



San Diego Ship Modelers' Guild

1306 N. Harbor Drive

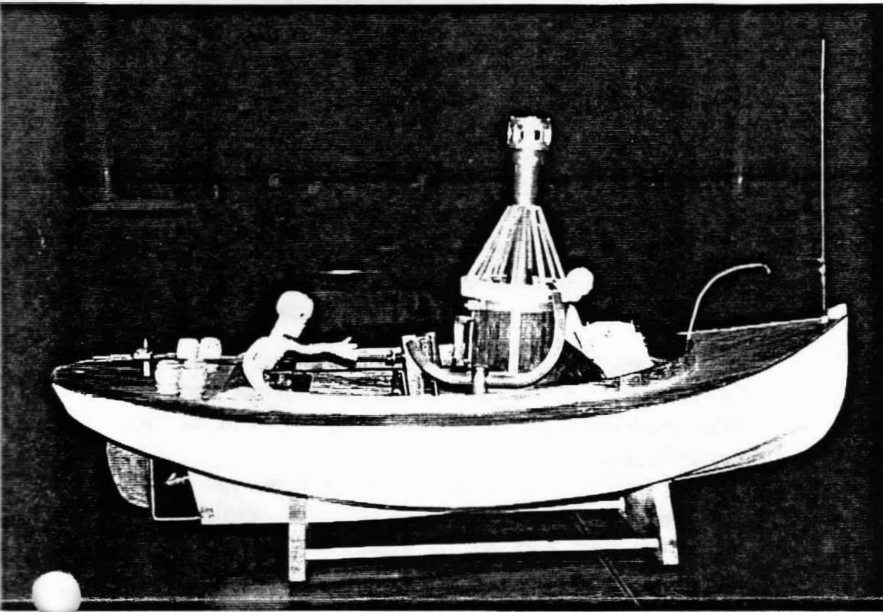
San Diego CA 92101

NOVEMBER 1999

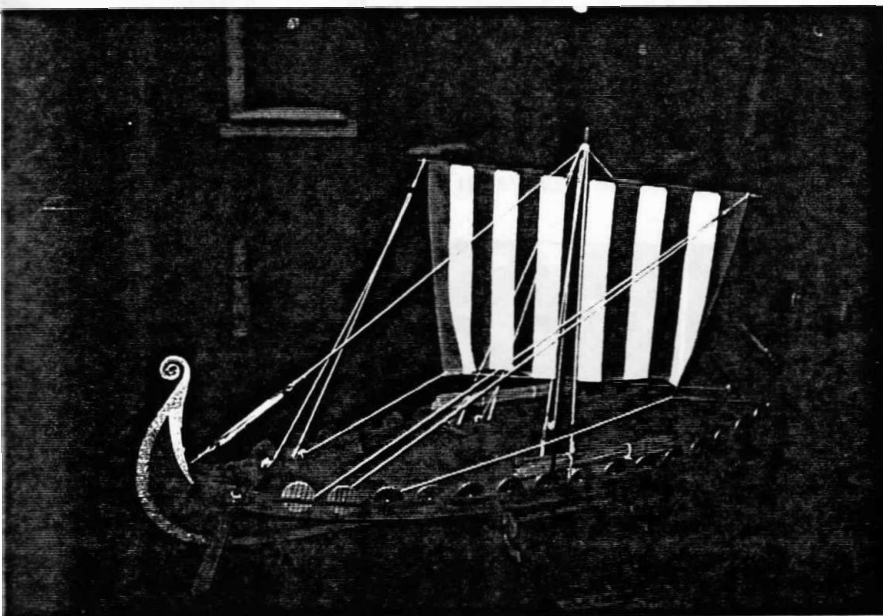
NEWSLETTER

Volume 23, No. 11

Skeletons & Vikings



*Ernie Anderson's
African River Launch*



*Lew Johnson's
Oseberg Ship*

Minutes of the Oct. 13 Meeting

Guys with long memories, such as Fred Fraas, said that more people were present at this meeting than ever before. Counting six guests, 31 persons were on hand.

The guests were: Mark Smith, San Diego; Brad Voight, Chula Vista; Carl Gwartney, San Diego; Brian A. Bartindale, San Diego; Carl Marrs, San Diego, and Brent Petty, San Diego. Purser Ed White reports that three new members have signed on: Stefano Bernabie, Robert L. Eberhardt and Bruce Jamieson. Welcome all.

Bob Crawford reported that so far 138 people have registered to attend the Nov. 4-7 Nautical Research Guild Conference, the first to be held on the West Coast. He expected the number to reach 200. He stressed that contacts with vendors in the Holiday Inn will be a major attraction for local Guild members, who won't have to register for that purpose.

He also singled out the opportunity that all modelers will have to get their ships evaluated by N.R.G. experts for a fee of \$15. Of course, no one would dream of selling a favorite model, but ...

Bob also announced a Nov. 7 Sunday morning followup roundtable on signal flags in modeling as an added attraction for the Conference.

Bob Wright, just back from a fall foliage tour of New Hampshire, Nova Scotia and Maine, provided a glimpse of Stockton Springs, Maine, where Bluejacket makes its kits and parts. The town is "charming" and nearby Searsport boasts a "fabulous" museum. Bluejacket, Bob reported, is introducing a new kit for a Nantucket lightship.

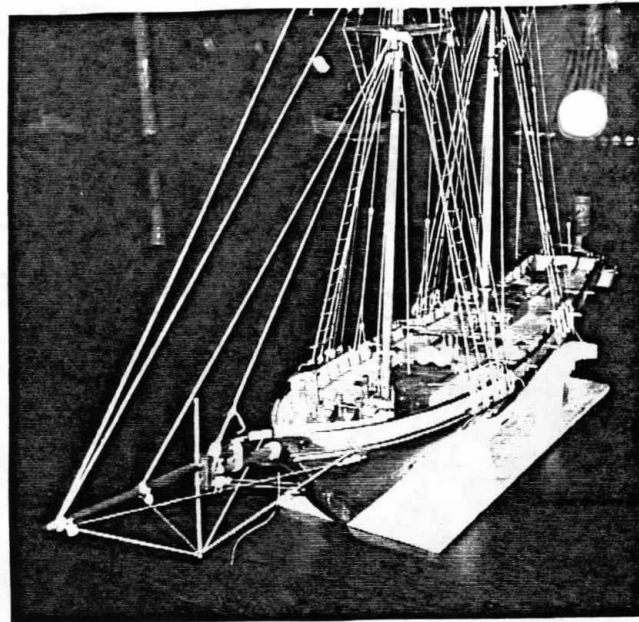
Show & Tell

A couple of skeletons are the attention grabbers in Ernie Andrews' model of an imaginary "African Queen-style" river launch. "The skeletons took over somewhere around the lower end of the Nile," he explains enigmatically

Continued on P. 2



McDermott's Gorgon



Marris' Harvey

October Minutes

Continued from P. 1

The *Queen*, which is about 14 inches long, was built from a Midwest kit on a scale that Ernie defines with a question mark. He added a working oscillating steam engine and boiler, using another kit that "had to be soldered, etc." He is considering installing a variable-pitch propeller and a reversing mechanism. The skeletons will certainly go for that.

Lewis Johnson brought his flawless model of the Oseberg Viking ship, which he built some time ago. His source was a kit produced by the Billings Co. in Denmark. The scale is 1/25th. The hull is clinker-built.

The ship was built in A.D. 800 and discovered in 1904 near Oseberg, Norway. It's thought that it might have been a royal yacht. The Oseberg ship is now a major attraction in the Viking Ship Hall in Oslo, Norway. Her dimensions are 71' long, 17' in the beam.

With these two unusual models the meeting was off to a surprising start, and more lay ahead.

John McDermott showed us his hull for H.M.S *Gorgon*, a World War I English Channel monitor.

Once a Norwegian coast defense battleship, she was appropriated by the British in 1914 and reconstructed by the addition of fat flotation chambers, like oversized sponsons, on either side. These decreased her draft and allowed the vessel to approach close to shore and fire her big guns at targets on land.

John is building *Gorgon* plank-on-frame from scratch. The scale is 1/4"=1'.

Harvey is a brig cleanly built by New Member **Carl Marrs**. He used a kit and got the job done in six months, fairly fast for a plank-on-frame. The scale looks to be quarter-inch.

Regular as clockwork, **Robert Hewitt** brings in a

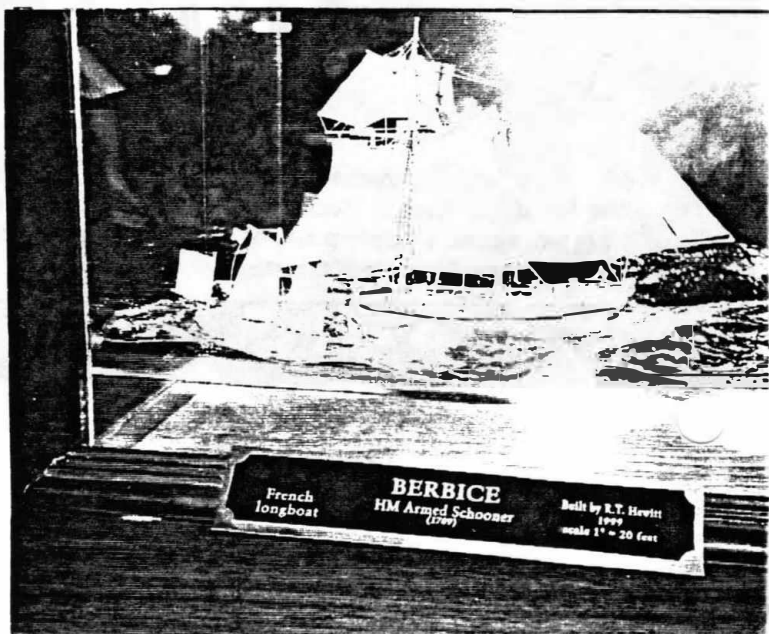
new very small scale model, often in diorama form. This time the ship was *Berbice*, an armed schooner that was either captured or sold to the British in 1789 and put into service in Jamaica.

Her hull and rig is said to be the prototype of the Baltimore clipper. She's scratch-built on a solid hull. A French longboat bobs in the water near her stern after delivering rum to *Berbice*.

Fred Fraas showed members three models that he built more than 30 years ago, forerunners to his now large collection of navy ships. Facing the problem of storing overly large models, he made these on the 1/32"=1' scale.

All lead destroyers in their class, they include U.S.S. *Gearing* (DD-710), 1944; U.S.S. *Farragut* (DLG-6), and U.S.S. *Charles F. Adams* (DDG-2), both in the early 1960s.

Working from Wiswesser plans, he scratch-built them from 1/2"x1" pine glued together vertically. The anchor chain is the only part he purchased. The models are painted with the Japan colors that were popular then



A Catalina Update

Of the \$40,000 needed to raise the historic, 301-foot steam ferry *Catalina*, nearly \$20,000 has already been collected, writes Steve Springer in the Los Angeles Times. "If the executioner's blowtorch is avoided and the boat is put back on an even keel, she will undergo months of renovation, at additional cost, and then perhaps find a safe harbor back in California as a floating museum," says the Times.

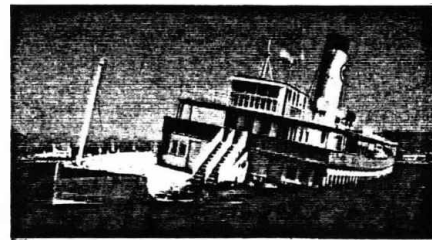
Writer Springer remembers the time "just short of my fourth birthday when my father lifted me over the railing so I could look down at the deep blue water and watch all the other boats as we glided into Avalon Bay.

"There were generations of us who made the 26-mile voyage from Wilmington to Avalon in the most glorious style from 1924 to 1975 on the SS *Catalina*, the Great White Steamship, a boat that carried about 25 million passengers over that period. According to the Steamship Historical Society of America, that's more than have been carried by any other vessel anywhere."

All that is long in the past. "She is struggling these days to stay afloat in 20 feet of water in the harbor of Ensenada on the Gulf of California, a boat half sunk, rusting and stripped of everything from her seats to her dignity. . . . She is on the U.S. National Register of Historic Places, has been designated a California Historical Landmark and is also a registered Historical Cultural Monument for the city of Los Angeles. Yet nobody wants her."

Retired in 1975, the *Catalina* was bought by Hymie Singer, a real estate developer, as a gift for his wife. "Singer soon discovered, however, that there was little love and concern for a steamship without a port, no matter how historic. . . . *Catalina* moved from home to home like an unwanted child as Singer failed to keep up with mushrooming dockage fees. . . .

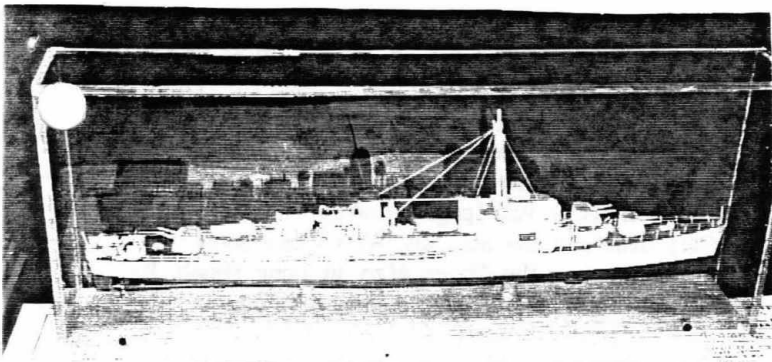
"Finally, she was taken down to Mexico in 1985, and, in 1988, became the Catalina Bar and Grill. But a business dispute soon ended that venture. By the time Singer died last year at 87, he had put \$2 million into



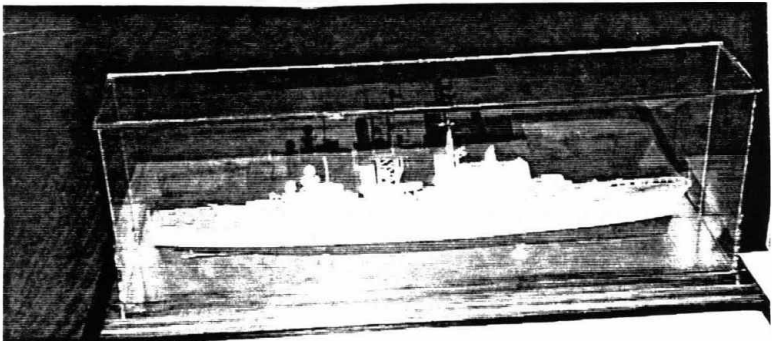
trying to keep the boat afloat."

Since then the ship has suffered from constant neglect and looting by "human vultures." "Today she lists ever more precariously at a 15-degree angle. . . . Rust and barnacles are everywhere.

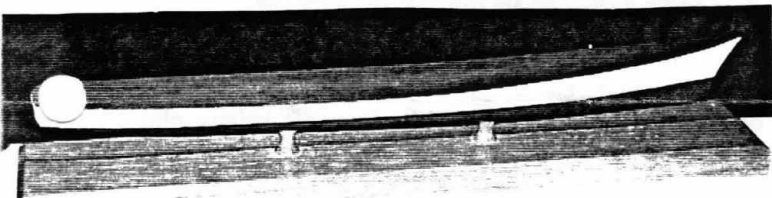
"And now the Mexican government, in the midst of constructing a new port for the fleet of cruise ships making their way in and out of Ensenada's harbor, needs to clear the *Catalina* out of the way to finish the project."



Fraas's U.S.S. Gearing (DD-710)



U.S.S. Farragut (DLG-6)



and U.S.S. Charles F. Adams (DDG-2)

and provided the required flat look.

Cases and bases were also hand-made, one with glass panels, one with plexiglass.

Two displays not pictured here were Phil Mattson's ship-in-a-bottle and Ed White's ship-as-a-portrait.

Phil's ship was Nelson's *Victory* and the bottle was a big old Dewar's. He put the first into the second in 1966. He got used to leaving a biography of Nelson on the bed table, which his wife appreciated. "But I found that she only read the parts about Lady Hamilton," Phil remembers.

Ed's large three-dimensional picture amounts to a half-model of Donald Mackay's *Flying Cloud* with sails frigged, against a vast expanse of sky. It's a work of art, and Ed's grandfather was the artist.



Next Time You're in Rhode Island . . .

Nicholas Starace II, president of the Ship Model Society of Northern New Jersey, recently visited a little-known institution called the Herreshoff Marine Museum, located on the site of the Herreshoff Manufacturing Company in Bristol, Rhode Island. His report:

"This regal name in boat design and construction built boats ranging from day sailors to power cruisers and naval vessels. Renowned particularly for building eight consecutive successful America's Cup defenders between 1893 and 1934, they also built the first torpedo boats for the U.S. Navy.

"The company's buildings now house more than 50 classic sailing and power yachts, steam engines, fittings, photographs and memorabilia. The America's Cup Hall of Fame is a tribute to the great racers of this fabled international competition. With the Model Room and Hall of Boats, the A. Sidney de Herreshoff Room completes the museum. Outside the museum the 1992 defender of the America's Cup, *Defiant*, is on display."

When They Sank, They Sank Fast

A standing-room-only meeting of the Cape Ann Ship Modelers Guild heard an enlightening lecture by Eric Ronnberg of the stone sloops of New England.

"These were up to and sometimes over 100 feet long and rather flat bottomed," says the Guild's newsletter. "Many had centerboards as the harbors were sometimes shallow and the sloops would lie on the mud while loading. The individual stones could be the size of paving stones (less than one foot) to columns weighing over 16 tons.

"The sloops were designed to carry granite, marble and other stones from the quarries to the place of use, paving for cities, statues and general building material. The material went as far as from Maine and Massachusetts to New York, Baltimore and further south.

"The sloops were loaded to the point of almost sinking, and a rule required that the ship's rowboat had to be tied behind rather than lashed to the deck, because when the ships sank they went down in seconds with no time to launch a life boat."

Model Ship Builder, Ships in Scale to Combine

The South Bay Model Shipwrights newsletter recently sent an informative message of "congratulations to member Clay Feldman, who has become a tycoon of shipmodeling publications. He has recently acquired 'Model Ship Builder' magazine. Clay will combine it with 'Seaways/Ships in Scale,' retiring the 'Model Ship Builder' title. All subscriptions will be fulfilled, and the magazine will now be available through hobby shops and other retail shops that carried 'MSB.'"

Coming Up For 2000

San Diego's own Nautical Research Guild Conference and Exhibition is still a few days away from beginning—but it's already time to start considering future events of the same general nature.

The following two pages provide most of the necessary details of the next big West Coast show, the biennial blowout on the *Queen Mary* in Long Beach. It starts just five months from now—time to build a brand-new model if you work fairly fast.

The Mariners' Museum Scale Ship Model Competition and Exhibition 2000 next summer will be every-five-years replay of the premier event of this kind in the U.S. It takes place in Newport News, Virginia.

The entry blank and rules fill an eight-page document. It divides models into a scratchbuilt division, a semi-scratchbuilt division and a kit division. Within the divisions, the types are divided into sailing ships, powered ships and small craft.

Entries must be delivered to the museum between April 4 and April 30, 2000. Dozens of awards are offered. The winners and other selected entries will be exhibited at The Mariners Museum between June 17 and October 28, 2000.

Guild members who would like to have a copy of the entry blank should phone Bill Forbis, 469-0788.

A big event in the same area will be OpSail 2000, centered on Hampton Roads, Virginia, on June 16-20. According to its lavish, almost ecstatic brochure, OpSail consists of "magnificent tall ships from 50 nations, plus over 150 impressive ships of unique character and military distinction ready to welcome the public aboard."

"The largest maritime fleet in history" (whatever that means) will be calling at Hampton Roads as part of a voyage from San Juan, Puerto Rico, to New London, Connecticut, with stops at Miami, Hampton Roads, Baltimore, Philadelphia and New York. Whew!

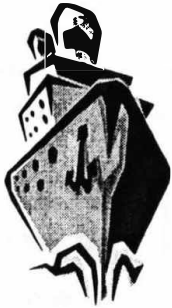
Fred Fraas, who recently arranged his own East Coast maritime tour, reports that flights from San Diego to Baltimore can cost as little as \$99. Log on to the Internet and maybe you'll find a bargain.

Next Meeting

November						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Bring Models

Accommodations



The Queen Mary traditionally hosts the accommodations for the Conference and Exhibit. She offers a nostalgic trip back in time with many staterooms available typical of the period in which the ship actively sailed the seas. A block of "First Class" staterooms has been reserved for the conference. Outside staterooms are \$109 per night. Inside staterooms are \$89 per night. Contact the Queen Mary Hotel at (800) 437-2934 to reserve your room and be sure to say you are with the Western Ship Model Conference to get your discounted rate! Please note: The hotel is undergoing renovation. Make sure you book your reservation early to guarantee your room during the event!

Vendors

The conference is complete with an abundance of vendors who will be located in various places throughout the exhibit hall. Products for sale will include books, plans, ship model kits, fittings and other small parts, woods, accessories, magazines, ship models, and other nautical collectibles.

AGENDA

Thursday, March 30

Model registration and set-up in the Queen Mary Exhibit Hall.

Friday, March 31

The Conference officially starts. Registration check-in 10AM-5PM. Exhibit Hall open 10AM-5PM. Tour to J. Paul Getty Museum. Late afternoon "Sawdust Session". Evening reception. Vendor booths open all day.

Saturday, April 1

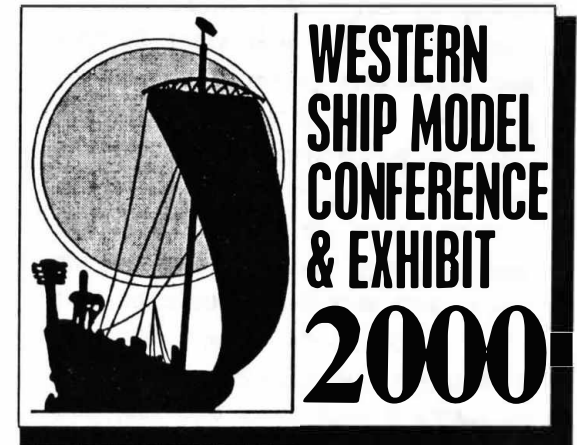
Late Registration 8AM-8:30AM. Exhibit Hall open 10AM-5PM. Technical seminars 8:30AM-4:30PM. Tour to J. Paul Getty Museum. Evening Banquet. Vendor booths open all day.

Sunday, April 2

Exhibit hall open 10AM-5PM. Demonstrations and Round Table discussions 10AM-2PM. Vendor booths open all day.

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The Ship
Modelers
Association
announces the



March 31, April 1
and April 2

Aboard the
RMS Queen Mary
Long Beach, CA



Register now so you won't miss the Western Ship Model Conference and Exhibit coming on March 31, April 1 and 2 in the year

2000. This event will once again have a line-up of outstanding speakers, spectacular demonstrations, and over 300 ship models on display. This event attracts both guest speakers and attendees from around the world, and is a wonderful opportunity to meet fellow modelers from many different countries. At the last conference in 1998, over 200 modelers attended the Saturday seminar and banquet, over 1000 walk-in visitors toured the exhibit, and 6 outstanding speakers and 13 vendors rounded out the event. The showcase will feature a portion of the Breidenbecker Collection of 25 ship models, and the Mariners Museum Gold Medal Winner "White Wings". Once again this event will be held on board the historic RMS Queen Mary in Long Beach, CA. This is by far the biggest and, many say, the best conference on Ship Modeling in the USA.

TOUR

Both Friday and Saturday, there will be a tour to the world famous J. Paul

Getty Museum, which just opened at its new location at the edge of the Santa Monica mountain range. Overlooking the city of Los Angeles, the exhibit offers many treasures you'll not be able to see elsewhere in the world.



Conference Highlights

Speakers

Dave Roberts is the owner of Jean Boudroit Publications. He will be presenting a discussion on "Ship Models as sources of Research Information".



Jonathan Tatlow is a restorer of POW bone models, and in keeping with that field of expertise, he will be presenting the topic "P.O.W. ship models made from bone".

John Harland is the author of *Seamanship in the Age of Sail*. He will be talking about steam whalers used in peace time and during the war.

John Fryant is an author, model builder, and drafter of model plans. He is also one of the leading authorities on riverboats. His subject will be building a model of the 1839 Chatahootchie river steamer "Lowell".

Ray Morton is an author and researcher. He will present "U.S. Navy ships small boats in the age of sail" at our special Friday "Sawdust Session".

Rob Napier will act as moderator of the technical sessions. Rob is the former editor of the *Nautical Research Journal* and is an accomplished model-maker and restorer.

Note: This is only a partial listing of the speakers. Other speakers are in the process of being confirmed.

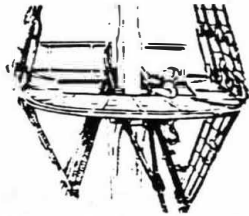
Events

The Mayflower Group, SMA ship modelers who meet once a month to tackle modeling problems, will host a "Building Clinic" where they will discuss tools and techniques used in the art of ship modeling. The Maritime Modelers, builders of model RC sailboats will have a pond set up and will conduct RC demonstrations throughout the event. On Sunday, there will be several "how-to" Demonstrations ranging from tool usage to general building techniques. The Beginners Camp will actually build a model over the course of the three day event — a Paper model, that is! And lastly, the Web Builders, our group of Internet Ship modelers from all over the world, will have models of the Sultana on display.



THRU THE LUBBER'S HOLE

By Robert Hewitt



Horatio Nelson, Conclusion

Trafalgar, October 24, 1805

By 1801, France had only thirty-nine ships of the line. Since the Battle of the Nile the French Navy had been imprisoned by the Royal Navy. The British had 180 ships of the line and 213 frigates manned by 130,000 keenly trained men. Napoleon wanted to strike directly at England with a huge flotilla of landing barges and an army of 161,000 soldiers. He also had a diversionary ploy by proposing peace. A brief respite could be had while rebuilding his shattered navy. Britain agreed to the Peace of Amiens in March 1802 but Napoleon continued his build-up at Boulogne, less than thirty miles from Dover.

During the peace, Nelson had his longest home leave. Emma, acting for him, had purchased a 70-acre estate, Merton, eight miles from London. Emma held many parties and was also a passionate gambler. She thought nothing of staking as much as £500 at a sitting, dipping into Sir William's and Nelson's purses for funds. It was reported that the entire house, staircase and all, was covered with nothing but pictures of Emma and Nelson. For some time Sir William lived with them. Eventually he moved back to London. He died in April, 1803 with Nelson and Emma at his bedside.

On May 18, 1803, England declared war on France and Nelson was recalled to duty. Nelson was to command the British blockade at Toulon. His flagship was the 104-gun *VICTORY*. A daily routine developed. Nelson frequently invited groups of midshipmen for breakfast. By 7 a.m. he was on the quarterdeck pacing back and forth. By mid-morning he was back in his cabin reading dispatches. At 2 p.m. *VICTORY'S* band struck up a tune and played until 3 p.m. Midday dinner was served at 3 p.m.

Nelson invited his captains to dinner in rotation. The dinner included three main courses; fish, roast, and a vegetable. Fresh fruit was served for desert, three or four wines, sometimes including champagne, and finally coffee and liqueurs. Nelson ate little because of his tendency to sea-sickness. He would have a chicken wing with a bit of macaroni and a glass or two of wine. His servant, Tom Allen, kept diluting his wine with water. "You will be ill if you take any more", he declared. Nelson made sure it was the high point of the day for his officers. Most of them took a stroll on the quarterdeck while the band serenaded them. At 6 p.m. came tea and biscuits in Nelson's great cabin.

There was much genial conversation in Nelson's

and tables. Overlooking all was a smiling portrait of Nelson's love, Emma Hamilton. By 9 p.m. the captains climbed down to their gigs and were rowed to their ships.

Even under such pleasant circumstances the tedium was oppressive. One captain fought boredom by growing mustard plant and watercress. Another maintained an aviary, another brewed beer. Boredom below decks was equally oppressive and more difficult to deal with. Nelson tried to improve moral with occasional rewards. When a midshipman dived overboard to save a seaman from drowning, Nelson promoted him to lieutenant. Then in an attempt to counter excessive expectancy among other midshipmen, he leaned over the poop-deck rail and addressed them. "Mr. Flin has done a gallant thing today, and he has done many gallant things before, for which he has now got his reward. But mind you, I'll have no more of making of lieutenants for men falling overboard".

Nelson had a fetish of caring for the well being of his crews. He wrote to a doctor friend and stated, "The greatest thing in all military service is health, and you will agree with me that it is easier for an officer to keep men healthy than for a physician to cure them." He sent supply vessels to Sardinia for onions. Boats were sent out fishing for tuna and anchovies. He sent to Sicily for 50,000 gallons of lemon juice. Each of the 8,400 men in the fleet got a pint a day.

He ordered flannel boluses with extra-long shirt tails for the top men who had to lean over the yards. He complained to the Admiralty about a shipment of jerseys and trousers that he called "course wrapper stuff."

When a new surgeon joined the *VICTORY* after she had been at the blockade for twenty months, the doctor reported with astonishment that only one man was sick among a crew of eight hundred fifty. He also found the same good health among the rest of the fleet.

As winter approached, Nelson suffered a great deal. He had rheumatism in the stump of his right arm. It worked as a barometer. He had gout, toothaches plagued him, most of his uppers were gone, and he was seasick most of the time. His remaining eye was troubling him and he was convinced that he was going blind. The surgeon blamed it on overuse.

His secretary, Dr. A.J. Scott, who was also *VICTORY'S* chaplain, would sneak less important correspondence from Nelson's in pocket to his out pocket when he could no longer see and dozed off. The most difficult time for Nelson was the evening. He would climb into his sleeping box, suspended like a hammock, and cover himself with a quilt made by Emma. After only a few hours sleep he would awaken, throw on his great coat and go out on the quarterdeck of the *VICTORY*. He would walk for hours at a time, averaging fifteen miles an evening until daybreak.

Nelson was so anxious to lure the French out of Toulon that he adopted the tactic of taking the fleet out of sight, leaving a few frigates to report to him. The French stayed put. The long dreary duty continued and the British

sailors renamed the port "too-long." In autumn of 1804 he was persuaded to ask for sick leave. In December Spain joined the war on the side of France. Nelson forgot about going home.

With the addition of the Spanish fleet, Napoleon was ready for his grand plan. He ordered Admiral Pierre Charles Villeneuve to depart from Toulon and sail to the West Indies. He was to stop at Cadiz and add nine ships of the line from the Spanish fleet. They were to rendezvous at Martinique. They were then to head back to Europe. This was to decoy the British to the West Indies

After only a few hours' sleep, he would awaken, throw on his greatcoat and go out on the quarterdeck of the Victory. He would walk for hours at a time, averaging fifteen miles an evening until daybreak.

so Napoleon's combined fleet could race back to clear the English Channel for the invasion of England.

Villeneuve waited for a gale to sail out of Toulon, but because of the severity of the storm had to return to Toulon. Nelson rushed all the way to Egypt without finding the foe. He then found that Villeneuve was in Toulon. Another storm came up and Villeneuve slipped out of port. Nelson guessed wrong again and raced eastward. Villeneuve went through the Straits of Gibraltar and out into the Atlantic.

Nelson realized his error and turned west. Foul winds kept him from sailing through Gibraltar. It took two weeks before he was able to go through the Straight. He picked up the trade winds and set a course for Barbados. Villeneuve had taken thirty-four days for the crossing, Nelson had taken twenty-four. Villeneuve picked up the remaining Spanish ships and set out for Cadiz. Nelson sailed to Europe and arrived there before Villeneuve.

Napoleon suddenly changed his plans. Instead of trying to invade England, he decided to march eastward to Austria. Villeneuve was to take the combined fleet to Toulon and await further orders. On October 19, his ships inched out of Cadiz. Nelson's fleet was fifty miles away off of Spain's Cape Trafalgar.

All of Nelson's ships guns were fitted with new flintlocks, permitting the gunners to choose the exact moment to fire during the ship's roll. He also had the ships painted with alternate rows of black and yellow with black gunport lids on yellow bands. This gave easier recognition in battle and was known as Nelson's checkerboard. On the gun-decks of the British ship *BELLEROPHON*, the sailors were chalking "victory or death" on their guns.

On October 21, 1805 the combined fleet inched along in disarray and formed a five-mile crescent. Nelson's fleet was heading toward them with the winds coming from the

stern, under full sail with royals and studding sails on both sides. The bands were playing and all of the officers were in full dress. Sixty ships of the line were converging on mutual destruction.

Nelson gave the order to clear his cabin and roll in the guns. The men were cautioned to be especially careful of the portrait of Lady Hamilton. "Take care of my guardian angel" he warned. Nelson sat at his desk and wrote a will, which he left, to Emma. After a prayer he toured the ship. To one of the gun crews he said: "My noble lads, this will be a glorious day for England, whoever lives to see it".

While Nelson was on the quarterdeck, Dr. Beatty pointed out to Dr. Scott that the decorations on Nelson's coat made a perfect target. Scott replied, "Take care Doctor, I would not be the man to mention such a matter to him".

Nelson told his officers he would amuse the fleet with a signal: "Nelson confides that every man will do his duty". To make the signal quicker it was changed, with his consent, to "England expects that every man will do his duty". Cheers went up from ship to ship. Admiral Collingwood, from the Quarter-deck of the *ROYAL SOVEREIGN*, muttered, "what is Nelson signaling about? We all know what we have to do". The signal was followed by Nelson's favorite, number sixteen, "Engage the enemy more closely" Cheers went up again.

The *ROYAL SOVEREIGN* (100 guns) had benefited from a recent improvement of adding a copper bottom which retarded marine growth and improved speed. She left the rest of the fleet a quarter of a mile astern. The ship was bearing down on the French *FOUGEUX* which fired the first shot at 12:10 p.m.

Collingwood sent his ship between the *FOUGEUX* and the Spanish three-decker, Santa Ana. He then cut the tacks and sheets of his studding sails and letting them drop into the water. The *ROYAL SOVEREIGN* sent a broadside into the stern of the *SANTA ANA'S* ornate stern, putting four-hundred men of the eight-hundred out of action. The three ships were less than four hundred yards apart and blasting at each other while Collingwood stood on the quarterdeck munching on an apple. Noticing a studdingsail trailing in the water, Collingwood called to a lieutenant to help him save the sail. With bullets and cannon balls flying around them, they hauled in the sail, folded it and stowed it away.

Aboard the *VICTORY*, Captain Hardy brought up the question of the decorations on Nelson's coat. Nelson, preoccupied with the enemy's fire, told him "It was too late to be shifting coat". For forty minutes, while the *VICTORY* made her approach and was holding fire, she was peppered with shot. A cannon ball crashed into her wheel. Forty men were sent below to steer the ship by her tiller. Commands were shouted down from the quarterdeck.

The *VICTORY* plunged between the stern of the *BECENTAURE* and bow of the *REDOUTABLE*. Only

then did Nelson give the order to fire. The 68-pound carronade fired directly into the stern of the *BECENTAURE* causing terrible havoc. The *VICTORY* turned for another broadside and in the process, tangled rigging with the *REDOUTABLE*.

From the tops of the *REDOUTABLE*, marksmen showered the decks of the *VICTORY* with gunfire, sending nearly everyone to cover. Only a few figures were on the quarterdeck. One pair of men, a tall hulking man next to a small wiry one. When they turned, the smaller man had one sleeve pinned to his side. Every French sailor knew who the little one-armed man was. His chest was covered with medals, which made an excellent target.

Nelson was carried to the orlop deck. Doctor Beatty was holding him in his arms and Nelson said: "You can do nothing for me. I have but a short time to live. My back is shot through."

More than two hundred grenades were thrown onto the *VICTORY*. The *REDOUTABLE'S* crew was clearing the way for a boarding party when the *TEMERAIRE* came to the rescue of the *VICTORY*. She came up on the opposite side of the *REDOUTABLE* and fired all three rows of guns at once. Captain Lucas of the *REDOUTABLE* later noted that the blast killed or wounded two hundred of his sailors.

On the *VICTORY'S* quarterdeck, nineteen-year-old midshipman John Pollard attempted to avenge his fallen admiral by spraying the *REDOUTABLE'S* tops with musket fire. Holding his fire until a Frenchman poked his head over the top, Pollard rapidly picked off three of the four men on the mizzen top. The fourth waited until he was reloading, and made a dash down the rigging. Pollard got him as he reached the lower shrouds and sent him crashing to the deck. Pollard avenged the mortally wounded Nelson by killing the man who shot him, but he never knew which one it was.

Within an hour and a half, the battle of the center was won. Some ships were still fighting, but the outcome was only a matter of time. Captain Hardy reported to Nelson that they won a great victory. He counted fourteen or

The three ships were less than four hundred yards apart while Collingwood stood on the quarterdeck munching on an apple.

fifteen ships captured, "That is well" Nelson replied, but I bargained for twenty". He then said "anchor. Hardy, anchor". His dependable barometer, the stump of his right arm, had warned him of an approaching storm. Shortly afterward, Nelson said, "Don't throw me overboard". "Oh no, certainly not" Hardy answered. Nelson then said, "Thank god I have done my duty". His breathing then ceased. Nelson was dead.

Sir Israel Pellew, captain of the *CONQUEROR* saw the *BUCENTAURE'S* flag go down after the ship was a total wreck. Villeneuve looked away as the colors were lowered. The captain of the marines, Captain Atcherley was sent to Villeneuve's ship to accept the surrender of the flagship. Asking Atcherley who the captain was that defeated him, Villeneuve thought that Captain Pellew was the same man who destroyed a French seventy-four ship-of the line with a frigate some years before, Atcherley set him straight. "It was his brother, sir". "His brother. cried Villeneuve. "What! There are two of them?"

Collingwood, the new commander, assessed the British losses at 1,609 killed or wounded. The Spanish loss was 1,022 dead and 1,383 wounded. The total number captured, both Spanish and French, was 8,000. Eleven ragged ships of the combined fleet escaped to Cadiz Harbor.

As Nelson predicted, a storm swept in on the survivors on October 21, 1805. Many of the captured prizes were lost. The storm lasted for almost a week. When the storm subsided, Collingwood sent a flag of truce to Cadiz to exchange his prisoners for the captured prizes and the British crews that were swept to shore by the storm.

While the exchange was being made, the British fleet's fastest schooner, *PICKLE*, was sent to London with the double-edged news of the victory and Nelson's death. The ship took nine days, beating through gales, to reach England.

The jury-rigged *VICTORY* reached Poursmouth on December 22nd. Aboard the flagship was the body of Nelson, preserved in a large cask of brandy and guarded by sentries.

Only seven years after Trafalagar, the naval war of 1812 was fought entirely by frigates. Seventeen years after Trafalagar, the *COMET*, a wooden paddle-wheeled warship of eighty horsepower, was commissioned in the Royal Navy. The age of the ship-of-the-line was over.

