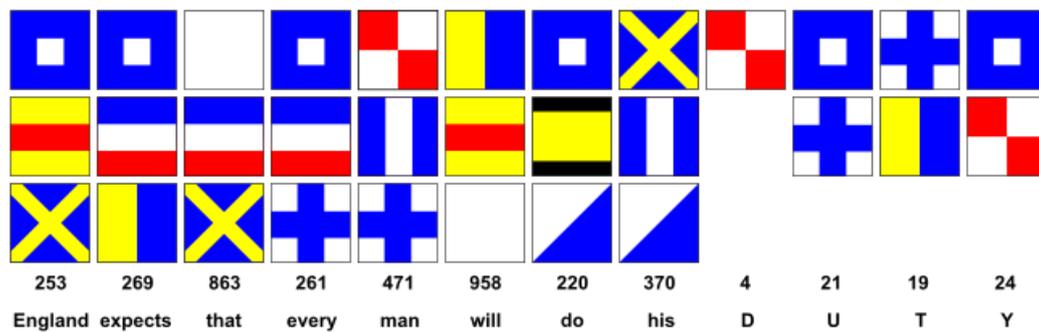


# PEPYS ENGLAND EXPECTS CARD GAME

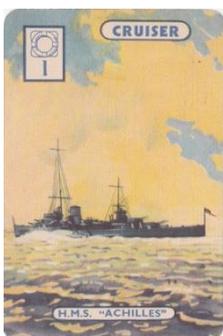


This is the famous signal made from Nelson’s flagship, HMS Victory, just before the Battle of Trafalgar on 21<sup>st</sup> October 1805. The Admiral instructed his Signals Officer to urgently signal to the fleet “England confides that every man will do his duty”. The officer, Lieutenant John Pasco, asked Nelson if he could substitute “expects” for “confides” as this would shorten the time to send the signal because there was a three flag combination for “expects” but not for “confides” which would have to be spelled out with an eight flag sequence of letters rather than the one signal from the naval vocabulary for “expects”. The signalling system with flags had recently been improved and standardised by Captain Home Popham for the Royal Navy and was based upon 10 numeric flags and combinations of those to represent commonly used terms and manoeuvres. For example “England” was represented by flags 2-5-3. The flags were hoisted on a succession of the signalling ship’s masts so most signals were kept short in order that the whole message could be displayed at once.

The spirit of the English success at the Battle of Trafalgar was evoked for this wartime Pepys card game which was published in 1940. The famous Nelson’s Column in Trafalgar Square in London, which is pictured on the card backs, was erected to commemorate the Battle of Trafalgar and Nelson’s death and was finished in 1843. The column is just over 169 feet tall and cost £47,000 to build. The Landseer lions were not added until 1867.

In the pack of England Expects there are 12 different pictures of named Royal Navy vessels repeated either 2 or 3 times. Additionally there are cards for the Sunderland Flying Boat and general pictures of Minelayers and Minesweepers. Below I give a short history of each ship which I always find interesting. I have listed them in alphabetical order, disregarding the suits in which they appear.

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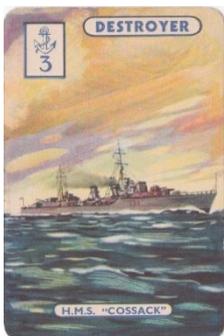


HMS Achilles was a light cruiser of the Leander Class commissioned for the Royal Navy in 1932. She was the first ship to carry a Supermarine Walrus aircraft but her two planes had been lost before the beginning of the Second World War. Her crew was a mixture of British and New Zealand men and she served with the Royal Navy’s New Zealand Division patrolling the west coast of South America accompanied by HMS Ajax and HMS Exeter; two more Light Cruisers. Their most famous engagement was known as “The Battle of the River Plate” and occurred in December 1939 when they encountered the German cruiser “Admiral Graf Spee”, captained by Hans Langsdorf, off the coast of Uruguay. In an exchange of fire Achilles was damaged with four crew killed and her Captain, W E Parry injured. Believing Achilles and her sister ships were about to launch a torpedo attack Langsdorf withdrew the Graf Spee to the mouth of the River Plate and took refuge in Montivideo harbour. His ship had mostly superficial damage but the oil filtering

system was badly damaged and without it the ship was unable to make full speed. After the 72 hours allowed by the Hague Convention at a neutral port, Langsdorf, who was deceived by intercepted false Royal Navy signals summoning battleships to the area, decided to scuttle his ship. By this he would save his crew and prevent the Royal Navy from acquiring his ship because Uruguay was friendly to the British and were likely to hand it over to them. In 1941 when the Royal New Zealand Navy was formed Achilles was transferred to that fleet and renamed HMNZS Achilles. After the war she was returned to the Royal Navy and later sold to the Indian Navy being renamed INS Delhi and entering service with them in 1948. Eventually she was sent to Bombay for scrap in 1978.



HMS Ajax was another Leander class cruiser commissioned in 1938. She was based in the West Indies early in her career but was redeployed to the coast of South America when war was declared in 1939. During the encounter known as "The Battle of the River Plate" Ajax, now carrying Commodore Henry Harwood who was aboard as commander of the three ships in the force, received seven direct hits from the Graf Spee's guns causing structural damage and destroying two of her gun turrets. There were 12 casualties including 7 killed. The rest of the story of the encounter can be found in the account of HMS Achilles above. HMS Ajax had a long and distinguished career during the remainder of the war. She patrolled the African coast, went into action in the Mediterranean against German and Italian warships sinking many of them. During this time she had two major refits, one in Britain and one in the United States. She was also involved in the D Day Landings and finally when the war was over she collected the crew of the Graf Spee from Montivideo, where they had been interned since 1939, and returned them to Germany. She was finally broken up for scrap in 1947.



HMS Cossack, a Tribal Class destroyer, was commissioned in 1938. She is most famous for what became known as the "Altmark Incident". In February 1940 the German tanker Altmark was sailing through Norwegian waters carrying 299 British prisoners rescued after their ships were sunk by the German cruiser Admiral Graf Spee. The intention was to board the Altmark and release the prisoners. The Norwegian Navy was asked to inspect the ship and they did board her and confirm that there were prisoners on board. After having shadowed the Altmark from the air HMS Cossack sailed towards the German tanker. The Altmark retreated to a Norwegian fjord and moored there accompanied by Norwegian vessels. Cossack's intention was conveyed to the Norwegians and the Altmark. The Norwegians said that such action could not be permitted in neutral waters and they would defend any attempt by Cossack to board Altmark. Acting on direct orders from Churchill which said that any action by the Norwegians should be ignored unless any damage was severe, in which case they should defend themselves. In the end no Norwegian action was forthcoming and Cossack's crew released all the prisoners and took them on board. This incident showed where Norwegian sympathies lay and may have had an influence on the German decision to invade Norway later that year. In 1941 Cossack was escorting a convoy from Gibraltar to the UK when she was struck by a torpedo fired by a German submarine. Although taken in tow by a tug from Gibraltar she sank in bad weather. The picture on the card was also used on the Ship No 7 card in the 3<sup>rd</sup> edition of Pepys Speed card game.



HMS Deptford was one of eight Grimsby Class Sloops built for the Royal Navy in the early 1930s and she was commissioned in 1935. During the First and Second World Wars the Royal Navy used the designation "Sloop" for ships built specially for convoy escort duties. After the war was over in 1948 all the surviving Sloops were redesignated as Corvettes or Frigates. The Deptford had a busy but unspectacular career with her difficult task of protecting Atlantic convoys. It was a thankless task as not only was it very difficult to detect German submarines it was even harder to sink them. It turned out that the major task of these escort vessels was to rescue survivors from the ships which had been sunk by torpedoes. Deptford did her fair share of this work and even managed to sink a German submarine in 1941. She survived the war and was sold in 1948. A fellow Grimsby Class Sloop HMS Wellington, survives and is currently moored in London at Victoria Embankment.



HMS Eagle was a very early Aircraft Carrier. She was first laid down as a Battleship for the Chilean Navy, but after the start of the First World War work was suspended. In 1918 she was bought back from Chile and converted to an Aircraft Carrier for the Royal Navy commissioned in 1924. Initially she was going to have two islands one each side of the straight flight deck connected by a bridge from where the ship would be controlled. Plans were changed, however, when the risk of aircraft colliding with the structure were realised. At first Eagle carried Fairey Swordfish aircraft. By the time of the Second World War she had had several refits but still flew the same aircraft. These old biplanes were getting a bit long in the tooth as indeed was Eagle herself. She spent most of her time in the Mediterranean dealing with Italian forces. She was involved in ferrying Spitfires to Malta which was under attack by Italian aircraft. Eventually she was sunk by torpedoes from a German submarine off the coast of Majorca. Of the crew of around 1000 men 131 were killed but the rest were rescued by a couple of Royal Navy Destroyers.



HMS Exeter was a York class Heavy Cruiser of 10,000 tons launched in 1929. She was involved in the only battle during the Second World War which took place in South America; the Battle of the River Plate. Together with fellow cruisers HMS Ajax and HMS Achilles she engaged the German pocket battleship Admiral Graf Spee off the coast of South America near the mouth of the River Plate. Exeter was severely damaged by gunfire from the German ship and was forced to retire. Ajax and Achilles were also damaged but the Graf Spee was hit in her fuel system and was crippled and she berthed in the neutral port of Montevideo. Having been given 72 hours to leave by the Uruguay authorities the captain decided to scuttle the ship in the River Plate estuary as there was no way he could return home safely with Ajax and Achilles waiting for him. HMS Exeter was repaired and refitted when she eventually reached the UK and was, for a short period, the most modern of the Royal Navy's cruiser fleet. She carried out convoy escort duties until she was sent to the Far East to help to protect Singapore from the Japanese. In 1942 she was very badly damaged in the Battle of the Java Sea and suffered complete power loss. She was sunk by Japanese torpedoes fired by a Japanese destroyer.



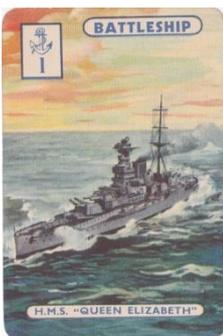
HMS Kingfisher was the first of the 9 Kingfisher Class Sloops built for the Royal Navy and she was commissioned in 1935. She took part in Operation Dynamo the evacuation of the British Expeditionary Force from Dunkirk in 1940. Kingfisher carried back 640 troops which was probably the highest number for such a small vessel – she was only 680 tons displacement. She spent her wartime career as an escort vessel and in 1947 she was sold.



HMS King George V was the first of the King George V Class Battleships commissioned in 1940. Four more of this class of battleship were subsequently built, the most modern of the Royal Navy's ships in the Second World War. King George V was involved in the action which resulted in the sinking of the German Battleship Bismark in 1941 and again in the action resulting in the sinking of the Scharnhorst in 1943. In 1945 King George V was sent to the Pacific and with fellow battleship Howe bombarded the Japanese air base on Ryuku in the chain of islands south of Japan. The ship's last action of the war was to bombard the town of Hamamatsu on the Japanese mainland in July 1945. These King George v Class Battleships were all phased out after the war and by 1948 they had all been scrapped.

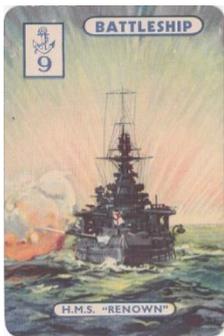


HMS Nelson was commissioned in 1927 and was built under the restrictions agreed between the five major nations after the First World War. These nations were France, Italy, Japan, United States and Britain. These restrictions were with regard to size and armaments. This is why HMS Nelson was only 34,000 tons and unusually has all her main guns facing forward. They consisted of three rows of three 16" guns. When the Walt Disney Film "Snow White and the Seven Dwarfs" was released in 1937 the Nelson's guns became nicknamed Happy, Bashful, Dopey, Grumpy, Sleepy, Sneezzy, Doc, Mickey and Minnie. At the beginning of the Second World War it was discovered that she was not fast enough to pursue German battleships or cruisers. She performed duties as an escort in the English Channel, with Atlantic convoys and in the Mediterranean. When supporting the Normandy landings she was torpedoed and was sent to the USA for repairs. Then in 1945 she went to the Indian Ocean and it was there that the Japanese forces from the Malay Peninsula surrendered aboard Nelson. She returned to Britain to become a training ship but by 1948 she had become a target for bombing practice then being scrapped in 1949.

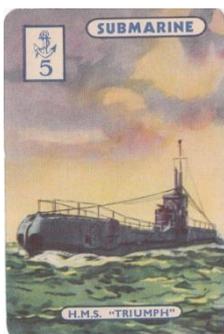


HMS Queen Elizabeth was a Super Dreadnaught Battleship commissioned in 1914. She was almost immediately sent to the Dardanelles to participate in the campaign to eliminate the Ottoman Empire forces from the First World War. She was the flagship of the Naval Operations in that area. She was on hand when the invasion of the Gallipoli peninsular was attempted by Allied forces. When other ships were attacked by Turkish Torpedo Boats Queen Elizabeth was withdrawn. When the Gallipoli invasion was repelled about eight months later Queen Elizabeth was returned to Scapa Flow for some work to be carried out on her. This meant that she was unavailable for the Battle of Jutland at the beginning of June 1916. After the

war was over she spent time as flagship of the Atlantic Fleet and later the same role in the Mediterranean. She also participated in the blockade during the Spanish Civil War. Considerable changes were made to her before the outbreak of the Second World War. Her original twin funnels were trunked together into one long funnel as shown on this England Expects card. Her armaments were enhanced, facilities to launch aircraft were installed and modern fire control equipment was added. Her reconstruction was not completed until June 1941. She was sent to the Mediterranean but in December of the same year suffered an attack by Italian frogmen and was seriously damaged leaving her grounded in shallow water. She was patched up and refloated but it was 18 months before she could return to Alexandria for temporary repairs and then limped to the USA for comprehensive repairs. She only returned to the Home Fleet in July 1943. Her last action of the war was in Indonesia assisting Allied forces raiding Japanese bases. After the war was over she was scrapped in 1948.



HMS Renown was commissioned in 1916 and she and her sister ship HMS Repulse were the world's fastest Capital Ships at the time. She saw no action during the remainder of the First World War. Between the wars she was used extensively as a kind of royal taxi taking Edward Prince of Wales for his tour of Canada and the USA in 1919. Then in 1920 her aft guns were removed to make way for extra accommodation and a promenade deck for Prince Edward and his staff on their tour of Australia and New Zealand. In 1921 he was taken by Renown for a tour of India. In 1922 she was given a complete rebuild to bring her up to date as a fighting Battle Cruiser returning to service in 1926. Back to royal duties in 1927 she carried Prince Albert of York on a tour of Australia. During the Second World War Renown patrolled the North Sea before being transferred to the Atlantic to join the ships looking for the German Battleship Admiral Graf Spee which was eventually scuttled by her captain. Back in the North Sea Renown encountered the German Battleships Scharnhorst and Gneisenau and fired on them. She was hit herself but suffered only light damage but Gneisenau was badly damaged by fire from Renown. The two German ships were able to escape fairly easily because they were much faster than Renown. In August of 1945 there was a meeting on board between King George VI and US President Truman. After the war in 1948 she was sent for scrap.



HMS Triumph was a T Class Royal Navy Submarine. She was commissioned in May 1939 and in December of that year she struck a German mine in the North Sea which blew off her complete nose. She survived and limped back to Chatham to be repaired under air escort. She returned to service in 1941 in the Mediterranean where she sank around sixteen ships and an Italian submarine by December 1941. In January 1942 she was lost with all the 59 crew when she hit a mine



The Short S25 Sunderland was a bomber in the form of a flying boat. It was based on the British Imperial Airways S23 Empire Flying Boat which carried passengers to the Colonies in luxury in the 1930s. The Sunderland was built to patrol the Atlantic Ocean and first entered service in 1938. They were very successful in rescuing survivors of torpedoed merchant vessels and even helped on occasion to destroy submarines. The aircraft was built very strongly and was equipped with good defensive firepower. In fact the German pilots nicknamed it the "Flying Porcupine" because of its guns which could cover almost any attack. With their radar equipment they could hunt down submarines and drop depth charges. In response German submarines were fitted with anti aircraft guns on their decks but to use these meant remaining on the surface and being vulnerable to attack. In 1943 a solitary Sunderland was searching for the wreck of an airliner which had been shot down. She was engaged by 8 Junkers 88 German fighters. Having jettisoned her bombs and depth charges she tried to escape at full power weaving around to avoid being hit. Two fighters attacked from both sides and disabled one of the Sunderlands engines and the radio system injuring most of the crew. On the next approach the dorsal turret gunner shot one down but another aircraft disabled the rear gun turret. The next fighter that came in was shot down by both the dorsal and nose gunners. The next attack was from the rear but the tail gunner had regained control and shot it down. The surviving fighters pressed the attack again. One of them was hit and caught fire and two more were hit too. The remaining two aircraft gave up and turned for home. They were the only 2 of the original 8 that ever returned to base. The Sunderland although badly damaged managed to reach the Cornish coast and ditch there. Of the eleven crewmen 10 recovered and 1 died. In all 777 Sunderlands had been built and at the end of the war they were withdrawn from RAF service. Most of the remainder were used in Australia and New Zealand where they remained in service until 1967.



Most of the Royal Navy Mine Laying ships were small vessels of around 120 ft length. Many were built as Merchant vessels originally and were commandeered and converted by the Royal Navy. The illustration on this card seems to show an early type of mine being laid. It would be secured to the bottom on a line which left it just below the surface. The mine exploded on contact with any vessel.



The Minesweepers of the Royal Navy were somewhat larger than the Mine Layers and dealt with different types of mine in different ways. The tethered mine just below the surface had its anchor cable cut by a serrated wire towed behind the ship and when the mine was exposed it was destroyed by rifle fire. The horns on this type of mine contained a glass phial of acid which when broken completed a circuit and blew up the mine. The picture on this card shows the Minesweeper putting out marker buoys to show where a channel has been swept.



The White Ensign is flown by all Royal Navy ships. It was standardised in 1864 by the Admiralty as before that there were 3 different ensigns flown by naval vessels in different parts of the country. It is also flown above St Martin-in-the-Fields church in Trafalgar Square in London and also on the Cenotaph in Whitehall. In 2006, to celebrate Trafalgar Day, special permission was granted for anyone to fly the White Ensign that day.