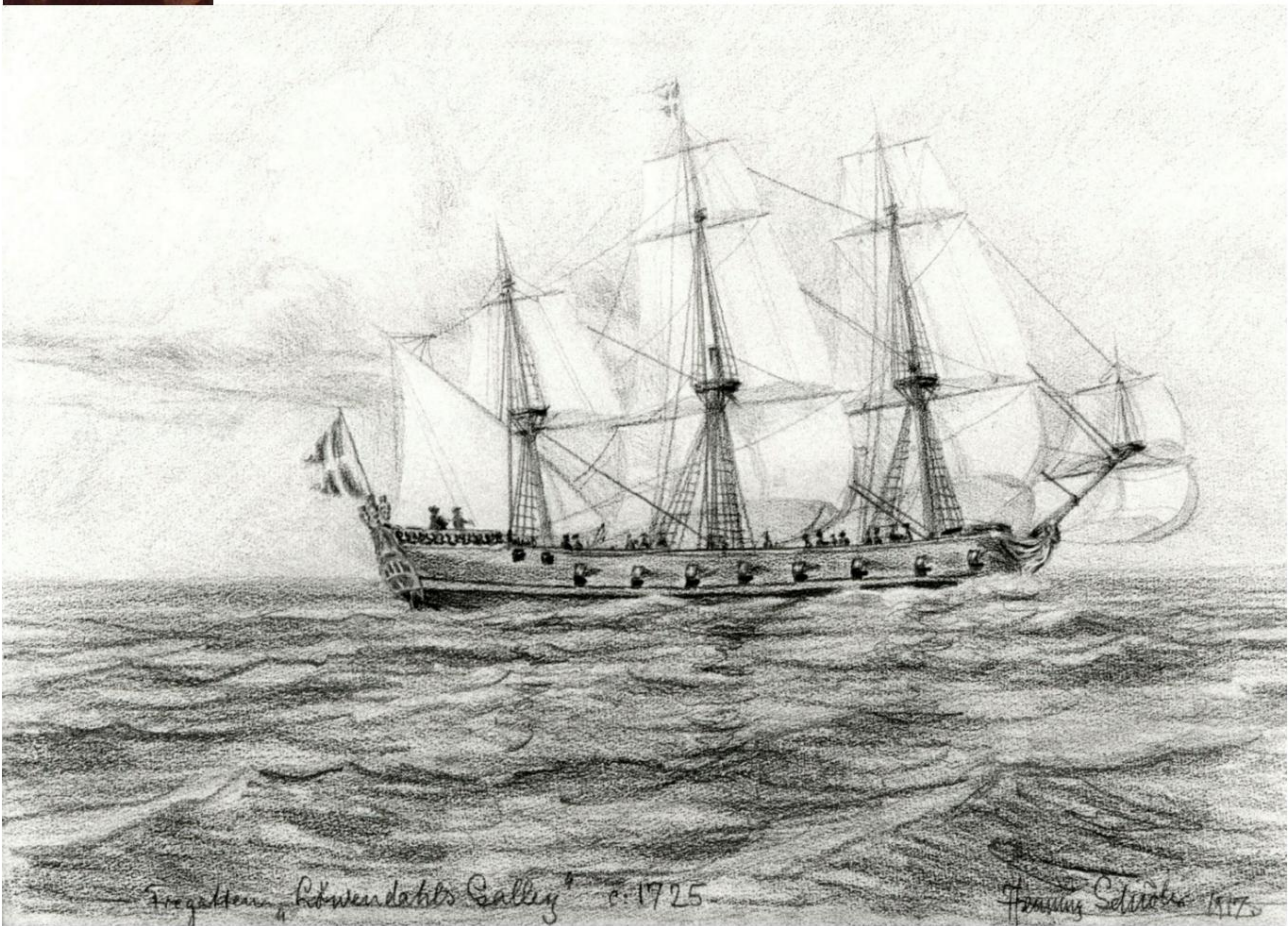


Section no. 4: The period from 1697 to 1800: From the Swedish wars to the English wars



Peter Jansen Wessel (1690 – 1720) proved to be a highly skilled naval officer who carried out numerous daring operations, but he lived a short and dramatic life full of intrigue. He came from Norway, where there was no nobility. At the age of 26, he was ennobled under the name Tordenskjold for his efforts, by the Danish king, and at the age of 28, he was appointed admiral. Shortly after his 30th birthday, he was killed in a duel after the end of the war, which otherwise had brought him personal happiness.



Already at the age of 21, he became commander of the schooner (a ship with five guns) "*Ormen*", and the following year he became commander of the frigate "*Løwendahls Galley*" with which he captured a Swedish privateer.

In the later years of the war, Tordenskiold operated from Fladstrand (Frederikshavn) towards the Swedish west coast, among other things towards Dynekilen.

When Tordenskiold learned in December 1718 that Karl the Twelfth was dead (fallen either by an enemy or a Swedish bullet), he did not send a courier with the news. He himself sailed to Copenhagen, went up to the castle, woke up Frederik the Fourth and personally delivered the news to him, which led to his appointment as "schout-bij-nacht"[1].

In 1719, Tordenskiold captured the *fortress "Carlsten"* on Marstrand, and later that year he destroyed the Swedish fleet in Gothenburg.

He was then appointed vice admiral. The war – and with it Tordenskiold's happiness – ended abruptly after that.

In 1720 he died in a duel in Gleidingen near Hanover on his way to foreign military service.

Because of the duel, Tordenskiold only got a proper memorial under Frederik the Sixth.

His sarcophagus with the inscription "Dynekilen - Marstrand - Elfsborg" is in the chapel of Holmens Church.



The gravestone reads:

"The hero Peder Tordenskiold

Vice Admiral

Him his king mentioned with honors,

his fellow citizens with joy,

his enemies with terror.

Denmark's yearbooks preserve his death.

Frederik the Sixth set him this memory."



Vitus Bering (1681 – 1741) from Horsens should also be mentioned in this context. He was not a Danish naval officer, but a coxswain/navigator in the merchant navy and during a stay in Amsterdam he was hired into the Russian navy, where he advanced to commander.

He took part in the Great Nordic War as a ship commander in Danish waters and wintered in Copenhagen in 1716.

Vitus Bering is known for his two expeditions in 1725 and 1741, where he was able to determine that Asia was not landlocked with America.

He was a skilled navigator and surveyor.



Frederik Danneskiold – Samsøe (1703 – 1770), in practice commander of the fleet from 1735 to 1746 and from 1766 to 1767 with the title "*intendant de marine*".

Despite his lack of training as a naval officer, he was a skilled administrator who had his eyes in different directions.

While he benefited the navy in many areas, he knew how to show good economic sense.

From the very beginning he had set about providing the fleet with a dry dock, and with the help of a summoned Dutch water builder, Dumreicher, he carried out this undertaking with great energy over the course of 4 years, which the local conditions made difficult.

He deepened Flådens Leje and Copenhagen Harbor in such a way that the warships could now only be fully equipped there. It was under him that the navy got several of its most important arsenal buildings, which it used right up until the 20th century.

None the less, he thought of securing the harbor by fixed naval batteries, a plan which was not, however, carried out until later.

It was he who resumed and fully developed what had previously been attempted to supply the navy with its necessary manpower by enlistment, but had fallen into disrepair. Now in 1739-41 the enlistment work was founded both in Denmark, Norway and Schleswig, which has lasted until recent times.

At the same time, he worked with zeal to provide the navy with a good naval officer base by letting the officers get a much better education, with graduation, than they had previously had. He also had a training ship fitted out for use by the sea cadets.

Christian Carl Frederiksen Gabel (1679 – 1748)

Gabel participated as ship commander with the battleship "Sophie Hedevig" in Gyldenløve's squadron in the ongoing skirmish against the Swedes, which took place 28 September – 30 September 1712 during the Great Nordic War. The battle ended with the Danes capturing 100 transport ships; and Gabel was on the foremost ship of the fleet.



In 1714 he was first platoon commander in Admiral Peter Raben's squadron, later independently operating squadron commander in the Baltic Sea with a smaller force, to which the well-known frigate "Løvendal's Galej", led by Peter Wessel Tordenskiold, belonged.

In the year 1715, Gabel was dispatched early in the spring with 8 warships in addition to some smaller vessels to prevent the Swedish squadron of 4 warships and 2 frigates from raiding the Danish coasts. He met his opponents on April 24 near Fehmarn and delivered them a 7-hour battle that has since been called the "Battle of Kolberger-Heide"; the inferior Swedish force had to flee.

For this victory, in which the Danes captured 5 men-of-war and took around 1,800 prisoners, Gabel was promoted to Vice-Admiral and appointed Chamberlain, a distinction quite unique at the time. After a shorter campaign in the year 1717, in which Gabel replaced Raben in the supreme command of the main force in the Baltic, he resigned on 31 May to take over the important post of chief secretary of war. In the same year he was appointed Knight of the Dannebrog.



Henrik Gerner (1741 – 1787), the fleet's factory foreman[2] from 1772 until his death.

In 1749 he was sent to the Naval Academy in Copenhagen, from which he graduated in 1763 as a second lieutenant, and as number 1 out of 19 examinees.

Already early on, Gerner's thoughts had been drawn to the art of shipbuilding, as his father had for some time been in charge of shipbuilding on Holmen. And since he immediately showed both ability and desire, it did not take long before the energetic manager of the navy at the time, Count Frederik Danneskiold-Samsøe (1703-1770), got him employed in this science, which until that time had been left behind.

In 1768 he was sent to England and France to further his education. Prior to that he had (1764) become first lieutenant and the following year, on one of the few sea voyages he undertook, he had made a name for himself by submitting excellent information about the construction style of Russian and Swedish men of war, etc.

For 4 years he continued his studies abroad. Promoted in 1770 to captain-lieutenant and on 8 July 1772 was appointed factory foreman, after which he went home from France. He advanced later: 1776 to captain and 1781 to commander captain.

It was under extremely difficult conditions that Gerner took over the management as factory foreman in 1772. And his active nature was immediately given the opportunity to show itself in all its strength

The fleet's bed was full of mud, the equipment slow and expensive, the magazines empty and the ships dilapidated. With great energy, he took hold and quickly introduced significant improvements, while at the same time earning a name for himself as one of the greatest mechanical talents Denmark has owned.

During the 15 years that Gerner still lived, he remained at his post and during this time built no fewer than 14 ships of the line and 10 frigates in addition to many smaller vessels. All of them of such excellent goodness that his reputation spread abroad and cast luster over his fatherland.

In 1780 he reported that it would now be possible for him to prepare a frigate for a voyage in 10 days.

In 1781, Gerner joined the Dock Commission and also tackled this with usual zeal. In the course of 1784 and 1785, he both designed and built an ingenious pumping station for the dock, which continued to be used until the middle of the 1800s. By this invention he simplified the pumping out of the dock. So that this work, which previously had cost the strenuous work of 2-400 men for 2-3 days, was now carried out by 24 horses in a score of hours, whereby at the same time the cost fell to a quarter.

In 1786 he was ordered to put forward the principles according to which warships should be built, and soon after he was able to submit a response to the task, one with tables and numerous appendices.

In 1787 he was ordered to carry out drawings for a new 80-gun ship of the line; 6 weeks later, he declares that work can begin when it should.

Of his other mechanical inventions may be mentioned an improved kind of mud-machines, down-force machines for the dock's sluice gates, anchor cranes for lifting heavy weights, distillation machines for use on board, pumps for the ships, besides many others.

He founded the "Søe-Lieutenant-Selskabet", which had a great influence on the training of young naval officers.

Ulrik Christian Gyldenløve (1678 – 1719), "illegitimate" (born out of wedlock) son of Christian the Fifth.

Left in 1693, aged 15, for naval officer training in the Netherlands, and further for navigational training in France.

When he returned to Denmark in 1696, he was appointed admiral. In 1700, when he was only 22 years old, he was appointed Lieutenant-Admiral-General and took over command of the entire fleet. Shortly afterwards, based on the experiences from Holland and France, he submitted a proposal to the king for the establishment of a Naval Academy. Where young men could receive actual instruction in seamanship, military training, tactics and navigation (until now, naval officers were either trained by master's training or had received the degrees, for example by ennoblement).



Gyldenløve led the fleet when war broke out again in 1709, and he was at sea as fleet commander in the period 1709-1712 and again in 1715

He was severely wounded during close combat in 1709 by pistol shots in the chest and a "pike" (lance/spear) in the back, but he single-handedly killed both of his opponents.

He was commander of the navy until his death in 1719, when he was killed by a Swedish sharpshooter during a naval battle.

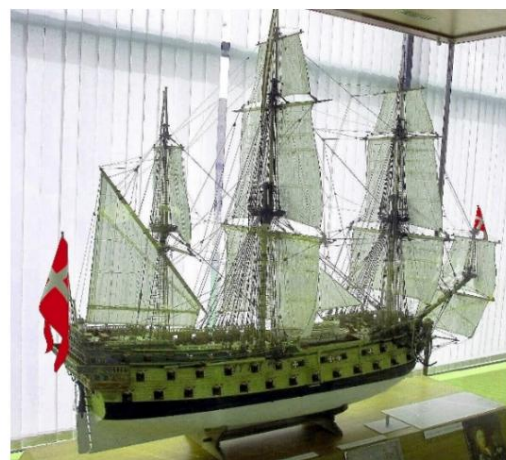


Ivar Tønnesen Huitfeldt (1665 – 1710), commander, born in Norway, educated in the French navy, served in the Dutch and English navy, and from 1692 in the Danish-Norwegian navy.

From 1704 to 1709 he was head of the naval shipyard in [Kristiansand](#)

Was captain of the ship of the line "*Dannebrog*" (named after the Order of the Dannebrog) on 4 October 1710.

Where the ship was set on fire and exploded, but Huitfeldt's maneuver slowed down the Swedes so much that the rest of the Danish fleet could get ready for battle.



Model of Dannebrog approx. 1710



Ole Judichær (1661 – 1729), mathematician, vice admiral, chief of Holmen, ship designer.

1690 he was employed as deputy crew master at Bremerholm. Shortly thereafter, he took over the management of the shipbuilding industry. When the first liner Dannebrog built on Nyholm was launched in 1692, in recognition of his work he was appointed real crew master and factory foreman. As such he continued to operate until 1725 and during this time constructed 23 ships of the line and 9 frigates.

It was largely to his credit that the ships from the Danish-Norwegian fleet did well, as they did during the Great Nordic War, and he was the fleet's chief constructor until 1727.

Among other things, he constructed a diving bell

In 1698 he was given the title of commanding captain and gradually rose to admiral. In 1705 he was given a seat in the Admiralty, in 1714 he also became Holmen's Admiral. During the Great Nordic War, in addition to the management of the shipbuilding industry, he had various trusted positions, even as squadron leader and commander-in-chief of the Zealand coastal defenses, despite the fact that he was not originally trained as a sailor and a man of war.

Just Henriksen Juel (1664 - 1715), relative of the famous Niels Juel.

Employed, as admiral (cadet) 1684-88, in the Dutch navy.

On his return, through his relative, Admiral Niels Juel, he got employment as a lieutenant in the Norwegian Navy and gradually worked his way up to vice admiral. He was a participant in Admiral v. Støcken's troop transport to Scotland, where he suffered very badly; later (1694) as commander of the ship of the line »Lindormen« he fought a battle with an English man-of-war who wanted to search his convoy without justification.



During the 1700 campaign, he was flag captain in Ulrik Christian Gyldenløve's fleet with the admiral-general and played a significant role in the defense of the capital during the latter's bombardment by the Eng.-Holl.-Sv. fleet. 1709-12 Juel was Danish envoy to Tsar Peter the Great, whose goodwill he quickly won by his dignified and bold behavior. On his return he was appointed vice-admiral and was soon after employed in the main fleet; with this, which was commanded by Admiral P. Raben in 1715, he took part in the bloody naval battle at Jasmund (Rügen) on 8 August as leader of the vanguard, where he was hit by a cannonball and died immediately afterwards.

Is remembered with an epitaph in Roskilde Cathedral



Frederik Christian Kaas (1727 - 1804).

Immediately after his appointment as an officer, he decided to study ship construction. Why he joined the construction commission, and at the same time was taught by master shipbuilder Anders Thuresen.

As a lieutenant, in 1751 he took part in Captain Simon Hooglant's expedition to Morocco, where treaties were to be negotiated. While his chief had temporarily gone to Algiers, Kaas was in command of a number of cargo ships he had brought with him, but was seized ashore and arrested. Only in May 1753, when the treaty conditions were settled, was he released again.

In 1756 he had his first command of the frigate *Hvide Ørn* in Admiral Hans Henrik Rømeling's squadron.

In 1757 he and Lieutenant Frederik Michael Krabbe submitted drawings for a frigate constructed according to new principles. In the same year he took part in a Mediterranean voyage with the warship *Iceland*; both commander and second-in-command died on board, and Kaas then brought the ship home.

1757-64 he was regularly used as commander of ships of the line on various frigates, mostly in the Mediterranean in the equipped squadrons

In 1765-66 he was on a diplomatic mission to Morocco,

1769 commander of the liner *Mars*. When the government decided to send a strong naval force to Algiers, in order to compel that state to comply with its obligations, Kaas, who was well acquainted with conditions in Africa, was given the supreme command of the expedition.

At the beginning of May 1770 he set sail with 4 ships of the line, 2 frigates, 2 bombardier galleys and some smaller vessels and reached his destination at the beginning of July. As the negotiations brought no result, Kaas would then begin hostilities. But it soon turned out that he had miscalculated. The bomber ships he brought were poorly equipped and his large ships far too deep-piercing. With the case undone and having been relieved, Kaas returned home

In the same year, he replaced Admiral Gaspard Frédéric de Fontenay as head of the Naval Cadet Corps; in this position he remained until 1781, when he was appointed Holmen's chief as chief crew master. As such, he worked with skill until 1792. In 1795 and 1796 he was also commander of squadrons which, for the protection of neutrality, operated in the Baltic together with Swedish squadrons.

Chresten (Christian) Thomesen Sehested (1664 - 1736).

In 1680, Sehested was accepted as an apprentice in the navy and from 1684-1687 in Dutch and French military service.

He became an officer in 1687 and had his first Danish command in 1691, over the frigate "Svenske Falk" on a convoy trip to France.

When the Søkadetkompaniet was established in 1701, Sehested, who had become Commander, was appointed as its commander. An office he managed skillfully and energetically until 1715, with many interruptions.



At the outbreak of the Great Nordic War, Sehested immediately went into active business.

In 1709 he served as Gyldenløve's Flag Captain at the troop transfer to Scania. In 1710, he participated as commander of the "Mermaid" in the naval battle at Køge Bugt.

In the spring of 1711, he led a squadron to Norway. Where he won many prizes on that occasion.

In the autumn of 1711, he was given command of a force whose task was to chase the Swedish warships from the waters at Stralsund and to support the Danish-Russian-Prussian siege army.

In 1715, Sehested was again at Stralsund, and now, after many efforts, he finally managed to completely drive the Swedes from the waters and to enclose the town, which had to capitulate on 23 December.

For this he was subsequently appointed Admiral.

Through his tactical skill, his courage and his composure, Sehested succeeded in achieving results that have earned him a highly regarded name in Danish naval history.



Christian Michael Ludwig Ferdinand Tønder (1692 – 1753),

He became a Cadet in 1709, and at Sehested's attack in 1715, on the Swedish flotilla, at Stralsund, Tønder, who was now first lieutenant, was on June 22 in a fight with the enemy bombards and during the attempt to enter one of these he lost his right leg.

However, he remained in the service and was employed the following year by the Norwegian squadron under Tordenskjold. With this he participated on 8 July 1716 as lieutenant captain and commander of the galley Prins Christian in the attack on the Swedish transport fleet in Dynekilen. Here he captured the galley Lucretia, seized a shore battery, and by his excellent courage contributed to a considerable extent to the successful outcome of the battle.

In 1717 he was in command of the frigate Mynden in the Baltic under Admiral Peter Raben.

1718 he accompanied , with the frigate Stralsund, Tordenskiold on its troop transports to Norway;

In 1719 he, as captain, had the same command. With Tordenskiold, he first made a reconnaissance to Karlskrona, on which he captured a Swedish privateer. He then took part in the attack on Marstrand, during which he had a station at Båhuselven. And later in August he took part in the attack on Ny Elfsborg.

From 1720-26, Tønder was then commander of a guard ship in the Great Belt;

In 1730 he led the liner Varberg for the East Indian Company to China,

In 1734 he led the liner Oldenborg on a voyage to the Elbe on the occasion of the disputes with Hamburg,

In 1743 he commanded the liner Norske Løve and in 1749 the liner Oldenborg in squadrons.

He was appointed schoutbynacht 1749 and vice-admiral 1752, but he did not enter active service.

The Great Nordic War from 1700 to 1720

The period leading up to the Great Nordic War was characterized by tensions in the Baltic Sea area. Sweden's expansion had been stopped at the end of the 17th century, but the other Baltic nations wanted to see Sweden's influence and power reduced.

When the Swedish king died suddenly and was replaced by a very young and inexperienced king, Poland, Russia and Denmark attacked in 1700.

Unfortunately, the king, Charles the Twelfth, proved to be a military genius who caused great problems for the three invaders.

Due to the intervention of other powers, the war was stopped very quickly and humiliatingly for Denmark. But when Charles the Twelfth was defeated by the Russians at Poltava (in present-day Ukraine) during his campaign against Russia in 1709, Denmark was ready again with a quick declaration of war against Sweden.



The old operational plans were taken up again, and the navy again carried out a landing of large troop forces at Råå, three nautical miles (five kilometers) south of Helsingborg.

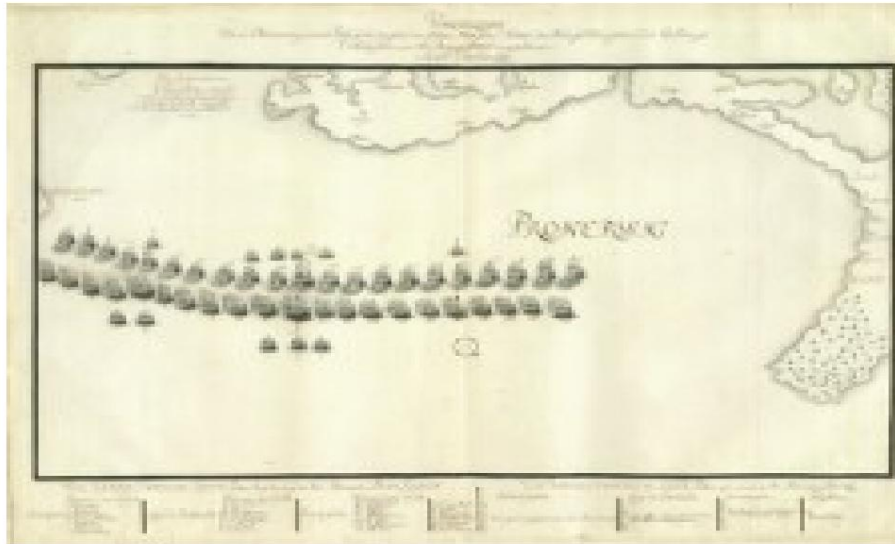
However, Denmark had thrown itself headlong into the war without being properly prepared. Initially, things went well, and the fortress in Helsingborg was captured, while the fortresses in Landskrona and Malmö held their own.

On 10 March 1710, Denmark's dream burst again, when the Swedes under Magnus Stenbock defeated the Danish army in Scania in the Battle of Helsingborg.



The fleet then had to evacuate the sorry remains of the expeditionary force. That same autumn, the Swedish fleet sought out the Danish one in Køge Bay, and during the battle on 4 October 1710, the Swedish ambitions were thwarted. Ivar Huitfeldt's dispositions prevented a Swedish victory over the Danish fleet.

In 1715, a Danish naval force under *schout-bij-nacht*, later vice-admiral, Gabel secured a victory over a Swedish naval force at Kolberger Heide near Fehmern, thereby worsening the situation for the Swedes in the besieged Stralsund. In a subsequent battle between two equal Danish and Swedish fleets at Rügen in the same year, no decision was reached, but as a result of the lack of Swedish supplies, Stralsund fell as a Swedish base. During the battle, Vice Admiral Just Juel was killed by a cannonball.



Battle of Rügen 1715

The following year, the Swedish king began a campaign against Norway, but the newly appointed nobleman Peter Tordenskiöld located the Swedish supply fleet, which was the prerequisite for carrying out the campaign against Norway. The supply fleet lay in a very narrow strait called Dynekilen, where Tordenskiöld captured most of the supplies with a bold attack. The Swedish naval units were either burned or captured. This earned him a royal appointment as commander, skipping the rank of commander captain. Later, Tordenskiöld captured the Swedish fortress *Carlsten* at Marstrand, and he also participated in the operations against the Swedish fleet in Gothenburg.



Tordenskiöld and his soldiers in Marstrand

The Great Nordic War was rich in skirmishes at sea. Denmark was allied with Russia, one of the results of the war was that Sweden had been replaced as a great power. The country was now on a level with Denmark, but all the Danish efforts to regain the lost territories from Sweden had not borne fruit.

Since 1560, Sweden had conquered territories in Finland, Russia, Estonia, Latvia, Lithuania, Poland and Germany, but eventually they were all lost again. Finland, however, only in 1808/1809.

The only areas that Sweden kept were the areas that were conquered from the Kingdom of Denmark Norway! At sea, the war had gone somewhat better than on land, but when it ended, Denmark received no territorial concessions.

Russia did this in turn, which was now established as a Baltic power with a newly built capital of St. Petersburg on the Gulf of Finland, as well as with the acquisition of the current Baltic states of Estonia, Latvia and Lithuania.

The war formally lasted until 1720, and the Danish king's newly built castle came to bear the name "*Fredensborg*", because now there was to be lasting peace.

The period of peace from 1720 to 1801

The peace lasted for approx. 80 years, and it was a profitable period for shipowners, large merchants and the emerging industry in Denmark.

One of the reasons was that there was no peace in the rest of Europe, which as a shipping nation could profit from when freight rates skyrocketed. The latter half of this period created great fortunes and was often called the "*flourishing period*" in contemporary and recent history, that is, the flourishing period.

New fortunes were made by sailing expensive and sought-after goods from the Far East in particular. Meanwhile, Denmark saw the flourishing of a new industry. The many warehouses at Copenhagen's harbor bore witness to the flourishing trade. Today, this flourishing period can be seen on buildings in and outside Copenhagen.

Where the new wealthy built domiciles in Copenhagen and palaces of pleasure in a ring around the capital:



"Old Holtegård", "Marienborg", "Sophienholm" and many others near Furesøen, Lyngby Lake and Bagsværd Lake.

A number of modern factories were built by Mølleåen from Lake Furesøen to Øresund. Frederiksværk became an industrial town with a cannon foundry, and a gun factory was established in Hellebæk.

Many small maritime towns around Denmark, for example on Fanø and Rømø as well as in Ærøskøbing, Marstal and Svendborg, had ships sailing on long voyages to the Far East, to America and along the coasts of Europe.

The fleet in the 18th century

Like Niels Juel, Ulrik Christian Gyldenløve had undergone formal naval officer training in the Netherlands. Denmark was badly prepared for the war in 1700, and as one of the lessons learned, he therefore requested the king in 1701 that a "*sea cadet academy*" be established in Denmark, which the king

complied. This gave the naval officers a formalized education, but it was not until 1724 that the training of the technical officers was initiated, when four naval officers were sent abroad to learn shipbuilding.



This is what the Naval Academy looked like in the middle of the 18th century. The prospect shows the facade facing the current Fredericiagade, which was then called "Cadettegaden". (Today the building houses the Eastern High Court)

The period was characterized by the fact that people were now slowly entering the "age of enlightenment". Research was carried out in physics, chemistry, astronomy, medicine, botany, geology and much more.

The major European powers subjugated colonies in order to obtain raw materials for processing and trade. Scientific expeditions were sent out, and unknown regions were surveyed, just as data was systematically measured and collected for use in navigation around the globe.

The Danish-Norwegian fleet took part in sailing to China. In 1761, the fleet sent Carsten Niebuhr off to Istanbul on his scientific expedition to the Arab countries.

The fleet maintained contact with the Danish forts in the colonies in Africa, India and the West Indies and escorted Danish merchant ships in pirate-infested waters, especially in the Mediterranean.



Carsten Niebuhr in Arab costume during the great Arab expedition 1761-67

During and after the Great Nordic War there had been a number of court intrigues and replacements, but the long period of peace until 1801 was characterized by skilled personalities in the management of the fleet.

Holmen developed into Denmark's largest workplace, where the country's best worked with the most modern working methods and with the most modern technology. Here they built ships suitable for both long-distance sailing and sailing in Danish waters. Normally, the Danish liners only had two battery decks (gun decks), because the ships had to be able to go through the waters at Drogden off Dragør with full equipment, and therefore their draft could not exceed 22 feet (6.9 meters).



The Navy experimented with a number of galleys.

Both the Swedes and the Russians had operated with galleys in large numbers during the war in the Finnish archipelago, but the Danish project was abandoned.

The construction of a galley harbor in Nivå was begun in 1752, but the harbor was abandoned in 1767.

(Level galley harbor 1750)

A significant part of the fleet's manning, both officers and privates, came from Norway. In the spring, the fleet's personnel were brought to Copenhagen, and in the autumn they sailed back to Norway.

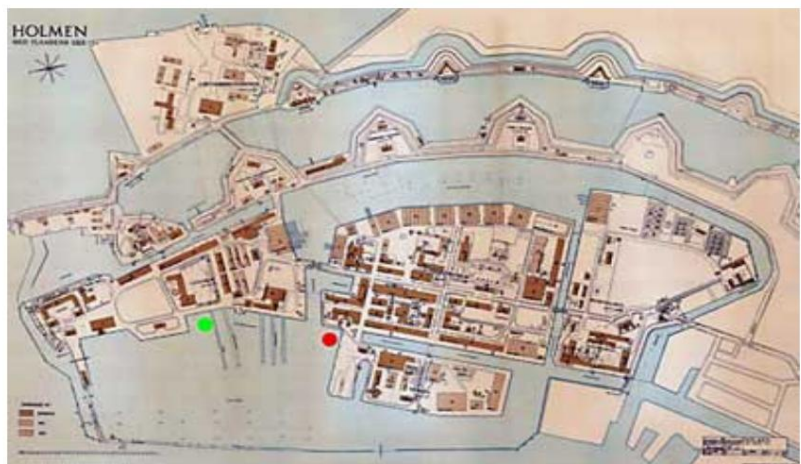
In Copenhagen, the navy now had an older base with a shipyard at Bremerholm, (the area that today lies between Holmens Kirke, Havnegade and Nyhavn). It was actually here that the Copenhagen fire broke out in 1795. A canal, *Holmen's Canal*, ran up to the place where the Royal Theater is now located.

Behind Charlottenborg, at Nyhavn, was the navy's ropes course, and at what is today called Kvæsthusbroen, the navy got its first "*kvæsthus*", i.e. hospital and nursing home.

Around 1775 it was moved to the current *Søkvæsthus* in Christianshavn, where the Orlogsmuseet was housed until a few years ago.

The new naval base consisted of five islands, which had slowly been created by filling up in connection with the deepening of the harbor basin. The dredging was done with dredging machines operated by convicts.

The outermost island was called *Nyholm*. The others came to be called *Frederiksholm*, *Christiansholm*, *Dokøen* and *Arsenaløen*. During one, the entire factory and base complex was called "*Holmen*".



From 1746 to 1751, the famous mast crane was erected on Holmen, and immediately south of it were the three large berths, which were used for stack discharge by the fleet's ships until 1918. Another mast crane was erected on Christiansholm, but it was demolished in 1860' the ones.



Where the Ministry of Foreign Affairs is located today, the fleet had its first dry dock. The dry dock at Christianshavn (later called "Old Dock") was built from 1735 to 1739 by the Dutch master water builder JH Dumreicher, and was in use right up until 1918.

The dock was initially emptied of water by hand. It required 200 – 400 men to work at the pumps for three days.

In 1784, factory foreman Henrik Gerner prepared a horse-drawn pumping station which could drain the dock of water in 21 hours.

The size of the fleet varied greatly during the 18th century, and only the number of ships required by the operations was equipped. The large harbor basin had to be able to accommodate the navy's laid-up ships, approx. 24 ships of the line and 24 frigates. For financial reasons, the other ships were decommissioned on Holmen, that is to say without rigging, guns, supplies, sails, anchors, ropes and more. It was stored in the many magazines and handed over against a proper receipt to the ship's master and his accountants. They were responsible for the majesty's estates.

A French shipmaster named de Bordes de Folligny wrote in 1739 a report about a visit to Holmen:

"Their magazines are in excellent condition and arranged with an almost embarrassing accuracy. They look more like a magazine of a rich merchant who owns 3-4 ships than the arsenal of a royal warport."

It is different what the archives contain of history about the individual ships that were built in this period, but where all these stories are about large ships of the line and frigates, there is also in the archives the story of a smaller ship more specifically called a Chalup which the king had built.

"On 24 Dec. 1730 gives King Christian VI - the Lake Etatens Ekvipage order to build a Chalup for use by the King and the Court at Sundbyfærgedgård - located on the Jægerspris side!

Charluppen is built on Holmen and it was completed during the summer of 1734.

This was communicated to Færgedgården in a letter dated 5 November 1734.

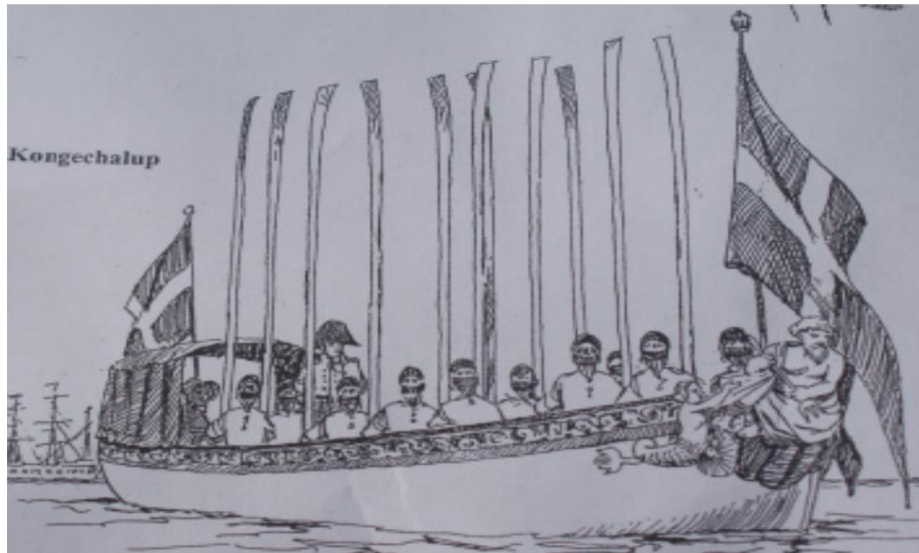
It is also announced that it will be transported by ship in the spring - based on the view that there will be no need for it in the coming winter.

During the transport from Holmen to Færgegården, the Chaluppen is slightly damaged and because of this, Ferryman Peder Høy requests that 2 of Holmen's officers be sent to Færgegården to repair the Chaluppen.

We do not know how much the Chaluppen has been used - as it was always lying in the water ready for use - as there have been regular transfers by court officials.

In the year 1742, the Chaluppen is so affected by wind and weather that a major repair is necessary.

It is therefore necessary for ferryman Peter Høy to hire a boat in Frederikssund for the royal transfers. The chalup then fell into disrepair and no new chalup was built.”



When the king was going on board his chalup, the royal flag was hoisted both fore and aft.

The king sat aft on a finely carved chair with red velvet.

On a collision course with England

Part of the large amount of money that flowed to Denmark came from dubious transactions, where the Danish flag, as a guarantor of neutrality, was used to cover up all kinds of contraband for the belligerent powers in Europe.

It brought good revenue, and the majesty and his advisers were not ignorant of what was going on.

When England felt its existence threatened during the Napoleonic wars, the Danish shipping - together with the shipping from Sweden and Russia, which was part of an armed neutrality alliance - became such a big problem for the English that they demanded the right to stop and examine the ships, when there were a justified suspicion of circumvention of the neutrality.

The League of Neutrality believed itself strong enough to claim the right to sail freely on the high seas, and as a result allowed its merchant ships to join convoys, escorted by the warships of the League of Neutrality.



Denmark-Norway had a fairly strong and modern navy, which could put power behind the chosen foreign policy. The navy had created excellent opportunities for the merchant navy - and thus for the country's earnings - and at the same time also created respect for the Danish demands. In relation to England, there was talk of a slow escalation, where Denmark might not have made all the consequences clear, but where the immediate earnings - and pressure from the shipowners, large merchants and industry - perhaps blinded the political decision-makers. In the summer of 1800 came the confrontation, and so events began to gather pace. Denmark suddenly found itself in a very complicated foreign policy situation with no easy solutions.

L.E.K

Notes:

[1] Schout-bij-nacht was the then term in the navy for a rear admiral. The term comes from the Netherlands, where it denotes the one who looks out into the night, i.e. the one who maintains overnight contact with enemy naval forces.

[2] Holmen's "factory master" was the head of what was called the "factory", that is to say all shipbuilding, and was at the same time the fleet's chief designer.