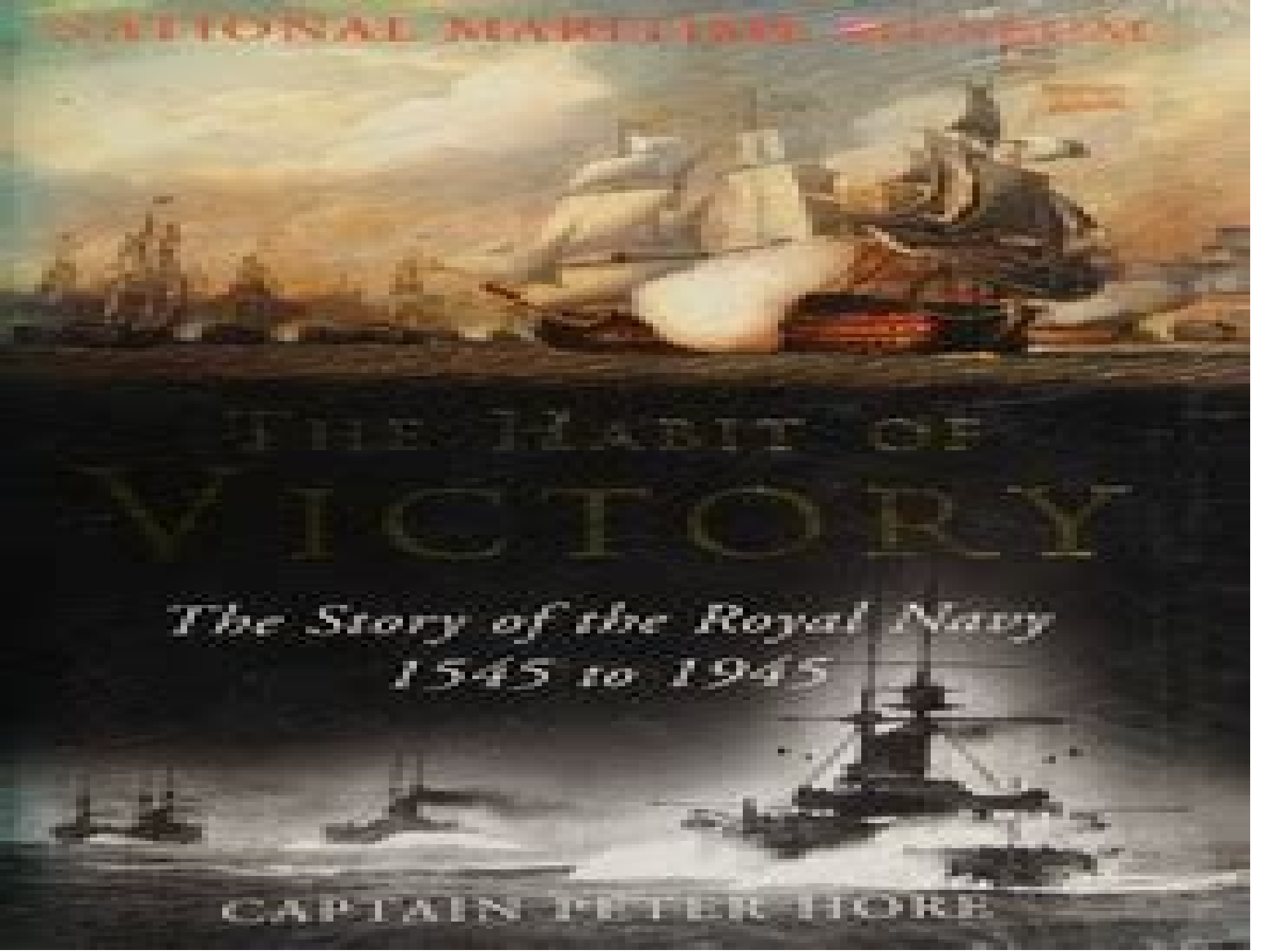




ON THE NATIONAL MEMORIAL DAY

THE HABIT OF VICTORY

*The Story of the Royal Navy
1545 to 1945*

CAPTAIN PETER HORE

The Habit Of Victory The Story Of The Royal Navy 1545 To 1945

Sheila Dwyer



The Habit Of Victory The Story Of The Royal Navy 1545 To 1945:

The Habit of Victory Peter Hore, National Maritime Museum (Great Britain), 2006 Based around material from the archives of the National Maritime Museum including letters journals and despatches it tells the story of life in the navy as experienced by commanders and ordinary seamen alike More than a story of battles this book shows how advances in technology made by the Royal Navy revolutionised their military power

Sir William Rooke Creswell and the Foundation of the Australian Navy Sheila Dwyer, 2014-03-26 The six Australian colonies united on 1st January 1901 to become the Commonwealth of Australia One of the reasons given for this federation was that the Commonwealth could provide a common defence William Rooke Creswell argued that as an island continent Australia could not defend itself without a navy He saw no point in having a 70 000 strong army if only one enemy battleship could destroy port cities and disrupt maritime trade and sea communications Creswell was not alone in his campaign to establish a navy for Australia but he was the one constant advocate throughout the years from his first proposals on a navy for Australia in 1886 to when the first ships of the Australian Fleet sailed into Sydney Harbour in October 1913

British Warships in the Age of Sail, 1603-1714 Rif Winfield, 2010-03-10 The 1st volume in this comprehensive reference series details the design and employment of British warships in the 17th and early 18th centuries During the seventeenth century Britain transformed from a minor state into a global economic power with the largest navy in the world The character of this navy was forged by a bloody civil war three fiercely disputed conflicts with the Dutch and the first of many wars with the French In the process British naval ships evolved from the galleons that had defeated the Spanish Armada to prestige vessels like HMS Sovereign of the Seas and the lightly built frigates of the Commonwealth era This detailed and authoritative reference volume outlines the history of every ship built purchased or captured that saw naval service during this era Like its companion volumes the book is organized by Rate classification and class The technical and building data of each ship is followed by a concise summary of its career With its unique depth of information this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era

The 1797 Naval Mutinies and Popular Protest in Britain Callum Easton, 2025-09-02 This book offers a holistic re evaluation of the Spithead and Nore mutinies of 1797 which immobilised the two Royal Navy fleets responsible for Britain's defence at a time when invasion seemed likely The mutinies represent two of the most serious manifestations of collective resistance in eighteenth century Britain yet they have received relatively little attention in recent historiography This book challenges the predominant view that the mutinies represented attempts at revolutionary uprising arguing that the mutineers were instead focused on the mutineers understanding of fairness and focused on securing appropriate wages In doing so it presents an opportunity to scrutinise foundational elements of British society from notions of reciprocal rights and responsibilities to relations between the state and individuals

The Myth of the Press Gang Jeremiah Ross Dancy, 2015 Overturns the generally held view that the press gang was the

main means of recruiting seamen by the British navy in the late eighteenth century SHORTLISTED for the Society for Nautical Research's prestigious Anderson Medal The press gang is generally regarded as the means by which the British navy solved the problem of recruiting enough seamen in the late eighteenth century This book however based on extensive original research conducted primarily in a large number of ships muster books demonstrates that this view is false It argues that in fact the overwhelming majority of seamen in the navy were there of their own free will Taking a long view across the late eighteenth century but concentrating on the period of the French Revolutionary and Napoleonic Wars of 1793-1815 the book provides great detail on the sort of men that were recruited and the means by which they were recruited and includes a number of individuals' stories It shows how manpower was a major concern for the Admiralty how the Admiralty put in place a range of recruitment methods including the quota system how it worried about depleting merchant shipping of sufficient sailors and how although most seamen were volunteers the press gang was resorted to especially during the initial mobilisation at the beginning of wars and to find certain kinds of particularly skilled seamen The book also makes comparisons with recruitment methods employed by the navies of other countries and by the British army J Ross Dancy is Assistant Professor of History at Sam Houston State University

Jellicoe's War Nicholas Jellicoe, 2024-12-31 In February 1917 German U-boats launched a savage unrestricted campaign against both Allied and neutral shipping At its peak in April 860 000 tons of Allied merchant shipping was sunk Britain's supremacy at sea was being severely challenged and with it the chances of victory in the wider war Taking up the challenge was Britain's new First Sea Lord Sir John Jellicoe until the previous December C-in-C of the Grand Fleet famously described by Churchill as the only man who could have lost the war in an afternoon The battle he now faced was equally critical although the timeline of defeat was a matter of days rather than hours Britain's food stocks were dangerously low with wheat reserves down to six weeks and sugar to only two while wide scale shortages were crippling the industrial economy Jellicoe outlined the gravity of the situation with total candor to Rear Admiral William Sims USN sent over before America officially declared war by Franklin Roosevelt the Assistant Secretary of the Navy The two men already knew each other from service together in China during the Boxer Rebellion so Jellicoe's plea for urgent American assistance was taken seriously by Sims After the USA joined the war in April 1917 together they lobbied Washington for aid addressing their needs directly to two reluctant Anglophobes at the head of the USN Secretary of the Navy Josephus Daniels and Chief of Naval Operations William Benson Clearly a radical new approach to anti-submarine warfare was called for and Convoy was the leading contender There were many objections to protecting shipping in this way some ideological but most practical a workable system for example effectively required state control of both shipping and distribution networks something inconceivable in normal circumstances However Convoy had powerful advocates including the Prime Minister Lloyd George who later claimed he had personally forced its adoption on a reluctant Admiralty This self-serving political myth cast Jellicoe as an opponent of Convoy nothing could be further from the truth As both Jellicoe and

Sims understood the key requirement was a rapid increase in the number of destroyers for escort duties America provided them the first arriving in Queenstown Ireland on 4 May and by June 46 were operating in European waters This was the first step in an Anglo American campaign that gradually brought the U boat threat under control and led to its ultimate defeat This book takes a fresh look at the undersea war as a whole and all the complex factors bearing on the campaign only one of which was convoy Its analysis is original and its conclusions thought provoking an important contribution to the naval history of the Great War

Two Ships, Two Oceans, Two Wars Colin B. Nichols, 2018-01-04 Convinced that Napoleon was about to declare war once more the British Government ordered a secret press of seamen in 1803 This book records how the ensuring events affected one man in particular Joseph Bates a 21 year old merchant seaman who proved to be of exceptional ability rising to the rank of lieutenant The book is based largely on the logs of the two ships in which he sailed the frigate HMS Cerberus and the sloop of war HMS Racoon supplemented by eye witness accounts official letters medical notes and the secret diary of one of Joseph's shipmates Pressed in Chatham on 6th May a few days before Britain declared war on France he spent the next 12 years before his release from the Royal Navy The author brings to life the detail of everyday events on board as Joseph is promoted from able seaman servicing in the foretop to coxswain quartermaster midshipman master's mate and lieutenant Joseph's service however was full of more dramatic events deaths by drowning falls from the rigging cholera or tuberculosis He was engaged in battles attacks on the French coast the capture of a town in the Caribbean an explosion in the Racoon that killed many of the crew and the near sinking of the ship But there were lighter moments the celebrations on crossing the Equator and riding horses borrowed from the Mexican army One highlight found in the secret diary of a shipmate is his single handed attempt to transport a very large hog back to the ship After capturing the last American fort on the Pacific coast Joseph's ship sailed to Hawaii and Tahiti hunting American shipping Her mission completed Racoon once more rounded to the Horn and as a final duty escorted a convoy back to England Joseph's service was ended

Nelson's Band of Brothers Captain Peter Hore, 2015-05-20 While there is a perennial interest in the Royal Navy during the Napoleonic wars and in Nelson himself there is no reference work that chronicles all the captains of his ships their social origins their characters and the achievements in their lives beyond their service under Nelson This new book researched and written by distinguished historians descendants of some of Nelson's officers and members of the 1805 Club presents concise biographies of those officers who fought with Nelson in his three great battles with superb colour illustration throughout Nelson first gave the name of band of brothers to the officers who had commanded ships of his fleet at the battle of the Nile 1798 This new volume will include 100 officers ranging from lieutenants in command of gunboats at the battle of Copenhagen 1801 through captains of line of battle ships at the Nile and at Trafalgar 1805 to admirals in command of squadrons in his fleets Of real significance are the specially commissioned photographs of all the monuments and memorials to Nelson's captains descriptions with transcriptions of epitaphs and clear directions to enable the readers to find them Part

travel book part biography and moving testimony to Nelson's faithful captains Nelson's band of Brothers presents the opportunity to rediscover 100 local heroes *Britain and the Sea* Glen O'Hara, 2010-06-30 O'Hara presents the first general history of Britons' relationship with the surrounding oceans from 1600 to the present day This all encompassing account covers individual seafarers ship borne migration warfare and the maritime economy as well as the British people's maritime ideas and self perception throughout the centuries **HMS Pickle** Peter Hore, Andrew Lambert, 2015-10-05 The curiously named HMS Pickle was the second smallest British ship in Nelson's fleet at the Battle of Trafalgar She acquired enduring fame however as the ship that carried Lord Collingwood's dispatch announcing the death in the midst of battle of Nelson A topsail schooner and deemed too small to take part in the line of battle Pickle and ships like it were essential in the transmission of communication Relaying messages between admiral and Admiralty the rapid movement of these ships pioneered an early worldwide web of information that helped secure a British victory over Napoleon In this revised and updated edition Captain Peter Hore describes the Pickle's beginnings as a civilian vessel her arming for naval use and the pivotal role she played in Admiral Cornwallis's inshore squadron keeping watch over the French and Spanish This full and captivating history narrates a colourful story of one small ship and the courage and resolution of her determined crew

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