

= HMS Ramillies (1892) =

HMS Ramillies was a Royal Sovereign class pre dreadnought battleship of the Royal Navy , named after the Battle of Ramillies . The ship was built by J. & G. Thompson at Clydebank , starting with her keel laying in August 1890 . She was launched in March 1892 and commissioned into the Mediterranean Fleet as flagship the following October . She was armed with a main battery of four 13.5 inch guns and a secondary battery of ten 6 inch guns . The ship had a top speed of 16.5 knots .

Ramillies served as flagship of the Mediterranean Fleet up to 1899 , and again from 1900 to 1902 . After taking part in manoeuvres off the coast of Portugal , she returned to England for a refit in 1903 . Upon completion , she was commissioned into the Reserve in 1905 . She suffered damage while participating in combined manoeuvres the following year , and was recommissioned into the Special Service Division of the Home Fleet in 1907 , becoming the Parent Ship of the 4th Division of the Home Fleet in 1910 . She was relieved of that role a year later , before being reduced to material reserve at Devonport in August 1911 , and stripped and laid up at Motherbank for disposal in July 1913 . She was sold for scrap in October 1913 and towed to Italy to be broken up the following month .

= = Design = =

The Royal Sovereign class battleships were based on Admiral class barbette ships , but contained several alterations . The freeboard was raised , the barbettes ' armour was extended and an upper belt and secondary armour were added . They could also obtain a higher speed , but were 4,000 tonnes larger . Ramillies was 410 feet (120 m) long overall and had a beam of 75ft and a draft of 27ft 6in . She displaced up to 15,580 tonnes at her full combat load . Her propulsion system consisted of two 3 cylinder triple expansion engines powered by eight coal fired cylindrical boilers . With natural draught , her engines provided a top speed of 15.5 knots at 9,000 indicated horsepower ; 16.5 knots at 11,000 indicated horsepower could be obtained with forced draught . She had a crew of 712 officers and enlisted men . When built , ships of the Royal Sovereign class rolled too heavily under certain conditions . Bilge keels were added to compensate for the problem , and the ships " proved to be excellent seaboats quite capable ... of maintaining high speeds in a seaway " . The ships were well constructed and probably the most substantial built for the Royal Navy , even if they " suffered ... from excessive weight and fittings . " In the view of R. A. Burt , they were " highly successful ; at that time , they were probably unequalled in all round fighting efficiency . "

Ramillies was armed with four breech loading 13.5 inch guns on two barbettes with armour ranging from 11 to 17 inches in thickness . Ramillies also carried ten quick fire (QF) 6 inch guns , four of which were mounted in casemates on the main deck , plus sixteen QF 6 pounder Hotchkiss guns and twelve QF 3 pounder Hotchkiss guns . She was also equipped with seven 18 inch torpedo tubes , two of which were submerged . Between 1899 and 1902 , the 3 pounder guns were removed from the upper tops ; the above water torpedo tubes were removed in 1902 . The remaining 6 inch guns on the upper deck were mounted on 5 inch armoured casemates between 1902 and 1904 . All of the armour was supplied by the builders , J. & G. Thompson , of Clydebank . The waterline belt was 252ft long by 8ft 8in deep , and its armour varied in thickness between 14 and 18 inches ; the bulkheads were protected by 14 to 16 inches of armour . The middle deck covering the belt was 3 inches thick and the lower deck forward and aft of the belt was 2.5 inches thick , while the upper belt between the middle and main decks was coated in 3 to 4 inches of armour . The casemates for the 6 inch guns were protected by an equal thickness of armour and the conning tower was protected with 14 inch armour on the forward side , and 3 inches of armour on the aft . The ship 's armoured deck was 2.5 to 3 inches thick .

= = Service history = =

Ramillies was built by J. & G. Thompson , of Clydebank , at a cost of £ 902 @, @ 600 , plus £ 78 @, @ 295 for guns . She was laid down on 11 August 1890 , launched on 1 March 1892 and completed the following October . She had been constructed at such a small incline that it took nearly an hour and a half to travel down the slipway and into the water ; most of the crowd that had gathered dissipated in the meantime . Ramillies was commissioned at Portsmouth on 17 October 1893 as the Flagship of the Mediterranean Fleet . She departed on 28 October and arrived at Malta on 8 November to relieve Sans Pareil as acting flagship . Francis C. B. Bridgeman @-@ Simpson was appointed Captain of Ramillies on the day of her commission ; the commander of the Mediterranean Fleet at the time was Admiral Sir Michael Culme @-@ Seymour . On 9 December 1896 , Ramillies was recommissioned at Malta for further service in the Mediterranean Fleet . In July 1899 , she became a private ship in the fleet , relieved as flagship by battleship HMS Renown , but the following January , she became the flagship of Rear Admiral Lord Charles Beresford , second @-@ in @-@ command of the Mediterranean Fleet . In October 1902 , she was once again relieved as flagship , this time by HMS Venerable .

In May 1902 , Ramillies was at Palermo to attend festivities in connection with the opening of an agricultural exhibition by King Victor Emmanuel ; the King and the Italian Minister of Marine paid her a visit when she arrived in Rome later in the month . She took part in combined manoeuvres off the coast of Portugal in August 1903 , but that month she was paid off from Mediterranean service and transferred to the Portsmouth Reserve while she was refitted . Her refit complete , she was commissioned into the reserve at Chatham on 30 January 1905 . That April , Ramillies transferred her crew to battleship HMS London and was recommissioned with a new crew into the Sheerness @-@ Chatham Reserve Division .

On 30 January 1906 , she transferred her crew to battleship HMS Albemarle and recommissioned with yet another crew for service in the Chatham Reserve . That June , she participated in combined manoeuvres of the Atlantic Fleet , Channel Fleet , and Reserve Fleet , but in the process collided with HMS Resolution , suffering stern damage . As a result , her propellers were disabled . That November , her crew was transferred once more to the battleship HMS Africa . The following March , Ramillies was recommissioned at Devonport with a reduced crew into the Special Service Division of the Home Fleet . In October 1910 , she became Parent Ship in the Home Fleet 's 4th Division . Her sister ship HMS Royal Oak relieved her of her Parent ship duties in June 1911 and she placed on the material reserve at Devonport during that August . She was stripped and laid up ready for disposal in July 1913 , before being auctioned off for scrap on 7 October 1913 ; the buyer , George Cohen , of Swansea , paid £ 42 @, @ 300 for her . She was resold to an Italian company , who in November of that year , towed her to Italy to be broken up .

= = Captains = =

The following is an incomplete list of Captains who commanded Ramillies :

17 October 1893 : Francis C. B. Bridgeman @-@ Simpson .

17 January 1895 : William H. May .

9 December 1896 : William Des V. Hamilton .

1 January 1900 : Robert S. Lowry .

24 January 1902 : Hon. Walter George Stopford .

16 October 1902 : Francis G. Kirby .

15 March 1905 : Robert G. Fraser .

13 March 1906 : Charles H. Dare , MVO .

12 September 1906 : Caspar J. Baker .

1 February 1908 : Hubert Grant @-@ Dalton .

2 February 1909 : Arthur W. Ewart .