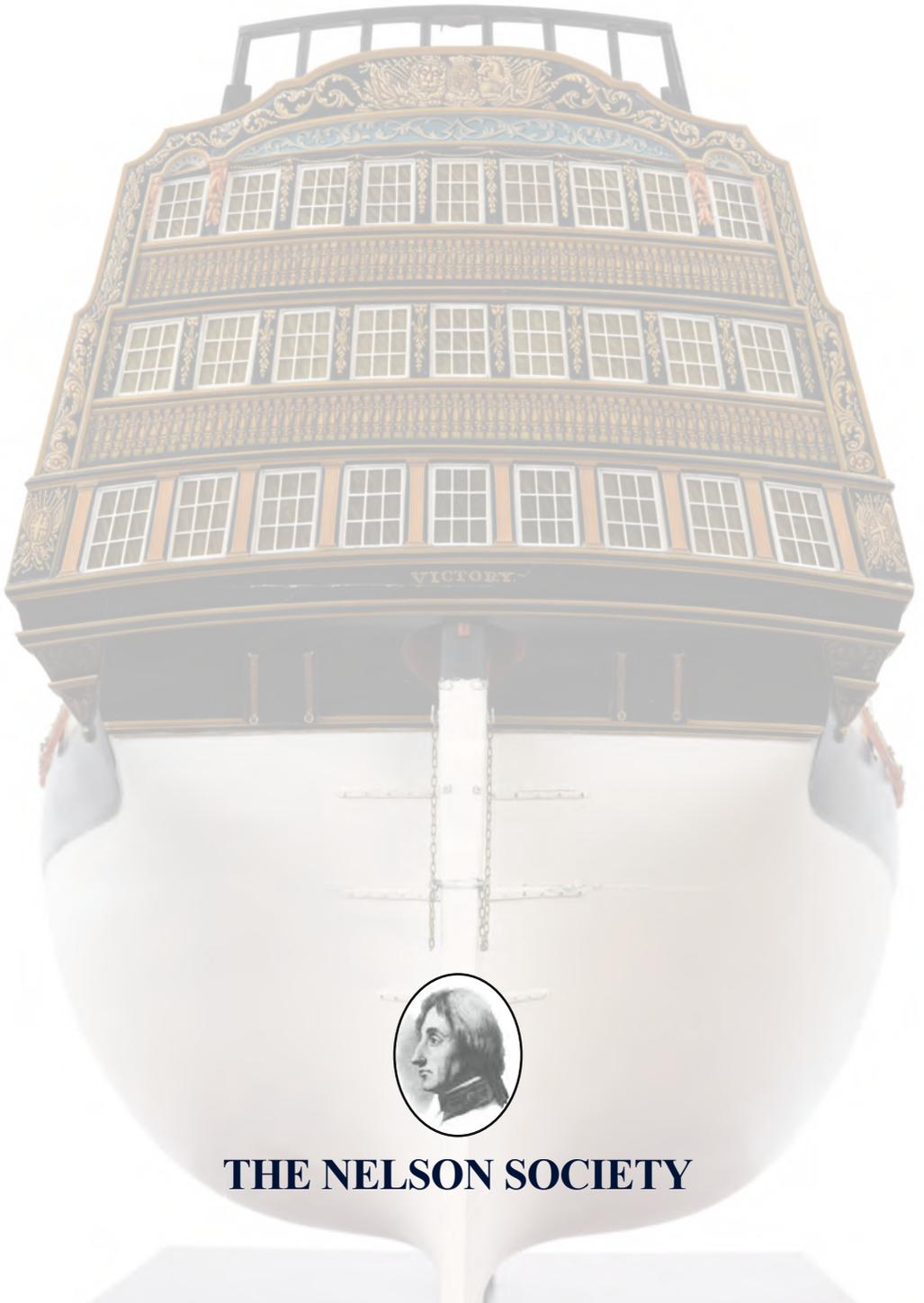
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Please contact the Executive Editor (Sue Morris) for further information.

Any additional pre-printing work by our printer will be notified to you before the advertisement can be placed together with a quotation for the price.

Advertising copy is best provided in electronic form either as a PDF or Word document depending on the content and reproduction quality required by the advertiser.

The Editor's decision regarding suitability of any material is final



THE NELSON SOCIETY