

**VICE-ADMIRAL**  
**SIR SAMUEL HOOD**

**1762-1814**

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Samuel, the younger brother of Captain Alexander Hood, entered the navy in 1776, joining the "Courageux" commanded by his cousin Captain Samuel Hood. He was promoted to lieutenant in 1781 and in the following year was given command of the sloop "Renard" in the West Indies.

In 1791 while in command of the "Juno" (32 guns) he was presented with a sword costing a hundred guineas by the House of Assembly in Jamaica for an act of great gallantry in rescuing three men from a wreck during a storm. Two years later while still in the "Juno," he narrowly avoided capture by the French. He had entered the port of Toulon at night in ignorance that it had just been evacuated by the English, and his ship only just escaped, under heavy fire from the batteries, by cutting the cable.

In 1796 he was appointed to the command of the "Zealous," and in her took a very brilliant part in the battle of the Nile on 1st August, 1798, capturing "Le Guerrier" after an intense action of only a

few minutes. After the battle Nelson left him as senior officer of the squadron blockading the French army in Egypt, and while there the ships under his orders captured about thirty of the French troop transports. In 1801 he was captain of the "Venerable" in Admiral Saumerez' actions off Algeciras.

In 1802 he hoisted his broad pendant as commodore in the "Centaur" in the West Indies. To assist him in his blockade of the islands, he occupied the Diamond Rock off Martinique, and after arming it with 24 pounders and 18 pounders, he commissioned it as H.M. Sloop "Diamond Rock." In 1803 he captured the Dutch settlements of Demerara, Essequibo and Berbice. While still in the "Centaur" he commanded a British squadron which captured four French ships off Rochefort in 1805, losing an arm in the action.

In 1807 he was promoted to rear-admiral, and in the following year, with his flag flying in the "Implacable," he saw active service in the Baltic, capturing the Russian "Sewolod" (80 guns). A few months later found him second in command of the fleet which covered the evacuation of Sir John Moore's army from Corunna.

Hood was created a baronet in 1809 and was promoted to vice-admiral in 1811. In the same year he went to the East Indies as commander-in-chief, and while there he died of fever at Madras on 24th December, 1814.

Thus ended a career which was almost entirely passed on active service.



VICE-ADMIRAL SIR SAMUEL HOOD, K.B.

## ***FORMER SHIPS***



### **H.M.S. "LORD HOOD"**

**1797-1798**



Two years after the date on which Admiral Hood last hauled down his flag, and while he was still alive, the first of His Majesty's ships to be named after him was placed in commission.

She was a hired vessel of 14 guns, but all details of her service are lacking except that she was commissioned on 3rd May, 1797, and was employed on convoy duties in the North Sea. The name of her captain was Commander John Larmour.

She was restored to her owners in December, 1798. Though the war with France was then still at its height, it is possible that Nelson's victory of the Nile in that year had eased the pressure and enabled the number of ships in the navy to be cut down.



### **H.M.S. "HOOD"**

**1859-1888**



The second ship of the name had a curious and unromantic career.

She was laid down on 13th August, 1849, as a 2nd Rate sailing ship of 80 guns under the name "Edgar." She was not completed as designed, but after years of delay it was decided to convert her on the stocks to steam. As a screw line-of-battle ship of 91 guns, her length was 198 feet, an increase of 40 feet on the original design, beam 56 feet, draught 18 feet, displacement 3,308 tons, and a horse-power of 600. She was launched as H.M.S. "Edgar " on 4th May, 1859, but in the following January her name was changed to "Hood."

With a history of building such as this it was hardly possible that the ship could be of much value as a fighting unit, and "Hood" appears never to have been placed in full commission. On completion she passed straight into the Second Reserve at Sheerness.

In 1872 she was lent to the War Office as a barracks at Chatham for the Royal Engineers (Submarine Miners), the corps which carried out harbour defence mining, then a responsibility of the War Office. The "Hood" continued in this duty till 1883, and in 1888 she was sold out of the Navy.

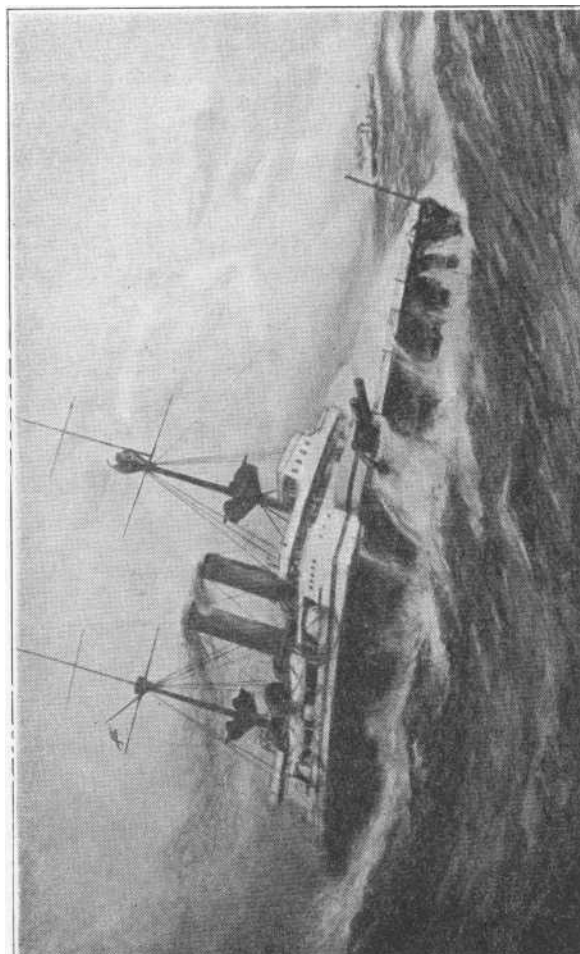


## H.M.S. "HOOD"

1891-1914



The third "Hood" was one of the ships laid down under the Naval Defence Act of 1889. She was, in the official terminology of the day, a twin screw battleship (turret ship) of 14 guns. Her length



H.M.S. "Hood," 1891-1914.

was 380 feet, beam 75 feet and draught 27 feet; she displaced 14,150 tons, was of 9,000 horse-power and a designed speed of 17½ knots.

Launched on 30th July, 1891, the "Hood" was placed in full commission on 1st June, 1893, and proceeded to the Mediterranean station under the command of Captain Edmund F. Jeffreys. The Mediterranean at that date was the most important of the British naval stations, and the old "Hood" was a valuable unit of the fleet. The times, however, were peaceful and, apart from assisting in the pacification of Crete in 1896, the ship did not see any active service.

After nine years up the Straits, "Hood" joined the Home Fleet, where she remained until she was reduced to reserve status on 3rd January, 1905. She was then attached to the Reserve Fleet at Devonport until July, 1910, when she proceeded to Queenstown and became the receiving ship at that port and the flagship of the Senior Officer, Coast of Ireland. As such she flew the flags of Rear-Admiral Sir Alfred Paget and Rear-Admiral Sir Charles Coke, but in January, 1913, she was transferred to Portsmouth and a year later she was placed on the sale list.

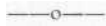
But the "Hood" was not to be sold. In the first months of the war it became evident that ships lying in Portland Harbour were open to attack by a submarine firing torpedoes through the southern entrance, and the Admiralty decided to fill the gap with a block ship. The old "Hood" was selected and in November, 1914, she was sunk in the entrance, effectively putting an end to the danger to ships inside. There she still lies, her keel showing at low water.

## COMMANDING OFFICERS.



1st June, 1893.	Captain Edmund F. Jeffreys.	Mediterranean.
10th Oct., 1895.	Captain Charles C. Drury.	„
29th Sept., 1897.	Captain Arthur C. B. Bromley.	„
9th Dec., 1898.	Captain Alvin C. Corry.	„
4th Sept., 1900.	Captain John E. Blaxland.	„
19th April, 1902.	Captain Robert S. Lowry.	Home Fleet.
25th June, 1903.	Captain William Stokes Rees.	„
20th Feb., 1904.	Captain Hugh P. Williams.	„
3rd Jan., 1905.	Captain Francis C. M. Noel.	Reserve, Devonpt.
1st June, 1907.	Commander Lawrence de W. Satow.	Home Fleet.
22nd Oct., 1909.	Captain Thomas L. Shelford.	Devonport.
14th July, 1910.	Commander Arthur T. Taylor.	Flagship of Rear Admiral Sir Alfred W. Paget, K.C.M.G., Senior Officer, Coast of Ireland.
1st Sept., 1910.	Commander John C. T. Glossop.	
18th April, 1911.	Rear-Admiral Sir Charles Coke, K.C.V.O.,	succeeded Rear-Admiral Sir Alfred Paget.
25th July, 1911.	Commander Robert W. Myburgh.	

## THE PRESENT SHIP



During the stirring days of the world war, and just one hundred years after the death of Admiral Lord Hood, the fourth of His Majesty's ships to bear the name was laid down at Clydebank in the autumn of 1916, at the works of Messrs. John Brown and Company. The battle of Jutland had been fought on 30th May, 1916, and lessons learned from that action were embodied in the design of the four battle cruisers "Hood," "Anson" "Howe" and "Rodney," which the Admiralty had decided to build in answer to the German battle cruisers "Graf Spec," "Ersatz Freya" and "Ersatz A," which were begun in 1916. Of a designed navy list displacement of 41,200 tons, an armament of eight 15-inch guns and a speed of 31 knots, the British ships, were a huge advance on any man-of-war afloat. In 1917 the enemy stopped the building work on all his large ships; and as a result "Hood" only was completed of the British vessels. She was launched a few months before the Armistice on 22nd August, 1918, by Lady Hood, widow of Rear-Admiral the Hon. Horace Hood, who was killed at

Jutland. Work continued smoothly and "Hood" was finished early in 1920.

H.M.S. "Hood" has a deep load displacement of 44,600 tons, an extreme length of 860 feet 7 inches, a beam of 105 feet and draws 31½ feet when in a mean fully-loaded condition. She is the largest warship in the world and must remain so while the Washington Naval Treaty of 1922 remains in force, since by that agreement the displacement of capital ships is limited to 35,000 tons. With her great speed of nearly 32 knots, or about 37 miles an hour, she is the fastest ship-of-the-line afloat.

Her main armament consists of eight 15-inch guns, each of which is nearly 60 feet long, in four twin-gun turrets, two forward and two aft. Each of the guns throws a shell weighing 1,920 pounds, and at maximum elevation each shell in its passage rises higher than Mont Blanc and destroys at a distance of 30,000 yards. The weight of each 15-inch turret with its twin guns is 900 tons. She has also twelve 5.5-inch guns which form the secondary armament, four 4-inch anti-aircraft guns, two submerged torpedo tubes and four above the water in pairs.

She is more heavily armoured than was intended in the original design of the ship, the necessity being shown by the experiences of the battle of Jutland. The greatest thickness of armour is 15 inches on the

face of the turrets; the total weight of her armour is 13,800 tons and she is bulged as a protection against torpedoes.

The weight of the machinery is 5,000 tons. Brown-Curtis geared turbines drive four propellers of diameter 172 feet connected to the engines by shafting 300 feet long. She has twenty-four Yarrow boilers burning oil fuel of which about 4,000 tons can be carried.

"Hood" is manned by between 1,400 and 1,500 officers and men. Provisions to feed that large number for more than a few days naturally occupy a good deal of space, but the ship is very self-contained. Four months' general provisions are carried, three weeks' fresh meat can be taken in the refrigerator and the bakery produces about 1,400 pounds of bread every day in three bakings. The ranges in the kitchens or galleys are heated by oil fuel which is easy to regulate and is cleaner than coal.

The small Chapel in the quiet after-part is a feature of the ship, for "Hood" is the first British man-of-war to have a Chapel built into her.

H.M.S. "Hood" cost about £6,025,000 to build.



## THE SHIP'S BADGE



The badge of H.M.S. "Hood" is a copy of the crest of Admiral Lord Hood, and the motto "Ventis secundis" - With favouring winds - is also his. The badge represents a Cornish chough (a kind of jackdaw which frequents rocky places on the coast), holding an anchor.



## H.M.S. "HOOD"

*Flagship of the Battle Cruiser Squadron*

### NAMES OF FLAG OFFICERS AND CAPTAINS

Rear-Admiral Sir Roger John Brownlow Keyes,  
BT., K.C.B., K.C.V.O., C.M.G., D.S.O.  
(Acting Vice-Admiral)  
15th May, 1920 - 30th March, 1921.

Captain Wilfred Tomkinson, C.B., M.V.O., Royal Navy.  
15th May, 1920 - 30th March, 1921.

Rear-Admiral Sir Walter Henry Cowan, BT., K.C.B.,  
D.S.O., M.V.O.  
31st March, 1921 - 14th May, 1923.

Captain Geoffrey Mackworth, C.M.G., D.S.O., Royal  
Navy.  
31st March, 1921 - 14th May, 1923.

Rear-Admiral Sir Frederick Laurence Field, K.C.B.,  
C.M.G. (Acting Vice-Admiral, 5th November,  
1923. Vice-Admiral, 26th September, 1924,  
K.C.M.G., September, 1924, Vice-Admiral Com-  
manding the Special Service Squadron, 5th  
November, 1923 to 8th October, 1924).

15th May, 1923 - 29th April, 1925.

Captain John Knowles im Thurn, C.B.E., Royal Navy.  
15th May, 1923 - 29th April, 1925.

Rear-Admiral Cyril Thomas Moulden Fuller, C.B.,  
C.M.G., D.S.O.  
30th April, 1925-

Captain Harold Owen Reinold, c.v.o., Royal Navy.  
30th April, 1925-

