

= HMS Collingwood (1908) =

HMS Collingwood was a St Vincent class dreadnought battleship built for the Royal Navy in the first decade of the 20th century . She spent her whole career assigned to the Home and Grand Fleets and often served as a flagship . Prince Albert (later King George VI) spent several years aboard the ship before and during World War I. At the Battle of Jutland in May 1916 , Collingwood was in the middle of the battleline and lightly damaged a German battlecruiser . Other than that battle , and the inconclusive Action of 19 August , her service during the war generally consisted of routine patrols and training in the North Sea . The ship was deemed obsolete after the war ; she was reduced to reserve and used as a training ship before being sold for scrap in 1922 .

= = Design and description = =

The design of the St Vincent class was derived from that of the previous Bellerophon class , with a slight increase in size , armour and more powerful guns , among other more minor changes . Collingwood had an overall length of 536 feet (163 @. @ 4 m) , a beam of 84 feet 2 inches (25 @. @ 7 m) , and a normal draught of 28 feet (8 @. @ 5 m) . She displaced 19 @, @ 700 long tons (20 @, @ 000 t) at normal load and 22 @, @ 800 long tons (23 @, @ 200 t) at deep load . In 1911 her crew numbered 758 officers and enlisted men .

Collingwood was powered by two sets of Parsons direct @-@ drive steam turbines , each driving two shafts , using steam from eighteen Yarrow boilers . The turbines were rated at 24 @, @ 500 shp (18 @, @ 300 kW) and intended to reach a maximum speed of 21 knots (39 km / h ; 24 mph) . During her full @-@ power , eight @-@ hour sea trials on 17 January 1910 , the ship only reached a top speed of 20 @. @ 62 knots (38 @. @ 19 km / h ; 23 @. @ 73 mph) from 26 @, @ 789 shp (19 @, @ 977 kW) . She had a range of 6 @, @ 900 nautical miles (12 @, @ 800 km ; 7 @, @ 900 mi) at a cruising speed of 10 knots (19 km / h ; 12 mph) .

The St Vincent class was equipped with ten breech @-@ loading (BL) 12 @-@ inch Mk XI guns in five twin @-@ gun turrets , three along the centreline and the remaining two as wing turrets . The secondary , or anti @-@ torpedo boat , armament comprised twenty BL 4 @-@ inch Mk VII guns . Two of these guns were each installed on the roofs of the fore and aft centreline turrets and the wing turrets in unshielded mounts , and the other ten were positioned in the superstructure . All guns were in single mounts . The ships were also fitted with three 18 @-@ inch torpedo tubes , one on each broadside and the third in the stern .

The St Vincent @-@ class ships had a waterline belt of Krupp cemented armour (KC) that was 10 inches (254 mm) thick between the fore and aftmost barbets , reducing to a thickness of 2 inches (51 mm) before it reached the ships ' ends . Above this was a strake of armour 8 inches (203 mm) thick . Transverse bulkheads 5 to 8 inches (127 to 203 mm) inches thick terminated the thickest parts of the waterline and upper armour belts once they reached the outer portions of the endmost barbets .

The three centreline barbets were protected by armour 9 inches (229 mm) thick above the main deck that thinned to 5 inches (127 mm) below it . The wing barbets were similar except that they had 10 inches of armour on their outer faces . The gun turrets had 11 @-@ inch (279 mm) faces and sides with 3 @-@ inch (76 mm) roofs . The three armoured decks ranged in thicknesses from .75 to 3 inches (19 to 76 mm) . The front and sides of the forward conning tower were protected by 11 @-@ inch plates , although the rear and roof were 8 inches and 3 inches thick respectively .

= = = Alterations = = =

The guns on the forward turret roof were removed in 1911 ? 12 and the upper forward pair of guns in the superstructure were removed in 1913 ? 14 . In addition , gun shields were fitted to all guns in the superstructure and the bridge structure was enlarged around the base of the forward tripod mast . During the first year of the war , a fire @-@ control director was installed high on the forward tripod mast . Around the same time , the base of the forward superstructure was rebuilt to house four 4

@-@ inch guns and the turret @-@ top guns were removed , which reduced her secondary armament to a total of fourteen guns . In addition , a pair of 3 @-@ inch anti @-@ aircraft (AA) guns were added .

By April 1917 , Collingwood mounted thirteen 4 @-@ inch anti @-@ torpedo boat guns as well as single 4 @-@ inch and 3 @-@ inch AA guns . Approximately 50 long tons (51 t) of additional deck armour had been added after the Battle of Jutland . Before the end of the war the AA guns were moved from the deckhouse between the aft turrets to the stern and the stern torpedo tube was removed . In 1918 a high @-@ angle rangefinder was fitted and flying @-@ off platforms were installed on the roofs of the fore and aft turrets .

= = Construction and career = =

Collingwood , named after Vice @-@ Admiral Cuthbert Collingwood , was ordered on 26 October 1907 . She was laid down at Devonport Royal Dockyard on 3 February 1908 , launched on 7 November 1908 and completed in April 1910 . Including her armament , the ship 's cost is quoted at £ 1 @,@ 680 @,@ 888 or £ 1 @,@ 731 @,@ 640 .

On 19 April 1910 , Collingwood was commissioned and assigned to the 1st Division of the Home Fleet under the command of Captain William Pakenham . She joined other members of the fleet in regular peacetime exercises , and on 11 February 1911 damaged her bottom plating on an uncharted rock off Ferrol . On 24 June the ship was present at the Coronation Fleet Review for King George V at Spithead . Pakenham was relieved by Captain Charles Vaughan @-@ Lee on 1 December . On 1 May 1912 , the 1st Division was renamed the 1st Battle Squadron . On 22 June , Vaughan @-@ Lee was transferred to the battleship Bellerophon and Captain James Ley assumed command ; Vice @-@ Admiral Stanley Colville hoisted his flag in Collingwood as commander of the 1st Battle Squadron . The ship participated in the Parliamentary Naval Review on 9 July at Spithead before beginning a refit late in the year . In March 1913 , Collingwood and the 1st Battle Squadron undertook a port visit to Cherbourg , France . Midshipman Prince Albert (later King George VI) was assigned to the ship on 15 September 1913 . Collingwood hosted Albert 's older brother , Edward , Prince of Wales , during a short cruise on 18 April 1914 . She became a private ship when Colville hauled down his flag on 22 June .

= = = World War I = = =

Between 17 and 20 July , Collingwood took part in a test mobilisation and fleet review . Arriving in Portland on 27 July , she was ordered to proceed with the rest of the Home Fleet to Scapa Flow two days later to safeguard the fleet from a possible German surprise attack . In August 1914 , following the outbreak of World War I , the Home Fleet was reorganised as the Grand Fleet , and placed under the command of Admiral John Jellicoe . Most of it was briefly based (22 October to 3 November) at Lough Swilly , Ireland , while the defences at Scapa were strengthened . On the evening of 22 November 1914 , the Grand Fleet conducted a fruitless sweep in the southern half of the North Sea ; Iron Duke stood with the main body in support of Vice @-@ Admiral David Beatty 's 1st Battlecruiser Squadron . The fleet was back in port in Scapa Flow by 27 November . The 1st Battle Squadron cruised north @-@ west of the Shetland Islands and conducted gunnery practice on 8 ? 12 December . Four days later , the Grand Fleet sortied during the German raid on Scarborough , Hartlepool and Whitby , but failed to make contact with the High Seas Fleet . Collingwood and the rest of the Grand Fleet conducted another sweep of the North Sea on 25 ? 27 December .

The Grand Fleet , including Collingwood , conducted gunnery drills on 10 ? 13 January 1915 west of the Orkneys and Shetlands . On the evening of 23 January , the bulk of the Grand Fleet sailed in support of Beatty 's battlecruisers , but Collingwood and the rest of the fleet did not participate in the ensuing Battle of Dogger Bank the following day . The ship sailed for Portsmouth Royal Dockyard on 2 February to begin a brief refit and returned on 18 February . On 7 ? 10 March , the Grand Fleet conducted a sweep in the northern North Sea , during which it conducted training manoeuvres .

Another such cruise took place on 16 ? 19 March . From 25 March to 14 April 1915 , Rear @-@ Admiral Hugh Evan @-@ Thomas temporarily hoisted his flag aboard Collingwood . On 11 April , the Grand Fleet conducted a patrol in the central North Sea and returned to port on 14 April ; another patrol in the area took place on 17 ? 19 April , followed by gunnery drills off the Shetlands on 20 ? 21 April .

The Grand Fleet conducted sweeps into the central North Sea on 17 ? 19 May and 29 ? 31 May without encountering any German vessels . During 11 ? 14 June the fleet conducted gunnery practice and battle exercises west of the Shetlands . Collingwood was briefly docked at Invergordon from 23 to 25 June . King George V inspected the ship on 8 July , and the Grand Fleet conducted training off the Shetlands beginning three days later . Rear @-@ Admiral Ernest Gaunt temporarily used Collingwood as his flagship from 24 August to 24 September and from 10 December to 16 January 1916 . On 2 ? 5 September 1915 , the fleet went on another cruise in the northern end of the North Sea and conducted gunnery drills . Throughout the rest of the month , the Grand Fleet conducted numerous training exercises . The ship , together with the majority of the Grand Fleet , conducted another sweep into the North Sea from 13 to 15 October . Almost three weeks later , Collingwood participated in another fleet training operation west of Orkney during 2 ? 5 November . On 21 November , she sailed for Devonport Royal Dockyard for a minor overhaul and arrived back at Scapa on 9 December .

The Grand Fleet departed for a cruise in the North Sea on 26 February 1916 ; Jellicoe had intended to use the Harwich Force to sweep the Heligoland Bight , but bad weather prevented operations in the southern North Sea . As a result , the operation was confined to the northern end of the sea . Another sweep began on 6 March , but had to be abandoned the following day as the weather grew too severe for the escorting destroyers . On the night of 25 March , Collingwood and the rest of the fleet sailed from Scapa Flow to support Beatty 's battlecruisers and other light forces raiding the German Zeppelin base at Tondern . By the time the Grand Fleet approached the area on 26 March , the British and German forces had already disengaged and a strong gale threatened the light craft , so the fleet was ordered to return to base . On 21 April , the Grand Fleet conducted a demonstration off Horns Reef to distract the Germans while the Russian Navy relaid its defensive minefields in the Baltic Sea . The fleet returned to Scapa Flow on 24 April and refuelled before proceeding south in response to intelligence reports that the Germans were about to launch a raid on Lowestoft . The Grand Fleet arrived in the area after the Germans had withdrawn . On 2 ? 4 May , the fleet conducted another demonstration off Horns Reef to keep German attention focused on the North Sea .

= = = = Battle of Jutland = = = =

In an attempt to lure out and destroy a portion of the Grand Fleet , the German High Seas Fleet , composed of 16 dreadnoughts , 6 pre @-@ dreadnoughts , 6 light cruisers , and 31 torpedo boats , departed the Jade early on the morning of 31 May . The fleet sailed in concert with Rear Admiral Franz von Hipper 's five battlecruisers and supporting cruisers and torpedo boats . The Royal Navy 's Room 40 had intercepted and decrypted German radio traffic containing plans of the operation . The Admiralty ordered the Grand Fleet , totalling some 28 dreadnoughts and 9 battlecruisers , to sortie the night before to cut off and destroy the High Seas Fleet . Collingwood was the eighteenth ship from the head of the battle line after the Grand Fleet deployed for battle .

The initial action was fought primarily by the British and German battlecruiser formations in the afternoon , but by 18 : 00 , the Grand Fleet approached the scene . Fifteen minutes later , Jellicoe gave the order to turn and deploy the fleet for action . The transition from cruising formation caused congestion with the rear divisions , forcing many ships to reduce speed to 8 knots (15 km / h ; 9 @.@ 2 mph) to avoid colliding with each other . During the first stage of the general engagement , Collingwood fired eight salvos from her main guns at the crippled light cruiser SMS Wiesbaden from 18 : 32 , although the number of hits made , if any , is unknown . Her secondary armament then engaged the destroyer SMS G42 , which was attempting to come to Wiesbaden 's assistance , but failed to hit her . At 19 : 15 Collingwood fired two salvoes of high explosive (HE) shells at the

battlecruiser SMS Derfflinger , hitting her target once before she disappeared into the mist . The shell detonated in the German ship 's sickbay and damaged the surrounding superstructure . Shortly afterwards , during the attack of the German destroyers around 19 : 20 , the ship fired her main armament at a damaged destroyer without success and dodged two torpedoes that missed by 10 yards (9 @ .@ 1 m) behind and 30 yards (27 m) in front . This was the last time she fired her guns during the battle .

Following the German destroyer attack , the High Seas Fleet disengaged , and Collingwood and the rest of the Grand Fleet saw no further action in the battle . This was , in part , due to confusion aboard the fleet flagship over the exact location and course of the German fleet ; without this information , Jellicoe could not bring his fleet to action . At 21 : 30 , the Grand Fleet began to reorganise into its night @-@ time cruising formation . Early on the morning of 1 June , the Grand Fleet combed the area , looking for damaged German ships , but after spending several hours searching , they found none . Collingwood fired a total of 52 armour @-@ piercing , capped and 32 HE shells from her main armament and 35 four @-@ inch shells during the battle . Prince Albert was a sub @-@ lieutenant commanding the forward turret during the battle and sat in the open on the turret roof during a lull in the action .

= = = = Subsequent activity = = = =

After the battle the ship was transferred to the 4th Battle Squadron under the command of Vice @-@ Admiral Sir Doveton Sturdee , who inspected Collingwood on 8 August 1916 . On the evening of 18 August , the Grand Fleet put to sea in response to a message deciphered by Room 40 that indicated that the High Seas Fleet , minus II Squadron , would be leaving harbour that night . The German objective was to bombard Sunderland on 19 August , based on extensive reconnaissance conducted by Zeppelins and submarines . The Grand Fleet sailed with 29 dreadnoughts and 6 battlecruisers while the Germans mustered 18 dreadnoughts and 2 battlecruisers . Throughout the next day , Jellicoe and Vice @-@ Admiral Reinhard Scheer , commander of the High Seas Fleet , received conflicting intelligence ; after reaching the location in the North Sea where they expected to encounter the High Seas Fleet , the British turned north in the erroneous belief that they had entered a minefield . Scheer turned south again , then steered south @-@ eastward to pursue a lone British battle squadron sighted by an airship , which was in fact the Harwich Force of cruisers and destroyers under Commodore Reginald Tyrwhitt . Realising their mistake , the Germans changed course for home . The only contact came in the evening when Tyrwhitt sighted the High Seas Fleet but was unable to achieve an advantageous attack position before dark , and broke off contact . The British and the German fleets returned home ; the British lost two cruisers to submarine attacks , and one German dreadnought had been torpedoed . After returning to port , Jellicoe issued an order that prohibited risking the fleet in the southern half of the North Sea due to the overwhelming risk from mines and U @-@ boats unless the odds of defeating the High Seas Fleet in a decisive engagement were favourable .

Collingwood received a brief refit at Rosyth in early September before rejoining the Grand Fleet . On 29 October Sturdee came aboard to present the ship with her battle honour , " Jutland 1916 " . Captain Wilmot Nicholson briefly assumed command on 1 December before transferring to the new battlecruiser Glorious upon his relief by Captain Cole Fowler on 26 March 1917 . Together with the rest of the 4th Battle Squadron , Collingwood put to sea for tactical exercises for a few days in February 1917 . The ship was present at Scapa Flow when her sister ship Vanguard 's magazines exploded on 9 July and her crew recovered the bodies of three men killed in the explosion . In January 1918 , Collingwood and other of the older dreadnoughts cruised off the coast of Norway for several days , possibly to provide distant cover for a convoy to Norway . Along with the rest of the Grand Fleet , she sortied on the afternoon of 23 April after radio transmissions revealed that the High Seas Fleet was at sea after a failed attempt to intercept the regular British convoy to Norway . The Germans were too far ahead of the British , and no shots were fired . By early November , Collingwood was at Invergordon to receive a brief refit in the floating dock based there , and missed the surrender of the High Seas Fleet on the 21st . She was slightly damaged on 23 November while

attempting to come alongside the oiler RFA Ebonol .

In January 1919 , Collingwood was transferred to Devonport and assigned to the Reserve Fleet . Upon the dissolution of the Grand Fleet on 18 March , the Reserve Fleet was redesignated the Third Fleet and Collingwood became its flagship . She became a tender to HMS Vivid on 1 October and served as a gunnery and wireless telegraphy (W / T) training ship . The W / T school was transferred to Glorious on 1 June 1920 and the gunnery duties followed in early August ; Collingwood returned to the reserve . She became a boys ' training ship on 22 September 1921 until she was paid off on 31 March 1922 . Collingwood was sold to John Cashmore Ltd for scrap on 12 December and arrived at Newport , Wales , on 3 March 1923 to be broken up .

= = Relics = =

Battle ensigns flown by the ship during Jutland survive at the shore establishment of the same name and at the Roedean School in East Sussex .